Model CIVIL AVIATION Regulations

**[STATE]**

**Part 4 – AIRCRAFT REGISTRATION AND MARKING**

**VERSION 2.9**

**November 2019**

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AMENDMENTS

| Location | Date | Description |
| --- | --- | --- |
| Introduction | 08/2006 | Added text to denote references used |
| Introduction | 11/2012 | Updated ICAO Amendment version used and made minor editorial |
| Introduction | 11/2019 | Updated text to include ICAO Annex amendment version |
| Table of Contents | 08/2006 | Edited titles to reflect text changes |
| Table of Contents | 11/2012 | Updated to reflect new 4.2.1.5 and IS 4.2.1.5 |
| Table of Contents | 11/2019 | Editorials made throughout to match editorials in the regulatory text; renumbering in 4.2. |
| 4.1 | 11/2019 | Revised Notes 1 and 2 |
| 4.1.1.1 | 08/2006 | Added new item (b) |
| 4.1.1.1 | 11/2009 | (a) edited for clarification |
| 4.1.1.2 | 08/2006 | Added to the definitions |
| 4.1.1.2 | 11/2012 | Added new definition of remotely piloted aircraft. Edited Note. |
| 4.1.1.2 | 11/2014 | Moved definitions to MCAR Part 1 |
| 4.1.1.2 | 11/2019 | (a) edited for clarification |
| 4.1.1.3 | 11/2012 | Revised (a) to indicate new abbreviation of RPA |
| 4.1.1.3 | 11/2019 | (a) edited for clarification; New abbreviations added for ICAO and IS |
| 4.2.1.1 | 08/2006 | Added new items (b) and (c) |
| 4.2.1.1 | 08/2009 | Added note of clarification related to requirement to carry certificate of registration at all times |
| 4.2.1.1 | 11/2019 | Added a new 4.2.1.1 for editorial consistency in formatting of MCAR Parts; remaining items renumbered. |
| 4.2.1.2 | 11/2019 | Originally 4.2.1.1. Changed title for editorial consistency. Edited text throughout for clarification. |
| 4.2.1.3 | 08/2006 | Editorial change made to show that the Authority will issue the certificate of aircraft registration if there is no separate Director of the Registry |
| 4.2.1.3 | 11/2019 | Originally 4.2.1.2. Editorial in (a)(1)(iv) |
| 4.2.1.4 | 08/2006 | New section added |
| 4.2.1.4 | 11/2019 | Originally 4.2.1.3. Editorials for clarification made. |
| 4.2.1.5 | 11/2012 | New section added for classification of aircraft |
| 4.2.1.5 | 11/2019 | Originally 4.2.1.4. Editorials for clarification made. |
| 4.2.1.6 | 11/2019 | Originally 4.2.1.5. Editorials for clarification made. |
| 4.3.1.2 | 08/2006 | Item (a) Added “Authority” to end of second sentence Item (b) Added “or other similar, urgent codes” to end of second sentence Item (c) Added a new item (5) |
| 4.3.1.2 | 11/2019 | Additional regulatory language added to (a) and (b) |
| 4.3.1.3 | 08/2006 | Added a new explanatory note |
| 4.3.1.3 | 11/2012 | (a) Reworded sentence to place responsibility on operator and to clarify that the aircraft registration requirement applies to all operators of aircraft in [STATE], including foreign nationals |
| 4.3.1.3 | 11/2019 | Edited for clarification |
| 4.3.1.4 | 08/2006 | Item (b) Reworded to reflect heavier-than-air aircraft rather than fixed-wing aircraft and added text on unmanned free balloons |
