

<p>9) Is the body or person(s) named in 6 overleaf the owner of the aircraft? If YES answer questions (a) and (b) below. If NO continue to question 10.</p> <p>a) When did the body or person(s) shown in 6 overleaf become the owner of the aircraft?</p> <p>b) Is the aircraft wholly owned by the body or person(s) names in 6 overleaf? If jointly owned state the percentage shareholding of each person or body entitled as owner to a legal interest in the aircraft or a share therein.</p>	<p>Yes No</p> <p>a)</p> <p>b) Yes No %</p>
<p>10) Is the body or person(s) named in 6 overleaf the charterer by demise, i.e. by loan, lease, hire or hire purchase agreement (but not a mortgage). If YES, answer questions (a), (b) and (c) below. (Not applicable if the aircraft is to be registered to the owner and all questions in section 9 are completed).</p> <p>a) State the name and permanent address of the owner of the aircraft and of intermediate lessors in order to detail the full lease structure. (If necessary please continue on a separate sheet.)</p> <p>b) When did the charter commence?</p> <p>c) What is the expiry date of the charter?</p>	<p>Yes No</p> <p>a)</p> <p>b) To be advised</p> <p>c) Non-expiring</p>
<p>11) In what capacity is the person, Body Corporate or Undertaking in whose name the aircraft is to be registered entitled to have an aircraft registered in his name in the United Kingdom? (Tick appropriate heading)</p> <p>a) The Crown in the right of Her Majesty's Government in the United Kingdom.</p> <p>b) British citizen.</p> <p>c) Commonwealth citizen (See Note v page 3).</p> <p>d) Nationals of any European Economic Area State.</p> <p>e) British protected person.</p> <p>f) Body incorporated in the United Kingdom, or in some other part of the Commonwealth and having its principal place of business in the United Kingdom or any other part of the Commonwealth.</p> <p>g) Undertaking formed in accordance with the law of a European Economic Area State and having its registered office, central administration or principal place of business within the European Economic Area.</p> <p>h) Firm carrying on business in Scotland.</p> <p>i) An unqualified person i.e. a person or body whose nationality is other than those specified in a) to h).</p>	
<p>12) Is any unqualified person or body (other than 11 (a) – (i) above) entitled as owner to any legal or beneficial interest (other than as a member of a flying club) in the aircraft or any share therein? If YES, give particulars (name, address, nationality).</p>	<p>Yes No</p>
<p>13) If the aircraft is to be registered in the name of a person as defined in 11(c), (d), (e) or (i) above, state (a) the nationality of such person.</p>	<p>(a)</p>
<p>14) In order to comply with EC Regulation 785/2004 on Insurance Requirements For Air Carriers and Aircraft Operators and the Civil Aviation (Insurance) Regulations 2005 please state:</p> <p>a) whether the aircraft is insured in compliance with the regulations? (see note ix page 3) If the aircraft is NOT currently insured in compliance with the regulations, please note that by indicating No and signing this form you are confirming that you will not permit the aircraft to be flown unless you have first provided the CAA with a certificate of insurance or valid evidence of insurance.</p> <p>b) whether evidence of compliance, such as a copy of the Certificate of Insurance (showing flight cover), has been supplied with this application? If the aircraft is insured in compliance with the regulations you must include a copy of the Certificate of Insurance. (see note ix page 3 for exclusions)</p> <p>c) Is the aircraft used exclusively for non-commercial operations? (see note x page 3)</p> <p>d) Is the aircraft operated by an air carrier, i.e. an air transport undertaking with a valid operating licence? (see note ix page 3)</p>	
<p>15) Declaration: I/We hereby declare that the foregoing particulars and answers are true in every respect, and I/We apply for the aircraft to be registered in the United Kingdom. (See Note (xii) page 3).</p> <p>Date Signature(s)</p> <p style="text-align: center;">of all parties named above – See Note (iv) page 3)</p> <p>Name(s)</p> <p>(Block letters)</p> <p>Position held:</p> <p>(See Note (iv) page 3).</p>	

