

# ICAO

## CIRCULAR

CIRCULAR 68-AN/60



1964

### **PRIVILEGES GRANTED TO FOREIGN PRIVATE PILOTS AND TO FOREIGN OWNERS OF PRIVATE AIRCRAFT**

Published under the authority of the Secretary General

**INTERNATIONAL  
CIVIL AVIATION  
ORGANIZATION  
MONTREAL • CANADA**

*Published in separate English, French and Spanish editions by the International Civil Aviation Organization. All correspondence, except orders and subscriptions, should be addressed to the Secretary General of ICAO, International Aviation Building, 1080 University Street, Montreal 3 (Quebec), Canada.*

Orders for this publication should be sent to one of the following addresses, together with the appropriate remittance (by bank draft or post office money order) in U.S. dollars or the currency of the country in which the order is placed or in a freely convertible currency:

#### **Regional Offices**

**France:** Représentant de l'OACI, Bureau Europe, 60 bis, avenue d'Iéna, Paris, XVI<sup>e</sup>.

**Peru:** Representante de la OACI, Oficina Sudamérica, Apartado 4127, Lima.

**Senegal:** Représentant de l'OACI, Bureau Afrique, Boîte postale 2356, Dakar.

**Thailand:** ICAO Representative, Far East and Pacific Office, P.O. Box 614, Bangkok.

**United Arab Republic:** ICAO Representative, Middle East Office, 16 Hassan Sabri, Zamalek, Cairo.

#### **Sales Agencies**

**Argentina:** Editorial Sudamericana S.A., Calle Alsina 500, Buenos Aires.

**Australia:** Robertson and Mullens, 107 Elizabeth Street, Melbourne, C. 1.

**Canada:** Department of Public Printing and Stationery, Ottawa (Ontario).

**India:** Oxford Book & Stationery Co., Scindia House, New Delhi or 17 Park Street, Calcutta.

**Mexico:** Editorial Hermes S.A., Ignacio Mariscal 41, México 4, D.F.

**New Zealand:** Government Printer, Government Printing Office, 20 Molesworth Street, Wellington.

**United Kingdom:** Her Majesty's Stationery Office, P.O. Box 569, London, S.E. 1.

---

**International Civil Aviation Organization (Attention: Distribution Officer), International Aviation Building, 1080 University Street, Montreal 3 (Quebec), Canada.**

---

## ***Do you receive the ICAO BULLETIN?***

**The ICAO Bulletin contains a concise account of the activities of the Organization as well as articles of interest to the aeronautical world.**

**The Bulletin will also keep you up to date on the latest ICAO publications, their contents, amendments, supplements, corrigenda, and prices.**

**Available in three separate editions: English, French and Spanish.  
Annual subscription: U.S. \$2.00.**

TABLE OF CONTENTS

	<u>Page</u>
FOREWORD .....	1
SECTION 1. - Summary of the Practices of States in Granting Validations to Holders of Foreign Private Pilot Licences .....	4
SECTION 2. - Summary of the Practices of States in Permitting the Use of R/T by Aliens Flying Locally Registered Aircraft in a Private Capacity .....	6
SECTION 3. - Summary of the Practices of States for Entering in Their National Register Private Aircraft Owned by Foreigners .....	7
SECTION 4. - APPENDIX A Special Requirements of Some States for the Validation of Foreign Private Pilot Licences .....	8
APPENDIX B Special Requirements of Some States for Permitting the Use of R/T by Foreign Private Pilots .....	11
APPENDIX C Special Requirements of Some States for the Registration of Aircraft Owned by Foreigners .....	13
SECTION 5. - Tabulation of Summaries .....	17

PRIVILEGES GRANTED TO FOREIGN PRIVATE PILOTS  
AND TO FOREIGN OWNERS OF PRIVATE AIRCRAFT

FOREWORD

In February 1947, the use and registration of aircraft by non-nationals was discussed at an Airworthiness Division of ICAO. Some of the legal aspects of this matter were also studied by the Secretariat and brought to the Air Transport Committee of ICAO at the end of 1949. No definitive action was suggested nor was any taken. In August 1952, a study was made of the problems affecting those private pilots away from home who wished to use their licences abroad; the use by such pilots of radiotelephony when flying abroad; and the question of the private ownership of aircraft by alien residents.

A letter was then sent by the President of the Council to Representatives of States on the Council of ICAO asking for information on these three points and in 1953 a short memorandum (No. 102) was issued analyzing the information received. This was followed by a revised memorandum (No. 114) at the end of 1954. Memorandum No. 114, as in the case of the previous memorandum, was sent to Council Representatives only and it gave details on the status of privileges granted to alien private pilots and to alien owners of private aircraft. These details also showed the extent to which various States were prepared to allow alien private pilots to use the aircraft radio-telephone. Altogether the information included the replies received on these matters from the twenty-one States then forming the Council. The Fédération Aéronautique Internationale (FAI) was kept informed.