| 4.3.1.4 | 11/2012 | (a) Reworded sentence to place responsibility on operator |
| 4.3.1.4(b) | 11/2012 | Combined previous (b) (1)-(3) and revised text; renumbered remaining items; added new text to renumbered (3) |
| 4.3.1.4 | 11/2019 | Edited for clarification throughout |
| 4.3.1.5 | 08/2006 | Title: Changed word “deviations” to “special cases.” Moved text from previous 4.3.1.3(b) to become a new item (c). |
| 4.3.1.5 | 11/2012 | (a) Reworded sentence to place responsibility on operator |
| 4.3.1.5 | 11/2019 | Edited for clarification throughout |
| 4.3.1.6 | 08/2006 | Title: Changed fixed-wing to heavier-than-air and reworded items (a) and (b) to reflect change. Moved helicopter marking from previous 4.3.1.7 to 4.3.1.6. |
| 4.3.1.6 | 09/2012 | (a) – (e) reworded sentences to place responsibility on operator |
| 4.3.1.6 | 11/2019 | Edited for clarification throughout |
| 4.3.1.7 | 08/2006 | Moved text to 4.3.1.6 and reserved section to avoid renumbering of remainder of Part 4 |
| 4.3.1.8 | 11/2019 | Edited for clarification throughout |
| 4.3.1.9 | 11/2012 | (a) Reworded text to place responsibility on operator  (a)(3) sub-bulleted existing text and added new text |
| 4.3.1.9 | 11/2019 | Edited for clarification throughout, which resulted in a new (b) from existing text |
| 4.1.1.2(11) | 09/2006 | Definition of heavier-than-air aircraft revised |
| 4.1.1.3 | 09/2006 | Abbreviations of ADIZ and DEWIZ deleted as they became necessary due to changes to size of aircraft markings elsewhere |
| 4.2.1.2(a)(1) | 09/2006 | Eligibility of aircraft registration clarified to match the model law |
| 4.2.1.3(b) | 09/2006 | Deleted requirement for an aircraft registration fee to leave this to individual Civil Aviation Authorities to determine |
| 4.2.1.4(1) | 09/2006 | Deleted reference to citizenship and replaced with compliance with 4.2.1.2 |
| 4.3.1.2(b) | 09/2006 | Added text to include the Q code |
| 4.3.1.4(a) | 09/2006 | Added text to include the owner |
| 4.3.1.4(b)(3) | 09/2006 | Changed [STATE] to Director of the Registry or Authority |
| 4.3.1.4(b) | 09/2006 | Reworded to mirror Annex 7 standard |
| 4.3.1.5 | 09/2006 | Moved paragraph on Location of Marks on Heavier-than-Aircraft to here |
| 4.3.1.6 | 09/2006 | Moved paragraph on Lighter-than-Air aircraft to here |
| 4.3.1.7 | 09/2006 | Moved paragraph on Special Cases for Size and Location of Marks to here |
| 4.3.1.8 | 09/2006 | Moved paragraph on Sale of Aircraft: Removal of Marks to here |
| 4.3.1.9 | 09/2006 | Moved paragraph on Identification Plate Required to here |
| IS 4.2.1.1 | 08/2006 | Added new IS to show certificate of aircraft registration |
| IS 4.2.1.1 | 11/2014 | Made formatting changes to certificate of aircraft registration to more closely match the ICAO Annex 7 certificate |
| IS 4.2.1.2 | 11/2019 | Originally IS 4.2.1.1. Some punctuation edits |
| IS 4.2.1.5 | 11/2012 | Added new IS to show table of aircraft classification |
| IS 4.2.1.6 | 11/2019 | Originally IS 4.2.1.5. New (a) added for consistency. Chart updated. |

