



## New Zealand

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 2 Reference 2.1  Standard	<b>2. CLASSIFICATION OF AIRCRAFT</b>  2.1 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.
Chapter 3 Reference 3.6  Standard	3.6 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.  <i>Note.— For reference to these codes, see the currently effective International Telecommunication Regulations.</i>	CAR Part 47.	Less protective or partially implemented or not implemented	Not specified in CA Rules, but complied with in practice.	
Chapter 4 Reference 4.1  Standard	<b>4. LOCATION OF NATIONALITY, COMMON AND REGISTRATION MARKS</b>  <b>4.1 General</b>  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.	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:	



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Chapter 4 Reference 4.2.4  Standard	4.2.4 <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	4.2.5 <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	<b>4.3 Heavier-than-air aircraft</b>  4.3.1 <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.	
Chapter 5 Reference 5.1.1  Standard	<b>5.1 Lighter-than-air aircraft</b>  5.1.1 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 5.1.3  Standard	5.1.3 <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	<b>5.2 Heavier-than-air aircraft</b>  5.2.1 <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	5.2.2 <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.	



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Chapter 7 Reference 7  Standard	<p><b>7. REGISTER OF NATIONALITY, COMMON AND REGISTRATION MARKS</b></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.<sup>4</sup></p> <p>As of 2 November 2023, if a Contracting State or common mark registering authority issues a certificate of deregistration, it shall issue the certificate in accordance with section 9.5</p> <p>-----</p> <p><sup>4</sup> As of 2 November 2023, this paragraph will be numbered 7.1. <sup>5</sup> As of 2 November 2023, this paragraph will be numbered 7.2.</p>	CAR Part 47.	Less protective or partially implemented or not implemented	Unmanned (free) balloons are not required to be registered.	
Chapter 9 Reference 9.2  Standard	<p>9.2 The identification plate shall be secured to the aircraft in a prominent position near the main entrance or:</p> <p>a) in the case of an unmanned free balloon, affixed conspicuously to the exterior of the payload; and</p> <p>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.</p>	CAR 47.119.	Less protective or partially implemented or not implemented	The rule does not provide for unmanned free balloons.	



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