



CIVIL AVIATION RULES AND STANDARDS

FEDERAL DEMOCRATIC REPUBLIC OF ETHIOPIA

PART 4 — AIRCRAFT REGISTRATION AND MARKING

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4.1 GENERAL

ICAO Annex 7 uses the term certificate of registration. In Part 4, the term certificate of registration is used to denote the same certificate as that is the term used by many States and further clarifies the certificate.

Part 4 is written so that the owner of the aircraft is responsible for the aircraft registration, as contained in this Civil Aviation Rules and Standards.

The owner, or operator of the aircraft if different from the owner, is responsible for proper marking of the aircraft prior to operation.

4.1.1.1 APPLICABILITY

- (a) This part prescribes the requirements for registration and marking of Civil Aircraft under the provisions of the proclamation.
- (b) This part does not apply to meteorological pilot balloons used exclusively for meteorological purposes or to unmanned free balloons without a payload.

4.1.1.2 DEFINITIONS

- (a) Definitions are contained in ECARAS Part 1.

4.1.1.2 ABBREVIATIONS

- (a) ECAA – Ethiopian Civil Aviation Authority

4.2 REGISTRATION REQUIREMENTS

4.2.1.1 GENERAL

- (a) No person may operate a civil aircraft unless it has been registered by its owner or operator under the provisions of the laws of Ethiopia and the Authority has issued a certificate of registration for that aircraft which shall be carried aboard for all operations.
- (b) The certificate of aircraft registration shall be in English.
- (c) Until 25 November 2026 the certificate of aircraft registration will be issued by the Authority in the form as contained in IS 4.2.1.1(a) and will be of a size determined by the Authority.
- (d) As of 26 November 2026, the certificate of aircraft registration will be issued by the Authority in the form as contained in IS 4.2.1.1(b) and will be of a size determined by the Authority.

4.2.1.2 REGISTRATION ELIGIBILITY

- (a) An aircraft is eligible for registration if it is:-
- (1) Owned or operated by:
 - (i) Ethiopian National,
 - (ii) An individual citizen of another State who is lawfully admitted for permanent residence in Ethiopia,
 - (iii) A government entity, Public enterprises and Developmental Associations of Ethiopia for own use only; and
 - (2) Not registered under the laws of any other State in case of newly manufactured aircraft or certificate of deregistration when the aircraft has prior registration in other state.
 - (3) The aircraft holds an acceptance type certificate issued in accordance with part 5
 - (4) The age shall not exceed 22 years for passenger aircraft and 25 years for cargo aircraft since the date of manufacture.
 - (5) Notwithstanding sub article (4), a passenger and/or cargo aircraft may be registered
 - (a) If the aircraft has accumulated not more than 65 percent of the design service objective (DSO) in flight cycles or 65 percent of the calculated equivalent design service objective (DSO) in flight hours, whichever occurs first; or
 - (b) When the aircraft does not have a certified design Service objective (DSO) and a limit of validity (LOV) from the state of design and has not accumulated more than 32000 flight cycles OR 35000 flight hours, whichever occurs first.

4.2.1.3 APPLICATION

- (a) A person who wishes to register an aircraft in Ethiopia must submit an application for aircraft registration to the Authority in a form and manner prescribed by the Authority. Each application shall:-
- (1) Certify as to compliance with 4.2.1.2;
 - (2) Show Bill of sale or any evidence identifying ownership; and
 - (3) Be signed in ink.
- (b) Upon an applicant meeting all requirements for registration, a certificate of registration will be issued by the Authority

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- (c) The application for aircraft registration shall be submitted with the prescribed fee to the Authority.
- (d) An application for the registration of an aircraft in Ethiopia may be made by, or on behalf of the owner of the aircraft: Provided that-
 - (1) The applicant is legally entitled to the aircraft;
 - (2) A written notice is submitted to the Authority identifying the person making the application on behalf of the owner;
 - (3) In case of a body corporate, a written notice identifying an officer of the body corporate and the address of the officer who may be served with documents, including the registration certificate issued by the Authority;
 - (4) Where the aircraft is imported with previous registration of a foreign country, a statement issued by the authority responsible for registration of aircraft in that country stating when the registration was cancelled.
- (e) The application for registration of an aircraft shall contain the following information-
 - (1) A description of the aircraft that identifies it by reference to its manufacturer, its type and model as designated by its manufacturer, and the serial number given to it by its manufacturer;
 - (2) If the aircraft has previously been registered in Ethiopia or anywhere else, particulars of the registration, including any registration mark given to the aircraft as a result of the registration;
 - (3) Particulars of the registration mark, if it has been reserved for the aircraft;
 - (4) The name and address of each person who holds a property interest in the aircraft and a description of the person's property interest;
 - (5) The name and address of the registered owner if different from that specified in paragraph (d);
 - (6) The physical station where the aircraft will be stationed;
 - (7) The name and signature of the applicant; and
 - (8) The date of the application.
- (f) Upon receiving an application for the registration of an aircraft and being satisfied that the aircraft may be registered, the Authority shall register the aircraft, and shall include the following particulars in the register and on the certificate of registration of the aircraft-
 - (1) The number of the certificate;

- (2) The nationality mark of the aircraft and the registration mark assigned to it by the Authority;
- (3) The name of the manufacturer and the manufacturer's designation of the aircraft;
- (4) The serial number of the aircraft;
- (5) The name and address of every person who is entitled as owner to a legal interest in the aircraft or a share therein, or, in the case of a lease agreement or financial arrangement, the names and addresses of lessee and lessor or as the case may be, the financier; and
- (6) Conditions with regard to which it is registered.

4.2.1.4 CERTIFICATE OF REGISTRATION

- (a) The Authority shall furnish to the person or persons in whose name or names the aircraft is registered (in these rules referred to as the "registered owner") a certificate of registration, which shall include the particulars specified in sub article (f) of article 4.2.1.3 and the date on which the certificate was issued.
- (b) Subject to article 4.2.1.2, if at any time after an aircraft has been registered in Ethiopia an unqualified person becomes entitled as owner to a legal or beneficial interest in the aircraft or share therein, or the ownership of that aircraft is transferred to a person not qualified under the provisions of article 4.2.1.2, the registration of the aircraft shall thereupon become void and the certificate of registration shall forthwith be returned by the registered owner to the Authority for cancellation.
- (c) A certificate of registration shall remain in force until –
 - (1) The aircraft is destroyed beyond economical repairs;
 - (2) The aircraft is permanently withdrawn from service; and
 - (3) The registration of the aircraft in respect of which such certificate of registration was issued, is cancelled by the Authority.
- (d) The Authority may cancel the registration of an aircraft if the aircraft is permanently located elsewhere and the Authority is unable to effectively carry out surveillance activities, and there is no agreement between the country of location and the Authority for effective control of the aircraft.

4.2.1.5 CHANGE OF REGISTERED PARTICULARS OF CERTIFICATE OF REGISTRATION.

- (a) No legal act, such as sale, mortgage, lease or any other act concerning an aircraft entered in the Aircraft Register, shall be made to another person unless the ECAA is notified; therefore, any changes to be made regarding registered aircraft's ownership title or any other particulars shall be notified to ECAA in advance.
- (b) A person registered as the owner of an aircraft registered in Ethiopia shall notify to the Authority in writing of:-
 - (1) Any change in the particulars which were furnished to the Authority upon application

being made for the registration of the aircraft;

- (2) The destruction of the aircraft or its permanent withdrawal from use; and
 - (3) In the case of an aircraft registered under these rules, the termination of the lease, charter or hire-purchase agreement.
- (c) A person who becomes the owner of an aircraft registered in Ethiopia shall inform the Authority in writing.
 - (d) The ECAA will amend the aircraft records and issue new Certificate of Registration provided that requirements of amendment to Certificate of Registration are completed.
 - (e) The Authority may, where it appears necessary or appropriate, or for purposes of updating the register in accordance with 4.2.1.3 (f), correct or amend the particulars entered on the register.
 - (f) For purposes of these rules, reference to the registered owner of the aircraft includes, in the case of a deceased person, his legal representative and in the case of a body corporate which has been dissolved, its successor.
 - (g) The holder of Ethiopian registered aircraft Certificate of Registration shall apply for a replacement certificate if the certificate is:
 - (1) Lost, stolen, or destroyed;
 - (2) So damaged that particulars are no longer clearly legible;
 - (3) Needed to be replaced due to any other event so justified by the applicant and accepted by the ECAA.
 - (h) The applicant for a replacement certificate shall submit application form to the ECAA with payment of the applicable fee and where applicable, the damaged Certificate shall be returned to the ECAA.

4.2.1.6 AIRCRAFT REGISTRY

- (a) As required by the proclamation, the Authority shall maintain an aircraft registry showing for each aircraft registered by the Authority the information recorded on the certificate of aircraft registration and any other information required by the Authority.
- (b) Upon request, the Authority will provide information to another ICAO Contracting State or to ICAO as to aircraft registration and/or ownership of any particular aircraft registered in Ethiopia.
- (c) The Authority issues a certificate of deregistration, it shall issue the certificate in accordance with 4.2.1.8 of this part.

4.2.1.7 CLASSIFICATION OF AIRCRAFT

- (a) Aircraft shall be classified in accordance with the Table in IS: 4.2.1.8
- (b) An aircraft which is intended to be operated with no pilot on board shall be further classified as unmanned.
- (c) Unmanned aircraft shall include unmanned free balloons and remotely piloted aircraft.

4.2.1.8 DE-REGISTRATION

- (a) The Authority may de-register or cancel the registration of an aircraft under the following circumstances-
 - (1) upon application by the registered owner for purposes of registering the aircraft in another state or for any other purpose; or
 - (2) Upon the destruction of the aircraft or its permanent withdrawal from use.
- (b) The Authority shall, before de-registering an aircraft in accordance with these rules, require the registered owner of the aircraft to-
 - (1) return the certificate of registration of the aircraft to the Authority;
 - (2) settle any liens or encumbrances attached to the aircraft;
 - (3) remove all nationality and registration marks assigned to the aircraft; and
 - (4) comply with any other conditions the Authority may specify.
- (c) The registration of an aircraft which is the subject of an un-discharged mortgage entered between parties shall not become void nor shall the Authority cancel the registration of such an aircraft pursuant to this Rules and Standards unless all persons shown in the Aircraft register as having beneficial interests in the aircraft have consented to the cancellation. However if it appears to the Authority that the registered owner has failed to meet the terms of the mortgage agreement entered into with the legal owner/lessor upon request by the legal owner/lessor to the Authority, the latter may have the aircraft removed from the Civil Aircraft Register.
- (d) The legal owners or its accredited representative may also submit an application for de-registration and their application shall be supported by the original copy of the power of attorney.
- (e) The certificate of deregistration, in wording and arrangement, shall be a replica of the certificate in the form as prescribed in IS 4.2.1.8(b).
- (f) When certificates of deregistration are issued in a language other than English, it shall include an English translation.