Introduction

Part 4 of the Model Civil Aviation Regulations (MCARs) sets forth the requirements for registration of aircraft in [STATE] and governs the application of nationality and registration marks. This part of the MCARs is derived from International Civil Aviation Organization (ICAO) Annex 7 to the Convention on International Civil Aviation (Chicago Convention), *Aircraft Nationality and Registration Marks,* through Amendment 6, and is supplemented by Title 14 of the United States (U.S.) Code of Federal Regulations (14 CFR). The European Union Aviation Safety Agency (EASA) does not publish regulations for aircraft registration and marking, leaving that responsibility to the individual Contracting States.

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## Part 4 – Aircraft Registration and Marking

## General

Note 1: ICAO Annex 7 uses the term “certificate of registration.” This part uses the term “certificate of aircraft registration” to denote the same certificate, as this is the term used by many States and further clarifies the certificate.

Note 2: This part places the responsibility for aircraft registration on the aircraft owner, as contained in the Civil Aviation Safety Act, as amended. The aircraft owner, or the operator if different from the owner, is responsible for proper marking of the aircraft prior to operation.

#### Applicability

1. This part prescribes the requirements for registration and marking of civil aircraft under the provisions of the Civil Aviation Safety Act, as amended.
2. This part does not apply to meteorological pilot balloons used exclusively for meteorological purposes or to unmanned free balloons without a payload.

ICAO Annex 7: 10

14 CFR 45.1; 47.1

#### Definitions

1. Definitions are contained in Part 1 of these regulations.

#### Abbreviations

1. The following abbreviations are used in this part:
2. **ICAO –** International Civil Aviation Organization
3. **IS –** Implementing Standards
4. **RPA** – remotely piloted aircraft

ICAO Annex 7: 1

## Registration Requirements

#### Applicability

1. This subpart prescribes the requirements for the registration of civil aircraft registered in [STATE].

#### Certificate of Aircraft Registration

1. No person may operate a civil aircraft that is eligible for registration under the laws of [STATE] unless that aircraft has been registered by its owner or operator under the provisions of the laws of [STATE] and the Authority has issued for that aircraft a certificate of aircraft registration that shall be carried aboard that aircraft for all operations.
2. The certificate of aircraft registration shall be in the language of [STATE] and in English.
3. The [DIRECTOR OF THE REGISTRY OR AUTHORITY] will issue the certificate of aircraft registration in the form as prescribed in IS 4.2.1.2 and of a size determined by the [DIRECTOR OF THE REGISTRY OR AUTHORITY].

Note: Article 29 of the Chicago Convention requires that the certificate of aircraft registration be carried on board every aircraft engaged in international air navigation.

Chicago Convention, Articles 17, 18, 19, 29

ICAO Annex 7: 8.1; 8.2

14 CFR 47.3(b)

#### Registration Eligibility

1. An aircraft is eligible for registration if it is:
2. Owned by:
   * + 1. A citizen of [STATE];
       2. An individual citizen of another State who is lawfully admitted for permanent residence in [STATE];
       3. A corporation lawfully organised and doing business under the laws of [STATE] and the aircraft is based and primarily used in [STATE]; or
       4. A government entity of [STATE] or a political subdivision thereof.
3. Not registered under the laws of any other State.

Chicago Convention, Article 18

14 CFR 47.3(a)

#### Application

1. A person who wishes to register an aircraft in [STATE] shall submit an application for aircraft registration to the [DIRECTOR OF THE REGISTRY OR AUTHORITY] on a form and in a manner acceptable to the Authority. Each application shall:
2. Certify as to compliance with 4.2.1.2 of this part;
3. Show evidence identifying ownership; and
4. Be signed in ink.
5. Upon an applicant meeting all requirements for registration, a certificate of aircraft registration will be issued by the [DIRECTOR OF THE REGISTRY OR AUTHORITY].

Chicago Convention, Article 19

14 CFR 47.5; 47.7

#### Aircraft Registry

1. As required by the Civil Aviation Safety Act, as amended, Chapter V, *Nationality and Ownership of Aircraft,* the Authority shall maintain an aircraft registry showing, for each aircraft registered by [STATE], the information recorded on the certificate of aircraft registration and any other information required by the Authority.
2. Upon request, [STATE] will provide information to another Contracting State or to ICAO as to aircraft registration and/or ownership of any particular aircraft registered in [STATE].

Chicago Convention, Article 21

ICAO Annex 7: 7

#### Classification of Aircraft

1. Aircraft shall be classified in accordance with IS 4.2.1.6.
2. An aircraft that is intended to be operated with no pilot on board shall be further classified as unmanned.
3. Unmanned aircraft shall include unmanned free balloons and RPA.

ICAO Annex 7: 2.1; 2.2; 2.3

## Nationality and Registration Marks

#### Applicability

1. This subpart prescribes the requirements for the identification and marking of civil aircraft registered in [STATE].

14 CFR 45.1

#### General

1. No person may operate a civil aircraft registered in [STATE] unless the aircraft displays nationality and registration marks in accordance with the requirements of this section. The letter or letters used to identify the aircraft nationality as that of [STATE] shall conform to the Standards outlined in ICAO Annex 7. The nationality mark shall be followed by the registration mark, which shall be a series of numbers and/or letters assigned by the [DIRECTOR OF THE REGISTRY OR AUTHORITY]. When the first character of the registration mark is a letter, it shall be preceded by a hyphen.
2. Unless otherwise authorised by the Authority, no person may place on any aircraft a design, mark, or symbol that modifies or confuses the nationality and registration marks. Marks 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 the distress signal SOS or other similar urgent signals, such as XXX, PAN, and TTT.

*Note: For reference to these codes, see the currently effective International Telecommunication Regulations.*

1. Permanent marking of aircraft nationality and registration shall:
2. Be painted on the aircraft or affixed by other means ensuring a similar degree of permanence;
3. Have no ornamentation;
4. Contrast in color with the background;
5. Be legible; and
6. Be kept clean and visible at all times.

Chicago Convention, Article 20

ICAO Annex 7: 3.1; 3.2; 3.3; 3.5; 3.6; 4.1

14 CFR 45.21(a)–(c)

International Code of Signals, Part II

#### Display of Marks: General

1. No person shall operate an aircraft in [STATE] unless that aircraft displays marks consisting of the roman capital letter(s) denoting the nationality of the State of Registry, followed by the registration mark of the aircraft in Arabic numerals, roman capital letters, or a combination thereof.

*Note: 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.*

ICAO Annex 7: 3.3; 6.1

14 CFR 45.23(a)

#### Size of Marks

1. No person shall operate an aircraft unless that aircraft displays marks meeting the size requirements of this section.
2. HEIGHT. The character marks shall be of equal height and on:
3. Heavier-than-air aircraft shall be:
   * + 1. At least 50 centimetres high if on the wings; and
       2. At least 30 centimetres high if on the fuselage (or equivalent structure) and vertical tail surfaces; or
       3. Determined by the State of Registry, taking account of the need for the aircraft to be identified readily, if the aircraft possesses no wings and fuselage or if the parts are too small to accommodate the marks described in paragraphs 4.3.1.4(i) and (ii) of this subsection.
4. Lighter-than-air aircraft other than unmanned free balloons shall be at least 50 centimetres high.
5. Unmanned free balloons and other lighter-than-air aircraft that are not of sufficient size to accommodate marks at least 50 centimetres high shall be determined by the [DIRECTOR OF THE REGISTRY OR AUTHORITY], taking into account the size of the payload to which the identification plate is affixed.
6. WIDTH. The characters shall be two-thirds as wide as they are high, except the number “1” and the letter “I,” which shall be one-sixth as wide as they are high.
7. THICKNESS. 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.
8. SPACING. The space between characters shall be at least one-fourth of a character width.
9. UNIFORMITY. The marks required by this part for heavier-than-air aircraft shall have the same height, width, thickness, and spacing on both sides of the aircraft.

ICAO Annex 7: 4.2.3; 4.3.1; 4.3.2; 4.3.3; 5.1.1; 5.1.2; 5.1.3; 5.2.1; 5.2.2; 5.2.3; 6.2; 6.3; 6.4

14 CFR 45.22(d); 45.29

#### Location of Marks on Heavier-Than-Air Aircraft

1. No person shall operate a heavier-than-air aircraft unless that aircraft displays the marks once on the lower surface of the wing structure as follows:
2. The marks 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.
3. So far as is possible, the marks shall be located equidistant from the leading and trailing edges of the wings.
4. The tops of the letters and numbers shall be towards the leading edge of the wing.
5. On a heavier-than-air aircraft with a fuselage (or equivalent structure) and/or vertical tail surfaces, the marks shall appear on either the vertical tail surfaces or the sides of the fuselage as follows:
6. If displayed on the vertical tail surfaces, the marks shall appear horizontally on both surfaces of a single vertical tail or on the outer surfaces of a multi-vertical tail.
7. If displayed on the fuselage surfaces, the marks shall appear horizontally on both sides of the fuselage between the trailing edge of the wing and the leading edge of the horizontal stabiliser.
8. If engine pods or other appurtenances are located in the area described in paragraph 4.3.1.5(b)(2) of this subsection and are an integral part of the aircraft, the marks may appear on those pods or appurtenances.

ICAO Annex 7: 4.3.1; 4.3.2

14 CFR 45.25

#### Location of Marks on Lighter-Than-Air Aircraft

1. AIRSHIPS. No person shall operate an airship unless that airship displays marks on:
2. The hull, where the marks shall be located lengthwise on each side of the hull and on its upper surface on the line of symmetry; or
3. The horizontal and vertical stabiliser surfaces:
   * + 1. The marks on the horizontal stabiliser 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 towards the leading edge; and
       2. The marks on the vertical stabiliser shall be located on each side of the bottom half stabiliser, with the letters and numbers placed horizontally.
4. SPHERICAL BALLOONS (OTHER THAN UNMANNED FREE BALLOONS). No person shall operate a spherical balloon unless that balloon displays marks in two places diametrically opposite each other and located near the maximum horizontal circumference of the balloon.
5. NON-SPHERICAL BALLOONS (OTHER THAN UNMANNED FREE BALLOONS). No person shall operate a non-spherical balloon unless that balloon displays marks on each side, 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.
6. LIGHTER-THAN-AIR AIRCRAFT (OTHER THAN UNMANNED FREE BALLOONS). No person shall operate any lighter-than-air aircraft unless that aircraft displays marks visible both from the sides and from the ground.
7. UNMANNED FREE BALLOONS. No person shall operate any unmanned free balloon unless that balloon displays marks on the identification plate.

ICAO Annex 7: 4.2.1; 4.2.2; 4.2.3; 4.2.4; 4.2.5

14 CFR 45.27(b)–(d))

#### Special Cases for Size and Location of Marks

1. If either one of the surfaces authorised for displaying required marks is large enough for display of marks meeting the size requirements of this section and the other is not, the full-size marks shall be placed on the larger surface.
2. If neither surface is large enough for full-size marks, the Authority may approve marks as large as practicable for display on the larger of the two surfaces.
3. If, because of the aircraft configuration, it is not possible to mark the aircraft in accordance with this part, the owner may apply to the Authority for a different procedure.

ICAO Annex 7: 5.1.3; 5.2.3

14 CFR 45.22(d); 45.29

#### Sale of Aircraft: Removal of Marks

1. When an aircraft that is registered in [STATE] is sold, the holder of the certificate of aircraft registration shall remove, before its delivery to the purchaser, all nationality and registration marks of [STATE], unless the purchaser is a citizen or other legal entity as prescribed in paragraph 4.2.1.3(a)(1) of this part.

14 CFR 45.33

#### Identification Plate Required

1. No person shall operate an aircraft registered under the laws of [STATE] unless an identification plate is affixed to the aircraft:
2. Containing the aircraft type, model, serial number, marks of nationality, and registration mark.
3. Made of fireproof metal or other fireproof material of suitable physical properties.
4. No person shall operate an aircraft registered under the laws of [STATE] unless the identification plate is secured to the aircraft in a prominent position near the main entrance or:
5. In the case of an unmanned free balloon, affixed conspicuously to the exterior of the payload; and
6. In the case of an RPA, 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.

Note: The registration mark on the identification plate shall be changed each time the aircraft registration changes.

ICAO Annex 7: 9.1; 9.2

14 CFR 45.11

MODEL CIVIL AVIATION REGULATIONS

[STATE]

Part 4 – IMPLEMENTING STANDARDS

Version 2.9

November 2019

For ease of reference the number assigned to each IS corresponds to its associated regulation. For example, IS 4.2.1.2 reflects a standard required by 4.2.1.2 of this part.

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## Part 4 – Implementing Standards

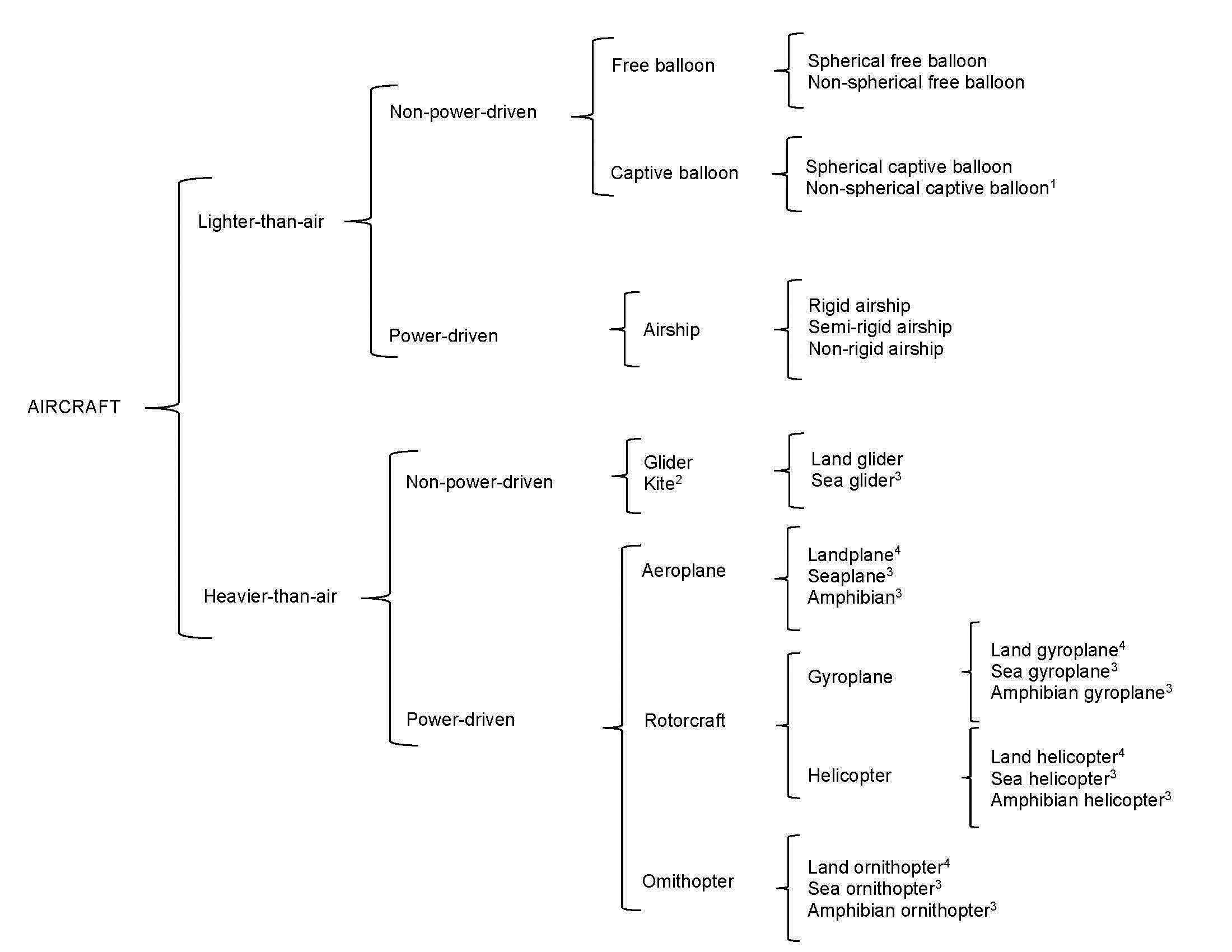
#### IS 4.2.1.2 Certificate of Aircraft Registration

1. The certificate of aircraft registration issued by the [DIRECTOR OF THE REGISTRY OR AUTHORITY] shall be as follows:

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| For CAA Use Only | [STATE]  [CAA]  [Ministry of Transport]  **CERTIFICATE OF AIRCRAFT REGISTRATION** | | For CAA Use Only | | |
| 1. Nationality and registration mark:  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | 2. Manufacturer and manufacturer’s designation of aircraft:  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | | 3. Aircraft serial number:  \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | | |
|  |  | |  |  | |
| 4. Name of owner: |  | | | | |
|  |  | | | | |
| 5. Address of owner: |  | | | | |
|  |  | | | | |
|  |  |  | |  |  |
| 6. It is hereby certified that the above-described aircraft has been duly entered on the [NAME OF REGISTRY] in accordance with the Convention on International Civil Aviation dated 7 December 1944 and with the [LAW AND REGULATIONS OF STATE]. | | | | | |
| Signature: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | | | | | |
| Date of issue [dd/mm/yyyy]: \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_ | | | | | |
| For CAA Use Only | | | | | |

#### IS 4.2.1.6 Classification of Aircraft

1. Aircraft shall be classified as follows:



1. Generally designated “kite-balloon.”
2. For the purpose of completeness only.
3. Includes aircraft equipped with ski-type landing gear (substitute “ski” for “land”).
4. “Float” or “boat” may be added as appropriate.