NOTES TO BE READ WHEN COMPLETING THIS APPLICATION FORM

- i) If the aircraft is to be registered in the name of an unincorporated body or more than one individual the full names and addresses of all persons sharing the ownership should be given. In the case of an unincorporated flying group, whose assets are held by trustees, the names and addresses of the trustees holding the assets should be given together with a separate list of the full names, addresses, nationalities and percentage shareholding of all members of the group (See form www.caa.co.uk/CA04). In the case of an aircraft chartered by demise and registered under the Air Navigation Order 2016, Article 26(4), the name and address of the charterer should be given.
- ii) Please use the most suitable correspondence address for the distribution of safety material. The address given will be used on the UK Register of Civil Aircraft, the Certificate of Registration, correspondence from the Aircraft Registration Section and for the distribution of safety related information. EG. a PO Box may be used.
- iii) The UK Register of Civil Aircraft is available to the public, including via the CAA website, and includes the names and addresses of registered owners of aircraft.
- iv) **The owner or charterer should sign personally;** where more than one person is shown as owner (see Note (i)) each person should sign. In the case of a Body Corporate or Undertaking, a Director, Secretary or other authorised officer of the company should sign, stating the position they hold, and a covering letter should be attached to the application giving the names of all such authorised officers.
- v) The attention of applicants wishing to register aircraft is drawn to Section 37 of the British Nationality Act, 1981 which states that the phrase 'Commonwealth citizen' (see Section 11c) includes British dependent territories citizens, British overseas citizens and British subjects.
- vi) Microlight aeroplane means an aeroplane designed to carry not more than two persons which has:
 - (a) a maximum total weight authorised not exceeding:
 - 300 kg for a single seat landplane, (or 390 kg for a single seat landplane of which at least 51% was built by an amateur or non-profit making association of amateurs, for their own purposes and without any commercial objective, in respect of which a permit to fly issued by the CAA was in force prior to 1st January 2003);
 - 450 kg for a two seat landplane, or
 - 330 kg for a single seat amphibian or floatplane, or
 - 495 kg for a two seat amphibian or floatplane, or
 - 315 kg for a single seat landplane equipped with an airframe mounted total recovery parachute system; or
 - 472.5 kg for a two seat landplane equipped with an airframe mounted total recovery parachute system; and
 - (b) a stalling speed, or minimum steady flight speed in the landing configuration, at the maximum weight authorised not exceeding 35 knots calibrated airspeed.
- vii) "Single seat de-regulated microlight" means a microlight aeroplane that meets the above definition and:
 - (a) is designed to carry one person only;
 - (b) is flying on a non-commercial flight beginning and ending in the UK without flying over any other country.
- viii) The maximum number of passengers carried is required in order to calculate the minimum insurance cover needed to meet the requirements of Regulation EC 785/2004 on Insurance Requirements for Air Carriers and Aircraft Operators. This figure does not refer to the maximum number of seats that the aircraft has but rather the maximum number of passengers that are going to be carried during the period of insurance.
- ix) If the aircraft is insured in compliance with the regulations you must include a copy of the certificate of insurance with this application unless the aircraft is operated by an air carrier, i.e. an air transport undertaking with a valid operating licence. In which case, evidence of insurance need not be supplied with this application providing an ATL28 Insurance form that covers this aircraft has been submitted to the CAA, Consumer Protection Group, Airline Licensing and Consumer Issues. Also see note x with regards to State aircraft.
- x) If the aircraft is to be used exclusively for non-commercial operations and has a maximum take-off mass of 2700 kg or less the minimum insurance cover requirements, calculated in accordance with Regulation EC 785/2004 on Insurance Requirements for Air Carriers and Aircraft Operators, are reduced accordingly. "Commercial Operation" means an operation for remuneration and/or hire.
- xi) If the aircraft is used exclusively as a State aircraft (i.e. in military or customs service) the provisions of Regulation EC 785/2004 on Insurance Requirements for Air Carriers and Aircraft Operators do not apply
- xii) **FALSE REPRESENTATION STATEMENT:** It is an offence under the Air Navigation Order to make, with intent to deceive, any false representation for the purpose of procuring the grant, issue, renewal or variation of any certificate, licence, approval, permission or other document. This offence is punishable on summary conviction by a fine (not exceeding the statutory maximum in Northern Ireland and Scotland) and, on conviction on indictment, by a fine and/or up to two years imprisonment or both.