4.3 NATIONALITY AND REGISTRATION MARKS

4.3.1.1 APPLICABILITY

This Subpart prescribes the requirements for the identification and marking of civil aircraft registered in Ethiopia.

- (a) No person may operate a civil aircraft registered in Ethiopia unless it displays nationality and registration marks in accordance with the requirements of this section. The letters “ET” used to identify the aircraft nationality as of Ethiopian shall conform to the requirements outlined in Annex 7 to the Convention on International Civil Aviation. This is to be followed by a series of three letters assigned by the Authority.
- (b) Unless otherwise authorized by the Authority, no person may place on any aircraft a design, mark, or symbol that modifies or confuses the nationality and registration marks. Marks shall not be used which might be confused with the International Five Letter Code of Signals, Part II, the three- letter combinations beginning with Q used in the Q Code or Distress Codes or other similar, urgent codes.
- (c) Permanent marking of aircraft nationality and registration shall:-
 - (1) Be painted on the aircraft or affixed by other means insuring a similar degree of permanence;
 - (2) Have no ornamentation;
 - (3) Contrast in color with the background;
 - (4) Be legible, and
 - (5) Be kept clean and visible at all times.
- (d) The Reservations of aircraft registration mark and Mode S Code are valid for 12 months, if not used.
- (e) A Mode S Code address shall not be changed except under exceptional circumstances approved by the ECAA. It shall not be changed during flight.
- (f) A Mode S Code address cannot be reserved for an aircraft unless registration mark is already reserved for that aircraft.
- (g) The Mode S Code is cancelled if:
 - (1) 12 months reservation period expires without being used, or
 - (2) The aircraft is removed from the Aircraft Register.

4.3.1.2 DISPLAY OF MARKS: GENERAL

- (a) Each owner shall display on that aircraft marks consisting of the Roman capital letters “ET” denoting nationality of Ethiopia, followed by the registration mark of the aircraft in, Roman capital letters.

4.3.1.3 SIZE OF MARKS

- (a) Each owner of an aircraft shall display marks on the aircraft meeting the size requirements of this section.
- (b) Height. The character marks shall be of equal height and on:-
 - (1) Heavier-than-air aircraft shall be at least:-
 - (i) 50 centimeters high if on the wings, and
 - (ii) 30 centimeters high if on the fuselage (or equivalent structure) and vertical tail surfaces;
 - (iii) Identified readily if the aircraft possesses no wings and fuselage.
 - (2) Lighter-than-air aircraft other than unmanned free balloons shall be at least 50 centimeters high.
 - (3) Unmanned free balloons shall be determined by the Authority taking into account the size of the payload to which the identification plate is affixed.
- (c) Width. Characters shall be two-thirds as wide as they are high, except the number "1" and the letter "l", which shall be one-sixth as wide as it is high.
- (d) Thickness. Characters shall be formed by solid lines one-sixth as thick as the character is high.
- (e) Spacing. The space between each character may not be less than one-fourth of a character width.
- (f) Uniformity. The marks required by this Part for fixed-wing aircraft must have the same height, width, thickness, and spacing on both sides of the aircraft.

4.3.1.5 LOCATION OF MARKS ON HEAVIER-THAN-AIR AIRCRAFT

- (a) The owner of a fixed-wing aircraft shall display the marks once on the lower surface of the wing structure as follows:
 - (1) They shall be located on the left half of the lower surface of the wing structure unless they extend across the whole of the lower surface of the wing structure.
 - (2) So far as is possible, the marks shall be located equidistant from the leading and trailing edge of the wings.
 - (3) The tops of the letters and numbers shall be toward the leading edge of the wing.
- (b) On a heavier than air aircraft with a fuselage (or equivalent structure) and/or a vertical tail surface, the marks shall appear on either the vertical tail surfaces or the sides of the fuselage

as follows:

- (1) If displayed on the vertical tail surfaces, horizontally on both surfaces of a single vertical tail or on the outer surfaces of a multi-vertical tail.
- (2) If displayed on the fuselage surfaces, horizontally on both sides of the fuselage between the trailing edge of the wing and the leading edge of the horizontal stabilizer.
- (3) If engine pods or other appurtenances are located in the area described in paragraph (b) (2) and are an integral part of the aircraft, the marks may appear on those pods or appurtenances.

4.3.1.6 LOCATION OF MARKS ON LIGHTER-THAN-AIR AIRCRAFT

(a) Airships. The owner shall place marks on an airship to appear on:-

- (1) The hull, located lengthwise on each side of the hull and on its upper surface on the line of symmetry; or
- (2) The horizontal and vertical stabilizers surfaces:-
 - (i) For the horizontal stabilizer, located on the right half of the upper surface and on the left half of the lower surface, with the tops of the letters and numbers toward the leading edge; and
 - (ii) For the vertical stabilizer, located on each side of the bottom half stabilizer, with the letters and numbers placed horizontally.

(b) Spherical balloons (other than unmanned free balloons). The owner shall apply marks in two places diametrically opposite each other and located near the maximum horizontal circumference of the balloon.

(c) Non-spherical balloons (other than unmanned free balloons). The owner shall apply marks on each side, located near the maximum cross-section of the balloon immediately above either the rigging band or the points of attachment of the basket suspension cables.

(d) Lighter-than-air aircraft (other than unmanned free balloons). The owner shall apply side marks to be visible both from the sides and from the ground.

(e) Unmanned free balloons. The owner shall apply marks to appear on the identification plate.

4.3.1.7 SPECIAL CASES FOR SIZE AND LOCATION OF MARKS

- (a) If either one of the surfaces authorized for displaying required marks is large enough for display of marks meeting the size requirements of this section and the other is not, the full-size marks shall be placed on the larger surface.
- (b) If neither surface is large enough for full-size marks, the Authority may approve marks as large as practicable for display on the larger of the two surfaces.
- (c) If, because of the aircraft configuration, it is not possible to mark the aircraft in accordance with this Part, the owner may apply to the Authority for a different procedure.

4.3.1.8 SALE OF AIRCRAFT: REMOVAL OF MARKS

- (a) When an aircraft that is registered in Ethiopia is sold, the holder of the certificate of registration shall remove, before its delivery to the purchaser, all nationality and registration marks of Ethiopia, unless the purchaser is a citizen or other legal entity as prescribed in 4.2.1.2 (a)(1).

4.3.1.9 IDENTIFICATION PLATE REQUIRED

- (a) The owner shall affix to each aircraft registered under the laws of Ethiopia an identification plate:-
 - (1) Containing the aircraft type, model, and serial number, marks of nationality and registration mark; and
 - (2) Made of fireproof metal or other fireproof material of suitable physical properties; and
 - (3) Secured to the aircraft in a prominent position, near the main entrance, or, in the case of an unmanned free balloon, affixed conspicuously to the exterior of the payload.
 - (4) in the case of a remotely piloted aircraft, secured in a prominent position near the main entrance or compartment or affixed conspicuously to the exterior of the aircraft if there is no main entrance or compartment.

4.3.1.10 TRAINING REQUIREMENTS FOR NEW AIRCRAFT TYPE

- (a) The operator of large aircraft is required to provide training at manufacturer level before introducing a new aircraft type into its fleet.
- (b) For a first of type aircraft (new aircraft type) to be registered in Ethiopia, the operator who first introduces such aircraft is required to provide aircraft system training on the aircraft type (type rating – maintenance system plus flight crew training) both to its personnel and to ECAA inspectors, at least for one Airworthiness Inspector and one Operations Inspector at manufacturer's training facility before introducing the aircraft type to its operation.
- (c) The number of inspectors necessary to be trained will depend on the size and complexity of the aircraft.
- (d) For a series type of aircraft, a refresher or difference training course may be required to keep abreast to the technological advancement or differences.

4.4 IRREVOCABLE DEREGISTRATION AND EXPORT REQUEST AUTHORIZATION

4.4.1.1 APPLICABILITY

This **Sub-part** applies to all Ethiopian operators and persons or entities holding legal interests in registering, de-registering civil aircraft or changing aircraft legal title status of aircraft certificates the Federal Democratic Republic of Ethiopia Civil Aircraft Registry, as well as, to persons or entities that

require registering interests on the International Registry of Mobile Assets (IR) for which the Federal Democratic Republic of Ethiopia is the State of Registry.

4.4.1.2 TRANSMITTING INFORMATION TO THE INTERNATIONAL REGISTRY OF MOBILE ASSETS (“IR”) UNDER THE CONVENTION AND ITS AIRCRAFT PROTOCOL ON INTERNATIONAL INTERESTS IN MOBILE EQUIPMENT ON MATTERS SPECIFIC TO AIRCRAFT EQUIPMENT SIGNED IN CAPE TOWN ON 16 NOVEMBER 2001 (“THE CONVENTION”).

(a) In accordance with the Convention, an aircraft object eligible for the International Registry recording must fit at least one of the following categories:

(1) Airframes (other than those used in military, customs and police services) that, when appropriate aircraft engines are installed thereon, are type accepted by the ECAA to transport:

(i) at least eight (8) persons including crew; or,

(ii) goods in excess of 2750 kilograms, together with all installed, incorporated or attached accessories, parts and equipment (other than aircraft engines), and all data, manuals and records relating thereto;

(2) Helicopters heavier-than-air machines (other than those used in military, customs or police services) supported in flight chiefly by the reactions of the air on one or more power-driven rotors on substantially vertical axes and which are type accepted by the ECAA to transport:

(i) at least five (5) persons including crew; or,

(ii) goods in excess of 450 kilograms, together with all installed, incorporated or attached accessories, parts and equipment (including rotors), and all data, manuals and records relating thereto;

(3) Aircraft Engines (other than those used in military, customs or police service) powered by jet propulsion or turbine or piston technology and:

(i) in the case of jet propulsion aircraft engines, have at least 1750 lb of thrust or its equivalent; and,

(ii) in the case of turbine-powered or piston-powered aircraft engines, have at least 550 rated take-off shaft horsepower or its equivalent, together with all modules and other installed, incorporated or attached accessories, parts and equipment and all data, manuals and records relating thereto.

(b) Under the Convention, the lessor may register its rights and interests in an aircraft in the International Registry (IR) of Mobile Assets.

4.4.1.3 IRREVOCABLE DE-REGISTRATION AND EXPORT REQUEST AUTHORIZATION (IDERA) UNDER THE CONVENTION AND ITS AIRCRAFT PROTOCOL ON INTERNATIONAL INTERESTS

IN MOBILE EQUIPMENT ON MATTERS SPECIFIC TO AIRCRAFT EQUIPMENT SIGNED IN CAPE TOWN ON 16 NOVEMBER 2001 (“THE CONVENTION”).