In 1961, the PEL/MED Division made a recommendation as follows:

"Recommendation No. 8/2 - FLIGHT INFORMATION DATA FOR THE  
ENCOURAGEMENT OF PRIVATE FLYING,  
AND THE WIDER RECOGNITION OF THE  
TECHNICAL EQUIVALENCE OF LICENCES

That since private pilots are travelling to foreign countries in large numbers and desiring to rent aircraft to fly for pleasure or private business and it being desirable to encourage them to do so and for them to obtain authorization to pilot aircraft in those countries where aircraft may be obtained for this purpose, the present practices of States regarding the procedures applied to permit such activities by foreign private pilots be obtained by the Organization and disseminated in a suitable form to all States so as to give the necessary guidance and assistance both to pilots and to States. "

This Recommendation of the PEL/MED Meeting arose out of an "exchange of views on the international application of licences with particular reference to the inter-State acceptance of their technical value". The Meeting wished to encourage the most liberal practices possible, and hoped that a stage would eventually be reached where comprehensive technical re-examination of a pilot already holding a licence would not be required when he went to another country and wanted to fly in that country.

Subsequently, the Council approved this Recommendation on the understanding that the Secretary General was to obtain the necessary information from States and circulate it in an appropriate form.

It was also noted that many States required a "condition of reciprocity" to exist before any privileges would be granted to visiting private pilots. On this, the Meeting said in its Report, "other States explained they too had tried this method but had had to renounce it since they found it defeated the objective of attempting to secure a wider general recognition of each others' licences". It will be seen, however, from the details given in this Circular that this "condition of reciprocity" is still very much in evidence.

In May 1963, the Secretary General of ICAO sent a letter to all Contracting States. In it he explained that there were three elements to this problem, which were described in the following terms:

1. Pilots away from home

The first concerns the pilot who holds a licence from his own State, who is temporarily resident or visiting abroad, and who wishes to fly, by rental or otherwise, aircraft registered in the State that he is visiting. The common practice at present appears to be that such a pilot must first have his licence validated by the State of registry of the aircraft that he wishes to fly; and such validation still appears in many cases to be a very formal and time-consuming process, almost equivalent to the initial securing of a licence. While Article 32 of the ICAO Convention requires for international flight that the pilot's licence be either issued or validated by the State of the aircraft's registry, it does not define the way in which validation shall be accomplished.

2. Use of air-ground radiotelephony by foreign pilots

A closely allied problem is that of the use of radio-telephone by the pilots referred to in the preceding section - those who are away from home and wishing to fly locally registered aircraft. Dependence upon radio is increasing to the point where permission to fly may be of little practical use, at least for a cross-country trip, unless permission to use the radio-telephone goes with it. Foreign pilots bringing in their own aircraft with them are, by Article 30 of the ICAO Convention, allowed the use of radio transmitting apparatus in accordance with the regulations of the State overflown; however, if they wish to fly locally registered aircraft and to use a radio, they are likely to encounter the requirement that they must possess a locally issued radio licence. Many Governments issue such licences only to their own nationals, without provision for the foreign pilot. In such cases there is no apparent way for the pilot to obtain authorization to use the radio.

3. Registration of aircraft owned by aliens

Many States register only aircraft owned by their own nationals, and do not register aircraft belonging to aliens even if these aliens are resident in the State. The aircraft concerned have to be registered in some other State and, in the case of the private owner, this almost always means the State of which he is a citizen. The result is that the place where the aircraft

---

is based and the place where it is registered are often far apart, with all the attendant administrative, maintenance and other difficulties that follow from this separation.

States were asked that, in their replies, they should explain in the simplest possible terms the actual effect of their laws or practices in respect of these three elements. Replies have been received from fifty-three States. The length and complexity of these has made it necessary to attempt to summarize the replies and this has been done, in both tabular and written form, in this Circular.

- - - - -

SUMMARY OF INFORMATION RECEIVED ON STATES' PRACTICES  
IN GRANTING PRIVILEGES TO FOREIGN PRIVATE PILOTS  
AND TO FOREIGN OWNERS OF PRIVATE AIRCRAFT

SECTION 1. - Practices of States in granting validations to holders of foreign private pilot licences

"BASIC REQUIREMENT" - This consists of requiring the applicant who wishes to fly locally registered aircraft in a private capacity:

- a) to be holder of a valid private pilot licence issued in compliance with Annex 1 specifications; and

(Note. - The most liberal regulations require only this one item, e. g. Netherlands, Norway, Sweden - see Appendix A)

- b) to present his personal flying log book, or other evidence, for assessment of his having maintained competency; and
- c) to submit a written application and a small fee to the Licensing Authority.

1. 1 States that have indicated requirements not exceeding the "Basic Requirement":

Belgium	Ghana	Madagascar
Cameroon	Greece	Pakistan
Chile	Iran	Senegal
Congo (Léopoldville)	Ireland	Sudan
Dahomey	Israel	Tunisia
El Salvador	Jamaica	Turkey
France	Laos (1 week)	United Kingdom
Germany (Fed. Rep.)	Liberia	

-----

1. 2 States that have indicated a requirement that a condition of reciprocity or an agreement with the State having issued the licence is necessary in addition to the "Basic Requirement":

Argentina	Indonesia	Philippines
Austria	Luxembourg	Spain
Honduras	Paraguay	Thailand

-----

1.3 States that have indicated a requirement that the applicant pass a test in local air law or regulations in addition to the "Basic Requirement":

Australia  
Canada  
Denmark

India  
New Zealand  
South Africa

United Arab Republic  
United States\*  
Uruguay

-----

1.4 States that have indicated a requirement that the applicant pass a flying test in addition to the "Basic Requirement":

Costa Rica

Kuwait

-----

1.5 States that have requirements different from the ones indicated above:

Brazil  
Burma  
China

Dominican Republic  
Mexico

Nigeria  
Portugal

-----

The requirements of these States are shown in Appendix A.

---

The United States does not issue Licenses but instead issues a "Special Purpose Pilot Certificate" which, from the foreign private pilot's point of view, amounts to the same thing.



SECTION 2. - Practices of States in granting the use of radiotelephony  
in air-to-ground communications to holders of foreign  
licences flying locally registered aircraft  
in a private capacity

2.1 Several States have indicated they have no special requirements in extending privileges for the use of R/T by foreign private pilots. These States either include validations for the R/T licence when validating the pilot licence, or have no regulations limiting the use of R/T by pilots, or validate foreign R/T licences on application:

Australia	India	Faraguay
Belgium	Iran	Portugal
Chile	Ireland	Senegal
Congo ( Léopoldville)	Israel	South Africa
Costa Rica	Kuwait	Spain
Dahomey	Liberia	Sudan
Denmark	Luxembourg	Sweden
Dominican Republic	Madagascar	Tunisia
El Salvador	Netherlands	Turkey
France	Nigeria	United Kingdom
Germany (Fed. Rep.)	Norway	United States
Greece	Pakistan	Uruguay
Honduras		

- - - - -

2.2 States that have indicated they will validate foreign R/T licences but only when the licence is issued by a State with which a condition of reciprocity or an agreement exists:

Austria	Philippines	Thailand
---------	-------------	----------

- - - - -

2.3 States that have indicated special requirements:

Argentina	China	Mexico
Brazil	Ghana	New Zealand
Cameroon	Indonesia	United Arab Republic
Canada	Jamaica	

- - - - -

The requirements of these States are shown in Appendix B.

SECTION 3. - Practices of States for entering in their national register  
private aircraft owned by foreigners

Note. - Many of the replies, on which this summary is based, stated that, in principle, only aircraft owned by nationals were registered. In many cases, however, the replies went on to say that resident aliens could sometimes obtain special authorization to register the private aircraft locally.

3.1 States that have indicated practices allowing the registration of aircraft owned by foreigners provided, at most, that the owner be a legal resident or that the aircraft be based in the State:

Argentina	Honduras	Netherlands
Australia	India	New Zealand
Austria	Ireland	Nigeria
Cameroon	Israel	Paraguay
Canada	Laos	Portugal
Congo (Léopoldville)	Liberia	Senegal
Dahomey	Luxembourg	Sweden
Dominican Republic	Madagascar	United Kingdom
El Salvador	Mexico	Uruguay
Germany (Fed. Rep.)		

-----

3.2 States that have indicated their practices require the owner to be a national of the State:

Brazil	Ghana*	Philippines**
Chile	Greece	Spain
China	Indonesia	Thailand
Costa Rica	Iran	United States
France	Pakistan*	

-----

3.3 States that have indicated special practices:

Belgium	Norway	Tunisia
Denmark	South Africa	United Arab Republic
Kuwait		

-----

The practices of these States are shown in Appendix C.

\* Also if British subject or British protected person

\*\* Or a USA citizen

SECTION 4APPENDIX AEXTRACTS FROM INFORMATION RECEIVED ON  
SPECIAL REQUIREMENTS OF SOME STATES FOR THE VALIDATION  
OF FOREIGN PRIVATE PILOT LICENCESARGENTINA

Validation shall be granted solely on the basis of reciprocity.

BRAZIL

According to Brazilian regulations foreign pilots who intend to fly, by rental or otherwise, aircraft registered in Brazil will have to pass first an examination.

BURMA

As there are no flying clubs or private aircraft in Burma at present it is not necessary to lay down regulations.

CHINA

In accordance with the Civil Aviation Law the pilot shall be a citizen of our nation. Although nationals of foreign countries which accord similar rights to Chinese citizens may be permitted to act as pilots, they have first to obtain Chinese licences and ratings following the normal procedures of application and examinations.

DAHOMY

To fly an aircraft registered in Dahomey and to use the radio it is sufficient for a foreign pilot to hold the licences and certificates required in his own country. Validation is practically automatic.

DOMINICAN REPUBLIC

Validation is granted to any alien whether residing in the country or not, providing the requirements for the first issue of licences or their validation are at least equal to the minimum standards established in the national regulations.

GREECE

No practical or theoretical examinations are required. Validation formalities are usually carried out within two work-days and the charge is \$2.

INDIA

Pilots' licences granted by another Contracting State may be validated for three months for flying aircraft registered in India after the candidate has passed an oral examination in Indian Air Legislation and Indian climatology. Candidates should apply well in advance so that suitable arrangements can be made for the examination.

However, when a licence has been granted by any foreign State and is for the time being in force, the Government may, subject to such conditions and limitations and for such periods as it shall think fit, confer on such licence the same validity for the purpose of flying aircraft registered in India as if it had been granted under these rules.

IRELAND

On its production a private pilot's licence issued by another Contracting State is accepted for immediate validation, if accompanied by a written assurance by the applicant of his knowledge of Irish aviation law.

MEXICO

As agreed and in conformity with Article 33 of the Chicago Convention, Mexican law provides for validation or recognition of licences of aeronautical technical personnel, as long as the requirements under which they were issued or declared valid are at least equal to the minimum standards in Mexico for granting such licences. The regulations regarding licences for technical aeronautical personnel determine the general requirements for obtaining licences, including the private pilot's licence, which may be issued to any foreigner.

A validation is normally granted without difficulty upon presentation of the following:

- a) Photostat copies of the American Licence and Radiotelephonist's Licence or Radio Operator's Licence, certified by notary public and duly translated by a legal expert authorized by the Superior Court of Justice.
- b) Photostat copy of certificate of legal sojourn in Mexico, certified by a notary public.
- c) Class "B" medical certificate issued by a doctor authorized by this Secretariat, including blood and urine analysis.
- d) Personal flying Log Book.
- e) Two passport-size photos.
- f) Eleven pesos in Treasury stamps. One of one peso and one of ten pesos.
- g) Twenty pesos in cash, or a money order if sent by mail, to cover cost of validation card.

MEXICO (Cont'd)

- h) Written application addressed to the Directorate General of Civil Aviation, Air Navigation and Safety Department, Licence Bureau, Av. Universidad y Xola, Mexico 12, D. F.
- i) Having fulfilled all these requirements, the candidate must undergo a practical flying test.

NETHERLANDS

Foreign private pilots may use their relevant foreign licences to fly private Netherlands aeroplanes, gliders, or free balloons, without the issue of a validation certificate.

NIGERIA

Until 8 March 1963, ICAO licences of foreign origin were validated on a temporary basis without examination. Since that date examinations have been required and this has often meant that pilots (commercial and private) have been grounded until the successful completion of the examination; this could well mean a wait of three to four weeks.

NORWAY

Pilots from ICAO countries who hold valid licences from their home state are entitled during their visit in Norway, by rental or otherwise, to act as pilots on Norwegian registered aircraft without any special validation of the licence.

PAKISTAN

Pilots' licences granted by another Contracting State may be validated for three months for flying aircraft registered in Pakistan.

PORTUGAL

A foreign pilot wishing to make flights in our country in aircraft registered in Portugal will have his licence validated for this purpose and the validation will be granted immediately if he is a national of a NATO power, Spain or Brazil. For a national of any other country validation will depend on authorization by the International Police and the National Ministry of Defense.

SWEDEN

"A foreign pilot who is the holder of a licence issued in accordance with Annex 1 to the Chicago Convention by a State that is a member of ICAO, may - during the period of validity of the licence and in accordance with its provisions - pilot aircraft registered in Sweden over Swedish territory when performing private flights." This means that all holders of ICAO licences are allowed to fly Swedish aircraft for private purposes without any formal validation of their licences.

UNITED KINGDOM

Automatic validation is given to licences (except student pilot licences) issued by other Contracting States, for purposes other than public transport or aerial work.

- - - - -

APPENDIX BEXTRACTS FROM INFORMATION RECEIVED ON  
SPECIAL REQUIREMENTS OF SOME STATES FOR  
PERMITTING THE USE OF R/T BY FOREIGN PRIVATE PILOTSARGENTINA

It is necessary to obtain the restricted radiotelephony operator's certificate issued by the Ministry of Communications.

BRAZIL

A radiotelephony rating is required, and this is issued only to Brazilian citizens.

CAMEROON

The use of radiotelephony by such pilots is not provided for by the regulations at present in force.

CANADA

No one shall be employed as a radio operator at any coast, land or mobile station unless he is a British subject. However, the holder of a valid Canadian certificate of proficiency or other authority to operate a radio station issued by the Minister, or an equivalent certificate or authority issued by the country of which he is a citizen - or the citizen of a country that grants reciprocal permission to Canadian citizens to be employed as radio operators in that country - or a landed immigrant, may be so employed. A person who is not a British subject and is the holder of a valid Canadian Aircraft Pilot Licence and whose main function or duty is to pilot the aircraft and the operation of the radio is merely complementary thereto, may also use the radio if the country of which he is a citizen grants similar privileges to Canadians desiring to be pilots in that country on aircraft registered therein.

CHINA

A foreign citizen who holds a pilot licence issued by China may apply for an endorsement allowing the use of air-ground radiotelephony.

GHANA

The Director of Posts and Telecommunications requires any operator of a radio station to obtain a licence before that person can operate the radio.

INDONESIA

Only Indonesian citizens are authorized to operate radio. But whenever a foreign pilot is allowed to fly in Indonesia and where a restricted radiotelephony licence is required, the Director of Civil Aviation may issue an exemption in writing.

JAMAICA

The use of aircraft radio stations by such private pilots creates no difficulties for us.

MEXICO

One of the requirements for granting a private pilot's licence is that the applicant should hold an aeronautical radiotelephony licence. An aeronautical radiotelephony licence, as prescribed in Articles 30 and 33 of the Chicago Convention and therefore as prescribed in the applicable provisions of the Aeronautical Technical Personnel Licensing Regulations, issued outside Mexico to a foreign private pilot, may be recognized or validated in Mexico with a minimum of formality, for example by passing an aptitude test.

NEW ZEALAND

A flight radio-telephone operator's licence issued by the competent authority of another Contracting State may be validated by the holder undergoing an oral knowledge briefing.

UNITED ARAB REPUBLIC

Pilots holding recognized certificates of proficiency in R/T are permitted to use them after validation by the UAR Telecommunications Organization.

-----

APPENDIX CEXTRACTS FROM INFORMATION RECEIVED ON  
SPECIAL REQUIREMENTS OF SOME STATES FOR  
THE REGISTRATION OF AIRCRAFT OWNED BY FOREIGNERSARGENTINA

Domicile, and not nationality, is the ruling factor.

AUSTRALIA

Australian requirements permit an aircraft to be registered in the name of an alien and, in fact, this is done on many occasions. We appreciate the problems associated with having an aircraft registered in another country and to overcome them, we require any privately operated aircraft to be registered in Australia if it is to stay in the country for more than six months. It is, therefore, quite permissible and, in fact, very often required, that an alien bringing his own aircraft into Australia, register it here.

BELGIUM

Registration of such aircraft is at the discretion of the Minister in charge of the Aeronautics Administration. Bearing in mind the effects of registration, it is considered that a foreign subject who applies for Belgian registration of an aircraft should give evidence of real attachment to the country. The criterion for considering a request for registration is that the applicant should have resided for at least a year in Belgium or, in the case of a corporate body, that it should have had a head office, agency, or bureau in the kingdom for one year.

CAMEROON

All aircraft owned by an alien whose legal domicile is in Cameroon, or one who exercises an activity useful to the economic or social development of Cameroon, or which is owned by a foreign company with its head office in Cameroon, may be registered in Cameroon.

CANADA

Such aircraft may not be operated outside Canada for periods exceeding sixty days and the total of such periods shall not exceed six months in any twelve-month period.

CHILE

The current Chilean legislation does not allow registration of aircraft belonging to aliens, even if these aliens are resident or domiciled in Chile.



CONGO (Léopoldville)

In principle, all aircraft based in the Congo and belonging either to nationals or to aliens who reside in the Congo are registered nationally.

DAHOMEY

It is necessary to reside in Dahomey and to apply for necessary authorization.

DENMARK

It is normal Danish practice that an aircraft, in order to be entered in the Danish registry, must be owned by a Danish national. If a foreign national is residing in Denmark, he may presumably obtain Danish registration of his aircraft, provided the aircraft is to be engaged in private flying only. Special exemption must be obtained from the Ministry of Public Works.

EL SALVADOR

The alien must be a permanent resident of the State.

GREECE

Aircraft belonging to Greek nationals and commercial enterprises, or whose ownership and effective control is vested in whole or in a substantial part in the hands of Greek nationals, may be placed on the Hellenic aircraft registry.

INDIA

Aircraft owned by persons resident in or carrying on business in India who are not citizens of India, or by a company or corporation registered elsewhere than in India and carrying on business in India, can be registered in India under Category B in accordance with Rule 30 of the Indian Aircraft Rules, 1937.

IRAN

The owner must be a national and, if a company, the majority of the share capital must belong to nationals.

IRELAND

Such aircraft may be registered in the national register but not used for public transport or aerial work.

KUWAIT

An aircraft owned by an alien may be accepted on the national register if it is to be operated by a Kuwait registered company or national.

LUXEMBOURG

"Established domicile" is required.

NETHERLANDS

Aircraft may be registered which are owned by Netherlands subjects who are not resident in the Netherlands; or by persons resident in the Netherlands who are not Netherlands subjects; or, under certain conditions, by bodies corporate and legal persons established under and subject to Netherlands law. Aircraft may be registered for the period during which a Netherlands subject, who is at the same time resident in the Netherlands, or a corporate body acting in accordance with Netherlands law, is holder of an aircraft which is owned by a foreigner who is not resident in the Netherlands, or by a corporate body acting in accordance with foreign law. In such a case the obligations, imposed upon an owner of an aircraft or upon the person in whose name the aircraft has been registered pursuant to these regulations, shall be complied with by the registered holder of this aircraft.

NORWAY

In principle, an aircraft may only be registered in this country if it has a Norwegian owner. However, in special circumstances an aircraft may be registered even if the owner does not comply with this condition.

PARAGUAY

Aliens domiciled may register their aircraft for ninety days, which period can be extended on request.

SENEGAL

Under the Senegalese regulations, an alien may register in Senegal any aircraft of which he is the owner. To do this he has only to send an application for each aircraft to the Registry Office, giving the number of the Certificate of Airworthiness or the Application for a Certificate of Airworthiness. He must enclose with his application:

- a) proof of his identity;
- b) proof of ownership of the aircraft;

SENEGAL (Cont'd)

- c) a statement that the aircraft is not registered in any other State. If the aircraft has been previously entered on the register of another State the application must be accompanied by a certificate from that State attesting that the aircraft has been removed from its register;
- d) justification for issue of an import licence and proof of payment of import taxes and charges.

SOUTH AFRICA

Except in special cases, a certificate of registration in respect of an aircraft is not granted to any person unless he is a South African citizen, or to any firm, company or other organization unless it is registered in and has its principal place of business in the Republic, and whereof the Chairman or other executive head and at least two-thirds of the directors or other members of the controlling body of such firm, company or organization are South African citizens. Each special case is treated on its merits.

SUDAN

Fully provided for in "The Registration of Civil Aircraft Regulations, 1961 and the Registration of Civil Aircraft (Amendment) Regulations, 1962".

TUNISIA

In principle, only aircraft owned to the extent of at least fifty-one per cent by Tunisian persons or corporate bodies are registered. However, provisions exist for some possible exceptions in the case of aircraft owned by aliens.

UNITED ARAB REPUBLIC

Aircraft owned by foreigners are registered in a special register; such aircraft do not bear any nationality marking and are not allowed to fly outside UAR territory.

URUGUAY

The principle applied is the determination of domicile, and not of nationality. This applies to nationals as well as to foreigners.

- - - - -

## SECTION 5. - SUMMARY OF INFORMATION RECEIVED REGARDING STATES PRACTICES IN GRANTING PRIVILEGES TO FOREIGN PRIVATE PILOTS AND TO FOREIGN OWNERS OF PRIVATE AIRCRAFT

	GRANTING OF VALIDATIONS TO HOLDERS OF FOREIGN PRIVATE PILOT LICENCES										PERMISSION TO USE R/T LOCALLY				PERMISSION TO ENTER AIRCRAFT OWNED BY FOREIGNERS IN THE NATIONAL REGISTER									
	VALID PP LICENCE	RECENT EXPERIENCE PROOF	RECIPROCIITY	AIR LAW EXAM	FLIGHT TEST	GROUND EXAM	FAMILIARITY WITH LOCAL AIR REGULATIONS	COMPLEX ADMINISTRATIVE REQUIREMENTS	NO VALIDATIONS	PP LICENCE VALIDATION INCLUDES R/T PRIVILEGES	NO REGULATIONS TO LIMIT USE OF R/T	FOREIGN R/T LICENCE VALIDATED "ON SIGHT"	RECIPROCIITY	EXAMINATION	MUST BE A NATIONAL	VALIDATIONS DONE BY P. M. G. OR EQUIVALENT	NO VALIDATIONS	A/C MUST BE BASED LOCALLY	MUST BE LEGAL RESIDENT (MAY BE TEMPORARY)	OWNER MUST BE A NATIONAL	REGISTERED FOR INLAND FLIGHTS ONLY	LIMITED RIGHTS ONLY	FOREIGNERS SOMETIMES ACCEPTED	
ARGENTINA	X		X													X		X						
AUSTRALIA	X	X		X						X								X						
AUSTRIA	X		X						X			X							X					
BELGIUM	X	X											X										X	
BRAZIL					X	X								X						X				
BURMA																								
CAMEROON	X	X														X	X	X						
CANADA	X			X					X			X						X						
CHILE	X									X										X				
CHINA								X								X			X					
CONGO (Léopoldville)	X								X														X	
COSTA RICA	X			X						X										X				
DAHOMEY	X								X										X				X	
DENMARK	X								X														X	
DOMINICAN REPUBLIC	X								X									X						
SALVADOR	X									X												X		
FRANCE	X								X											X				
GERMANY (Fed. Rep.)	X	X							X															X
GHANA	X													X						X				
GREECE	X								X											X				
HONDURAS	X	X								X									X					
INDIA	X				X						X	X							X					
INDONESIA	X								X											X				
IRAN	X									X										X				
IRELAND	X					X					X								X					
ISRAEL	X								X										X					
JAMAICA	X		X							X														
KUWAIT	X			X		X			X											X				
LAOS	X																							X
LIBERIA	X	X							X									X						

## SECTION 5. - SUMMARY OF INFORMATION RECEIVED REGARDING STATES' PRACTICES IN GRANTING PRIVILEGES TO FOREIGN PRIVATE PILOTS AND TO FOREIGN OWNERS OF PRIVATE AIRCRAFT

	GRANTING OF VALIDATIONS TO HOLDERS OF FOREIGN PRIVATE PILOT LICENCES							PERMISSION TO USE R/T LOCALLY					PERMISSION TO ENTER AIRCRAFT OWNED BY FOREIGNERS IN THE NATIONAL REGISTER									
	VALID PP LICENCE	RECENT EXPERIENCE PROOF	RECIPROCIITY	AIR LAW EXAM	FLIGHT TEST	GROUND EXAM	FAMILIARITY WITH LOCAL AIR REGULATIONS	COMPLEX ADMINISTRATIVE REQUIREMENTS	NO VALIDATIONS	PP LICENCE VALIDATION INCLUDES R/T PRIVILEGES	NO REGULATIONS TO LIMIT USE OF R/T	FOREIGN R/T LICENCE VALIDATED "ON SIGHT"	RECIPROCIITY	EXAMINATION	MUST BE A NATIONAL	VALIDATIONS DONE BY P. M. G. OR EQUIVALENT	NO VALIDATIONS	A/C MUST BE BASED LOCALLY	MUST BE LEGAL RESIDENT (MAY BE TEMPORARY)	OWNER MUST BE A NATIONAL REGISTERED FOR INLAND FLIGHTS ONLY	LIMITED RIGHTS ONLY	FOREIGNERS SOMETIMES ACCEPTED
LUXEMBOURG	X		X							X								X				
MADAGASCAR	X										X						X					
MEXICO	X	X			X		X						X					X				
NETHERLANDS	X					X			X									X				
NEW ZEALAND	X					X				X												X
NIGERIA	X			X	X					X								X				
NORWAY	X									X												X
PAKISTAN	X								X										X			
PARAGUAY	X	X							X									X				
PHILIPPINES	X	X							X			X						X				
PORTUGAL	X	X							X									X				
SENEGAL	X								X													X
SOUTH AFRICA	X		X						X													X
SPAIN	X	X							X									X				
SUDAN	X									X												
SWEDEN	X								X													X
THAILAND	X									X									X			
TUNISIA	X									X												X
TURKEY	X									X												
UNITED ARAB REPUBLIC	X					X									X						X	
UNITED KINGDOM	X									X								X				
UNITED STATES	X		X						X									X				
URUGUAY	X		X										X					X				

## ICAO TECHNICAL PUBLICATIONS

*The following summary gives the status, and also describes in general terms the contents of the various series of technical publications issued by the International Civil Aviation Organization. It does not include specialized publications that do not fall specifically within one of the series, such as the ICAO Aeronautical Chart Catalogue or the Meteorological Tables for International Air Navigation.*

*INTERNATIONAL STANDARDS AND RECOMMENDED PRACTICES* are adopted by the Council in accordance with Articles 54, 37 and 90 of the Convention on International Civil Aviation and are designated, for convenience, as Annexes to the Convention. The uniform application by Contracting States of the specifications comprised in the International Standards is recognized as necessary for the safety or regularity of international air navigation while the uniform application of the specifications in the Recommended Practices is regarded as desirable in the interest of safety, regularity or efficiency of international air navigation. Knowledge of any differences between the national regulations or practices of a State and those established by an International Standard is essential to the safety or regularity of international air navigation. In the event of non-compliance with an International Standard, a State has, in fact, an obligation, under Article 38 of the Convention, to notify the Council of any differences. Knowledge of differences from Recommended Practices may also be important for the safety of air navigation and, although the Convention does not impose any obligation with regard thereto, the Council has invited Contracting States to notify such differences in addition to those relating to International Standards.

*PROCEDURES FOR AIR NAVIGATION SERVICES (PANS)* are approved by the Council for worldwide application. They comprise, for the most part, operating procedures regarded as not yet having attained a sufficient degree of maturity for adoption as International Standards and Recommended Practices, as well as material of a more permanent character which is considered too detailed for incorporation in an Annex, or is susceptible to frequent amendment, for which the processes of the Convention would be too cumbersome. As in the case of Recommended Practices, the Council

has invited Contracting States to notify any differences between their national practices and the PANS when the knowledge of such differences is important for the safety of air navigation.

*REGIONAL SUPPLEMENTARY PROCEDURES (SUPPS)* have a status similar to that of PANS in that they are approved by the Council, but only for application in the respective regions. They are prepared in consolidated form, since certain of the procedures apply to overlapping regions or are common to two or more regions.

---

*The following publications are prepared by authority of the Secretary General in accordance with the principles and policies approved by the Council.*

*ICAO FIELD MANUALS* derive their status from the International Standards, Recommended Practices and PANS from which they are compiled. They are prepared primarily for the use of personnel engaged in operations in the field, as a service to those Contracting States who do not find it practicable, for various reasons, to prepare them for their own use.

*TECHNICAL MANUALS* provide guidance and information in amplification of the International Standards, Recommended Practices and PANS, the implementation of which they are designed to facilitate.

*AIR NAVIGATION PLANS* detail requirements for facilities and services for international air navigation in the respective ICAO Air Navigation Regions. They are prepared on the authority of the Secretary General on the basis of recommendations of regional air navigation meetings and of the Council action thereon. The plans are amended periodically to reflect changes in requirements and in the status of implementation of the recommended facilities and services.

*ICAO CIRCULARS* make available specialized information of interest to Contracting States. This includes studies on technical subjects as well as texts of Provisional Acceptable Means of Compliance.

**EXTRACT FROM THE CATALOGUE**  
**ICAO SALABLE PUBLICATIONS**

**TRAINING MANUAL**  
(Doc 7192-AN/857)

<b>Part GEN-1. - Licensing Practices and Procedures.</b>	
1st edition, 1963. 160 pp. ....	\$2. 50
<b>Part 1. - General.</b>	
2nd edition, 1955. Includes chapters on systems of training, training aids, instructional technique, types of examinations, measurement of abilities. 45 pp. ....	\$0. 75
<b>Part 2. - Private Pilot Licence.</b>	
1st edition, 1958. 45 pp. ....	\$1. 00

**ICAO CIRCULARS**

<b>60-AN/55 - Operational Measures for Dealing with the Problem of Taking Off from Slush- or Water-Covered Runways.</b> 1961. 9 pp. ...	\$0. 25
<b>61-AN/56 - Provisional Acceptable Means of Compliance - Fatigue Strength of Aeroplane Structures.</b> 1961. 7 pp. ....	\$0. 25
<b>62-AN/57 - Aircraft Accident Digest No. 11.</b> 1961. 266 pp. ....	\$4. 25
<b>63-AT/6 - Handbook on Administrative Clauses in Bilateral Air Transport Agreements.</b> 1962. 124 pp. ....	\$2. 00
<b>64-AN/58 - Aircraft Accident Digest No. 12.</b> 1963. 376 pp. ....	\$5. 75
<b>65-AN/59 - Provisional Acceptable Means of Compliance - Standardization of Approved Aeroplane Flight Manuals.</b> 1963. 71 pp. ....	\$1. 25
<b>66-AT/7 - Panel on Origin and Destination Statistics, 1959-1963. Final Report.</b> 307 pp. ....	\$4. 75
<b>67-AT/8 - Selection of ICAO Facilitation Recommendations 1951-1963 (not affecting Annex 9).</b> 1963. 31 pp. ....	\$0. 75

*N.B.—Cash remittance should accompany each order.  
Catalogue sent free on request.*

PRICE: U. S. \$0. 50  
(or equivalent in other currencies)