This form, when completed, should be forwarded to the **Civil Aviation Authority, Aircraft Registration, Shared Service Centre, Aviation House, Gatwick Airport, RH6 0YR** and must be accompanied by the appropriate registration fee (see Table B). The fee may be paid by certain credit and debit cards (see back of form) or cheque. Cheques must be drawn on a UK bank in Pounds Sterling and made payable to the Civil Aviation Authority (not CAA). This form may be faxed to **01293 768590** or scanned and emailed to aircraft.reg@caa.co.uk if accompanied by credit or debit card details. The section is open to the public at the above address between 1000 and 1600 hours, Monday to Friday. Enquiries by telephone can be made, during normal office hours, on **0330 022 1917**, by email or visit www.caa.co.uk/aircraftregister.

TABLE A - GENERAL CLASSIFICATION OF AIRCRAFT ACCORDING TO PART 1 OF SCHEDULE 4 TO THE AIR NAVIGATION ORDER 2016 (See Section 1(b) of form page 1)

1	2	3	4
Aircraft	Lighter than air aircraft	Non-power driven	Free Balloon
		Power driven	Captive Balloon
	Heavier than air aircraft	Non-power driven	Airship
		Power driven (flying machines)	Glider Kite
			Aeroplane (Landplane) Aeroplane (Seaplane) Aeroplane (Amphibian) Aeroplane (Self Launching Motor Glider) Rotorcraft (Helicopter) Rotorcraft (Gyroplane)

(2) An aircraft which is intended to be operated with no pilot on board is to be further classified as unmanned.
 (3) Unmanned aircraft include unmanned free balloons and remotely piloted aircraft.

TABLE B - CHARGES FOR THE ISSUE OF A CERTIFICATE OF REGISTRATION see Section 1b of form page 1)

Valid from 1 April 2019 until at least 31 March 2020:
 Cheques must be made payable to the Civil Aviation Authority (not CAA), or complete details below for payment by credit or debit card

Registration fee for any aircraft:

- Maximum weight not exceeding 15,000 kg £73.00
- Maximum weight exceeding 15,000 kg £146.00

Optional Same Day Service (in addition to registration fee, see www.caa.co.uk/srg1750 for details)

- Maximum weight not exceeding 15,000 kg £170.00 (inc. VAT)
- Maximum weight exceeding 15,000 kg £275.00 (inc. VAT)

Out of sequence registration (in addition to registration fee) in the case of any aircraft £316.00

Aircraft may be allocated any four-letter sequence that is either not in use, or has not previously been used, except for certain reserved groups of letters. Owners should note that registration marks cannot be transferred from one aircraft to another, although it is possible for an aircraft to be given a different set of marks subject to certain conditions. For further details or to check the availability of marks please contact the Aircraft Registration Section, contact details on page 3.

PAYMENT INSTRUCTIONS

I agree to pay by Visa Mastercard Visa Debit Maestro , the charge specified in the current CAA Scheme of Charges or the Same Day service guidelines for any fee bearing transaction submitted during the validity period of this card, please charge to my account the appropriate amounts.

Card number: _____

Expiry date: _____ Security Code (last 3 digits on signature strip on reverse of card) _____

Debit cards only:

Start date: _____ Amount: £.....

Issue No: _____ (if applicable)

e) Card Holder Details

Name (as written on card):
 (BLOCK CAPITALS)

Full postal address of card holder:
 Postcode:.....

Card holder's signature:

Please tick box if paying with Company Card Company Name: