

International Standards



Annex 7
to the Convention on
International Civil Aviation

Aircraft Nationality and Registration Marks

**This edition incorporates all amendments
adopted by the Council prior to 18 February 2003
and supersedes, on 27 November 2003,
all previous editions of Annex 7.**

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

**Fifth Edition
July 2003**

International Civil Aviation Organization

AMENDMENTS

The issue of amendments is announced regularly in the *ICAO Journal* and in the monthly *Supplement to the Catalogue of ICAO Publications and Audio-visual Training Aids*, which holders of this publication should consult. The space below is provided to keep a record of such amendments.

RECORD OF AMENDMENTS AND CORRIGENDA

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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 six languages — English, Arabic, Chinese, 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 for 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
5 (5th Edition)	Air Navigation Commission studies	Translation of certificates of registration of aircraft.	17 February 2003 14 July 2003 27 November 2003

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 1, 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.

Table 1. Classification of aircraft

AIRCRAFT	Lighter-than-air aircraft	Non-power-driven	Free balloon	<ul style="list-style-type: none"> Spherical free balloon Non-spherical free balloon
			Captive balloon	<ul style="list-style-type: none"> Spherical captive balloon Non-spherical captive balloon¹
		Power-driven	Airship	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Landplane³ Seaplane² Amphibian²
			Rotorcraft	<ul style="list-style-type: none"> Gyroplane <ul style="list-style-type: none"> Land gyroplane³ Sea gyroplane² Amphibian gyroplane² Helicopter <ul style="list-style-type: none"> Land helicopter³ Sea helicopter² Amphibian helicopter²
			Ornithopter	<ul style="list-style-type: none"> Land ornithopter³ Sea ornithopter² Amphibian ornithopter²

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.

7. CERTIFICATE OF REGISTRATION

7.1 The certificate of registration, in wording and arrangement, shall be a replica of the certificate shown in Figure 1.

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

7.2 When certificates of registration are issued in a language other than English, they shall include an English translation.

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.

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 or 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.

Figure 1. Certificate of Registration

— END —



31/7/03

Transmittal Note

Amendment No. 2
to the
SUPPLEMENT TO
ANNEX 7 — AIRCRAFT NATIONALITY AND
REGISTRATION MARKS

(Fourth Edition)

This amendment replaces the Supplement and Amendment No. 1.

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			
2	31/7/03	ICAO			
	12/10/06	AT . HD .			

**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 (Fifth Edition), up to and including Amendment 5, or have commented on implementation.

The page numbers shown for each State and the dates of publication of those pages correspond to the actual pages in this Supplement.

<i>State</i>	<i>Date of notification</i>	<i>Pages in supplement</i>	<i>Date of publication</i>
Australia	7/11/03	1	22/12/04
Austria	1/7/03	1	22/12/04
Canada	28/10/03	1	22/12/04
Egypt	26/5/04	1	22/12/04
France	6/1/04	1	22/12/04
Germany	4/7/03	1	22/12/04
Luxembourg	1/8/03	1	22/12/04
New Zealand	5/3/04	1	22/12/04
Norway	26/9/03	1	22/12/04
Republic of Korea	23/5/03	1	22/12/04
Republic of Moldova	20/10/03	1	22/12/04
Russian Federation	10/6/03	1	22/12/04
Singapore	20/10/03	1	22/12/04
Slovakia	16/10/03	1	22/12/04
Sweden	3/7/03	1	22/12/04
United Kingdom	24/10/03	1	22/12/04
United States	8/9/06	1	12/10/06
Vanuatu	11/6/04	1	22/12/04

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>
Bahrain	12/7/03	Estonia	29/10/03
Barbados	12/6/03	Georgia	23/7/03
Bolivia	2/7/03	Greece	28/11/03
Brazil	1/9/03	Guyana	31/12/03
China	22/10/03	Iceland	30/7/03
China (Hong Kong SAR)	24/10/03	Ireland	5/10/03
Cuba	13/5/03	Latvia	15/6/04
Czech Republic	24/10/03	Malta	20/6/03
Denmark	11/7/03	Mauritius	14/7/03
Dominican Republic	28/10/03	Monaco	2/11/03

<i>State</i>	<i>Date of notification</i>	<i>State</i>	<i>Date of notification</i>
Netherlands	21/10/03	Tunisia	3/6/03
Romania	27/10/03	Uzbekistan	15/9/03
Switzerland	12/5/03		

3. Contracting States from which no information has been received

Afghanistan	Djibouti	Malawi
Albania	Ecuador	Malaysia
Algeria	El Salvador	Maldives
Andorra	Equatorial Guinea	Mali
Angola	Eritrea	Marshall Islands
Antigua and Barbuda	Ethiopia	Mauritania
Argentina	Fiji	Mexico
Armenia	Finland	Micronesia (Federated States of)
Azerbaijan	Gabon	Mongolia
Bahamas	Gambia	Morocco
Bangladesh	Ghana	Mozambique
Belarus	Grenada	Myanmar
Belgium	Guatemala	Namibia
Belize	Guinea	Nauru
Benin	Guinea-Bissau	Nepal
Bhutan	Haiti	Nicaragua
Bosnia and Herzegovina	Honduras	Niger
Botswana	Hungary	Nigeria
Brunei Darussalam	India	Oman
Bulgaria	Indonesia	Pakistan
Burkina Faso	Iran (Islamic Republic of)	Palau
Burundi	Iraq	Panama
Cambodia	Israel	Papua New Guinea
Cameroon	Italy	Paraguay
Cape Verde	Jamaica	Peru
Central African Republic	Japan	Philippines
Chad	Jordan	Poland
Chile	Kazakhstan	Portugal
Colombia	Kenya	Qatar
Comoros	Kiribati	Rwanda
Congo	Kuwait	Saint Kitts and Nevis
Cook Islands	Kyrgyzstan	Saint Lucia
Costa Rica	Lao People's Democratic Republic	Saint Vincent and the Grenadines
Côte d'Ivoire	Lebanon	Samoa
Croatia	Lesotho	San Marino
Cyprus	Liberia	Sao Tome and Principe
Democratic People's Republic of Korea	Libyan Arab Jamahiriya	Saudi Arabia
Democratic Republic of the Congo	Lithuania	Senegal
	Madagascar	Serbia

Seychelles	Syrian Arab Republic	Uganda
Sierra Leone	Tajikistan	Ukraine
Slovenia	Thailand	United Arab Emirates
Solomon Islands	The former Yugoslav Republic of	United Republic of Tanzania
Somalia	Macedonia	Uruguay
South Africa	Timor-Leste	Venezuela
Spain	Togo	Viet Nam
Sri Lanka	Tonga	Yemen
Sudan	Trinidad and Tobago	Zambia
Suriname	Turkey	Zimbabwe
Swaziland	Turkmenistan	

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	Republic of Korea Slovakia		Norway Republic of Korea Sweden United States
2	Russian Federation Slovakia	4.2.1	New Zealand United States
2.2	Republic of Moldova	4.2.2	Canada New Zealand
2.4	Republic of Korea		Norway Republic of Korea United States
2.6	Australia		Vanuatu
3.1	New Zealand		
3.2.1	Austria		
3.2.2	Republic of Korea		
3.2.3	Republic of Korea	5.2	Canada
3.2.5	Australia Austria Germany New Zealand Norway Republic of Korea Sweden United Kingdom United States	6	Germany New Zealand Singapore Sweden United Kingdom Vanuatu
3.3	New Zealand Vanuatu	7	Egypt
3.3.1	Russian Federation	7.1	France New Zealand Vanuatu
3.3.2	Russian Federation		France Luxembourg Russian Federation United States Vanuatu
4.1.1	New Zealand United States	7.2	
4.1.2	Canada Germany		

<i>Paragraph</i>	<i>Differences notified by</i>	<i>Paragraph</i>	<i>Differences notified by</i>
8	Germany Norway Russian Federation Sweden United Kingdom	9	Slovakia United States

SUMMARY OF DIFFERENCES**ARGENTINA**

- 3.2.5 Identification plates are not required for unmanned free balloons.
- 3.3.1 In addition, nationality and registration marks must be affixed to the right half of the upper surface of the wing structure. Registration marks are not required on the upper surface of the wing structure of aircraft made of composite materials. Gliders and powered sailplanes must display the registration mark on both halves of the lower surface of the wing structure.
- 4.2.1 The minimum required height is 40 cm. For gliders and powered sailplanes, the minimum required height is 8 cm.
- 4.2.2 The minimum required height is 15 cm. For gliders and powered sailplanes, the minimum required height is 8 cm.
- 6 The registration of unmanned free balloons is not required.
- 8 Identification plates are not required for unmanned free balloons.

AUSTRALIA

- 2.6 Australia uses administrative controls to give effect to this Standard. Legislation under development will propose compliance.
- 3.2.5 Australia does not register unmanned free balloons.

BANGLADESH

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

BELARUS

- 3.2.5 There is no registration of unmanned free balloons.
- Remark:* Unmanned free balloons are not used in Belarus.

CAMBODIA

- 3.2.5, 4.1.2, 6 and 8 Registration and marking of unmanned free balloons are not required.

CAMEROON

- 2 The names of an aircraft, the name and emblem of the owner or the national flag may be placed on the aircraft provided that their location, dimensions, lettering, symbols and colour do not prevent easy identification of the nationality and registration marks or create any confusion with those marks.

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

CUBA

- 2.6 No provision in the national regulations.

Remark: The national registration mark consists only of a group of numbers. This makes it unnecessary to include this in the national regulations.

- 3 It is generally accepted that in those cases where the aircraft configuration cannot comply with the rules provided in the national regulations, viable alternatives are submitted to the Director of Engineering and Airworthiness of the Aeronautical Authority for analysis and possible approval.

Remark: There are particular cases where it is difficult to place the nationality, common and registration marks in the locations provided for by the regulations.

- 3.2.5 No provision in the national regulations since this is not considered necessary.

Remark: It appears in a very general form in “spherical lighter-than-air aircraft” and “non-spherical lighter-than-air aircraft”. It is not necessary to include this since this area is not being developed.

- 3.3.1 It is not permitted to extend across the whole of the lower surface of the wing structure. Provision is made for it also to appear on the right part of the upper surface of the wing structure.

Remark: This makes it possible to identify aircraft visually both from above and from below.

- 4.1.1 The national regulations allow:
- a) airships: minimum 200 mm and maximum 400 mm;
 - b) spherical balloons: minimum 200 mm and maximum 300 mm; and
 - c) non-spherical balloons: minimum 200 mm and maximum 300 mm.
- 4.2.1 A minimum of 400 mm and a maximum of 600 mm are allowed.
- 4.2.2 Fuselage: a minimum of 150 mm and a maximum of 250 mm are allowed.
- Vertical stabilizers: a minimum of 100 mm and a maximum of 200 mm are allowed.
- 5.4 The national regulations establish separation between characters by one-sixth of the character width.
- Remark:* National technical drawing standards.

CZECH REPUBLIC

- 2.5 In accordance with national rules, the registration mark of power-driven aeroplanes shall be three letters and the registration mark of ultra-light aircraft shall be four letters and the registration marks of gliders shall be four numbers. Presently, ultra-light aircraft often use a mark of three letters and two numbers.
- 3.1 Registration marks cannot be covered by an advertisement or a sign.
- 3.2.3 The registration mark of all shapes of balloons has to be located so that it can be clearly read from above.
- 3.2.4 Ultra-light aircraft have to be marked on the wings and if possible on the fuselage.
- 4.1.1 The height of the marks on ultra-light aircraft has to be at least 30 cm.
- 4.2.3 The national rule contains the placement and marking of the State flag.
- 5.2 The width of the letter “I” and the number “1” equals one-sixth of the height of the mark. The width of the letter “M” and “W” cannot be in excess of the height of the letters.
- 8 The registration mark of the aeroplane on the identification plates has to be at least 15 mm.

DEMOCRATIC PEOPLE’S REPUBLIC OF KOREA

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

DENMARK

- 3.2.5, 4.1.2, 6 and 8 Unmanned meteorological pilot and radio probe balloons of conventional type and unmanned free balloons without load arrangement are not subject to registration in Denmark. Consequently, all provisions that refer to the location of marks on such balloons cannot be applied by Denmark.

FINLAND

- 3.2.1, 3.2.2, 3.2.3 and 3.2.4 Detailed requirements for the location of nationality and registration marks for lighter-than-air aircraft do not exist. The marks are required to be readily visible from the ground.
- 3.2.5 Unmanned free balloons are not subject to registration in Finland and therefore registration marks are not required.
- 8 A fireproof identification plate is not required for sailplanes or hot air balloons.

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.

IRELAND

- 3.2, 3.3, 4.1.2, 6 and 8 In Ireland, captive balloons, unmanned free balloons without payload, and gliders are exempt from nationality and registration mark requirements.
- Remark:* Consequently, the provisions of Annex 7 that refer to the affixing and location of registration marks and identification plates cannot be applied.

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 four-fifths 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

3.2.5

The marking of unmanned free balloons is not required.

5.2, 5.3 and
5.4

In the ministerial decree of 8 October 2001, No. DGL/01.421075, 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:

CAA the Netherlands
Division Aircraft
Aircraft Registry
P.O. Box 575
2130 AN Hoofddorp
NETHERLANDS

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

NEW ZEALAND

3.1 The following types of New Zealand registered aircraft are not required to display the nationality mark when operating within New Zealand:

- a) aeroplanes with a maximum certificated take-off mass of 5 700 kg or less;
- b) rotorcraft;
- c) gliders and powered balloons;
- d) manned balloons;
- e) aeroplanes operating pursuant to a special category airworthiness certificate issued under Part 21, Sub-part H.

The following types of New Zealand registered aircraft are not required to display the first letter of their registration mark when operating within New Zealand:

- a) helicopters, where the first letter of their registration mark is “H”;
- b) gliders and powered gliders;
- c) manned balloons, where the first letter of their registration mark is “F”.

A New Zealand registered aircraft operating within New Zealand on a police operation authorized by the Commissioner of Police is not required to display its nationality mark or registration mark allocated under 47.103, if the aircraft displays a police mark allocated under 47.102.

A New Zealand registered aircraft operating within New Zealand is not required to display its nationality mark or registration mark allocated under 47.103, if the aircraft displays an identifiable paint scheme and markings approved under 47.104.

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.

4.2.2 The height of the marks on the aircraft must not be less than 250 mm.

6 Moored balloons, free balloons, rockets, kites, model aircraft, parasails, gyrogliders, parachutes and hang-gliders are exempt from the requirements of Civil Aviation Rules, 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.
- Remark:* The New Zealand Aircraft Register is a safety register. Accordingly, the certificate of registration specifies the name and address of the current operator of an aircraft to enable the Civil Aviation Authority to pass notices of changes affecting the airworthiness of the aircraft to the operator in a timely manner.
- 7.2 No person shall operate a New Zealand registered aircraft outside New Zealand unless the certificate of registration is carried in the aircraft.

NORWAY

- 3.2.5, 4.1.2, 6 and 8 Unmanned meteorological pilot and radio probe balloons of conventional type and unmanned free balloons without load arrangement are not subject to registration in Norway. Consequently, all provisions that refer to the location of marks on such balloons cannot be applied by Norway.

PAPUA NEW GUINEA

- 2.2 No legislation reference to this paragraph, however, practice is consistent.
- 4.2.2 Papua New Guinea legislation does not require the ICAO 30 cm minimum. But the Civil Aviation Regulations (CARs) wording implies a greater height and practice is consistent with this.
- 5.1 CAR 13 (1) (a) does not specify this, but the practice (in applying “2” in “P2”) is consistent with this.
- 7.1 The top half of the certificate of registration fulfils the intent of replication. Additional information is added to the lower half of the certificate.
- 7.2 This requirement to carry certificates of registration is not reflected in the CARs or the Civil Aviation Orders (CAOs).
- 9 Papua New Guinea does not operate unmanned free balloons with payloads that are not meteorological balloons.

REPUBLIC OF KOREA

- Definitions There are some minor differences in terminologies.
- Remark:* There is no need to modify the regulations as they conform with the general intent of the definitions in Annex 7.
- 3.2.4 and 3.2.5 Only a slight difference exists as far as the location of the marks is concerned.
- Remark:* There is no need to modify the regulations as they conform with the general intent of the definitions in Annex 7.
- 4.2.2 The height of the marks on the fuselage and on the vertical and horizontal surfaces of aeroplanes, gliders and helicopters shall be at least 15 cm.

Remark: The regulations will be modified to confirm with ICAO's recommendation of 30 cm by 31 December 2003.

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.

SAUDI ARABIA

- 3.2.5 Identification plates are not required for unmanned free balloons.
- 3.3.1 and 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 3 inches when none of the following exceeds 180 knots true airspeed:
- a) design cruising speed;
 - b) maximum operating limit speed;
 - c) maximum structural cruising speed; and
 - d) 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. Operations are required to furnish the nearest air traffic control (ATC) facility with pre-launch 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.

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.

SLOVAKIA

- 2.2 Between the nationality or common mark and registration mark, there always has to be a hyphen.
- 4.2.1 The height of the marks on the wings of ultra-light aeroplanes shall be at least 30 cm.

- 5.2 The width of the letters “M” and “W” shall be to the maximum of their height.
- 7.1 The certificate of registration specifies in field 4 the names of the owner and the operator and in field 5 the addresses of the owner and the operator, if they are not identical.
- 7.2 The Slovakia CAA also issues a Certificate of De-registration.
- 8 Identification plates are required on all balloons.

SPAIN

- 7 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.
 - 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.

THE FORMER YUGOSLAV REPUBLIC OF MACEDONIA

- 3.2.5, 4.1.2, 6 and 8 Unmanned free balloons are not classified as aircraft therefore registration and marking of these balloons are not required.
- 7.1 Besides fields 4 and 5 of the certificate of registration, fields 4a (name of user) and 5a (address of user) have been added. The Register has many aircraft with dry-lease purchase status. Consequently, the names and addresses of the owner and the user are required.

UNITED KINGDOM

- 3.2.5 Balloons of not more than 2 m in any linear dimension at any stage of its flight, including any basket or other equipment attached to the balloon, are exempt from registration and also from the need to carry a fireproof identification plate.

Remark: 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.

Remark: 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 at any stage of its flight, including any basket or other equipment attached to the balloon, are exempt from registration and also from the need to carry a fireproof identification plate.

Remark: To exclude toy balloons from registration.

UNITED STATES

- 3.2.5 Identification plates are not required on unmanned free balloons.

- 3.3.1 and 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 3 inches when none of the following exceeds 180 knots true airspeed:

- a) design cruising speed;
- b) maximum operating limit speed;
- c) maximum structural cruising speed; and
- d) 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 pre-launch 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.
-

- 3.2.5 The United States does not require the identification plate to be marked in accordance with 3.2.5.
- 4.1.1 The United States requires the height of marks to be at least 3 inches in height.
- 4.1.2 The United States does not require marks on unmanned free balloons.
- 4.2.1 The United States does not require marks on wings of heavier-than-air aircraft.
- 4.2.2 The United States requires the height of marks to be a minimum of 12 inches in height.
- 7.2 The United States issues certificates of registration in English only.
- 9 The United States does not specifically exclude balloons used for meteorological purposes or unmanned free balloons without payload.
-

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	Cuba	CU
Algeria	7T	Cyprus	5B
Angola	D2	Czech Republic	OK
Antigua and Barbuda	V2		
Argentina	LQ, LV	Democratic People's Republic of Korea*	P
Armenia	EK	Democratic Republic of the Congo	9Q
Australia	VH	Denmark	OY
Austria	OE	Djibouti	J2
Azerbaijan	4K	Dominica	J7
		Dominican Republic	HI
Bahamas	C6		
Bahrain	A9C	Ecuador	HC
Bangladesh	S2	Egypt	SU
Barbados	8P	El Salvador	YS
Belarus	EW	Equatorial Guinea	3C
Belgium	OO	Eritrea	E3
Belize	V3	Estonia	ES
Benin	TY	Ethiopia	ET
Bhutan	A5		
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 (including Hong Kong SAR and Macao SAR) ...	B	Haiti	HH
Colombia	HJ, HK	Honduras	HR
Congo	TN	Hungary	HA
Cook Islands	E5		
Costa Rica	TI	Iceland	TF
Côte d'Ivoire	TU	India	VT
Croatia	9A	Indonesia	PK

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

Iraq	YI	Oman	A4O
Ireland	EI	Pakistan	AP
Israel	4X	Palau	T8A
Italy	I	Panama	HP
Jamaica	6Y	Papua New Guinea	P2
Japan	JA	Paraguay	ZP
Jordan	JY	Peru	OB
Kazakhstan	UN	Philippines*	RP
Kenya	5Y	Poland	SP
Kuwait	9K	Portugal	CR, CS
Kyrgyzstan	EX	Qatar	A7
Lao People's Democratic Republic*	RDPL	Republic of Korea	HL
Latvia	YL	Republic of Moldova	ER
Lebanon	OD	Romania	YR
Lesotho	7P	Russian Federation	RA
Liberia	A8	Rwanda	9XR
Libyan Arab Jamahiriya	5A	Saint Kitts and Nevis	V4
Liechtenstein	HB plus national emblem	Saint Lucia	J6
Lithuania	LY	Saint Vincent and the Grenadines	J8
Luxembourg	LX	Samoa	5W
Madagascar	5R	San Marino	T7
Malawi	7Q	Sao Tome and Principe	S9
Malaysia	9M	Saudi Arabia	HZ
Maldives	8Q	Senegal	6V, 6W
Mali	TZ	Serbia and Montenegro	YU
Malta	9H	Seychelles	S7
Marshall Islands	V7	Sierra Leone	9L
Mauritania	5T	Singapore	9V
Mauritius	3B	Slovakia	OM
Mexico	XA, XB, XC plus national emblem	Slovenia	S5
Micronesia (Federated States of)	V6	Solomon Islands	H4
Monaco	3A	Somalia	6O
Mongolia	JU	South Africa	ZS, ZT, ZU
Morocco	CN	Spain	EC
Mozambique	C9	Sri Lanka	4R
Myanmar	XY, XZ	Sudan	ST
Namibia	V5	Suriname	PZ
Nauru	C2	Swaziland	3D
Nepal	9N	Sweden	SE
Netherlands	PH	Switzerland	HB plus national emblem
Aruba	P4	Syrian Arab Republic	YK
Netherlands Antilles	PJ	Tajikistan	EY
New Zealand	ZK, ZL, ZM	Thailand	HS
Nicaragua	YN	The former Yugoslav Republic of Macedonia	Z3
Niger	5U	Togo	5V
Nigeria	5N	Tonga	A3
Norway	LN		

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

Tajikistan	EY	Gibraltar	VP-G
Thailand	HS	Isle of Man	M
The former Yugoslav Republic of Macedonia	Z3	Montserrat	VP-M
Togo	5V	St. Helena/Ascension	VQ-H
Tonga	A3	Turks and Caicos	VQ-T
Trinidad and Tobago	9Y	Virgin Islands	VP-L
Tunisia	TS	United Republic of Tanzania	5H
Turkey	TC	United States	N
Turkmenistan	EZ	Uruguay	CX
		Uzbekistan	UK
Uganda	5X	Vanuatu	YJ
Ukraine	UR	Venezuela	YV
United Arab Emirates	A6	Viet Nam	XV
United Kingdom	G		
Anguilla	VP-A	Yemen	7O
Bermuda	VP-B		
Cayman Islands	VP-C	Zambia	9J
Falkland Islands (Malvinas)	VP-F	Zimbabwe*	Z

Nationality marks arranged alphanumerically

AP	Pakistan	DQ	Fiji
A2	Botswana	D2	Angola
A3	Tonga	D4	Cape Verde
A4O	Oman		
A5	Bhutan	EC	Spain
A6	United Arab Emirates	EI	Ireland
A7	Qatar	EK	Armenia
A8	Liberia	EP	Iran (Islamic Republic of)
A9C	Bahrain	ER	Republic of Moldova
		ES	Estonia
B... China (including Hong Kong SAR and Macao SAR)		ET	Ethiopia
		EW	Belarus
C, CF	Canada	EX	Kyrgyzstan
CC	Chile	EY	Tajikistan
CN	Morocco	EZ	Turkmenistan
CP	Bolivia	E3	Eritrea
CR, CS	Portugal	E5	Cook Islands
CU	Cuba		
CX	Uruguay	F	France
C2	Nauru		
C5	Gambia	G	United Kingdom
C6	Bahamas		
C9	Mozambique	HA	Hungary
		HB plus national emblem	Liechtenstein
D	Germany	HB plus national emblem	Switzerland

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

HC.....Ecuador
 HH.....Haiti
 HI.....Dominican Republic
 HJ, HK.....Colombia
 HL.....Republic of Korea
 HP.....Panama
 HR.....Honduras
 HS.....Thailand
 HZ.....Saudi Arabia
 H4.....Solomon Islands
 I.....Italy
 JA.....Japan
 JU.....Mongolia
 JY.....Jordan
 J2.....Djibouti
 J3.....Grenada
 J5.....Guinea-Bissau
 J6.....Saint Lucia
 J7.....Dominica
 J8.....Saint Vincent and the Grenadines
 LN.....Norway
 LQ, LV.....Argentina
 LX.....Luxembourg
 LY.....Lithuania
 LZ.....Bulgaria
 M.....Isle of Man
 N.....United States
 OB.....Peru
 OD.....Lebanon
 OE.....Austria
 OH.....Finland
 OK.....Czech Republic
 OM.....Slovakia
 OO.....Belgium
 OY.....Denmark
 P.....Democratic People's Republic of Korea*
 PH.....Netherlands
 PJ.....Netherlands Antilles (Netherlands)
 PK.....Indonesia
 PP, PR, PT, PU.....Brazil
 PZ.....Suriname
 P2.....Papua New Guinea
 P4.....Aruba (Netherlands)
 RA.....Russian Federation
 RDPL.....Lao People's Democratic Republic*

RP.....Philippines*
 SE.....Sweden
 SP.....Poland
 ST.....Sudan
 SU.....Egypt
 SX.....Greece
 S2.....Bangladesh
 S5.....Slovenia
 S7.....Seychelles
 S9.....Sao Tome and Principe
 TC.....Turkey
 TF.....Iceland
 TG.....Guatemala
 TI.....Costa Rica
 TJ.....Cameroon
 TL.....Central African Republic
 TN.....Congo
 TR.....Gabon
 TS.....Tunisia
 TT.....Chad
 TU.....Côte d'Ivoire
 TY.....Benin
 TZ.....Mali
 T7.....San Marino
 T8.....Palau
 T9.....Bosnia and Herzegovina
 UK.....Uzbekistan
 UN.....Kazakhstan
 UR.....Ukraine
 VH.....Australia
 VP-A.....Anguilla (United Kingdom)
 VP-B.....Bermuda (United Kingdom)
 VP-C.....Cayman Islands (United Kingdom)
 VP-F.....Falkland Islands (Malvinas) (United Kingdom)
 VP-G.....Gibraltar (United Kingdom)
 VP-L.....Virgin Islands (United Kingdom)
 VP-M.....Montserrat (United Kingdom)
 VQ-H.....St.Helena/Ascension (United Kingdom)
 VQ-T.....Turks and Caicos (United Kingdom)
 VT.....India
 V2.....Antigua and Barbuda
 V3.....Belize
 V4.....Saint Kitts and Nevis
 V5.....Namibia
 V6.....Micronesia (Federated States of)
 V7.....Marshall Islands
 V8.....Brunei Darussalam

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

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

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.

** Aircraft Registry under development.

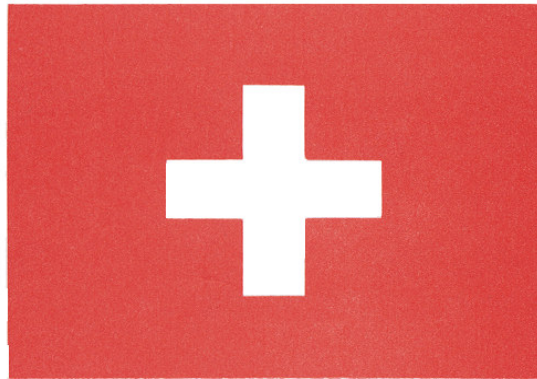
4. National emblems used in association with nationality marks



National emblem of Lichtenstein



National emblem of Mexico



National emblem of Switzerland

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 —