

INTERNATIONAL STANDARDS

**AIRCRAFT NATIONALITY
AND REGISTRATION MARKS**

ANNEX 7
TO THE CONVENTION ON INTERNATIONAL CIVIL AVIATION

FOURTH EDITION — JULY 1981

This edition incorporates all amendments adopted by the Council prior to 31 March 1982 and supersedes, on 26 November 1981, all previous editions of Annex 7.

For information regarding the applicability of the Standards, *see* Foreword.

INTERNATIONAL CIVIL AVIATION ORGANIZATION

TABLE OF CONTENTS

	<i>Page</i>		<i>Page</i>
FOREWORD	(v)	4. Measurements of nationality, common and registration marks	2
INTERNATIONAL STANDARDS	1	4.1 Lighter-than-air aircraft	2
1. Definitions	1	4.2 Heavier-than-air aircraft	2
2. Nationality, common and registration marks to be used	1	5. Type of characters for nationality, common and registration marks	3
3. Location of nationality, common and registration marks	2	6. Register of nationality, common and registration marks	3
3.1 General	2	7. Certificate of registration	3
3.2 Lighter-than-air aircraft	2	8. Identification plate	3
3.3 Heavier-than-air aircraft	2	9. General	3

FOREWORD

Historical background

Annex 7 contains Standards adopted by the International Civil Aviation Organization as the minimum Standards for the display of marks to indicate appropriate nationality and registration which have been determined to comply with Article 20 of the Convention. Standards for Aircraft Nationality and Registration Marks were first adopted by the Council on 8 February 1949 pursuant to the provisions of Article 37 of the Convention on International Civil Aviation (Chicago 1944) and designated as Annex 7 to the Convention. They became effective on 1 July 1949. The Standards were based on recommendations of the first and second sessions of the Airworthiness Division held respectively in March 1946 and February 1947.

Table A shows the origin of subsequent amendments together with a list of the principal subjects involved and the dates on which the Annex and the amendments were adopted by the Council, when they became effective and when they became applicable.

Action by Contracting States

Notification of differences. The attention of Contracting States is drawn to the obligation imposed by Article 38 of the Convention by which Contracting States are required to notify the Organization of any differences between their national regulations and practices and the International Standards contained in this Annex and any amendments thereto. Further, Contracting States are invited to keep the Organization currently informed of any differences which may subsequently occur, or of the withdrawal of any differences previously notified. A specific request for notification of differences will be sent to Contracting States immediately after the adoption of each amendment to this Annex.

The attention of States is also drawn to the provisions of Annex 15 related to the publication of differences between their national regulations and practices and the related ICAO Standards and Recommended Practices through the Aeronautical Information Service, in addition to the obligation of States under Article 38 of the Convention.

Promulgation of information. The establishment and withdrawal of and changes to facilities, services and procedures affecting aircraft operations provided in accordance with the Standards specified in this Annex should be notified and take effect in accordance with the provisions of Annex 15.

Status of Annex components

An Annex is made up of the following component parts, not all of which, however, are necessarily found in every Annex; they have the status indicated:

1.— *Material comprising the Annex proper:*

- a) *Standards and Recommended Practices* adopted by the Council under the provisions of the Convention. They are defined as follows:

Standard. Any specification for physical characteristics, configuration, matériel, performance, personnel or procedure, the uniform application of which is recognized as necessary for the safety or regularity of international air navigation and to which Contracting States will conform in accordance with the Convention; in the event of impossibility of compliance, notification to the Council is compulsory under Article 38.

Recommended Practice. Any specification for physical characteristics, configuration, matériel, performance, personnel or procedure, the uniform application of which is recognized as desirable in the interest of safety, regularity or efficiency of international air navigation, and to which Contracting States will endeavour to conform in accordance with the Convention.

- b) *Appendices* comprising material grouped separately for convenience but forming part of the Standards and Recommended Practices adopted by the Council.
- c) *Definitions* of terms used in the Standards and Recommended Practices which are not self explanatory in that they do not have accepted dictionary meanings. A definition does not have independent status but is an essential part of each Standard and Recommended Practice in which the term is used, since a change in the meaning of the term would affect the specification.
- d) *Tables and Figures* which add to or illustrate a Standard or Recommended Practice and which are referred to therein, form part of the associated Standard or Recommended Practice and have the same status.

2.— *Material approved by the Council for publication in association with the Standards and Recommended Practices:*

- a) *Forewords* comprising historical and explanatory material based on the action of the Council and including an explanation of the obligations of States with regard to the application of the Standards and Recommended Practices ensuing from the Convention and the Resolution of Adoption.
- b) *Introductions* comprising explanatory material introduced at the beginning of parts, chapters or sections of the Annex to assist in the understanding of the application of the text.
- c) *Notes* included in the text, where appropriate, to give factual information or references bearing on the Standards or Recommended Practices in question, but not constituting part of the Standards or Recommended Practices.
- d) *Attachments* comprising material supplementary to the Standards and Recommended Practices, or included as a guide to their application.

Selection of language

This Annex has been adopted in four languages — English, French, Russian and Spanish. Each Contracting State is requested to select one of those texts for the purpose of national implementation and for other effects provided for in the Convention, either through direct use or through translation into its own national language, and to notify the Organization accordingly.

Editorial practices

The following practice has been adhered to in order to indicate at a glance the status of each statement: *Standards* have been printed in light face roman; *Notes* have been printed in light face italics, the status being indicated by the prefix *Note*. There are no *Recommended Practices* in Annex 7.

Any reference to a portion of this document which is identified by a number and/or title includes all subdivisions of that portion.

Table A. Amendments to Annex 7

<i>Amendment</i>	<i>Source(s)</i>	<i>Subject(s)</i>	<i>Adopted Effective Applicable</i>
1st Edition	First (1946) and second (1947) sessions of the Airworthiness Division		8 February 1949 1 July 1949 1 November 1949
1 (2nd Edition)	Fifth meeting of the Airworthiness Committee (1962)	Location and size of aircraft nationality and registration marks.	12 November 1963 1 April 1964 1 August 1964
2	Air Navigation Commission study (1967)	Redefining of the term “aircraft” so that all air cushion type vehicles, such as hovercraft and ground effect machines, should not be classified as aircraft.	8 November 1967 8 March 1968 8 July 1968
3 (3rd Edition)	Council study (1969)	The amendment introduces definitions of the expressions “Common mark”, “Common mark registering authority” and “International operating agency” and appropriate provisions to enable aircraft of international operating agencies of the kind contemplated in Article 77 of the Convention to be registered on other than a national basis.	23 January 1969 23 May 1969 18 September 1969
4 (4th Edition)	Air Navigation Commission study (1980), meeting of the Committee on Aircraft Noise (1979)	Unmanned free balloons. Change in the definition of “helicopter”.	30 March 1981 30 July 1981 26 November 1981

INTERNATIONAL STANDARDS

1. DEFINITIONS

When the following terms are used in the Standards for Aircraft Nationality and Registration Marks, they have the following meanings:

Aeroplane. A power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight.

Aircraft. Any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth's surface. (See Table I, Classification of aircraft.)

Airship. A power-driven lighter-than-air aircraft.

Balloon. A non-power-driven lighter-than-air aircraft.

Common mark. A mark assigned by the International Civil Aviation Organization to the common mark registering authority registering aircraft of an international operating agency on other than a national basis.

Note.— All aircraft of an international operating agency which are registered on other than a national basis will bear the same common mark.

Common mark registering authority. The authority maintaining the non-national register or, where appropriate, the part thereof, in which aircraft of an international operating agency are registered.

Fireproof material. A material capable of withstanding heat as well as or better than steel when the dimensions in both cases are appropriate for the specific purpose.

Glider. A non-power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight.

Gyroplane. A heavier-than-air aircraft supported in flight by the reactions of the air on one or more rotors which rotate freely on substantially vertical axes.

Heavier-than-air aircraft. Any aircraft deriving its lift in flight chiefly from aerodynamic forces.

Helicopter. A heavier-than-air aircraft supported in flight chiefly by the reactions of the air on one or more power-driven rotors on substantially vertical axes.

International operating agency. An agency of the kind contemplated in Article 77 of the Convention.

Lighter-than-air aircraft. Any aircraft supported chiefly by its buoyancy in the air.

Ornithopter. A heavier-than-air aircraft supported in flight chiefly by the reactions of the air on planes to which a flapping motion is imparted.

Rotorcraft. A power-driven heavier-than-air aircraft supported in flight by the reactions of the air on one or more rotors.

State of Registry. The State on whose register the aircraft is entered.

2. NATIONALITY, COMMON AND REGISTRATION MARKS TO BE USED

2.1 The nationality or common mark and registration mark shall consist of a group of characters.

2.2 The nationality or common mark shall precede the registration mark. When the first character of the registration mark is a letter it shall be preceded by a hyphen.

2.3 The nationality mark shall be selected from the series of nationality symbols included in the radio call signs allocated to the State of Registry by the International Telecommunication Union. The nationality mark shall be notified to the International Civil Aviation Organization.

2.4 The common mark shall be selected from the series of symbols included in the radio call signs allocated to the International Civil Aviation Organization by the International Telecommunication Union.

Note.— Assignment of the common mark to a common mark registering authority will be made by the International Civil Aviation Organization.

2.5 The registration mark shall be letters, numbers, or a combination of letters and numbers, and shall be that assigned by the State of Registry or common mark registering authority.

2.6 When letters are used for the registration mark, combinations shall not be used which might be confused with

the five-letter combinations used in the International Code of Signals, Part II, the three-letter combinations beginning with Q used in the Q Code, and with the distress signal SOS, or other similar urgent signals, for example XXX, PAN and TTT.

Note.— For reference to these codes see the currently effective International Telecommunications Regulations.

3. LOCATION OF NATIONALITY, COMMON AND REGISTRATION MARKS

3.1. General

The nationality or common mark and registration mark shall be painted on the aircraft or shall be affixed by any other means ensuring a similar degree of permanence. The marks shall be kept clean and visible at all times.

3.2. Lighter-than-air aircraft

3.2.1 *Airships.* The marks on an airship shall appear either on the hull, or on the stabilizer surfaces. Where the marks appear on the hull, they shall be located lengthwise on each side of the hull and also on its upper surface on the line of symmetry. Where the marks appear on the stabilizer surfaces, they shall appear on the horizontal and on the vertical stabilizers; the marks on the horizontal stabilizer shall be 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; the marks on the vertical stabilizer shall be located on each side of the bottom half stabilizer, with the letters and numbers placed horizontally.

3.2.2 *Spherical balloons (other than unmanned free balloons).* The marks shall appear in two places diametrically opposite. They shall be located near the maximum horizontal circumference of the balloon.

3.2.3 *Non-spherical balloons (other than unmanned free balloons).* The marks shall appear on each side. They shall be 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.

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

3.2.5 *Unmanned free balloons.* The marks shall appear on the identification plate (see Section 8).

3.3. Heavier-than-air aircraft

3.3.1 *Wings.* On heavier-than-air aircraft the marks shall appear once on the lower surface of the wing structure. 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. So far as is possible the marks shall be located equidistant from the leading and trailing edges of the wings. The tops of the letters and numbers shall be toward the leading edge of the wing.

3.3.2 *Fuselage (or equivalent structure) and vertical tail surfaces.* On heavier-than-air aircraft the marks shall appear either on each side of the fuselage (or equivalent structure) between the wings and the tail surface, or on the upper halves of the vertical tail surfaces. When located on a single vertical tail surface they shall appear on both sides. When located on multivertical tail surfaces they shall appear on the outboard sides of the outer surfaces.

3.3.3 *Special cases.* If a heavier-than-air aircraft does not possess parts corresponding to those mentioned in 3.3.1 and 3.3.2, the marks shall appear in a manner such that the aircraft can be identified readily.

4. MEASUREMENTS OF NATIONALITY, COMMON AND REGISTRATION MARKS

The letters and numbers in each separate group of marks shall be of equal height.

4.1. Lighter-than-air aircraft

4.1.1 The height of the marks on lighter-than-air aircraft other than unmanned free balloons shall be at least 50 centimetres.

4.1.2 The measurements of the marks related to unmanned free balloons shall be determined by the State of Registry, taking into account the size of the payload to which the identification plate is affixed.

4.2. Heavier-than-air aircraft

4.2.1 *Wings.* The height of the marks on the wings of heavier-than-air aircraft shall be at least 50 centimetres.

4.2.2 *Fuselage (or equivalent structure) and vertical tail surfaces.* The height of the marks on the fuselage (or equivalent structure) and on the vertical tail surfaces of heavier-than-air aircraft shall be at least 30 centimetres.

4.2.3 *Special cases.* If a heavier-than-air aircraft does not possess parts corresponding to those mentioned in 4.2.1 and 4.2.2, the measurements of the marks shall be such that the aircraft can be identified readily.

**5. TYPE OF CHARACTERS FOR NATIONALITY,
COMMON AND REGISTRATION MARKS**

5.1 The letters shall be capital letters in Roman characters without ornamentation. Numbers shall be Arabic numbers without ornamentation.

5.2 The width of each character (except the letter I and the number 1), and the length of hyphens shall be two-thirds of the height of a character.

5.3 The characters and hyphens shall be formed by solid lines and shall be of a colour contrasting clearly with the background. The thickness of the lines shall be one-sixth of the height of a character.

5.4 Each character shall be separated from that which it immediately precedes or follows, by a space of not less than one-quarter of a character width. A hyphen shall be regarded as a character for this purpose.

**6. REGISTER OF NATIONALITY,
COMMON AND REGISTRATION MARKS**

Each Contracting State or common mark registering authority shall maintain a current register showing for each aircraft registered by that State or common mark registering authority, the information recorded in the certificate of registration (see Section 7). The register of unmanned free balloons shall contain the date, time and location of release, the type of balloon and the name of the operator.

7. CERTIFICATE OF REGISTRATION

7.1 The certificate of registration, in wording and arrangement, shall be a replica of the following form (see below).

Note.— The size of the form is at the discretion of the State of Registry or common mark registering authority.

7.2 The certificate of registration shall be carried in the aircraft at all times.

8. IDENTIFICATION PLATE

An aircraft shall carry an identification plate inscribed with at least its nationality or common mark and registration mark. The plate shall be made of fireproof metal or other fireproof material of suitable physical properties, and shall be 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.

9. GENERAL

The provisions of this Annex shall not apply to meteorological pilot balloons used exclusively for meteorological purposes or to unmanned free balloons without a payload.

*	State <i>or</i> Common Mark Registering Authority Ministry Department or Service	*
CERTIFICATE OF REGISTRATION		
1. Nationality or Common Mark and Registration Mark 	2. Manufacturer and Manufacturer's 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 in accordance with the Convention on International Civil (name of register) Aviation dated 7 December 1944 and with the (†)		
(Signature)		
Date of issue		
(†) Insert reference to applicable regulations.		
*		

* For use by the State of Registry or common mark registering authority.

Table I. Classification of aircraft

AIRCRAFT	Lighter-than-air aircraft	Non-power-driven: balloon	Free balloon	Spherical free balloon Non-spherical free balloon	
			Captive balloon	Spherical captive balloon Non-spherical captive balloon ¹	
		Power-driven	Airship	Rigid airship Semi-rigid airship Non-rigid airship	
		Heavier-than-air aircraft	Non-power-driven	Glider	Land glider
	Kite ⁴			Sea glider ²	
	Power-driven		Aeroplane	Landplane ³ Seaplane ² Amphibian ²	
			Rotorcraft	Gyroplane	Landgyroplane ³ Sea gyroplane ² Amphibian gyroplane ²
				Helicopter	Land helicopter ³ Sea helicopter ² Amphibian helicopter ²
	Ornithopter		Land ornithopter ³ Sea ornithopter ² Amphibian ornithopter ²		

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.

— END —



1/8/97

Transmittal Note

SUPPLEMENT TO
ANNEX 7 — AIRCRAFT NATIONALITY AND
REGISTRATION MARKS
(Fourth Edition)

1. The attached Supplement combines the material previously contained in Supplements No. 1 (yellow cover) and No. 2 (pink cover) and supersedes the previous editions of both. It includes information notified by States up to 31 July 1997.
 2. This Supplement should be inserted at the end of Annex 7, Fourth Edition. The previous supplements should be removed.
-

SUPPLEMENT TO ANNEX 7 — FOURTH EDITION

**AIRCRAFT NATIONALITY AND
REGISTRATION MARKS**

PART A: Differences between the national regulations and practices of Contracting States and the corresponding International Standards contained in Annex 7, as notified to ICAO in accordance with Article 38 of the *Convention on International Civil Aviation* and the Council's resolution of 21 November 1950.

PART B: Aircraft nationality marks, national emblems and common marks.

AUGUST 1997

RECORD OF AMENDMENTS TO SUPPLEMENT

<i>No.</i>	<i>Date</i>	<i>Entered by</i>	<i>No.</i>	<i>Date</i>	<i>Entered by</i>
1	28/5/98	ICAO			

**AMENDMENTS TO ANNEX 7 ADOPTED OR APPROVED BY THE COUNCIL
SUBSEQUENT TO THE FOURTH EDITION ISSUED JULY 1981**

<i>No.</i>	<i>Date of adoption or approval</i>	<i>Date applicable</i>	<i>No.</i>	<i>Date of adoption or approval</i>	<i>Date applicable</i>

PART A — DIFFERENCES

1. Contracting States which have notified ICAO of differences

The Contracting States listed below have notified ICAO of differences which exist between their national regulations and practices and the International Standards of Annex 7, Fourth Edition, or have commented on implementation.

<i>State</i>	<i>Date of notification</i>	<i>Date of publication</i>
Bangladesh	11/6/81	1/8/97
Canada	28/6/82	1/8/97
Democratic People's Republic of Korea	24/11/87	1/8/97
Fiji	14/5/98	28/5/98
Germany	22/7/81	1/8/97
Indonesia	22/8/81	1/8/97
Italy	13/10/88	1/8/97
Japan	19/2/82	1/8/97
Mali	23/3/81	1/8/97
Mauritius	17/9/81	1/8/97
Morocco	26/6/87	1/8/97
Netherlands, Kingdom of the	15/1/93	1/8/97
New Zealand	24/6/97	1/8/97
Papua New Guinea	—	1/8/97
Poland	6/11/87	1/8/97
Russian Federation	4/1/88	1/8/97
Singapore	26/9/81	1/8/97
Spain	29/6/81	1/8/97
United Kingdom	26/10/81	1/8/97
United States	11/8/81	1/8/97

2. Contracting States which have notified ICAO that no differences exist

<i>State</i>	<i>Date of notification</i>	<i>State</i>	<i>Date of notification</i>
Australia	2/7/87	Iceland	14/10/88
Austria	8/10/82	India	22/10/81
Bahamas	16/6/81	Iran, Islamic Republic of	17/6/81
Barbados	20/7/81	Kenya	23/6/81
Brazil	10/11/81	Malaysia	13/8/81
China	26/1/84	Norway	2/7/81
Denmark	7/11/85	Philippines	5/6/81
Ethiopia	—	Slovakia	25/11/96
Finland	16/6/81	South Africa	20/8/81
France	22/1/82	Sweden	7/11/86
Gambia	9/11/83	Switzerland	28/9/81
Ghana	27/8/81	Uganda	31/3/82
Guyana	9/9/81	United Republic of Tanzania	6/7/81
Hungary	23/10/81	Venezuela	19/12/88

3. Contracting States from which no information has been received

Afghanistan	Gabon	Palau
Albania	Georgia	Panama
Algeria	Greece	Paraguay
Angola	Grenada	Peru
Antigua and Barbuda	Guatemala	Portugal
Argentina	Guinea	Qatar
Armenia	Guinea-Bissau	Republic of Korea
Azerbaijan	Haiti	Republic of Moldova
Bahrain	Honduras	Romania
Belarus	Iraq	Rwanda
Belgium	Ireland	Saint Lucia
Belize	Israel	Saint Vincent and the Grenadines
Benin	Jamaica	Samoa
Bhutan	Jordan	San Marino
Bolivia	Kazakhstan	Sao Tome and Principe
Bosnia and Herzegovina	Kiribati	Saudi Arabia
Botswana	Kuwait	Senegal
Brunei Darussalam	Kyrgyzstan	Seychelles
Bulgaria	Lao People's Democratic Republic	Sierra Leone
Burkina Faso	Latvia	Slovenia
Burundi	Lebanon	Solomon Islands
Cambodia	Lesotho	Somalia
Cameroon	Liberia	Sri Lanka
Cape Verde	Libyan Arab Jamahiriya	Sudan
Central African Republic	Lithuania	Suriname
Chad	Luxembourg	Swaziland
Chile	Madagascar	Syrian Arab Republic
Colombia	Malawi	Tajikistan
Comoros	Maldives	Thailand
Congo	Malta	The former Yugoslav Republic of Macedonia
Cook Islands	Marshall Islands	Togo
Costa Rica	Mauritania	Tonga
Côte d'Ivoire	Mexico	Trinidad and Tobago
Croatia	Micronesia, Federated States of	Tunisia
Cuba	Monaco	Turkey
Cyprus	Mongolia	Turkmenistan
Czech Republic	Mozambique	Ukraine
Democratic Republic of the Congo	Myanmar	United Arab Emirates
Djibouti	Namibia	Uruguay
Dominican Republic	Nauru	Uzbekistan
Ecuador	Nepal	Vanuatu
Egypt	Nicaragua	Viet Nam
El Salvador	Niger	Yemen
Equatorial Guinea	Nigeria	Zambia
Eritrea	Oman	Zimbabwe
Estonia	Pakistan	

4. Paragraphs with respect to which differences have been notified

<i>Paragraph</i>	<i>Differences notified by</i>	<i>Paragraph</i>	<i>Differences notified by</i>
Definitions	Indonesia Japan	4.2.2	Canada Indonesia Mali Morocco Papua New Guinea United States
2	Russian Federation		
2.3	Democratic People's Republic of Korea		
3.1	New Zealand		
3.2	Fiji	5.2	Canada
3.2.1	Papua New Guinea		Netherlands, Kingdom of the
3.2.2	Japan	5.3	Mali
3.2.3	Japan		Netherlands, Kingdom of the
3.2.4	Japan	5.4	Netherlands, Kingdom of the
3.2.5	Germany Indonesia Italy Japan Mauritius Netherlands, Kingdom of the New Zealand United Kingdom United States	6	Germany Italy Netherlands, Kingdom of the New Zealand Poland Singapore United Kingdom United States
3.3	New Zealand		
3.3.1	Bangladesh Mali Papua New Guinea Russian Federation United States	7 7.1 7.2	Spain New Zealand Spain Spain
3.3.2	Russian Federation	8	Germany Morocco Netherlands, Kingdom of the Poland Russian Federation Spain
4.1.2	Canada Germany Indonesia Italy		
4.2.1	United States		United Kingdom United States

SUMMARY OF DIFFERENCES**BANGLADESH**

3.3.1 The marks shall also appear on the right upper surface of the wing.

CANADA

4.1.2 The launching of unmanned free balloons, other than weather balloons, is currently permitted for high altitude scientific research only. Since these balloons are used only once, Canada sees no purpose in their registration.

4.2.2 The minimum height of all the marks on heavier-than-air aircraft shall be 15 cm (6 in) except for those in the wing surfaces which shall be 50 cm (20 in) and those on the bottom surface of rotorcraft fuselages or cabins which shall be four fifths as high as the width of the fuselage or cabin or 50 cm (20 in) whichever is less.

Note.— The height of marks on wing surfaces conforms with the Standard specified in 4.2.1.

5.2 The width of the letter “I” shall be one sixth of its height and the width of letters “M” and “W” shall not be more than their height.

DEMOCRATIC PEOPLE’S REPUBLIC OF KOREA

2.3 P is used for the nationality mark of the Democratic People’s Republic of Korea.

FIJI

3.2 Registration and marking of captive balloons are not required.

GERMANY

3.2.5, 4.1.2, 6 and 8 In Germany unmanned free balloons do not require a traffic licence and therefore are not subject to registration. Consequently all provisions of Amendment 4 to Annex 7 which refer to the location of marks on unmanned free balloons cannot be applied in Germany.

INDONESIA

Definitions *Helicopter.* A rotorcraft which depends principally for its support and motions in flight on power-driven rotor(s) rotating about substantially vertical axes.

- 3.2.5 *Non conventional aircraft.* If the design of an aircraft is such that none of the requirements of C.A.S.R., Part 1.2.1.1 to C.A.S.R., Part 1.2.1.5 inclusive is fully applicable the identification marks of such aircraft shall be displayed on the aircraft in a manner to be determined by the Director such that the aircraft can be identified readily.
- 4.1.2 Refer to the difference above for non-conventional aircraft.
- 4.2.2 The identification marks on the fuselage or equivalent structure and on the vertical tail surfaces of a fixed wing aircraft shall be as large as practicable but shall not interfere with the visible outlines of the fuselage (or equivalent structure) and shall leave at least a margin of 5 cm (2 in) along each edge of any vertical tail surface.

ITALY

- 3.2.5, 4.1.2 and 6 Unmanned free balloons are not classified as aircraft in Italy. Therefore these international Standards cannot be applied in Italy.

JAPAN

- Definitions, 3.2.2, 3.2.3, 3.2.4 and 3.2.5 A balloon is not defined as an aircraft in accordance with the provisions of Japanese Aeronautics Law.

MALI

- 3.3.1 On heavier-than-air aircraft the marks shall appear once on the upper surface and once on the lower surface of the wing structure. They shall be located on the right half of the upper surface and 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.
- 4.2.2 The marks on the fuselage (or equivalent structure) shall be as high as possible, but not less than 15 cm and not more than four-fifths of the mean fuselage height. The marks on the vertical tail surfaces of heavier-than-air aircraft shall leave a margin of at least 5 cm to the edges of these tail surfaces.
- 5.3 The characters and hyphens shall be formed by solid lines and shall be white or black so as to contrast clearly with the background. The thickness of the lines shall be one-sixth of the height of a character.

MAURITIUS

- 3.2.5 Our law does not provide for the registration of unmanned free balloons.

MOROCCO

- 4.2.2 According to Moroccan regulations, the height of the marks on the fuselage must be as large as possible, while being no smaller than 15 cm and no larger than 4/5 of the median height of the fuselage (Article 2 of the Decree of 1963).
- 8 The identification plate is not mentioned in the Moroccan regulations.

NETHERLANDS, KINGDOM OF THE

- 3.2.5 The marking of unmanned free balloons is not required.
- 5.2, 5.3 and 5.4 In the ministerial decree of 10 August 1992, No. LI 92.5378 it is stated that owners of aircraft can make a choice between the characters as described in Annex 7 (5.1, 5.2, 5.3 and 5.4) or the typical Dutch model as described in the above-mentioned decree.

A copy of the decree, including a description of the alternative model of the characters, can be obtained by submitting a request to:

Civil Aviation Department
Aeronautical Inspection Directorate
Aircraft Registration
P.O. Box 575
2130 AN Hoofddorp
KINGDOM OF THE NETHERLANDS

- 6 and 8 The marking of unmanned free balloons is not required.

NEW ZEALAND

- 3.1 Aeroplanes with a maximum certificated take-off mass of 5 700 kg or less and aeroplanes operating pursuant to a special category airworthiness certificate (experimental or special flight permit) are not required to bear a nationality mark when operating in New Zealand.
- 3.2.5 Civil Aviation Rules do not require the registration of unmanned free balloons.
- 3.3 Aeroplanes, gliders and powered gliders which operate exclusively within New Zealand territory are not required to display marks on the lower surface of the wing structure.
- 6 Civil Aviation Rule 101.5 exempts moored balloons, free balloons, rockets, kites, model aircraft, parasails and gyrogliders from the requirements of Civil Aviation Rule Part 47 Aircraft Registration and Marking.
- Civil Aviation Rule 106.9 (a) exempts hang gliders from the requirements of Civil Aviation Rule Part 47 Aircraft Registration and Marking.
- 7.1 Fields 4 and 5 of the Certificate of Registration specify the name and address of the person lawfully entitled to possession of the aircraft for a period of 28 days or longer instead of the name and address of the owner.

PAPUA NEW GUINEA

- 3.2.1 Papua New Guinea regulations do not permit airship registration markings on stabilizer surfaces.
- 3.3.1 Papua New Guinea at present also requires markings on the upper surface of the wing structure. Procedures are in hand to provide compliance with this Standard.
- 4.2.2 Papua New Guinea requires marks to be as large as practicable without interfering with visible outlines of the fuselage (or equivalent structure) and leaving at least a 50 mm margin along each edge of any vertical tail structure.

POLAND

- 6 Registration of unmanned free balloons with payload is not required. Such balloons are not in use in Poland thus far.
- 8 In the Polish regulations, there is no provision concerning unmanned free balloons because such balloons are not in use in Poland thus far.

RUSSIAN FEDERATION

- 2 When an aircraft is entered into the Russian Federation State Register of Civil Aircraft, it is assigned a State registration identification mark which appears on the aircraft. The identification marks for civil aircraft and the rules governing their emplacement are established by the Russian Federation Ministry of Civil Aviation.
- 3.3.1 The marks must also appear on the upper surface of the wing.
- 3.3.2 The marks on the tail fin appear mainly in the lower part thereof.
- 8 Not implemented.

SINGAPORE

- 6 As all manner of flights in Singapore are strictly controlled, the information described in the last sentence will be duly recorded in other documents.

SPAIN

7, 7.1 and 7.2 In this section, the Annex deals with the certificate of registration, whereas the regulation, under No. 7, lays down the following additional provisions:

7.1 Notwithstanding the above provisions, all aircraft registered in Spain shall be marked, on the fuselage or across the entire vertical surface of the tail above the tops of the marks referred to in 3.3.2 and parallel to those marks and to the line of flight either by a strip with the colours of the national flag or by the national flag itself, which may be placed on any outer surface, on both sides of the aircraft.

7.1 Figures, emblems or coats of arms may also be painted on provided that, in the over-all appearance of the aircraft, the nationality and registration marks and the strip with the colours of the national flag mentioned above or the national flag itself stand out clearly.

8 Here the Annex deals with the identification plate which is neither covered nor governed by the Spanish regulation.

UNITED KINGDOM

3.2.5 Balloons of not more than 2 m in any linear dimension are exempt from registration and also from the need to carry a fireproof identification plate.

Reason: To exclude toy balloons from registration.

6 The United Kingdom Register of unmanned free balloons will not contain the date, time and location of release of the balloon.

Reason: The United Kingdom Register currently contains a large number of unmanned free balloons and it would not be practicable to obtain the information required.

8 Balloons of not more than 2 m in any linear dimension are exempt from registration and also from the need to carry a fireproof identification plate.

Reason: To exclude toy balloons from registration.

UNITED STATES

3.2.5 Identification plates are not required on unmanned free balloons.

3.3.1 The marks on wing surfaces are not required.

4.2.1 The marks on wing surfaces are not required.

4.2.2 The minimum height of marks on small (12 500 lb or less) fixed-wing aircraft is three inches when none of the following exceeds 180 knots true airspeed: (1) design cruising speed; (2) maximum operating limit speed; (3) maximum structural cruising speed; and (4) if none of the foregoing speeds have been determined for the aircraft, the speed shown to be the maximum cruising speed of the aircraft.

- 6 A centralized registry of unmanned free balloons is not maintained. Operators are required to furnish the nearest ATC facility with a prelaunch notice containing information on the date, time and location of release, and the type of balloon. This information is not maintained for any specified period of time.
- 8 Identification plates are not required on unmanned free balloons.
-

**PART B — AIRCRAFT NATIONALITY MARKS, NATIONAL EMBLEMS
AND COMMON MARKS**

1. Aircraft nationality marks as notified to ICAO

Nationality marks arranged alphabetically by State

Afghanistan	YA	Cyprus	5B
Algeria	7T	Czech Republic	OK
Angola	D2		
Antigua and Barbuda	V2	Democratic People's Republic of Korea*	P
Argentina	LQ, LV	Democratic Republic of the Congo	9Q
Armenia	EK	Denmark	OY
Australia	VH	Djibouti	J2
Austria	OE	Dominica	J7
Azerbaijan	4K	Dominican Republic	HI
Bahamas	C6	Ecuador	HC
Bahrain	A9C	Egypt	SU
Bangladesh	S2	El Salvador	YS
Barbados	8P	Equatorial Guinea	3C
Belarus	EW	Eritrea	E3
Belgium	OO	Estonia	ES
Belize	V3	Ethiopia	ET
Benin	TY		
Bhutan	A5	Federal Republic of Yugoslavia	YU
Bolivia	CP	Fiji	DQ
Bosnia and Herzegovina	T9	Finland	OH
Botswana	A2	France	F
Brazil	PP, PR, PT, PU		
Brunei Darussalam	V8	Gabon	TR
Bulgaria	LZ	Gambia	C5
Burkina Faso	XT	Georgia	4L
Burundi	9U	Germany	D
		Ghana	9G
Cambodia	XU	Greece	SX
Cameroon	TJ	Grenada	J3
Canada	C, CF	Guatemala	TG
Cape Verde	D4	Guinea	3X
Central African Republic	TL	Guinea-Bissau	J5
Chad	TT	Guyana	8R
Chile	CC		
China	B	Haiti	HH
Colombia	HK	Honduras	HR
Congo	TN	Hungary	HA
Costa Rica	TI		
Côte d'Ivoire	TU	Iceland	TF
Croatia	9A	India	VT
Cuba	CU	Indonesia	PK

* This mark differs from the provision in 2.3 of this Annex.

Iran, Islamic Republic of	EP	Oman	A4O
Iraq	YI	Pakistan	AP
Ireland	EI, EJ	Panama	HP
Israel	4X	Papua New Guinea	P2
Italy	I	Paraguay	ZP
Jamaica	6Y	Peru	OB
Japan	JA	Philippines*	RP
Jordan	JY	Poland	SP
Kazakhstan	UN	Portugal	CR, CS
Kenya	5Y	Qatar	A7
Kuwait	9K	Republic of Korea	HL
Kyrgyzstan	EX	Republic of Moldova	ER
Lao People's Democratic Republic*	RDPL	Romania	YR
Latvia	YL	Russian Federation	RA
Lebanon	OD	Rwanda	9XR
Lesotho	7P	Saint Kitts and Nevis	V4
Liberia	EL	Saint Lucia	J6
Libyan Arab Jamahiriya	5A	Saint Vincent and the Grenadines	J8
Liechtenstein	HB plus national emblem	Samoa	5W
Lithuania	LY	San Marino	T7
Luxembourg	LX	Sao Tome and Principe	S9
Madagascar	5R	Saudi Arabia	HZ
Malawi	7QY	Senegal	6V, 6W
Malaysia	9M	Seychelles	S7
Maldives	8Q	Sierra Leone	9L
Mali	TZ	Singapore	9V
Malta	9H	Slovakia	OM
Marshall Islands	V7	Slovenia	S5
Mauritania	5T	Solomon Islands	H4
Mauritius	3B	Somalia	6O
Mexico	XA, XB, XC	South Africa	ZS, ZT, ZU
Micronesia, Federated States of	V6	Spain	EC
Monaco	3A	Sri Lanka	4R
Mongolia	JU	Sudan	ST
Morocco	CN	Suriname	PZ
Mozambique	C9	Swaziland	3D
Myanmar	XY, XZ	Sweden	SE
Namibia	V5	Switzerland	HB plus national emblem
Nauru	C2	Syrian Arab Republic	YK
Nepal	9N	Tajikistan	EY
Netherlands, Kingdom of the	PH	Thailand	HS
Aruba	P4	The former Yugoslav Republic of	
Netherlands Antilles	PJ	Macedonia	Z3
New Zealand	ZK, ZL, ZM	Togo	5V
Nicaragua	YN	Tonga	A3
Niger	5U	Trinidad and Tobago	9Y
Nigeria	5N	Tunisia	TS
Norway	LN		

* This mark differs from the provision in 2.3 of this Annex.

Turkey	TC	United Republic of Tanzania	5H
Turkmenistan	EZ	United States	N
Uganda	5X	Uruguay	CX
Ukraine	UR	Uzbekistan	UK
United Arab Emirates	A6	Vanuatu	YJ
United Kingdom	G	Venezuela	YV
Anguilla	VP-A..	Viet Nam	XV
Bermuda	VP-B..	Yemen	70
Cayman Islands	VP-C..	Zambia	9J
Falkland Islands (Malvinas)	VP-F..	Zimbabwe*	Z
Gibraltar	VP-G..		
Virgin Islands	VP-L..		
Montserrat	VP-M..		
St. Helena/Ascension	VQ-H..		
Turks and Caicos	VQ-T..		

Nationality marks arranged alphanumerically

AP	Pakistan	EL	Liberia
A2	Botswana	EP	Iran, Islamic Republic of
A3	Tonga	ER	Republic of Moldova
A4O	Oman	ES	Estonia
A5	Bhutan	ET	Ethiopia
A6	United Arab Emirates	EW	Belarus
A7	Qatar	EX	Kyrgyzstan
A9C	Bahrain	EY	Tajikistan
B	China	EZ	Turkmenistan
		E3	Eritrea
		F	France
C, CF	Canada	G	United Kingdom
CC	Chile		
CN	Morocco	HA	Hungary
CP	Bolivia	HB plus national emblem	Switzerland
CR, CS	Portugal	HB plus national emblem	Liechtenstein
CU	Cuba	HC	Ecuador
CX	Uruguay	HH	Haiti
C2	Nauru	HI	Dominican Republic
C5	Gambia	HK	Colombia
C6	Bahamas	HL	Republic of Korea
C9	Mozambique	HP	Panama
D	Germany	HR	Honduras
DQ	Fiji	HS	Thailand
D2	Angola	HZ	Saudi Arabia
D4	Cape Verde	H4	Solomon Islands
EC	Spain	I	Italy
EI, EJ	Ireland		
EK	Armenia		

* This mark differs from the provision in 2.3 of this Annex.

JA	Japan	TC	Turkey
JU	Mongolia	TF	Iceland
JY	Jordan	TG	Guatemala
J2	Djibouti	TI	Costa Rica
J3	Grenada	TJ	Cameroon
J5	Guinea-Bissau	TL	Central African Republic
J6	Saint Lucia	TN	Congo
J7	Dominica	TR	Gabon
J8	Saint Vincent and the Grenadines	TS	Tunisia
LN	Norway	TT	Chad
LQ, LV	Argentina	TU	Côte d'Ivoire
LX	Luxembourg	TY	Benin
LY	Lithuania	TZ	Mali
LZ	Bulgaria	T7	San Marino
N	United States	T9	Bosnia and Herzegovina
OB	Peru	UK	Uzbekistan
OD	Lebanon	UN	Kazakhstan
OE	Austria	UK	Ukraine
OH	Finland	VH	Australia
OK	Czech Republic	VP-A..	Anguilla (United Kingdom)
OM	Slovakia	VP-B..	Bermuda (United Kingdom)
OO	Belgium	VP-C..	Cayman Islands (United Kingdom)
OY	Denmark	VP-F..	Falkland Islands (Malvinas) (United Kingdom)
P	Democratic People's Republic of Korea*	VP-G..	Gibraltar (United Kingdom)
PH	Netherlands, Kingdom of the	VP-L..	Virgin Islands (United Kingdom)
PJ ..	Netherlands Antilles (Netherlands, Kingdom of the)	VP-M..	Montserrat (United Kingdom)
PK	Indonesia	VQ-H..	St.Helena/Ascension (United Kingdom)
PP, PR, PT, PU	Brazil	VQ-T..	Turks and Caicos (United Kingdom)
PZ	Suriname	VT	India
P2	Papua New Guinea	V2	Antigua and Barbuda
P4	Aruba (Netherlands, Kingdom of the)	V3	Belize
RA	Russian Federation	V4	Saint Kitts and Nevis
RDPL	Lao People's Democratic Republic*	V5	Namibia
RP	Philippines*	V6	Micronesia, Federated States of
SE	Sweden	V7	Marshall Islands
SP	Poland	V8	Brunei Darussalam
ST	Sudan	XA, XB, XC	Mexico
SU	Egypt	XT	Burkina Faso
SX	Greece	XU	Cambodia
S2	Bangladesh	XV	Viet Nam
S5	Slovenia	XY, XZ	Myanmar
S7	Seychelles	YA	Afghanistan
S9	Sao Tome and Principe	YI	Iraq
		YJ	Vanuatu
		YK	Syrian Arab Republic

* This mark differs from the provision in 2.3 of this Annex.

YL	Latvia	5V	Togo
YN	Nicaragua	5W	Samoa
YR	Romania	5X	Uganda
YS	El Salvador	5Y	Kenya
YU	Federal Republic of Yugoslavia	6O	Somalia
YV	Venezuela	6V, 6W	Senegal
Z	Zimbabwe*	6Y	Jamaica
ZK, ZL, ZM	New Zealand	7O	Yemen
ZP	Paraguay	7P	Lesotho
ZS, ZT, ZU	South Africa	7QY	Malawi
Z3	The former Yugoslav Republic of Macedonia	7T	Algeria
3A	Monaco	8P	Barbados
3B	Mauritius	8Q	Maldives
3C	Equatorial Guinea	8R	Guyana
3D	Swaziland	9A	Croatia
3X	Guinea	9G	Ghana
4K	Azerbaijan	9H	Malta
4L	Georgia	9J	Zambia
4R	Sri Lanka	9K	Kuwait
4X	Israel	9L	Sierra Leone
5A	Libyan Arab Jamahiriya	9M	Malaysia
5B	Cyprus	9N	Nepal
5H	United Republic of Tanzania	9Q	Democratic Republic of the Congo
5N	Nigeria	9U	Burundi
5R	Madagascar	9V	Singapore
5T	Mauritania	9XR	Rwanda
5U	Niger	9Y	Trinidad and Tobago

2. **Contracting States which have not notified nationality marks to ICAO:** Albania; Comoros; Cook Islands; Kiribati.

3. **Non-contracting States which have not notified nationality marks to ICAO:** Holy See (The); Tuvalu.

* This mark differs from the provision in 2.3 of this Annex.

4. National emblems used in association with nationality marks



National emblem of Switzerland



National emblem of Liechtenstein

5. List of common marks allocated by ICAO to international operating agencies

<i>International operating agency</i>	<i>Established by</i>	<i>State performing the function of State of Registry</i>	<i>Common mark allocated</i>
Arab Air Cargo	Jordan and Iraq	Jordan	4YB

— END —