- (a) The Proclamation 371/2003, a proclamation to ratify the Convention on International Interests in Mobile Equipment and the Protocol to the Convention on International Interests in Mobile Equipment on Matters Specific to Aircraft Equipment enacts into Ethiopian law the international legal rules established by the Cape Town Convention and Aircraft Protocol to facilitate asset-based financing and leasing of aircraft. These international rules establish an international legal framework relating to the creation, priority and enforcement of security and leasing interests in aircraft equipment. They provide for the creation of an international interest in aircraft equipment which is recognized in all Contracting States to the Cape Town Convention and Aircraft Protocol.
- (b) The Federal Democratic Republic of Ethiopia is a Contracting State to the Cape Town Convention and Aircraft Protocol. The government of the Federal Democratic Republic of Ethiopia has made a declaration pursuant to Article XXX (I) of the Aircraft Protocol that it will apply Article XIII (Article 25 of the Consolidated Text) on irrevocable de-registration and export request authorization for aircraft registered in Ethiopia.
- (c) In accordance with Article XIII of the Protocol to the Cape Town Convention where the debtor has issued an Irrevocable De-registration and Export Request Authorization (IDERA) substantially in the form annexed to such Protocol and has submitted such authorization for recordation to the ECAA that authorization shall be so recorded.
- (d) ECAA accepts and records IDERAs for Ethiopian registered aircraft only.
- (e) An IDERA must be submitted by either the holder of a Certificate of Registration of Ethiopian registered aircraft or the party entitled to register an aircraft in Ethiopia.
- (f) The IDERA submitted must be in the format as set out in the Aircraft Protocol. Any deviation from this format will not be accepted.
- (g) The IDERA must be submitted in the English language.
- (h) If the party submitting the IDERA is a company, a letter of authorization from the company must be submitted with the IDERA if the signatory of the IDERA is not the Chief Executive Officer, Company Secretary or a member of the Board of Directors of the company.
- (i) If the signatory of the IDERA is a lawyer or a person who is not an employee or officer of the company, a Power of Attorney must be submitted with the IDERA. The Power of Attorney must explicitly empower the signatory to execute the IDERA on the company's behalf.
- (j) If the Power of Attorney is executed in a foreign jurisdiction, the Power of Attorney must be accompanied by a letter from a law firm in that foreign jurisdiction, addressed to the person submitting the IDERA and copied to ECAA, certifying that the Power of Attorney has been done in accordance with the laws of that foreign jurisdiction and that the Power of Attorney has been properly executed and is effective in that jurisdiction.

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- (k) The IDERA must also be notarized and if it is executed in a foreign jurisdiction, the notarization requires legalization as well.
- (l) Two duly signed (and, if necessary legalized and notarized) original copies of the IDERA must be submitted. ECAA will retain one IDERA copy for the aircraft file records and return the duly acknowledged duplicate copy.
- (m) All documents submitted with the IDERA must also be original copies or certified true copies.
- (n) The process of ECAA's acceptance, recording and acknowledgement of a submitted IDERA may take up to 7 working days. On completion of this process, ECAA will issue its acknowledgement of acceptance to the company.
- (o) Upon issuance of the acknowledgement, ECAA will, unless it has received a CDCL from the authorized party stated in the IDERA, honour a request for de-registration and export of the aircraft.
- (p) ECAA will process IDERA letter request and acknowledge it by countersigning and recording it in the Aircraft Register. The ECAA will countersign as many IDERAs as registered owners and/or the registered operator may request. One IDERA copy shall be held by the ECAA for the aircraft file records.
- (q) The ECAA shall not accept an IDERA submitted and signed by the owner/authorized operator in favour of different parties (e.g. one IDERA in favour of a creditor and another one in favour of a security trustee).
- (r) Under the Federal Democratic Republic of Ethiopia's instrument of accession to "the Convention", lenders and lessors are entitled to register an Irrevocable De-registration and Export Request Authorization ("IDERA") with the ECAA for all aircraft registered in Ethiopia. An IDERA is a creditor's remedy in case of default by the lessee.
- (s) Under the rules, a creditor with such an international interest has a range of basic default remedies and, where there is evidence of default on the part of the debtor, the creditor may, pending final determination of its claim and to the extent that the debtor has at any time so agreed, obtain from a court speedy relief in the form of one or more of the following orders as the creditor requests:
 - (1) Preservation of the aircraft object and its value;
 - (2) Possession, control or custody of the aircraft object;
 - (3) Immobilization of the aircraft object;
 - (4) Lease or, except where covered by sub-paragraph (a) to (c), management of the aircraft object and the income there from; and

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- (5) if at any time the debtor and the creditor specifically agree, sale and application of proceeds there from.
- (t) In addition to the remedies specified in paragraph (d) (3) above, the creditor may, to the extent that the debtor has at any time so agreed and in the circumstances specified in Chapter III of the Cape Town Convention:
 - (1) procure the de-registration of the aircraft (i.e. procure the deletion or removal of the registration of the aircraft from its aircraft register in accordance with the Chicago Convention); and
 - (2) procure the export and physical transfer of the aircraft object from the territory in which it is situated.
- (u) The rules also provide that a registry authority in a Contracting State shall, subject to any applicable safety laws and regulations, honour a request for de-registration and export if:
 - (1) the request is properly submitted by the authorized party under a recorded irrevocable deregistration and export request authorization (**IDERA**); and
 - (2) the authorized party certifies to the registry authority, if required by that authority, that all registered interests ranking in priority to that of the creditor in whose favour the Authorization has been issued have been discharged or that the holders of such interests have consented to the de-registration and export.
- (v) Further, the rules provide for the following:
 - (1) Where the debtor has issued an IDERA substantially in the form annexed to the Aircraft Protocol and has submitted the IDERA for recordation to the registry authority, that IDERA shall be so recorded.
 - (2) The person in whose favour the authorization has been issued (the “**authorized party**”) or its **certified designee** shall be the sole person entitled to exercise the remedies specified in Article IX (1) of the Aircraft Protocol (Article 15(1) of the Consolidated Text) and may so exercise only in accordance with the IDERA and applicable aviation safety laws and regulations. The IDERA may not be revoked by the debtor without the consent in writing of the authorized party. The registry authority shall remove the IDERA from the registry at the request of the authorized party.
- (w) Upon issuance of the acknowledgement, ECAA will, unless it has received a CDCL from the authorized party stated in the IDERA, honour a request for de-registration and export of the aircraft if:
 - (1) the request is properly submitted by the authorized party (as stated in the IDERA) only; and
 - (2) the authorized party certifies to ECAA, when required by ECAA, that all registered interests ranking in priority to that of the creditor has been discharged or that the holders of such interests have consented to the de-registration and export.

4.4.1.4 CERTIFIED DESIGNEE CONFIRMATION LETTER (CDCL).

- (a) The authorized party as stated in an IDERA may submit a CDCL to ECAA to formally transfer the right to de-register the aircraft stated in that IDERA to a certified designee.
- (b) The CDCL must be submitted in the English language.
- (c) A letter of authorization from the company (authorized party) must accompany the CDCL if the person submitting the CDCL is not the Chief Executive Officer, Company Secretary or a member of the Board of Directors of the company.
- (d) If the CDCL is signed by a lawyer or a person other than an employee or officer of the company, then a Power of Attorney must accompany the CDCL. The Power of Attorney must explicitly empower the signatory to execute the CDCL on the company's behalf.
- (e) If the Power of Attorney is executed in a foreign jurisdiction, the Power of Attorney must be accompanied by a letter from a law firm in that foreign jurisdiction, addressed to the person submitting the CDCL and copied to ECAA, certifying that the Power of Attorney has been done in accordance with the laws of that foreign jurisdiction and that the Power of Attorney has been properly executed and is effective in that jurisdiction. An example of such a letter is set out in Annex A hereto.
- (f) The CDCL must also be notarized and if it is executed in a foreign jurisdiction, the notarization requires legalization as well.
- (g) Two original duly signed, notarized and if necessary, legalized CDCL must be submitted. ECAA will retain one copy, and return the duplicate copy with the acknowledgement. Once ECAA acknowledges the CDCL, the certified designee (as stated in the CDCL) will be the only person recognized by ECAA to de-register the specified aircraft.
- (h) All documents submitted with the CDCL must also be original copies or certified true copies.
- (i) The process of acknowledging the submission of a CDCL may take up to 7 working days. The ECAA may consider, at the time of recording an IDERA, requesting for power of attorney when the submitted IDERA is signed by a representative of a registered owner/operator whose representation has not been yet recorded or evidenced in the aircraft file.
- (j) The CDCL may only be submitted by the authorized party as stated in the IDERA and should be facilitated by and done with the full cooperation of the party submitting the IDERA.
- (K) The Authority will accept and record Certified Designee Letter, whereby an Authorized Party appoints a Certified Designee, if:
 - (1) it is submitted in writing to the Authority;
 - (2) it identifies the Certified Designee appointed by the Authorized Party and the IDERA to which it applies;

- (3) no other Designation is recorded for the relevant IDERA; and
 - (4) it is signed by the Authorized Party.
- (l) The Authority will record a Designation within seven (7) working days of receipt, and will promptly confirm to the Authorized Party and the Certified Designee that recordation is complete.

4.4.1.5 CANCELLATION OF IDERA/CDCL UPON AIRCRAFT DE-REGISTRATION.

- (a) For de-registration of an Ethiopian registered aircraft, a request for cancellation of the IDERA/CDCL must first be made by the authorized party stated in the IDERA and, where applicable, by the certified designee.
- (b) Upon aircraft de-registration and the written request from the authorized party or the certified designee, the acknowledged IDERA or CDCL will be cancelled by ECAA.
- (c) The letter submitted by the authorized party or the certified designee requesting cancellation of the IDERA or CDCL upon aircraft de-registration must be notarized if it is signed in a foreign jurisdiction, and accompanied with a Letter of Authorization from the company.
- (d) The authorized party must also consent to the application to de-register the aircraft. ECAA will only proceed with the de-registration process upon receipt of the following documents:
 - (1) Original copy of the Certificate of Registration with the relevant information entered on the reverse; and
 - (2) Original copy of the Certificate of Airworthiness;
- (e) An IDERA or appointment of a Certified Designee shall be revoked and be of no further effect if a revocation:
 - (1) Is submitted in writing to the Authority,
 - (2) Identifies the IDERA or Designation to which it applies; and
 - (3) Is signed and consented to in the case of an IDERA, by an Authorized Party, or, in the case of a Designation, by the Certified Designee.
- (f) The Authority will record a revocation within seven (7) working days of receipt, and will promptly confirm to the Applicant, the Authorized Party and any Certified Designee (if applicable) that recordation is complete. An Applicant shall have no power to issue a revocation in respect of an IDERA or Designation. Once a revocation has been recorded, the Registry Authority will not take any action for or on behalf of an Authorized Party (in respect of a revoked IDERA) or a Certified Designee (in respect of a revoked Designation) and the revoked IDERA or Designation (as the case may be) shall be of no further force and effect. The validity of an IDERA shall not be affected by the revocation of a related Designation.

4.4.1.6 DE-REGISTRATION OF AIRCRAFT ENFORCING AN IRREVOCABLE DE-REGISTRATION AND EXPORT REQUEST AUTHORIZATION (IDERA) UNDER THE CONVENTION AND ITS AIRCRAFT PROTOCOL ON INTERNATIONAL INTERESTS IN MOBILE EQUIPMENT ON MATTERS SPECIFIC TO AIRCRAFT EQUIPMENT (“THE CONVENTION”).

- (a) The person in whose favour an Irrevocable De-Registration and Export Request Authorization (IDERA) letter has been issued (the Authorized Party), or, if a Designation is also recorded, its Certified Designee shall be the sole person authorized to deliver a request and exercise the remedies specified in Article IX (1) of the Protocol to the Cape Town Convention and may do so only in accordance with the authorization and applicable aviation regulations. Such authorization shall not be revoked by the debtor without the consent in writing of the Authorized Party. The ECAA shall remove an IDERA letter from the Aircraft Register at the request of the Authorized Party or its Certified Designee.
- (b) In order to enforce an Irrevocable De-Registration and Export Request Authorization (IDERA) under the authority of Article XIII of the Protocol to “the Convention”, an application shall be signed and submitted by the Authorized Party or its Certified Designee. To this effect Authorized Party means the person/company in whose favor the IDERA has been issued; and, Certified Designee means the person/company authorized by the authorized party.
- (c) A request to exercise IDERA remedies will be accepted by the Authority if it:
 - (1) Is submitted in writing, identifying the applicable rights and remedies that are to be exercised;
 - (2) Identifies an IDERA recorded in the Aircraft Register;
 - (3) in line with Article IX(5) of the Protocol, the Authorized Party certifies that there are no registered interests in the Treaty’s international registry ranking in priority to that of the Authorized Party, or, if there are, that they been discharged or the holders thereof have consented to the exercise of such IDERA remedies, and
 - (4) Is signed by the Authorized Party (or Certified Designee, if applicable).
- (d) The Authority will honour each request submitted in accordance with this Part, to the extent so requested, by effecting the De-registration of the Aircraft, and taking all action within its power to effect or facilitate the Export of the Aircraft and any Related Engines in an expeditious manner, and, in any event, within five working days of receipt of the request, when possible. The Authority will provide a certificate to the Authorized Party (or Certified Designee, if applicable) evidencing De-Registration. No additional consent, approval, court or other order or decision, additional requirements, condition or any other action shall be required in order for the Registry Authority to comply with any request made under this Section. The exercise of any Export remedy shall be subject to applicable Export-Related Safety Laws.
- (e) The application for aircraft de-registration under an IDERA shall additionally be submitted along with the following information and documents:
 - (1) Documentation related to the authorized party or its certified designee:

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- (2) Certified true copy of evidence of the authorized party (or its certified designee)'s managerial title which shall state that he/she is the legal representative for the authorized party (or its certified designee); and, he/she has sufficient powers and authorities to act on behalf of it (e.g. in the case of a company, an extract of directors/representatives registration certificate issued by the Commercial Registry of the State where such company was incorporated or copy of board resolution);
 - (3) If applicable, certified true copy of articles of incorporation of the company with stamp of registration by the Commercial Registry of the State where such entity/company was incorporated, or when it is not an incorporated entity (e.g. it is a limited partnership) that equivalent establishment documents shall be provided; or, a certified true copy of an extract of company/entity registration certificate issued by the Commercial Registry of the State where such entity was incorporated;
 - (4) An original and notarized written confirmation by the authorized party (or its certified designee), certifying that all registered interests ranking in priority to that of the authorized party have been discharged or that the holders of such interest have consented to the de-registration and export.
 - (5) Copy of the IDERA or original IDERA's declaration of loss issued by the authorized party. The signatory of the IDERA's declaration of loss letter shall be the director/person, legally authorized by the company. It shall be submitted along with his/her signature notarized;
 - (6) Reason for de-registration such as export to foreign State;
 - (7) The name and address of the State to which the aircraft is being exported (if applicable);
 - (8) Proof that the aircraft Ethiopian Mode S code has been cancelled (if applicable);
 - (9) Proof that the aircraft Ethiopian ELT code has been cancelled (if applicable);
 - (10) Proof that the Federal Democratic Republic of Ethiopia nationality and registration marks painted on the aircraft and the registration marks fireproof plates are removed, if the aircraft will be exported; otherwise, if the aircraft will stay registered on the Federal Democratic Republic of Ethiopia Aircraft Registry, proof that the name of the previous owner(s) has been removed from the identification plate, if its name is so engraved;
 - (11) The original C of R with the back side of it signed by the authorized party or its certified designee, mentioning reason for de-registration and the new owner's name, name of the operator or lien holder(s) & address of domicile (if applicable);
 - (12) All original aircraft certificates and documents issued by the ECAA for the subject aircraft shall be submitted back to the ECAA (e.g. C of A, Noise Certificate, Radio License, etc.).
 - (13) All fees previously disclosed or in accordance with the fee schedule that are outstanding (if any) shall be paid to ECAA in full for the aircraft.
- (f) A request with respect to an Aircraft will be honoured without regard to the identity of the engines and other equipment then installed on that Aircraft.

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- (g) The Authorized Party (or Certified Designee, if applicable) will, to the extent within its reasonable control, but not as a condition to the De-registration and Export of the Aircraft, remove or cover the nationality and registration marks on the Aircraft, return to the Registry Authority the original certificate of registration and certificate of airworthiness for the Aircraft, and change the Aircraft's transponder code so that it no longer indicates that such Aircraft is registered in Ethiopia.
- (h) Any document delivered hereunder by an Applicant, Authorized Party or Certified Designee, as the case may be, may, if any of the foregoing is not a natural person, be executed by an Officer of any of the foregoing, or under any other document legally authorizing execution on the foregoing's behalf.

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Part 4 — IMPLEMENTING STANDARDS

Part 4 — IMPLEMENTING STANDARDS

IS: 4.2.1.1 CERTIFICATE OF AIRCRAFT REGISTRATION

(a) The certificate of aircraft registration issued by the Authority shall be as follows.

ECAA/AWS/OF/027	 ETHIOPIAN CIVIL AVIATION AUTHORITY CERTIFICATE OF REGISTRATION	No.....
1. Nationality and Registration Mark	2. Manufacturer and Manufacturer Designation of aircraft	3. Aircraft Serial No.
4. Name of owner: _____		
5. Address of owner: _____		
6. It is hereby certified that the above described aircraft has been duly entered on the Ethiopian Civil Aircraft Register in accordance with the convention on International Civil Aviation dated 7 December 1944 and with the Ethiopian Civil Aviation Rules and Standards Part 4.		
Date of Issue _____ Signature _____ <div style="text-align: right;">For E.C.A.A</div>		
Notations:		

Part 4 — IMPLEMENTING STANDARDS

IS: 4.2.1.1 CERTIFICATE OF AIRCRAFT REGISTRATION

(b) The certificate of aircraft registration issued by the Authority shall be as follows.

ECAA/AWS/OF/027	 ETHIOPIAN CIVIL AVIATION AUTHORITY CERTIFICATE OF REGISTRATION	No.....
1. Nationality and Registration Mark	2. Manufacturer and Manufacturer Designation of aircraft	3. Aircraft Serial No.
<p>4a. Issued to: _____ (Name of certificate holder)</p> <p>Basis of registration (check one)</p> <p><input type="checkbox"/> owner ship</p> <p><input type="checkbox"/> operator of aircraft</p> <p><input type="checkbox"/> other</p> <p>Explain.....</p> <p>4b. Address of certificate holder: _____</p> <p>5. Name and contact information of owner, if different from certificate holder: _____</p> <p>_____</p> <p>_____</p>		
<p>6. It is hereby certified that the above described aircraft has been duly entered on the Ethiopian Civil Aircraft Register in accordance with the convention on International Civil Aviation dated 7 December 1944 and with the Ethiopian Civil Aviation Rules and Standards Part 4.</p>		
<p>Date of Issue _____ Signature _____</p> <p style="text-align: right;">For E.C.A.A</p>		
<p>Notations:</p>		

IS: 4.2.1.3 DOCUMENTS FOR REGISTRATION OF CIVIL AIRCRAFT

- (a) Application for aircraft registration shall be submitted being signed by the aircraft owner, or its authorized representative together with the following information and documents:
- (1) Photocopy of the ID or passport of the aircraft owner(s) if it is not a company;
 - (2) Photocopy of valid Federal Democratic Republic of Ethiopia residence visa of the applicant (if applicable);
 - (3) If the aircraft owner(s) is a Company/entity:
 - (i) Certified true copy of evidence of aircraft owner's managerial title which shall state that he/she is the legal representative for that company or limited partnership; and, he/she has sufficient powers and authorities to act on behalf of the company or limited partnership (e.g. an extract of directors/representatives registration certificate issued by the Commercial Registry of the State where such entity was incorporated or copy of board resolution);
 - (ii) If applicable, certified true copy of articles of incorporation of the company with stamp of registration by the Commercial Registry of the State where such entity/company was incorporated, or when it is not an incorporated entity (e.g. it is a limited partnership) that equivalent establishment documents shall be provided; or, a certified true copy of an extract of company/entity registration certificate issued by the Commercial Registry of the State where such entity was incorporated;
 - (4) Certified true copy of any instrument(s) or contract agreement(s) such as bill of sale, mortgage, assignment of mortgage, or other document affecting title to, or interest in, aircraft property must be signed in ink by all parties involved in the agreement and describe aircraft ownership in sufficient detail to the satisfaction of the ECAA. Certified true copy of evidence of the contracting parties' managerial title who sign the above referred instrument(s) shall also be provided;
 - (5) Certified true copy of the aircraft lease agreement signed in ink by all parties to the satisfaction of the ECAA and evidence of parties' managerial title who sign the agreement (if applicable);
 - (6) Copy of aircraft non-registration certificate issued by the concerned aircraft manufacturer (if applicable);
 - (7) Certified true copy of the Aircraft Insurance Policy/Certificate;
 - (8) ECAA fee previously disclosed or in accordance with the fee schedule.
- (b) The aircraft model to be registered shall be type accepted in Ethiopia.
- (c) When it is not a new aircraft, de-registration certificate/letter from the regulatory Aviation Authority of the State where the aircraft is already registered shall be submitted along with letter/certificate issued by the same Aviation Authority where it is evidenced that the aircraft has no-liens or any pending mortgages. In case liens do exist against aircraft, original or certified copy of no objection or consent letter/certificate to the registration from the concerned holder or financial party (ies) shall be provided with its signature duly notarized. Letters/certificates issued by the referred Aviation Authority shall be sent by fax at: +251116650281.

IS: 4.2.1.5 DOCUMENTS FOR AMENDING CERTIFICATE OF REGISTRATION (TRANSFER OF OWNERSHIP TITLE)

- (a) If an aircraft is sold to another person or entity, or ceases to be owned by the registered owner, or there is a change/addition on the commercial name of the owner(s) or aircraft operator, or change of the aircraft' lien holder(s) or its commercial name (e.g. mortgagee, security trustee or any other party as listed in the Certificate of Registration (C of R) as having security or liens over the aircraft); the C of R shall be deemed to be cancelled and the registered owner(s) or his representative shall forthwith notify this fact to the ECAA.
- (b) The applicant shall submit application for amendment of Certificate of Registration (C of R) in accordance with Section 5 of this **Sub-part**. The application shall be signed by the aircraft owner(s), or its authorized representative, which shall also be submitted together with the following information and documents:
- (1) The full name and address of the new owner, name of the operator or lien holder(s) and date of change ownership;
 - (2) Documentation of the new aircraft owner or new party to be listed on the C of R as having security or liens over the aircraft:
 - (i) Passport copy if it is not a company;
 - (ii) If it is a company/entity, certified true copy of evidence of aircraft owner's managerial title which shall state that he/she is the legal representative for that company or limited partnership; and, he/she has sufficient powers and authorities to act on behalf of the company or limited partnership (e.g. an extract of directors/representatives registration certificate issued by the Commercial Registry of the State where such entity was incorporated or copy of board resolution);
 - (iii) If applicable, certified true copy of articles of incorporation of the company with stamp of registration by the Commercial Registry of the State where such entity/company was incorporated, or when it is not an incorporated entity (e.g. it is a limited partnership) that equivalent establishment documents shall be provided; or, a certified true copy of an extract of company/entity registration certificate issued by the Commercial Registry of the State where such entity was incorporated;
 - (3) Certified true copy of any instrument(s) or contract agreement(s) such as bill of sale, mortgage, assignment of mortgage, or other document affecting title to, or interest in, aircraft property must be signed in ink by all parties involved in the agreement and describe aircraft ownership in sufficient detail to the satisfaction of the ECAA. Certified true copy of evidence of the contracting parties' managerial title who sign the above referred instrument(s) shall also be provided;
 - (4) Certified true copy of the aircraft lease agreement signed in ink by all parties to the satisfaction of the ECAA and evidence of parties' managerial title who sign the agreement (if applicable);
 - (5) Evidence of acknowledgment of the operator, if application is not submitted by the current aircraft operator;

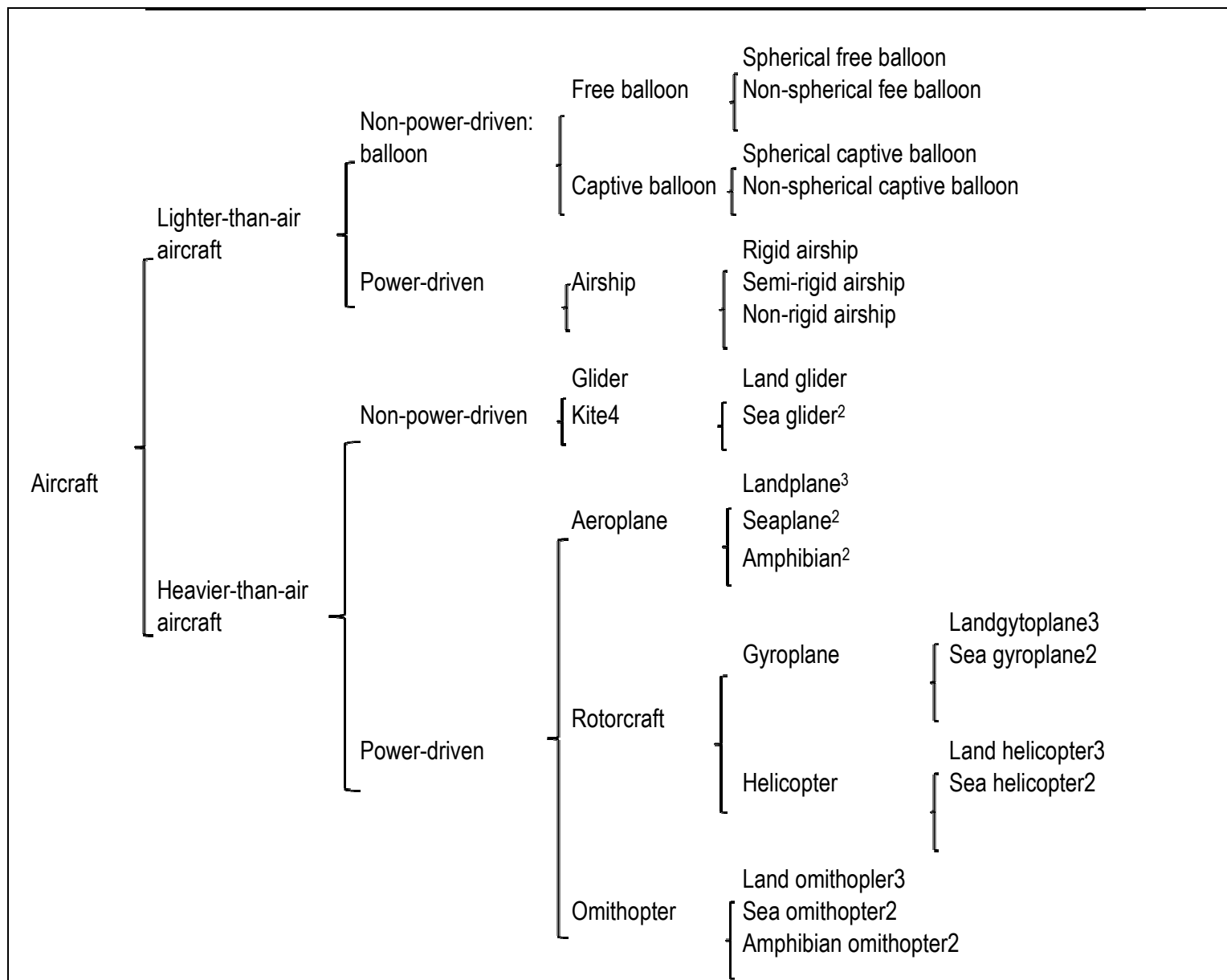
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- (6) The original C of R with the back side of it signed by the aircraft owner or its authorized representative, mentioning reason for de-registration and stating the new owner's name or new commercial name of the operator or new lien holder(s) & its address of domicile (as applicable);
- (7) If applicable, return the original letter of undertaking previously issued in favor to registered owner (lessor), operator/lessee and/or mortgagee/trustee; otherwise, original letter of its declaration of loss issued, signed and stamped by an authorized person on the company's letterhead;
- (8) If applicable, consent letter or no objection certificate from the authorized party mentioned on the Irrevocable De-Registration and Export Request Authorization (IDERA) if it is so recorded against the aircraft; the signatory of the consent letter or no objection certificate shall be the director/person legally authorized by the company. It shall be submitted along with certified true copy of his/her signature notarized and a copy of board resolution or notarized power of attorney; or, any other evidence of his/her authorization to act on behalf of the company;
- (9) If applicable, certified true copy of consent letter or no objection certificate from the lien holders (e.g. mortgagee, security trustee or any other party as listed in the COR as having security or liens over the aircraft). The signatory of the consent letter or no objection certificate shall be the director/person legally authorized by the company. It shall be submitted along with certified true copy of his/her signature notarized and a copy of board resolution or notarized power of attorney; or, any other evidence of his/her authorization to act on behalf of the company;
- (10) If the aircraft identification plate is engraved with the name of the aircraft owner or the name of any other lien holder(s), as listed in the C of R as having security or liens over the aircraft, and the name(s) of any of those parties have changed, submit proof that name(s) of those parties has been removed from the identification plate;
- (11) New Irrevocable De-Registration and Export Request Authorization (IDERA) letters to be countersigned by the ECAA (if requested);
- (12) ECAA fee previously disclosed or in accordance with the fee schedule;
- (13) Certified true copy of the Aircraft Insurance Policy/Certificate (if applicable).
- (14) Notwithstanding paragraph 8.1.1, when changing commercial name of one of the parties as stated in the C of R (e.g. aircraft owner, operator, mortgagee, security trustee or any other party as listed in the C of R), the following documents shall also be submitted:
 - (i) Certified true copy of the certificate of new commercial name of the entity issued by the Commercial Registry of the State where such entity was incorporated or extract of the company articles of incorporation or any other evidence where the change of the entity's name is shown;
 - (ii) Certified true copy of board resolution identifying the entity's directors or legal representatives title; or, it will also be acceptable to provide an extract of directors/representatives registration certificate issued by the Commercial Registry of the State where such entity was incorporated;

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- (iii) Notarized confirmation letter signed by the entity's legal representative of the operator where it is stated that all contract agreements and documentation associated to the aircraft signed and issued by the later entity are in place and still in force (e.g. lease or mortgage agreements, aircraft insurance certificates and aircraft manuals);
- (iv) The new commercial name of the entity shall be reflected in all documentation associated to the aircraft, before the ECAA issues the new Certificate of Registration;
- (v) Proof that the previous fireproof aircraft identification plate has been removed and replaced, if it was engraved with name of the aircraft operator.

IS: 4.2.1.7 CLASSIFICATION OF AIRCRAFT



1. Generally designated "kite-balloon".
2. "Float" or "Boat" may be added as appropriate.
3. Includes aircraft equipped with ski-type landing gear (substitute "ski" for "land").
4. For the purpose of completeness only.

IS: 4.2.1.8 DOCUMENTS FOR AIRCRAFT DE-REGISTRATION


- (a) Application for aircraft de-registration shall be submitted being signed by the aircraft owner, or its authorized representative, together with the following information and documents.
- (1) Details of aircraft type, model, manufacturer name, serial number and registration mark of the aircraft to be de-registered;
 - (2) Reason for de-registration request, such as sale of aircraft to foreign owner, export to foreign State, return to lessor, change of operator, court order, etc.;
 - (3) Date for the intended aircraft de-registration;
 - (4) The name of the person/title, mailing address, phone/fax numbers and e-mail address of the responsible Aviation Authority of the State of Registry to which the aircraft is to be exported/registered, if applicable.
 - (5) Certified true copy of satisfactory evidence that each registered owner, as listed on the aircraft Certificate of Registration, has consented to the de-registration request:
 - (6) If the registered owner is an individual and he/she is conducting the de-registration personally, the above-referred consent letter is not required; however, proof of his/her identity shall be evidenced (e.g. photocopy of passport or ID);
 - (7) If the registered owner is an individual and is represented, then the representative shall submit power of attorney along with the consent letter;
 - (8) If the registered owner is more than one individual, all individuals or their representatives holding notarized power of attorney, shall sign individual or a combined consent letter;
 - (9) If the registered owner is a company or limited partnership, the consent letter shall be signed by the director/person legally authorized by the company holding notarized power of attorney or board resolution, or any evidence of his managerial title.
 - (10) If applicable, certified true copy of consent letter or no objection certificate from the lien holders (e.g. mortgagee, security trustee or any other party as listed in the C of R as having security or liens over the aircraft). The signatory of the consent letter or no objection certificate shall be the director/person legally authorized by the company. It shall be submitted along with certified true copy of his/her signature notarized and a copy of board resolution or notarized power of attorney; or, any other evidence of his/her authorization to act on behalf of the company;
 - (11) Evidence of acknowledgement from the aircraft operator (e.g. cancellation of the lease agreement), if the application is not submitted by the operator acting on behalf of the owner;
 - (12) The original C o R with the back side of it signed by the current aircraft owner or its authorized representative, mentioning reason for de-registration and the new owner's name & its address of domicile;

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- (13) If applicable, return the original letter of undertaking previously issued in favor to registered owner (lessor), operator/lessee and/or mortgagee/trustee; otherwise, original letter of its declaration of loss issued, signed and stamped by the aircraft owner(s) on the company's letterhead;
- (14) Proof that the aircraft's Ethiopian Mode S code has been cancelled (if applicable);
- (15) Proof that the aircraft's Ethiopian ELT code has been cancelled (if applicable);
- (16) All fees previously disclosed or in accordance with the fee schedule that are outstanding (if any) shall be paid to the ECAA in full for the aircraft, before aircraft de- registration is obtained;
- (17) Submit proof that the Ethiopian nationality and registration marks painted on the aircraft and the fireproof plates are removed, if the aircraft will be exported; otherwise, if the aircraft will stay registered on the Ethiopian Aircraft Registry, proof that the name of the previous owner(s) has been removed from the identification plate, if its name is so engraved;
- (18) If applicable, consent letter or no objection certificate from the authorized party mentioned on the Irrevocable De-Registration and Export Request Authorization (IDERA) if it is so recorded against the aircraft; the signatory of the consent letter or no objection certificate shall be the director/person legally authorized by the company. It shall be submitted along with certified true copy of his/her signature notarized and a copy of board resolution or notarized power of attorney; or, any other evidence of his/her authorization to act on behalf of the company;
- (19) All original aircraft certificates and documents issued by the ECAA for the subject aircraft shall be submitted back to the ECAA (e.g. C of A, Noise Certificate, Radio License, etc.).

IS: 4.2.1.8 CERTIFICATE OF AIRCRAFT DEREGISTRATION

(b) The certificate of aircraft deregistration issued by the Authority shall be as follows.

ECAA/AWS/OF/027A	 <p style="text-align: center;">ETHIOPIAN CIVIL AVIATION AUTHORITY CERTIFICATE OF DEREGISTRATION</p>	No.....
1. Nationality and Registration Mark	2. Manufacturer and Manufacturer Designation of aircraft	3. Aircraft Serial No.
<p>4a. Issued to: _____ (Name of certificate holder)</p> <p>Basis of registration (check one)</p> <p><input type="checkbox"/> owner ship</p> <p><input type="checkbox"/> operator of aircraft</p> <p><input type="checkbox"/> other</p> <p>Explain.....</p> <p>4b. Address of certificate holder: _____</p> <p>5. Name and contact information of owner, if different from certificate holder: _____ _____ _____</p>		
<p>6. It is hereby certified that the above described aircraft has been duly removed from the Ethiopian Civil Aircraft Registry on [DATE] and the certificate of aircraft registration has been cancelled.</p>		
<p>6.a. Reason for deregistration, if known _____</p>		
<p>Date of Issue _____ Signature _____ For E.C.A.A</p>		

APPENDIX 1

(Table 1)

REGISTRATION OF AIRCRAFT REQUIREMENTS
1. Original signed application form (The applicant shall submit the original ECAA application form signed by the aircraft owner or its representative supported by a power of attorney or evidence of representation.)
2. Original power of attorney or original documentary evidence of aircraft owner's representation a*
3. Certified true copy of evidence of existence of aircraft owner (if it is an entity) b*
4. Photocopy of passport of aircraft owner (if it is not an entity) a*
5. Evidence of managerial title of aircraft owner a*
6. Certified true copy of evidence of aircraft owner's property title c*
7. Certified true copy of aircraft lease, and/or sub-lease agreement (as applicable) and evidence of managerial title of signatory parties b* and c*
8. Photocopy of aircraft non-registration/de-registration certificate issued by foreign Civil Aviation Authority d*
9. Certified true copy of notarized no objection or consent letter issued by aircraft's lien holders and/or aircraft owner/ (as applicable) b* and d*
10. Certified true copy of aircraft insurance certificate/policy b*
11. ECAA fee
12. Aircraft documentation e*

Note 1: The aircraft (including balloon) model to be registered shall be type accepted in Ethiopia:

a*: (a) The original notarised power of attorney shall be shown to the ECAA and a copy of it shall be submitted for the ECAA recordation. In case the power of attorney is not available, the ECAA may accept any other original documentary evidence of authorization (its equivalent) giving full powers to submit the related ECAA application and/or all required documentation associated to such party granting authorities.

(b) The power of attorney (POA) or its equivalent shall be notarised and include at least: i) Its expiry date stated therein, ii) If an expiry date is not stated therein and the power of attorney is older than 3 years, the ECAA may request the party (e.g. aircraft owner) who is giving powers to certify in writing that the authority to sign shown by the power of attorney is still in effect. The herein referred written confirmation shall be original.

(c) The above referred original documents shall only be submitted when the aircraft owner is represented. If the owner is a physical person and he is not represented, owner's passport copy will suffice if the original of it is seen by ECAA. If it is an entity and a representative of it submits application to the ECAA, the above paragraph 2* (a) shall apply.

(d) Documentary evidence means an original notarised authorization letter from the person/entity granting authorities (e.g. original entity board resolution where the applicant is assigned to act on behalf of the entity

granting authorities) or any other original evidence of representation that ECAA may find acceptable for aircraft registration purposes.

Note 4: In addition to the above information, the AW inspector may request passport copy of signatory parties associated with the submitted aircraft documentation.

b*: For the purpose of this Chapter:

(a) Certified True Copy means: a photocopy of an original document stamped, signed and dated as 'certified true copy of the original document' by a notary, aircraft operator's solicitor or lawyer, the aircraft owner or his/her representative supported by power of attorney (e.g. aircraft operator) or by an authorised person from the entity or corporation which issued the document to be certified as true copy.

(b) Document and/or signature notarised means, to have a document's content and/or party's signature attested by a notary. The notary shall be from the jurisdiction where the document was issued.

(c) Ownership title means, the title listed or to be listed in a Certificate of Registration (e.g. mortgagee, security trustee, lessor, etc.).

(d) Aircraft owner means, the name and address of every person who is entitled to a legal interest in the aircraft or share as stated in aircraft bill of sale, purchase agreement or the provided evidence of ownership title, or in the case of an aircraft which is the subject of a lease agreement or any other aircraft property related agreement, the name and address of the involved parties (e.g. lessor and lessee).

(e) Evidence of existence of aircraft owner means, when aircraft's owner is an entity:

i. a certified true copy of articles of incorporation of the entity with stamp of registration by the Commercial Registry or applicable Registry of the State where such entity was incorporated; or,

ii. when it is not an incorporated entity (e.g. it is a limited partnership) that equivalent establishment documents shall be provided; or,

iii. a certified true copy of extract of entity registration certificate issued by the Commercial Registry or applicable Registry of the State where such entity was incorporated; or,

iv. when a partnership is established by a Trust, a certified true copy of the complete trust instrument and a notarized trustee (s) affidavit confirming that the aircraft title has been transferred to the respective trustee (s).

c*: Certified true copy of any instrument(s) or contract agreement(s) such as lease, sub-lease, bill of sale, mortgage, assignment of mortgage, or other document affecting title to, or interest in, aircraft property which shall be signed in ink by all parties involved in the agreement. A certified true copy of evidence of the signatory parties' managerial title who sign the above referred instruments shall also be provided.

Note 5: There is no need of notarisation of no objection letters, consent letters or authorization letters when those letters are originals and signed by an authorized signatory named in the submitted notarised POA. The original letter and a certified copy of the referred POA will be filed with the ECAA.

d*: When it is not a new aircraft, de-registration certificate/letter from the regulatory Aviation Authority of the State where the aircraft is already registered shall be submitted along with letter/certificate issued by the same Aviation Authority where it is evidenced that the aircraft has no-liens or any pending mortgages. In case liens do exist against aircraft, original or certified copy of no objection or consent letter to the registration from the concerned holder or financial party(s) shall be provided with its signature duly notarised.

Part 4 - Aircraft Registration and Marking

Note 6: In cases where the operator sub-leases an aircraft from a sub-lessor, the above consent letter shall also be submitted declaring that the lessor has no objection for the aircraft to be sub-leased to the operator. The consent letter from the lessor shall be notarised.

In case the de-registration certificate does not mention information regarding existing liens or lease, the aircraft owner, or his authorized representative, shall submit letter stating that there are no existing liens for the aircraft or if liens or lease do exist, he shall issue a letter stating the same and submit it along with a notarised no objection letter to the registration from the lien or lease holders.

Note 7: Confirmation Letters/de-registration certificate shall be sent to the ECAA, by the Regulatory Aviation Authority, by fax at: +2511166500281.

e*: Once the process is completed and the Certificate is obtained, and for the purpose of aircraft file records, the applicant shall also submit all aircraft documentations on a CD rom or USB flash drive in accordance with the requirements set out by ECAA.

(Table 2)

AMENDMENT TO CERTIFICATE OF REGISTRATION REQUIREMENTS
1. Original signed application form (The applicant shall also submit the original ECAA application form signed by the aircraft owner or its representative supported by a power of attorney or evidence of representation.)
2. Original power of attorney or original documentary evidence of aircraft owner's representation a*
3. Certified true copy of evidence of existence of new aircraft owner (if it is an entity) b*
4. Photocopy of passport of new aircraft owner (if it is not an entity) a*
5. Evidence of managerial title of new aircraft owner a*
6. Certified true copy of evidence of new aircraft owner's property title c*
7. Original letter of undertaking (if it was signed by the ECAA for the aircraft) d*
8. Certified true copy of aircraft lease, and/or sub-lease agreement (as applicable) and evidence of managerial title of signatory parties b* and c*
9. Certified true copy of notarized no-objection/consent letter issued by aircraft's lien holders and/or aircraft owner/ (as applicable) c* and e*
10. Evidence of acknowledgement of aircraft operator f*
11. No-objection/consent letter issued by Authorized Party of IDERA (if applicable) b* , g* and Appendix 3
12. Certified true copy of aircraft insurance certificate/policy b*
13. ECAA fee.
14. Original Certificate of Registration with back side signed by the aircraft owner or his representative (if applicable) h*
15. The aircraft registration plate shall be removed and replaced.
16. Aircraft documentation.

a*: (a) The original notarized power of attorney shall be shown to the ECAA and a copy of it shall be submitted for the ECAA recordation. In case the power of attorney is not available, the ECAA may accept any other

Part 4 - Aircraft Registration and Marking

original documentary evidence of authorization (its equivalent) giving full powers to submit the related ECAA application and/or all required documentation associated to such party granting authorities.

