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Annex Reference	AIRCRAFT NATIONALITY AND REGISTRATION MARKS Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 1 Reference Definition	<p style="text-align: center;">INTERNATIONAL STANDARDS</p> <p style="text-align: center;">DEFINITIONS</p> <p>When the following terms are used in the Standards for Aircraft Nationality and Registration Marks, they have the following meanings:</p> <p><i>Aeroplane.</i> 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.</p>	Civil Aviation (CA) Act 1990; Civil Aviation Rules (CAR) Part 1.	No Difference		Note: the Civil Aviation Act 1990 and Civil Aviation Rules are available on the CAANZ web site, http://www.caa.govt.nz/ .
Chapter 1 Reference Definition	<i>Aircraft.</i> 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 1, Classification of aircraft.)	CA Act 1990; CAR Part 1.	No Difference		
Chapter 1 Reference Definition	<i>Airship.</i> A power-driven lighter-than-air aircraft.	CAR Part 1.	No Difference		
Chapter 1 Reference Definition	<i>Balloon.</i> A non-power-driven lighter-than-air aircraft.	CAR Part 1.	No Difference		



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Chapter 1 Reference Definition	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. <i>Note.— All aircraft of an international operating agency which are registered on other than a national basis will bear the same common mark.</i>		Not Applicable		
Chapter 1 Reference Definition	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.		Not Applicable		
Chapter 1 Reference Definition	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.	CAR.	Less protective or partially implemented or not implemented	Not specifically defined in CAR.	Common usage term.
Chapter 1 Reference Definition	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.	CAR Part 1.	No Difference		



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Chapter 1 Reference Definition	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.	CAR Part 1.	Different in character or other means of compliance	Included by implication in CAR part 1 definition "rotorcraft".	
Chapter 1 Reference Definition	Heaver-than-air aircraft. Any aircraft deriving its lift in flight chiefly from aerodynamic forces.	CAR Part 1.	No Difference		
Chapter 1 Reference Definition	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.	CAR Part 1.	No Difference		
Chapter 1 Reference Definition	International operating agency. An agency of the kind contemplated in Article 77 of the Convention.		Not Applicable		
Chapter 1 Reference Definition	Lighter-than-air aircraft. Any aircraft supported chiefly by its buoyancy in the air.	CAR Part 1.	No Difference		



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Chapter 1 Reference Definition	<i>Ornithopter.</i> A heavier-than-air aircraft supported in flight chiefly by the reactions of the air on planes to which a flapping motion is imparted.		Not Applicable		
Chapter 1 Reference Definition	<i>Remotely piloted aircraft (RPA).</i> An unmanned aircraft which is piloted from a remote pilot station.	CAR 101.3 Definitions.	No Difference		
Chapter 1 Reference Definition	<i>Rotorcraft.</i> A power-driven heavier-than-air aircraft supported in flight by the reactions of the air on one or more rotors.	CAR Part 1.	No Difference		
Chapter 1 Reference Definition	<i>State of Registry.</i> The State on whose register the aircraft is entered.	CAR Part 1.	No Difference		
Chapter 2 Reference 2.1 Standard	CLASSIFICATION OF AIRCRAFT Aircraft shall be classified in accordance with Table 1.	CARs.	Less protective or partially implemented or not implemented	Not specifically provided for in CARs.	Note: The Annex 7 classifications are generally used in practice.



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Chapter 2 Reference 2.2 Standard	An aircraft which is intended to be operated with no pilot on board shall be further classified as unmanned.	CAR Part 1 definition "Unmanned aircraft".	No Difference		
Chapter 2 Reference 2.3 Standard	Unmanned aircraft shall include unmanned free balloons and remotely piloted aircraft.	CAR Part 1 definition "Unmanned aircraft".	No Difference		
Chapter 3 Reference 3.1 Standard	NATIONALITY, COMMON AND REGISTRATION MARKS TO BE USED The nationality or common mark and registration mark shall consist of a group of characters.	CAR 47.103(a).	No Difference		
Chapter 3 Reference 3.2 Standard	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.	CAR 47.103(b)(2).	No Difference		
Chapter 3 Reference 3.3 Standard	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.	CAR 47.103(a).	No Difference		



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Chapter 3 Reference 3.4 Standard	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. <i>Note.— Assignment of the common mark to a common mark registering authority will be made by the International Civil Aviation Organization.</i>		Not Applicable		Common marks are not currently allocated to any New Zealand aircraft.
Chapter 3 Reference 3.5 Standard	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.	CAR 47.103(b)(2).	No Difference		
Chapter 3 Reference 3.6 Standard	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. <i>Note.— For reference to these codes, see the currently effective International Telecommunications Regulations.</i>	CAR Part 47.	Less protective or partially implemented or not implemented	Not specified in CA Rules, but complied with in practice.	



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Chapter 4 Reference 4.1 Standard	<p style="text-align: center;">LOCATION OF NATIONALITY, COMMON AND REGISTRATION MARKS</p> <p style="text-align: center;">General</p> <p>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.</p>	CAR 47.101, 47.109(a).	Less protective or partially implemented or not implemented	The following types of New Zealand registered aircraft are not required to display the nationality mark when operating within New Zealand: (1) aeroplanes with an MCTOW of 5700 kg or less; (2) rotorcraft; (3) gliders and powered gliders; (4) manned balloons; (5) aeroplanes operating pursuant to a special category airworthiness certificate issued under Part 21, Subpart H:	
Chapter 4 Reference 4.2.1 Standard	<p style="text-align: center;">4.2 Lighter-than-air aircraft</p> <p><i>Airships.</i> 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.</p>	CAR 47.111(a).	No Difference		
Chapter 4 Reference 4.2.2 Standard	<i>Spherical balloons (other than unmanned free balloons).</i> The marks shall appear in two places diametrically opposite. They shall be located near the maximum horizontal circumference of the balloon	CAR 47.111(b).	No Difference		



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Chapter 4 Reference 4.2.3 Standard	<i>Non-spherical balloons (other than unmanned free balloons).</i> 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.	CAR 47.111(c).	No Difference		
Chapter 4 Reference 4.2.4 Standard	<i>Lighter-than-air aircraft (other than unmanned free balloons).</i> The side marks shall be visible both from the sides and from the ground.	CAR 47.111.	Less protective or partially implemented or not implemented	Not specifically required to be visible from the ground.	
Chapter 4 Reference 4.2.5 Standard	<i>Unmanned free balloons.</i> The marks shall appear on the identification plate (see Section 9).	CAR 47.51(b).	Less protective or partially implemented or not implemented	Civil Aviation Rules do not require the registration of unmanned free balloons.	
Chapter 4 Reference 4.3.1 Standard	4.3 Heavier-than-air aircraft <i>Wings.</i> 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.	CAR 47.113 (a), CAR 47.113(c)(1).	Less protective or partially implemented or not implemented	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.	



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Chapter 4 Reference 4.3.2 Standard	<i>Fuselage (or equivalent structure) and vertical tail surfaces.</i> 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.	CAR 47.113(a)(2).	No Difference		
Chapter 4 Reference 4.3.3 Standard	<i>Special cases.</i> If a heavier-than-air aircraft does not possess parts corresponding to those mentioned in 4.3.1 and 4.3.2, the marks shall appear in a manner such that the aircraft can be identified readily.	CAR 47.113(d).	No Difference		
Chapter 5 Reference 5.0 Standard	MEASUREMENTS OF NATIONALITY, COMMON AND REGISTRATION MARKS The letters and numbers in each separate group of marks shall be of equal height.	CAR 47.117(a).	No Difference		
Chapter 5 Reference 5.1.1 Standard	5.1 Lighter-than-air aircraft The height of the marks on lighter-than-air aircraft other than unmanned free balloons shall be at least 50 centimetres.	CAR 47.117(b).	Less protective or partially implemented or not implemented	The height of the marks on aircraft must not be less than 250 mm.	



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Chapter 5 Reference 5.1.2 Standard	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.		Not Applicable		Civil Aviation Rules do not require the registration of unmanned free balloons.
Chapter 5 Reference 5.1.3 Standard	<i>Special cases.</i> If a lighter-than-air aircraft does not possess parts of sufficient size to accommodate the marks described in 5.1.1, the measurements of the marks shall be determined by the State of Registry, taking account of the need for the aircraft to be identified readily.	CAR 47.117.	Less protective or partially implemented or not implemented	The rule does not provide for lighter-than-air aircraft.	
Chapter 5 Reference 5.2.1 Standard	5.2 Heavier-than-air aircraft <i>Wings.</i> The height of the marks on the wings of heavier-than-air aircraft shall be at least 50 centimetres.	CAR 47.117(b).	Less protective or partially implemented or not implemented	The height of the marks on aircraft must not be less than 250 mm.	
Chapter 5 Reference 5.2.2 Standard	<i>Fuselage (or equivalent structure) and vertical tail surfaces.</i> 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.	CAR 47.117(b).	Less protective or partially implemented or not implemented	The height of the marks on aircraft must not be less than 250 mm.	
Chapter 5 Reference 5.2.3 Standard	<i>Special cases.</i> If a heavier-than-air aircraft does not possess parts corresponding to those mentioned in 5.2.1 and 5.2.2, or if the parts are too small to accommodate the marks described therein, the measurements of the marks shall be determined by the State of Registry, taking account of the need for the aircraft to be identified readily.	CAR 47.117(c).	No Difference		



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Chapter 6 Reference 6.1 Standard	<p>TYPE OF CHARACTERS FOR NATIONALITY, COMMON AND REGISTRATION MARKS</p> <p>The letters shall be capital letters in Roman characters without ornamentation. Numbers shall be Arabic numbers without ornamentation.</p>	CAR 47.115(a).	No Difference		
Chapter 6 Reference 6.2 Standard	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.	CAR 47.115(b).	No Difference		
Chapter 6 Reference 6.3 Standard	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.	CAR 47.115(d).	No Difference		
Chapter 6 Reference 6.4 Standard	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.	CAR 47.115(c).	No Difference		



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Chapter 7 Reference 7.0 Standard	<p align="center">REGISTER OF NATIONALITY, COMMON AND REGISTRATION MARKS</p> <p>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 8). 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.</p>	CAR Part 47.	Less protective or partially implemented or not implemented	Unmanned (free) balloons are not required to be registered.	
Chapter 8 Reference 8.1 Standard	<p align="center">CERTIFICATE OF REGISTRATION</p> <p>The certificate of registration, in wording and arrangement, shall be a replica of the certificate shown in Figure 1. <i>Note.— The size of the form is at the discretion of the State of Registry or common mark registering authority.</i></p>	CAR 47.55.	No Difference		
Chapter 8 Reference 8.2 Standard	<p>When the certificates of registration are issued in a language other than English, they shall include an English translation. <i>Note.— Article 29 of the Convention on International Civil Aviation requires that the certificate of registration be carried on board every aircraft engaged in international air navigation.</i></p>		Not Applicable		
Chapter 9 Reference 9.1 Standard	<p align="center">IDENTIFICATION PLATE</p> <p>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.</p>	CAR 47.119.	No Difference		



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Chapter 9 Reference 9.2 Standard	The identification plate shall be secured to the aircraft in a prominent position near the main entrance or: a) in the case of an unmanned free balloon, affixed conspicuously to the exterior of the payload; and b) 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.	CAR 47.119.	Less protective or partially implemented or not implemented	The rule does not provide for unmanned free balloons.	
Chapter 10 Reference 10.0 Standard	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.	CAR 47.51(b); CAR Part 101.	No Difference		

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