

Identifiable Paint Schemes and Callsigns

Do you want to brighten up your aircraft with a fancy new paint job, or use a callsign that reflects your aircraft's personality? It pays to check with the CAA that you can actually go ahead with these changes.



This Nanchang CJ-6, registered as ZK-STP, sports an approved identifiable paint scheme (IPS). This IPS is based on the original paint scheme of the Nanchangs, that were manufactured in China for use by the Chinese Air Force.

The Civil Aviation Rules require all New Zealand-registered aircraft to display a registration mark. Specific requirements on how these marks should be displayed are spelled out in Part 47 *Aircraft Registration and Marking* (available on the CAA web site www.caa.govt.nz, "Rules").

All aircraft are required to display the registration mark when flying domestically, and those above 5700 kg MCTOW must display both nationality (ZK) and registration mark, for both domestic and international flights.

The current rules are based around CAA's ICAO commitments. For more information, see the *Vector* article, "Marks for Originality", May/June 2010.

Identifiable Paint Scheme

Under Rule 47.104 *Approval of identifiable paint scheme and markings*, aircraft owners can apply to have an identifiable paint scheme (IPS) and markings, instead of displaying their registration mark.

David Gill, Team Leader Airworthiness, advises people to contact the CAA's Aircraft Certification Unit beforehand – email: info@caa.govt.nz.

"We can let people know what information is required and if the general design will be acceptable, before they start investing in any paint work."

Any Special Category aircraft can apply for an IPS, but aircraft operating with a Standard or Restricted category airworthiness certificate can only apply for an IPS for historical reasons. For example, to replicate a military colour scheme or an old civil scheme which used smaller size marks.

"The CAA will assess the IPS to ensure it is sufficiently unique so that it cannot be confused with other aircraft of the same type which might also have an IPS," says David.

"Another aspect that is now assessed is to ensure that the IPS contains a unique feature, such as a prominent letter or number, which could be used as the basis for a callsign."

Use form 27047/04 (all forms available on the CAA web site, under "Forms") and include the information required as specified in rule 47.104. For example, photographs or sketches clearly depicting the proposed IPS and markings of the aircraft. High resolution digital photos are preferred.

Callsigns

Rule 91.249 *Aircraft callsigns* requires the pilot-in-command of a New Zealand-registered aircraft to use the name of the aircraft manufacturer, or the aircraft model, and the last three letters of the aircraft registration marking, as their callsign.

Aircraft operators can apply for approval to use a non-standard callsign. Jeanette Lusty, Team Leader Special Flight Operations and Recreational Aviation, says, "An approved paint scheme allows them to ask for a non-standard callsign, using form 24091/05 to apply. Non-standard callsigns are for use within New Zealand only."

Jeanette notes, "It's very important that operators get their callsigns accepted before using them. We've noticed multiple aircraft using the same non-standard callsign, which obviously means the operators didn't get prior approval. This is dangerous, not to mention confusing, especially when they end up in the same airspace."

"Currently, applications for non-standard callsigns are on a temporary hold because of concerns about the number of unapproved callsigns being used." ■