(b) The power of attorney (POA) or its equivalent shall be notarized and include at least: i) Its expiry date stated therein, ii) If an expiry date is not stated therein and the power of attorney is older than 3 years, the ECAA may request the party (e.g. aircraft owner) who is giving powers to certify in writing that the authority to sign shown by the power of attorney is still in effect. The herein referred written confirmation shall be original.

(c) The above referred original documents shall only be submitted when the aircraft owner is represented. If the owner is a physical person and he is not represented, owner's passport copy will suffice if the original of it is seen by ECAA. If it is an entity and a representative of it submits application to the ECAA, the above paragraph 2* (a) shall apply.

(d) Documentary evidence means an original notarised authorization letter from the person/entity granting authorities (e.g. original entity board resolution where the applicant is assigned to act on behalf of the entity granting authorities) or any other original evidence of representation that ECAA may find acceptable for aircraft registration purposes.

Note 8: In addition to the above information, the AW inspector may request passport copy of signatory parties associated with the submitted aircraft documentation.

b*: For the purpose of this Chapter:

(a) Certified True Copy means: a photocopy of an original document stamped, signed and dated as 'certified true copy of the original document' by a notary, aircraft operator's solicitor or lawyer, the aircraft owner or his/her representative supported by power of attorney (e.g. aircraft operator) or by an authorized person from the entity or corporation which issued the document to be certified as true copy.

(b) Document and/or signature notarized means, to have a document's content and/or party's signature attested by a notary. The notary shall be from the jurisdiction where the document was issued.

(c) Ownership title means, the title listed or to be listed in a Certificate of Registration (e.g. mortgagee, security trustee, lessor, etc.).

(d) Aircraft owner means, the name and address of every person who is entitled to a legal interest in the aircraft or share as stated in aircraft bill of sale, purchase agreement or the provided evidence of ownership title,, or in the case of an aircraft which is the subject of a lease agreement or any other aircraft property related agreement, the name and address of the involved parties (e.g. lessor and lessee).

(e) Evidence of existence of new aircraft owner means, when aircraft's owner is an entity:

i. a certified true copy of articles of incorporation of the entity with stamp of registration by the Commercial Registry or applicable Registry of the State where such entity was incorporated; or,

ii. when it is not an incorporated entity (e.g. it is a limited partnership) that equivalent establishment documents shall be provided; or,

iii. a certified true copy of extract of entity registration certificate issued by the Commercial Registry or applicable Registry of the State where such entity was incorporated; or,

iv. when a partnership is established by a Trust, a certified true copy of the complete trust instrument and a notarized trustee (s) affidavit confirming that the aircraft title has been transferred to the respective trustee (s).

c*: Certified true copy of any instrument(s) or contract agreement(s) such as lease, sub-lease, bill of sale, mortgage, assignment of mortgage, or other document affecting title to, or interest in, aircraft property which shall be signed in ink by all parties involved in the agreement. A certified true copy of the signatory parties' managerial title who sign the above referred instrument(s) shall also be provided.

Note 9: There is no need of notarization of no objection letters, consent letters or authorization letters when those letters are originals and signed by an authorized signatory named in the submitted notarized POA. The original letter and a certified true copy of the referred POA will be filed with the ECAA.

d*: The original letter of undertaking previously issued by the ECAA in favour to registered owner, mortgagee, security trustee or any other registered entity having legal aircraft ownership title; otherwise, original letter of its declaration of loss signed and stamped by the registered entity on entity's letterhead. This will apply to those aircraft registered before the UAE's ratification to the Cape Town Convention (effective in August 2008) for which the ECAA did issue letter of undertaking.

e*:(a) Original or certified copy of no objection or consent letter to the amendment of certificate of registration from the concerned holder (s) (e.g. mortgagee, security trustee or any other party as listed in the COR as having security or liens over the aircraft) shall be provided with its signature duly notarized. The signatory of the no objection or consent letter shall be the director/person legally authorized by the entity and evidence of his/her authorization to act on behalf of the entity shall be provided.

Note 10: In cases where the operator subleases an aircraft from a sub-lessor, the above consent letter shall also be submitted declaring that the lessor has no objection for the aircraft to be subleased to the operator. The consent letter from the lessor should be submitted duly notarized.

(b) If the registered owner or new owner is an individual and he/she is personally submitting the application, the above-referred consent letter is not required; however, proof of his/her identity shall be evidenced by showing his original passport.

f* Evidence of acknowledgement from the aircraft operator (e.g. cancellation of the lease agreement), if the application is not submitted by the operator acting on behalf of the owner

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g*: If applicable, no objection or consent letter from the Authorized Party mentioned on the IDERA letter if it is so recorded against the aircraft; the signatory of the no objection or consent letter should be the director/person legally authorized by the company. Refer to appendix 3.

h*: The back side of the certificate of registration shall be signed if it is so required in the submitted certificate.

(Table 3)

DE-REGISTRATION OF AIRCRAFT REQUIREMENTS
1. Original signed application form (The applicant shall submit the applicable original ECAA application form signed by the aircraft owner or its representative supported by a power of attorney or evidence of representation.
2. Original power of attorney or original documentary evidence of aircraft owner's representation (if evidence of representative's authorization is not already in aircraft file) a*
3. Original letter of undertaking (if it was signed by the ECAA for the aircraft) c*
4. No-objection/consent letter issued by Authorised Party of IDERA (if applicable) b* , d* and appendix 3
5. Certified true copy of notarised no objection or consent letter issued by aircraft's lien holders (as applicable) b* and e*
6. Evidence of acknowledgement from the aircraft operator (e.g. cancellation of the lease agreement), if the application is not submitted by the operator acting on behalf of the owner. b* and f*
7. Original Certificate of Registration with back side signed by the aircraft owner or his representative (if applicable) g*
8. Original aircraft certificates issued by ECAA (All original aircraft certificates and documents issued by the ECAA for the subject aircraft shall be returned to the ECAA (e.g. C of R, C of A, Noise Certificate, Radio License, etc.)
9. Proof that Mode S Code and ELT code have been cancelled (if applicable)
10. The registration mark and aircraft identification plate should be removed and replaced (if applicable)
11. Aircraft documentation

a*: (a) The original notarized power of attorney shall be shown to the ECAA and a copy of it shall be submitted for the ECAA recordation. In case the power of attorney is not available, the ECAA may accept any other original documentary evidence of authorization (its equivalent) giving full powers to submit the related ECAA application and/or all required documentation associated to such party granting authorities.

(b)The power of attorney (POA) or its equivalent shall be notarized and include at least: i) Its expiry date stated therein, ii) If an expiry date is not stated therein and the power of attorney is older than 3 years, the ECAA may request the party (e.g. aircraft owner) who is giving powers to certify in writing that the authority to sign shown by the power of attorney is still in effect. The herein referred written confirmation shall be original.

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(c) The above referred original documents shall only be submitted when the aircraft owner is represented. If the owner is a physical person and he is not represented, owner's passport copy will suffice if the original of it is seen by ECAA. If it is an entity and a representative of it submits application to the ECAA, the above paragraph 2* (a) shall apply.

(d) Documentary evidence means an original notarized authorization letter from the person/entity granting authorities (e.g. original entity board resolution where the applicant is assigned to act on behalf of the entity granting authorities) or any other original evidence of representation that ECAA may find acceptable for aircraft registration purposes.

Note 12: In addition to the above information, the AW inspector may request passport copy of signatory parties associated with the submitted aircraft documentation.

b*: For the purpose of this Chapter:

(a) Certified True Copy means: a photocopy of an original document stamped, signed and dated as 'certified true copy of the original document' by a notary, aircraft operator's solicitor or lawyer, the aircraft owner or his/her representative supported by power of attorney (e.g. aircraft operator) or by an authorized person from the entity or corporation which issued the document to be certified as true copy.

(b) Document and/or signature notarized means, to have a document's content and/or party's signature attested by a notary. The notary shall be from the jurisdiction where the document was issued.

(c) Ownership title means, the title listed or to be listed in a Certificate of Registration (e.g. mortgagee, security trustee, lessor, etc.).

(d) Aircraft owner means, the name and address of every person who is entitled to a legal interest in the aircraft or share as stated in aircraft bill of sale, purchase agreement or the provided evidence of ownership title,, or in the case of an aircraft which is the subject of a lease agreement or any other aircraft property related agreement, the name and address of the involved parties (e.g. lessor and lessee).

(e) Evidence of existence of aircraft owner means, when aircraft's owner is an entity:

i. a certified true copy of articles of incorporation of the entity with stamp of registration by the Commercial Registry or applicable Registry of the State where such entity was incorporated; or,

ii. when it is not an incorporated entity (e.g. it is a limited partnership) that equivalent establishment documents shall be provided; or,

iii. a certified true copy of extract of entity registration certificate issued by the Commercial Registry or applicable Registry of the State where such entity was incorporated; or,

iv. when a partnership is established by a Trust, a certified true copy of the complete trust instrument and a notarized trustee (s) affidavit confirming that the aircraft title has been transferred to the respective trustee (s).

c*: The original letter of undertaking previously issued by the ECAA in favor of registered owner, mortgagee, security trustee or any other registered entity having legal aircraft ownership title; otherwise, original letter of its declaration of loss signed and stamped by the registered entity on entity's letterhead. This will apply to those aircraft registered before the UAE's ratification to the Cape Town Convention (effective in August 2008).

d*: If applicable, no objection or consent letter from the Authorized Party mentioned on the IDERA letter if it is so recorded against the aircraft; the signatory of the no objection or consent letter should be the director/person legally authorized by the company. Refer to appendix 3.

e*: Original or certified copy of no objection or consent letter from the concerned holder (s) (e.g. mortgagee, security trustee or any other party as listed in the COR as having security or liens over the aircraft) shall be provided with its signature duly notarized. The signatory of the no objection or consent letter shall be the director/person legally authorized by the entity and evidence of his/her authorization to act on behalf of the entity shall be provided.

Note 13: There is no need of notarization of no objection letters, consent letters or authorization letters when those letters are originals and signed by an authorized signatory named in the submitted notarized POA. The original letter and a certified copy of the referred POA will be filed with the ECAA.

f*: Evidence of acknowledgement from the aircraft operator (e.g. cancellation of the lease agreement), if the application is not submitted by the operator acting on behalf of the owner. The affidavit referred to in note number 2 of this appendix does not apply to this requirement.

g*: The back side of the certificate of registration shall be signed if it is so required in the submitted certificate

i*: Once the process is completed and the certificate is obtained, and for the purpose of aircraft file records, the applicant shall also submit all aircraft documentations on a CD rom or USB flash drive in accordance with the requirements set out by ECAA.

Note 15: The ECAA will send notification on the aircraft de-registration to the Ethiopia local department (s) of Civil Aviation where the aircraft is based or operates from.

(Table 4)

DE-REGISTRATION OF AIRCRAFT ENFORCING IDERA LETTER	
REQUIREMENTS	
1.	Original signed application form
2.	Original power of attorney or original documentary evidence of Authorized Party's representation or his Certified Designee a* and b*
3.	Certified true copy of evidence of existence of the Authorized Party (if it is an entity) b*
4.	Evidence of managerial title of the Authorized Party a*
5.	Original Certificate of Registration with back side signed by the aircraft owner or his representative (if applicable) c*
6.	Original aircraft certificates issued by ECAA d*
7.	Proof that Mode S Code and ELT code have been cancelled (if applicable)
8.	Proof that the registration mark and aircraft identification plate have been removed e*
9.	Original certified designee letter. Refer to appendix 4 (this will suffice as evidence of authorization to the aircraft de-registration given by the Authorized Party)
10.	Original confirmation letter from the Authorized Party. Refer to appendix 2.
11.	Original IDERA letter or its declaration of loss (signed and stamped on entity's letterhead). f*
12.	Aircraft documentation g*

a*: (a) The original notarized power of attorney shall be shown to the ECAA and a copy of it shall be submitted for the ECAA recordation. In case the power of attorney is not available, the ECAA may accept any other original documentary evidence of authorization (its equivalent) giving full powers to submit the related ECAA application and/or all required documentation associated to such party granting authorities.

(b) The power of attorney (POA) or its equivalent shall be notarized and include at least:

i) Its expiry date stated therein, ii) If an expiry date is not stated therein and the power of attorney is older than 3 years, the ECAA may request the party (e.g. aircraft owner) who is giving powers to certify in writing that the authority to sign shown by the power of attorney is still in effect. The herein referred written confirmation shall be original.

(c) Documentary evidence means an original notarized authorization letter from the person/entity granting authorities (e.g. original entity board resolution where the applicant is assigned to act on behalf of the entity granting authorities) or any other original evidence of representation that ECAA may find acceptable for aircraft registration purposes.

Note 16: In addition to the above information, the AW inspector may request passport copy of signatory parties associated with the submitted aircraft documentation.

b*: For the purpose of this Chapter:

(a) Certified True Copy means: a photocopy of an original document stamped, signed and dated as 'certified true copy of the original document' by a notary, aircraft operator's solicitor or lawyer, the aircraft owner or his/her representative supported by power of attorney (e.g. aircraft operator) or by an authorized person from the entity or corporation which issued the document to be certified as true copy.

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(b) Document and/or signature notarized means, to have a document's content and/or party's signature attested by a notary. The notary shall be from the jurisdiction where the document was issued.

(c) Aircraft owner means, the name and address of every person who is entitled to a legal interest in the aircraft or share as stated in aircraft bill of sale, purchase agreement or the provided evidence of ownership title,, or in the case of an aircraft which is the subject of a lease agreement or any other aircraft property related agreement, the name and address of the involved parties (e.g. lessor and lessee).

(d) Evidence of existence of Authorized Party or his Certified Designee means:

1) A certified true copy of articles of incorporation of the entity with stamp of registration by the Commercial Registry or applicable Registry of the State where such entity was incorporated; or,

2) When it is not an incorporated entity (e.g. it is a limited partnership) that equivalent establishment documents shall be provided; or,

3) A certified true copy of extract of entity registration certificate issued by the Commercial Registry or applicable Registry of the State where such entity was incorporated; or,

4). when a partnership is established by a Trust, a certified true copy of the complete trust instrument and a notarized trustee (s) affidavit confirming that the aircraft title has been transferred to the respective trustee (s).

d* The back side of the certificate of registration shall be signed if it is so required in the submitted certificate

e*: All original aircraft certificates and documents issued by the ECAA for the subject aircraft shall be returned to the ECAA (e.g. C of R, C of A, Noise Certificate, Radio License, etc.)

f*: Original IDERA letter of its declaration of loss signed and stamped on entity's letterhead.

g*: Once the process is completed and the Certificate is obtained, and for the purpose of aircraft file records, the applicant shall also submit all aircraft documentations on a CD rom or USB flash drive in accordance with the requirements set out by ECAA.

APPENDIX 2.

Template form for requesting aircraft de-registration enforcing an Irrevocable De-Registration and Export Request (IDERA) (*Original copy of this letter shall be submitted*)

Date:

To: Ethiopian Civil Aviation Authority (ECAA)
P.O Box: 978
Addis Ababa, Ethiopia

Sir/Madam:

The undersigned is the AUTHORISED PARTY under Article XIII (3) of the Protocol to the Cape Town Convention of International Interests in Mobile Equipment on Matters Specific to Aircraft and in relation to aircraft:

Make: _____ **Model:** _____

Registration No.: _____ **Serial Number:** _____

together with all installed, incorporated or attached accessories, parts and equipment, ('the aircraft') wishes as the Authorized Party in accordance with the provision of I.D.E.R.A. dated [insert date] to procure the de-registration of the aircraft from the aircraft register maintained by the Ethiopian Civil Aviation Authority for the purposes of Chapter III of the Convention on International Civil Aviation, signed at Chicago, on 7 December 1944, and also procure the export and physical transfer of the Aircraft from Ethiopia to [insert name of the Aviation Authority, if applicable].

The signatory hereby certifies, that all registered interests ranking in priority to that of the Authorized Party in whose favor the authorization [IDERA] has been issued have been discharged **or** that the holders of such interests have consented to the de-registration and export of the aircraft from Ethiopia.

Yours faithfully,

Signature:

By: [insert name of signatory]

Its: [insert title of signatory]

APPENDIX 3.

Template form for an IDERA Irrevocable De-Registration and Export revocation request (*Original copy of this letter shall be submitted*)

Date:

To: Ethiopian Civil Aviation Authority (ECAA)
P.O Box: 978
Addis Ababa, Ethiopia

Sir/Madam:

The undersigned is the *[insert as appropriate, AUTHORISED PARTY or CERTIFIED DESIGNEE]* under Article XIII (3) of the Protocol to the Cape Town Convention On International Interests in Mobile Equipment on Matters Specific to Aircraft Equipment and in relation to aircraft:

Make: _____ **Model:** _____

ET Registration No.: _____ **Serial Number:** _____

(together with all installed, incorporated or attached accessories, parts and Equipment, THE "AIRCRAFT"), wishes to remove the IDERA dated *[insert date]* as recorded on the Aircraft Register maintained by the Ethiopian Civil Aviation Authority.

Yours faithfully,

Signature:

By: *[insert name of signatory]*

Its: *[insert title of signatory]*

Signed by the Authorized Party or its Certified Designee:

Note: *If this form is signed by the certified designee and its capacity is not yet recorded in the aircraft file, it shall be submitted along with recommend form of appendix 3.*

APPENDIX 4.

Template form for submitting Certified Designee confirmation letter in relation to an Irrevocable De-registration & Export Request Authorization (IDERA) (*Original copy of this letter shall be submitted*)

Date:

To: Ethiopian Civil Aviation Authority
P.O Box: 978
Addis Ababa, Ethiopia

Sir/Madam:

The undersigned, *[insert name of Authorized Party]* as the AUTHORISED PARTY under Article XIII of the Protocol to the Cape Town Convention of International Interests in Mobile Equipment on Matters Specific to Aircraft (the AIRCRAFT PROTOCOL) and in relation to aircraft:

Make: _____ **Model:** _____

Registration Mark.: _____ **Serial Number:** _____

(together with all installed, incorporated or attached accessories, parts and equipment, "THE AIRCRAFT"), hereby confirms that *[insert name, designation of company to be designated]* is the certified designee who shall be the sole person entitled to exercise the remedies specified in Article IX of the AIRCRAFT PROTOCOL in accordance with the authorization and applicable Ethiopian aviation safety laws and regulations as well as the confirmations and authorizations in my favor set out in the IDERA authorization dated *[insert date]* issued by *[insert name of Aircraft operator]*.

Please, acknowledge your agreement to this request and its terms by appropriate notation in the space provided below.

Signed by the Authorized Party:

Name(s):

Title:

(Signature shall be notarized)

Acknowledged and lodged this(insert date):

Signature:

Name:

Title:

APPENDIX 5

IRREVOCABLE DEREGISTRATION AND EXPORT REQUEST AUTHORIZATION (IDERA)

Date

To: Ethiopian Civil Aviation Authority

Re: Irrevocable Deregistration and Export Request Authorization (IDERA)

The undersigned the registered (operator) (owner) of the (insert Airframe/Helicopter Manufacturer Name and Model Number) Bearing Manufacturer's Serial Number (insert Manufacturer's Serial Number) and registration mark (insert registration mark (together with all installed, incorporated or attached accessories, parts and equipment, the ("aircraft").

This instrument is an irrevocable de-registration and export request authorisation issued by the undersigned in favour of (insert full legal name of creditor) ("the authorised party") under the authority of Article XIII of the Protocol to the Convention on International Interests in Mobile Equipment on Matters specific to Aircraft Equipment. In accordance with that Article, the undersigned hereby requests:

- (i) recognition that the authorised party or the person it certifies as its designee is the sole person entitled to:
 - (a) procure the de-registration of the aircraft from the Australian Civil Aircraft Register maintained by the Civil Aviation Safety Authority for the purposes of Chapter III of the Convention on International Civil Aviation, signed at Chicago, on 7 December 1944; and
 - (b) procure the export and physical transfer of the aircraft from Australia; and
- (ii) confirmation that the authorised party or the person it certifies as its designee may take the action specified in clause (i) above on written demand without the consent of the undersigned and that, upon such demand, the authorities in Ethiopia shall co-operate with the authorized party with a view to the speedy completion of such action.

The rights in favour of the authorised party established by this instrument may not be revoked by the undersigned without the written consent of the authorised party.

Please acknowledge your agreement to this request and its terms by appropriate notation in the space provided below and lodging this instrument in Ethiopian Civil Aviation Authority.

Name of Operator/Owner

Signature:

Signed by:

Title:

Agreed to and lodged this (insert date)

Signature:

Signed by:

Title: