

General

Civil Aviation Authority (CAA) advisory circulars (ACs) contain information about standards, practices, and procedures that the Director has found to be an Acceptable Means of Compliance (AMC) with the associated rule.

Consideration will be given to other methods of compliance that may be presented to the Director. When new standards, practices, or procedures are found to be acceptable they may be added to the appropriate AC.

Purpose

The AC explains the requirements for:

- entering an aircraft on the New Zealand Register of Aircraft
- issuing and cancelling a certificate of registration
- the allocation, reservation, changing, displaying, and application of registration marks, and
- registering an identifiable paint scheme and markings.

The AC describes an acceptable means of compliance to assist organisations and individuals to understand the requirements for completing an application for entering an aircraft on the New Zealand Register of Aircraft; issuing and cancelling a certificate of registration; allocation, reservation, changing, displaying, and application of registration marks; and application for, and registration of, an identifiable paint scheme and markings.

In accordance with section 72B(2)(f) of the Civil Aviation Act 1990 the Authority must maintain the New Zealand Register of Aircraft. Part 47 establishes the requirements that enable the Authority to keep an up-to-date record of the person(s) who have possession of a New Zealand registered aircraft and issue a certificate of registration to that person. This allows the Authority to identify the person(s) responsible for the

aircraft and its compliance with the appropriate rules, and provides details so the person(s) can be kept informed of airworthiness information regarding the aircraft. The New Zealand Register of Aircraft is not intended to provide a record of who owns or has a proprietary interest in a particular aircraft.

Related Rules

This AC relates specifically to Civil Aviation Rule Part 47, *Aircraft Registration and Marking*. Unless otherwise stated each reference to a number in this AC relates to a specific rule within Part 47. References to the Act mean the Civil Aviation Act.

Change Notice

Revision 3 replaces Revision 2, which was dated 24 January 2002. Revision 3:

- adds information about online payment options
- deletes information relating to expired Exemptions and Transitional arrangements
- streamlines the language, structure and format to align with current ACs, and
- adds a Version History.

The data in this AC 47-1, Revision 2, supersedes information in AC47-1A. AC AC47-1A Aircraft Registration and Marking is hereby cancelled.

Version History

History Log

| Revision No. | Effective Date | Summary of Changes |
|---------------|----------------|--|
| AC47-1, Rev 1 | 13 Nov 1996 | Initial issue of this AC. |
| AC47-1A | 25 Dec 1997 | Updated information to reflect Part 47 Amendment 1. |
| AC47-1, Rev 2 | 24 Jan 2002 | Updated information to reflect Part 47 Amendment 2 and format. |
| AC47-1, Rev 3 | 20 Sept 2022 | <p>Adds information about online payment options.</p> <p>Deletes information relating to expired Exemptions and Transitional Arrangements.</p> <p>Streamlines language, structure and format to align with current ACs.</p> <p>Adds a Version History.</p> |

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Introduction

Under section 72B(2)(f) of the Act, CAA must maintain the New Zealand Register of Aircraft. Part 47 outlines what CAA needs to keep an up-to-date record of the person(s) with possession of a New Zealand registered aircraft, and issue certificates of registration.

This allows CAA to identify the person(s) responsible for the aircraft so they can be kept informed of airworthiness information regarding the aircraft.

Note: *The New Zealand Register of Aircraft does not provide a record of who owns or has a proprietary interest in a particular aircraft.*

Correspondence and forms

Correspondence relating to aircraft registration and marking should be emailed to AircraftRegistrar@caa.govt.nz

Scanned copies of applications are accepted. The original copies do not have to be posted. should be sent the Director at the following postal address and are to be marked Attention: Aircraft Registrar.

All forms referred to in this AC can be obtained from either the Aircraft Registrar or from the CAA website.

Civil Aviation Authority
PO Box 3555 Wellington 6140
Ph (04) 560 9575
Fax (04) 560 9452

Forms can be obtained at <https://www.caa.govt.nz>

Fees, Charges and Levies

Information on fees, charges, or levies can be obtained on the CAA website at <https://www.aviation.govt.nz/about-us/what-we-do/how-we-are-funded/fees-levies-and-charges/>

From June 2021, CAA has been unable to accept cheques, so it is strongly recommended that you pay fees using CAA's online payment portal. This is not only easier for you and CAA, but also safeguards your financial information far better than providing credit card details in an email or over the phone.

When you start an application, you will be directed to pay online at <https://sec.caa.govt.nz/onlinepayment>.

The receipt emailed to you needs to be attached and emailed together with the completed application form to the Aircraft Registrar, CAA at the email address above.

Scope of this AC

This AC outlines an acceptable means for compliance for various requirements of Part 47, listed under the relevant rule. Not all rules or sub-parts have been covered as some are self-explanatory.

The Civil Aviation Charges regulations (No 2) 1991 prescribe the applicable fees including those associated with the registration of aircraft and the participation levy for operation of an aircraft within the New Zealand aviation system. Information on the current fees, charges, or levies referred to in Part 47 and this AC can be obtained by contacting the Aircraft Registrar, and are detailed on the CAA website under “Rules and More”.

Subpart B — Aircraft Registration and Certificate of Registration

Rule 47.51 Requirement for aircraft registration and certification

Aircraft operating in New Zealand must be registered either on the New Zealand Register of Aircraft or by the appropriate aeronautical authority National Airworthiness Authority (NAA) of the State of Registry a foreign state. The certificate of registration must be valid, and must be held by the person lawfully entitled to possession of the aircraft for 28 days or longer.

An application may be submitted before an aircraft is removed from a foreign register, but the application will not be processed, and the aircraft will not be entered on the New Zealand Register of Aircraft, until CAA receives notification of de-registration by the foreign State of Registry. An aircraft registered in any other country cannot be registered in New Zealand.

The following exceptions do not have to be registered under Part 47:

- a new production aircraft being operated by a Part 148 aircraft manufacturing organisation for flight testing, if when a special flight permit continuing authorisation has been issued under Part 21
- aircraft or equipment operated in accordance with:
 - Part 101 – gyrogliders, parasails, unmanned balloons, kites, rockets, pilotless and model aircraft
 - Part 102 – unmanned/ uncrewed aerial vehicles
 - Part 105 – parachutes
 - Part 106 – hang gliders.

Rule 47.53 Application for registration and grant of certificate

47.53(a)

Only the person lawfully entitled to possession of the aircraft for 28 days or longer or a person whom they have authorised to act on their behalf can apply to register an aircraft in New Zealand.

Applicants need to complete form [CAA 24047-01](#) and submit it with the appropriate fee. The aircraft and applicant’s information on this form will appear on the certificate of registration.

This person entitled to possession of an aircraft for 28 days or longer is primarily responsible for the operation and ensuring compliance with airworthiness requirements for that aircraft. Arrangements for lease or operation of the aircraft for shorter periods of less than 28 days do not require any change to the New Zealand Register of Aircraft, or to the certificate of registration.

47.53(b)(1)

The information required for the application comes from the aircraft data plate.

The date of manufacture should include the month and year. Ways of determining the date of manufacture vary between aircraft manufacturers. If the date is not clearly stated on the data plate or in the aircraft documentation, the date on the **original manufacturer-issued** statement of conformity should be used.

47.53(b)(2)

The application must identify the person(s), organisation, partnership, or syndicate lawfully entitled to possession of the aircraft for 28 days or longer, and include:

- the postal address to which correspondence is to be forwarded, and, if different,
- the New Zealand street address where documents may be served upon the certificate holder.

If the group entitled to lawful possession is a syndicate or partnership, the full names of all members are required.

All holders of an aviation document are required to be fit and proper persons (FPPs), so all members of the partnership or syndicate will be assessed in accordance with section 10 of the Act, and may have to update information in the FPP questionnaire, [CAA 24047-02](#).

47.53(c)(3)

If an applicant for initial registration of an aircraft wishes to apply for registration before:

- taking lawful possession of the aircraft, or
- importing the aircraft to New Zealand

a statutory declaration may be required stating the date when lawful possession is to be taken.

However, the aircraft cannot be entered on the New Zealand Register of Aircraft until notification of de-registration is received from the appropriate NAA. The certificate of registration cannot be issued until the date of lawful possession of the aircraft.

Rule 47.55 Registration and grant of certificate**47.55(a)**

An applicant is entitled to have an aircraft registered and a certificate of registration issued if:

- the aircraft is not registered in any other country
- the information supplied is acceptable
- the applicant meets all the requirements in 47.53(b) and (c), and
- the granting of the certificate is not contrary to the interests of aviation safety.

47.55(b)

~~This rule details the actions of the Director once he is satisfied that the aircraft can be registered and a certificate of registration can be issued.~~

If an aircraft can be registered and a certificate of registration issued, CAA will allocate new registration marks in alphabetical order.

A particular mark may be reserved on application, if it is **available and the applicable fee paid.** **This must** be identified on the application form. (Refer to rule 47.107 for more details.) **The Aircraft Registrar can advise if a particular mark is available.**

Details of an aircraft, its registration mark, and, if applicable, its identifiable paint scheme and markings, are recorded in the New Zealand Register of Aircraft and available on the CAA website.

Rule 47.57 Change of possession of aircraft

47.57(a)

Where there is a change in the lawful possession of an aircraft for a period of 28 days or longer, the person relinquishing their lawful entitlement to possession is responsible for notifying CAA of this change and paying associated fees. The certificate of registration held by the person relinquishing possession expires on the date possession ceases.

47.57(b)(1)

Notifying the Director of a change of possession is done by completing:

- form [CAA 24047-03](#), or
- form [CAA 24047-03A](#), which can be found printed on the reverse of the certificate of registration

and paying the appropriate fee.

When using form CAA 24047-03, the person relinquishing their lawful entitlement to possession of the aircraft must:

- identify who will be taking lawful possession of the aircraft, and
- ensure that both parties complete the relevant sections of this form.

This form must be submitted within 14 days of the date that the person relinquishing their lawful entitlement to possession ceases possession of the aircraft.

If it is not possible, due to geographical location or transaction time constraints, to have both parties complete the same CAA 24047-03 form, CAA will accept separate forms from each of the parties involved. This will be acceptable provided each form:

- is signed by the relevant party, and
- clearly identifies the other party's name and physical address, and a contact phone number.

The person relinquishing possession should complete and sign either form CAA 24047-03 or CAA 24047-03A (on the reverse of the certificate of registration), and the person taking possession of the aircraft should complete and sign the relevant section of form CAA 24047-03. CAA can only process the application for change of possession once both forms have been received.

If the person in whose name the certificate of registration is currently issued is unable to complete the form, e.g. if they are deceased, the person taking lawful possession of the aircraft needs to complete form CAA 24047-03A which contains a statutory declaration to the effect that they are the person, organisation, partnership, or syndicate lawfully entitled to possession of the particular aircraft for 28 days or longer.

47.57(b)(1)

A change in possession may be the result of destruction, loss, theft, **or** withdrawal from use, ~~or transfer to a foreign register~~. In such cases the Director must be notified as soon as possible, in accordance with rule 47.67.

After an accident, your insurance company may assess the damage to the aircraft as not economical to repair. In this case, it is common practice for them to pay out the insured person(s), so the damaged aircraft becomes the property of the insurance company and the holder of the certificate of registration is no longer entitled to possession of the aircraft. The Director must be notified within 14 days of the insurance company informing you of this change of possession. The form on the back of the certificate of registration should be completed, identifying the insurance company taking possession, and immediately sent to CAA.

As the insurance company will be taking possession of the aircraft, they will need to notify the Director, especially if they intend to keep the damaged aircraft on the New Zealand Register of Aircraft. If the aircraft registration is to be cancelled because the aircraft is classified as destroyed or is being permanently withdrawn from use, the insurance company needs to notify CAA so that the aircraft can be de-registered.

If you fail to notify the Director that you are no longer lawfully entitled to possession of an aircraft you will continue to receive all CAA correspondence including invoices, and possibly landing fees and Airways charges, as you will still be listed as responsible for that aircraft.

If the Director has been notified by the holder of a certificate of registration that they are no longer in possession of an aircraft, and the Director does not receive notification from any person(s) taking possession of an aircraft, the Director may de-register that aircraft.

Rule 91.111 Carriage of the certificate of registration

You do not need to carry the certificate of registration in the aircraft when operating within New Zealand, but under rule 91.111, it has to be carried by all New Zealand registered aircraft operating outside of New Zealand.

Rule 47.59 Operation of aircraft after expiry of certificate

The certificate of registration held by the person relinquishing lawful possession expires on the date that they cease to have lawful entitlement to possession of the aircraft, and is therefore no longer valid.

A person taking possession of an aircraft being flown to, from, or within New Zealand has a 28-day period to obtain a valid certificate of registration. The aircraft may be operated within this 28-day period without a valid certificate of registration. After the 28 days have elapsed the aircraft cannot be flown until a new certificate of registration is issued.

The 28-day provision allows for the processing of applications for registration as well as the change of possession of an aircraft.

Rule 47.61 Currency of information in certificate

The holder of a certificate of registration needs to notify CAA in writing as soon as possible of any changes that affect any information in the certificate (such as changes of address, aircraft description, or minor errors). The New Zealand Register of Aircraft will be updated, and a new certificate of registration will be issued free of charge. The applicant's address needs to include:

- the postal address to which correspondence is to be forwarded, and, if different,
- the New Zealand street address where documents may be served upon the certificate holder.

A change in the membership of a syndicate constitutes a change in the information in the certificate, so the full names and other details of the new members must be forwarded to CAA.

Rule 47.65 Duration of certificate

The New Zealand certificate of registration remains valid until either the certificate holder ceases to be lawfully entitled to possession of the aircraft for 28 days or longer, or the Director suspends or revokes it under sections 17 to 20 of the Act.

If the certificate is suspended, the holder of the certificate is required to produce the certificate for endorsement. The certificate should be sent immediately to the Aircraft Registrar, CAA.

If the certificate of registration is revoked, the aircraft is considered de-registered and the registration is cancelled in accordance with rule 47.67. The holder of the certificate must surrender the certificate immediately, and send it to the Aircraft Registrar, CAA.

Rule 47.67 Destruction, loss, theft, withdrawal from use, or foreign registration of aircraft

If the aircraft is being permanently withdrawn from use, or has been destroyed, lost, or stolen, the holder of the certificate of registration has 14 days from when they become aware of this, to notify CAA. If an aircraft is being exported and an application will be made for the aircraft to be registered in another country, CAA is to be notified immediately.

Notifications must:

- be made in writing
- be signed by the certificate holder
- be accompanied by the certificate of registration, and
- outline the events concerning the aircraft.

On receipt, the Director will revoke the certificate of registration and cancel the registration, de-registering the aircraft in accordance with rule 47.69. **A New Zealand-registered aircraft cannot be registered in another country until it has been de-registered in New Zealand. If CAA is advised of the importing country, CAA can send confirmation of de-registration to that country.**

It is the responsibility of the holder of the certificate of registration to notify CAA, whether or not they are retaining possession of the aircraft and re-registering the aircraft in a foreign country themselves, or whether possession is being transferred to another person in a foreign country. If you do not know whether the person taking possession of the aircraft will be registering it overseas, you still need to notify CAA of the change of possession in accordance with rule 47.57.

~~The holder of a certificate of registration is not required by Part 47 to notify CAA when a New Zealand-registered aircraft is being operated overseas. However, CAA should be notified of the overseas maintenance personnel or organisations to which responsibility has been delegated for that aircraft. The certificate holder is still required to ensure compliance with all other~~

~~applicable foreign and New Zealand civil aviation requirements for the operation and maintenance of the aircraft.~~

Rule 47.69 Cancellation of registration

The registration of an aircraft can be cancelled for a variety of reasons. De-registration of an aircraft and subsequent cancellation of its registration can be initiated either by the holder of the certificate of registration or the Director.

The holder of the certificate of registration may initiate cancellation of the registration if the aircraft is destroyed, lost, stolen, exported, or when they are withdrawing the aircraft permanently from use. In these cases, they need to request that the Director revokes the certificate of registration.

The Director may revoke the certificate of registration and cancel the registration of the aircraft at the request of the holder of the certificate of registration and when satisfied that the aircraft has been destroyed, lost, stolen, permanently withdrawn from use, or if the aircraft is found to be registered in another country. The Director may revoke the certificate of registration, being an aviation document, for other reasons by exercising powers in sections 18 to 20 of the Act.

The holder of a certificate of registration is responsible for notifying the Director of any change of possession of the aircraft. The certificate of registration expires, and is no longer valid, from the date on which the holder has ceased to be lawfully entitled to possession of the aircraft. If the Director has not received an application for registration and grant of a new certificate of registration within 14 days of the certificate expiring, the certificate of registration may be revoked and registration of that aircraft may be cancelled. Both parties are required to complete the relevant forms promptly.

Prompt notifications are vital, as the New Zealand Register of Aircraft needs to be kept up to date and reflect any such changes.

Subpart C — Aircraft Marking

Rule 47.101 Requirement for aircraft marking

The New Zealand nationality mark is **ZK**. The allocated registration mark consists of a set of three letters specific to that aircraft.

All aircraft operated outside New Zealand must display both the nationality and the allocated registration mark. All aircraft with a MCTOW greater than 5700 kg must display both the nationality and allocated registration mark even if they are operated solely within New Zealand.

Smaller aircraft typically have less surface area on which to display full marks, so, when operated within New Zealand, some aircraft are not required to display the nationality mark. The aircraft types to which this applies are identified in rule 47.101(b). Unless otherwise stated, these aircraft are still required to display the allocated three-letter registration mark.

In addition, helicopters registered with a first registration letter of H, free balloons with a first registration letter of F, and gliders with a first registration letter of G only have to display the last two registration letters when operating in New Zealand.

The number of aircraft in these type categories has now exceeded the available combinations in most cases, so some holders of a certificate of registration have requested special marks. If the allocated registration mark has a first letter other than H, G or F as is appropriate, then the full three-letter mark must be displayed.

Aircraft are sometimes used for special police operations where it is desirable for the aircraft operator not to be identified. For this reason, when an aircraft is operating within New Zealand on a police operation authorised by the Commissioner of Police, the allocated nationality and registration mark need not be displayed, provided the aircraft displays a Police Mark allocated as described in rule 47.102, *Police marks*. Aircraft being operated under the authorisation of the Commissioner of Police are allocated a specific de-identified mark that is known to the Police.

~~New Zealand has many airworthy historical aircraft. The holders of the certificate of registration for such aircraft may apply for approval to display the aircraft's historical and identifiable paint scheme and markings as outlined in rule 47.104, instead of displaying the aircraft's allocated registration mark.~~

It is an offence to obscure or alter an aircraft's allocated registration mark, unless authorised by:

- the Director, to allow the display of an approved identifiable paint scheme and markings, or
- the Commissioner of Police for an authorised police operation.

Rule 47.103 Nationality and registration marks

All aircraft entered on the New Zealand Register have the nationality mark of **ZK**, then the Director allocates a three-letter registration mark to all New Zealand-registered aircraft.

ALL New Zealand registered aircraft will be allocated a registration mark even if they intend to seek an approval not to display that mark under rules 47.102 or 47.104.

Allocation of registration marks

Marks are generally allocated in the following sequences:

- ZK-A**, ZK-B**, ZK-GA*, and ZK-HA* are marks reserved for restored historical aircraft.
- ZK-FA* and ZK-FB* marks are reserved for balloons (they may use a fixed wing mark upon request).
- ZK-G** marks are reserved for gliders.
- ZK-H** and ZK-I** marks are reserved for helicopters.
- ZK-RA*, ZK-RB*, ZK-RC*, and ZK-RD* marks are reserved for gyrocopters.
- All ZK-Q** marks are not available for use - prohibited by ICAO.
- All other marks are available for fixed wing aircraft.

Registration marks for historical aircraft

Applicants requesting the allocation of a previously allocated historical registration mark should write to the Aircraft Registrar, CAA, providing sufficient evidence to clearly establish the authenticity of the restored aircraft and why it is entitled to display the mark requested.

Supporting evidence should include, but is not limited to:

- the aircraft data plate
- aircraft structural components
- aircraft logbooks
- pilot logbooks, and
- photographs, media, or historical reports.

Where a registration mark from the historical series has not been previously allocated, it may be allocated to an aircraft from an era “relevant” to when that group of marks was first used. In this context, “relevant” means an aircraft design first flown before or during the year in which allocation to that group of registrations ceased.

Certain registration groups were allocated as follows:

- ZK-A** up to and including 1952
- ZK-B** up to and including 1961
- ZK-GA* up to and including 1956
- ZK-HA* up to and including 1965.

~~The New Zealand Register of Aircraft has reserved marks beginning with:~~

- ~~• H for helicopters~~
- ~~• G for gliders, and~~
- ~~• F for balloons.~~

~~When operated within New Zealand, these aircraft types, which have such a letter as the first letter of their allocated registration mark, need not display that letter. Rule 47.101(c) permits the display of the last two letters of the allocated mark in such cases.~~

~~The number of aircraft in these type categories has now exceeded the available combinations in most cases, so some holders of a certificate of registration have requested special marks. If the allocated registration mark has a first letter other than H, G or F as is appropriate, then the full three letter mark must be displayed.~~

CAA will now allow the use of a historical registration mark for a more modern aircraft if it is unlikely the original aircraft that held those marks will ever be restored to airworthiness, and the owner of the modern aircraft agrees to relinquish the mark should that ever occur.

Rule 47.104 Approval of identifiable paint scheme and markings

The holder of a certificate of registration can apply for an approval to display an identifiable paint scheme and markings as an alternative to displaying the allocated registration mark, if their certificate is for:

- an aircraft with a special category experimental airworthiness certificate issued under Part 21, Subpart H, or
- a microlight aircraft or an aircraft issued with a standard or restricted category airworthiness certificate under Part 21, Subpart H, wishing to display an alternative identifiable paint scheme and markings for historical reasons.

To apply for this, the holder of the certificate of registration must complete form [CAA 24047-04](#) and include all the information required in 47.104(c) and send to the Aircraft Registrar, CAA, with the applicable fee.

As the proposed paint scheme and markings will be displayed as an alternative to the allocated registration mark, detailed information is required to assess whether the aircraft will remain identifiable, and that no two schemes are duplicated or so close as to become indistinguishable.

The information submitted should include:

- written description of the proposed scheme and markings
- a pictorial description the main or predominant colour, with secondary colours also listed for completeness
- predominant markings, which may include RNZAF roundel, USSR red star, USAF emblem, RAF roundel etc, and
- if the aircraft paint scheme is associated with a particular military marking, details such as which defence force (e.g. Army, Navy, Airforce, Marine) and which type of scheme (e.g. camouflage).

And may include:

- for some ex-military aircraft, information and drawings of the finished aircraft specification, complete with paint-shade code numbers, if obtainable
- electronically generated sketches of the aircraft to accurately depict the proposed paint scheme and markings, and
- an artist's impression of this, if detailed.

Approval may be given, if the proposed paint scheme and markings are clear enough to distinguish the aircraft from other aircraft of the same or similar type or model. A paint scheme and markings will NOT be approved where the markings:

- ~~form part of the paint scheme~~
- are being used to not comply with some of the requirements under rules 47.109 through 47.117 (such as size), or
- replicate any current ICAO nationality mark, or
- are military markings currently operated by any military force, unless specific permission is granted by that military force.

The approval to display an identifiable paint scheme and markings only applies to New Zealand-registered aircraft operated within New Zealand. It does not extend to operations in foreign countries. Approval to operate the aircraft in a foreign country without displaying the nationality and registration marks must be obtained from the appropriate NAA.

The holder of a certificate of registration for an aircraft that has been approved to display an identifiable paint scheme and markings is required under rule 47.104(f) to submit a set of three-view colour photographs or drawings which clearly depict the completed aircraft paint scheme and markings from three different views i.e. top, underneath, side. The photographs should be taken at an angle of 90 degrees to the aircraft surface in each instance, and should be high resolution (e.g. file size above 500 kb).

If for some reason the paint scheme and markings are different on each side of the aircraft, then a view of both sides must be submitted.

Rule 47.105 Registration of identifiable paint scheme and markings

Details, including the photographs, of an approved paint scheme and markings will be entered on the New Zealand Register of Aircraft. Information relating to each aircraft entered on the Register such as the:

- aircraft type
- allocated registration mark, and
- where applicable, the identifiable paint scheme and markings

are available on the CAA website.

~~Some holders of a certificate of registration hold an exemption from the requirement to display the allocated registration mark. The re-issue of Part 47 provides a method for seeking approval to display identifiable paint scheme and markings and supersedes the need for these exemptions.~~

~~However, in accordance with the transition provisions in Appendix A of the re-issued Part 47, a three-view set of photographs of the aircraft needs to be submitted to the Director within 120 days of the rule coming into effect. Therefore, photographs of all aircraft displaying an identifiable paint scheme and markings must be submitted to the Director by 24 May 2002.~~

Once approved under rule 47.104, the paint scheme and markings of a particular aircraft cannot be changed without further approval from the Director. It is an offence to obscure or alter the approved paint scheme and markings displayed as an alternative to the allocated registration mark. Such changes must be approved by the Director. To apply for a new approved paint scheme and markings, the applicant needs to submit form CAA 27047-04 with the appropriate fee. If approved, the New Zealand Register of Aircraft will be amended accordingly.

Should the holder of certificate of registration decide that they no longer wish to display the approved identifiable paint scheme and markings they must inform the Director in writing. The aircraft must revert to displaying the allocated registration mark and/or nationality mark in accordance with rule 47.101. The New Zealand Register of Aircraft will be amended accordingly.

Personalised Callsign

In conjunction with an Identifiable Paint Scheme an operator may also apply for a personalised callsign for the aircraft. This must be based on the aircraft type, and some identifiable feature (letter or number) visible on the aircraft. e.g. Spitfire 35. A list of allocated personalised callsigns is available on the CAA website.

Rule 47.107 Reservation of registration mark

A person may apply for a specific mark to be reserved. However, as described above, some marks have been reserved for historical reasons or for particular aircraft categories. A mark can be reserved for up to two years and cannot be allocated during this time, unless requested by the person who has reserved that mark. There is no application form for this, but it can be requested by an email to the Aircraft Registrar.

Rule 47.108 Change of registration mark

An aircraft's allocated registration mark can be changed replaced. An application for this should be made on form 24047-14, including the requested mark and payment of the appropriate fee. This will need to be coordinated with the Aircraft Registrar, as at some point the aircraft will need to be grounded while the Aircraft Register is amended and new aircraft documents (including the airworthiness certificate and the certificate of registration) are re-issued. The old documents will need to be returned to CAA.

~~The request needs to be in writing stating the registration mark being sought, and enclosing the airworthiness certificate and the certificate of registration, as these documents will need to be reissued with the aircraft's new registration mark. This information must be submitted with the appropriate fee.~~

Reallocation of marks

To minimise the chance of confusion, 12 months will elapse between the cancellation of a mark and its subsequent reallocation. Personalised marks may be reallocated in a shorter time frame on verification that all relevant documentation has been identified, distinguished, and either archived or associated with a new registration mark.

A mark will only be reallocated when the Director is satisfied that there can be no confusion between documentation relating to the aircraft that previously held the registration mark and the aircraft to which the mark has subsequently been allocated.

Rule 47.109 Display of marks

The aircraft's allocated registration mark must be permanently affixed and displayed in a position where equipment or other moving parts of the aircraft won't obscure it. The marks must be kept clean and visible and contrast with the background to which it is affixed.

Aircraft being operated on authorised police operations need to similarly affix the allocated Police mark by some means so that the marks meet these requirements for the duration of the operation.

Rule 47.111 Location of marks – lighter-than-air aircraft

Airships and balloons tend to have large surfaces to which marks can be affixed; however, they are generally curved which can either distort the marks or make them difficult to read from some angles. Refer to this rule for specific locations for the marks that will enable them to be displayed to the best advantage.

The location of all aircraft marks and their specifications follow the ICAO requirements in Annex 7 as closely as possible.

Rule 47.113 Location of marks – heavier-than-air aircraft

The marking of aircraft is required to be standardised and provide uniformity where possible. It is difficult to stipulate the exact location for marks to be displayed due to the various sizes, shapes, and available surface area of different makes and models of aircraft. This rule provides requirements for fixed-wing aircraft and helicopters.

If an aeroplane, glider, powered glider, or rotorcraft does not have the parts described on which the marks can be affixed, or those parts are too small to accommodate the size of marks required, the Director may approve a more suitable location for display of the marks. The marks must still be readily visible and cannot be obscured by equipment or moving parts during the aircraft's normal use.

Rule 47.115 Specification of marks

The marks must be solid, capital, Roman letters without ornamentation (such as “shadowing”) and of specific dimensions. Helvetica Medium and Helvetica Medium Italic are also acceptable.

To ensure that each letter of the registration mark is clearly visible, each letter needs to be separated by a space that is not less than one-quarter the height of the individual letters. The hyphen is considered a letter in this instance.

In some circumstances, due to the size of the surface area available, in order to keep the marks full-size and horizontal, it may be more practical to display the marks on two horizontal lines. The requirements stipulate that the minimum separation between letters cannot be less than one-quarter of the height of the individual letters.

The characters may be in italics and displayed as follows (example not to scale):

ZK – ABC

ZK – ABC

ZK –

ZK –

ABC

ABC

When an italic font is used:

- the height should be the vertical height of the character
- the width should be the widest portion of the character, and
- the slant of the character should not exceed 30 degrees.

Rule 47.117 Measurement of marks

The marking of aircraft is required to be standardised and provide uniformity. The size of the registration mark should be as large as practicable. The letters need to be uniform in height and must be 250mm or greater in height, irrespective of where they are located on the aircraft.

Provision has been made for smaller sized marks to be approved if an aircraft does not have a surface large enough to accommodate full size marks. Requests to display a reduced size mark must be made in writing and submitted to the Director. The request should include details of the aircraft type, proposed markings, an explanation as to why the reduced sized marks are required, and a side view photograph of the aircraft.

The minimum size mark that can be approved in such instances is 150mm in height, however the marks must be as large as possible. Requests to display marks with a height of less than 250mm for purely cosmetic reasons will NOT be approved.

~~On 9th January 1998 the Director granted a general exemption, 98/EXE/69, which provided some relief for holders of a certificate of registration whose aircraft did not meet the size and location requirements of 47.111 to 47.117 inclusive of Part 47, amendment 1, effective 25 December 1997. The exemption was granted to provide time for compliance with the~~

~~requirements for marking aircraft without added expense. Therefore, if the non-compliant aircraft was painted, re-painted, or re-marked after 9th January 1998 that aircraft had to be marked so as to display marks in accordance with Part 47. This transition provision has been carried through in the reissue of Part 47.~~

Holders of a certificate of registration ~~for affected aircraft~~ must carefully check to ensure that any proposed painting, re-painting, or re-marking of the aircraft will meet the size and location requirements of Part 47, ~~effective 24 January 2002.~~