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 8 March 2012 and supersedes, on 15 November 2012, all previous editions of Annex 7.

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

Sixth Edition
July 2012

International Civil Aviation Organization

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AMENDMENTS

Amendments are announced in the supplements to the *Catalogue of ICAO Publications;* the Catalogue and its supplements are available on the ICAO website at www.icao.int. The space below is provided to keep a record of such amendments.

RECORD OF AMENDMENTS AND CORRIGENDA

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1-6	Incorporated in this edition		
7	2/11/23 26/11/26	—	ICAO

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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

Amendment	*Source(s)*	*Subject(s)*	*Adopted* *Effective* *Applicable*
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 Article77 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
6 (6th Edition)	Secretariat; Unmanned Aircraft Systems Study Group (UASSG)	Remotely piloted aircraft.	7 March 2012 16 July 2012 15 November 2012
7	Article 21 Task Force and the Cross-border Transferability Task Force (XBT-TF)	Registration, deregistration and transfer of registration of aircraft.	7 March 2022 18 July 2022 2 November 2023 26 November 2026

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.

Remotely piloted aircraft (RPA). An unmanned aircraft which is piloted from a remote pilot station.

Rotorcraft. A power-driven heavier-than-air aircraft supported in flight by the reactions of the air on one or more rotors.

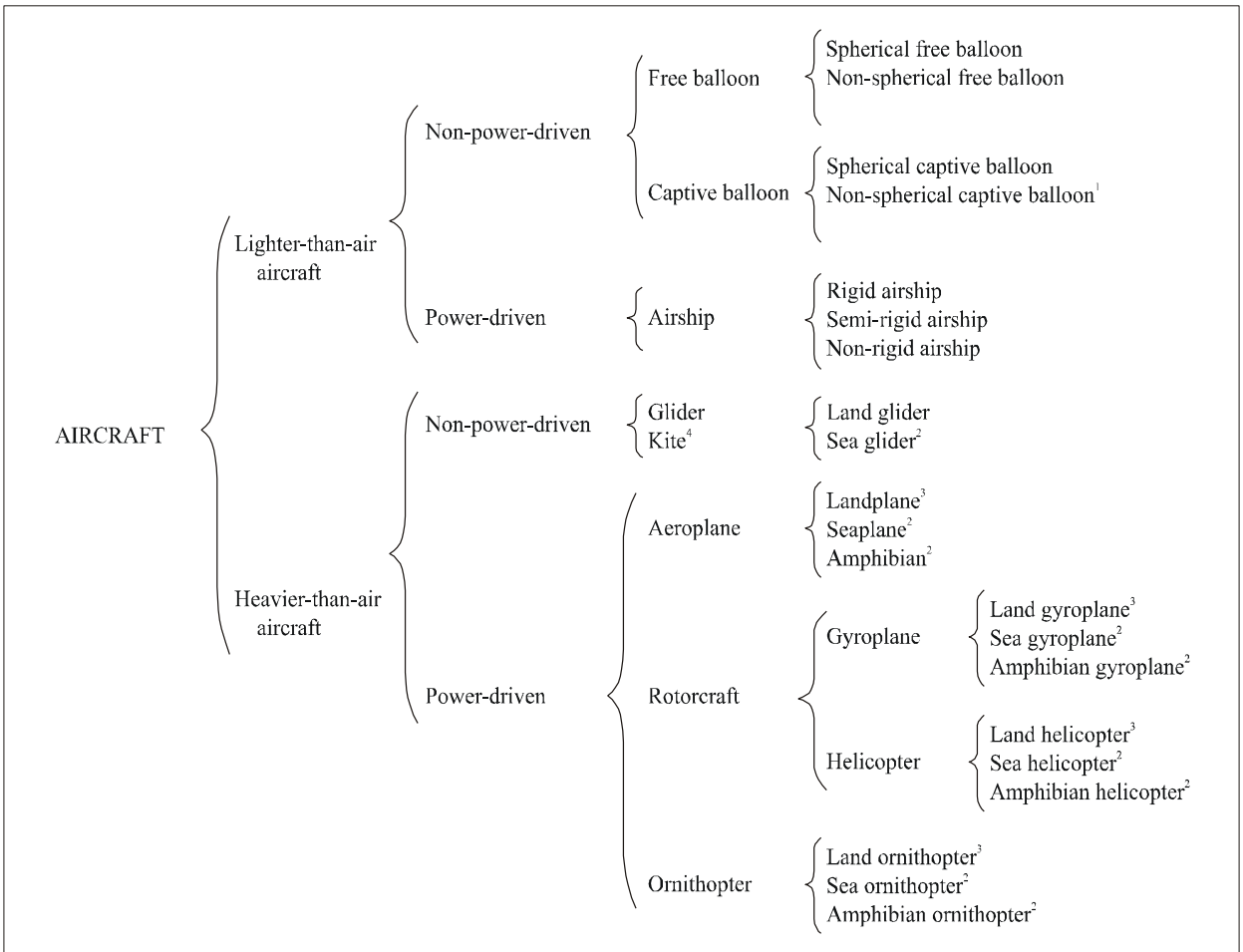
State of Registry. The State on whose register the aircraft is entered.

2. CLASSIFICATION OF AIRCRAFT

2.1 Aircraft shall be classified in accordance with Table 1.

2.2 An aircraft which is intended to be operated with no pilot on board shall be further classified as unmanned.

2.3 Unmanned aircraft shall include unmanned free balloons and remotely piloted aircraft.



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.

Table 1. Classification of aircraft

3. NATIONALITY, COMMON AND REGISTRATION MARKS TO BE USED

3.1 The nationality or common mark and registration mark shall consist of a group of characters.

3.2 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.

3.3 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.

3.4 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.[1]

Note.— As of 2 November 2023, nationality marks and national emblems notified by States to ICAO and common marks allocated by ICAO can be found in the List of Aircraft Nationality Marks, National Emblems and Common Marks, which is published on the ICAO public website.[2,3]

3.5 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.

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.

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

4. LOCATION OF NATIONALITY, COMMON AND REGISTRATION MARKS

4.1 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.

4.2 Lighter-than-air aircraft

4.2.1 *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

1. As of 2 November 2023, this note will be numbered Note 1.
2. As of 2 November 2023, this note will be numbered Note 2.
3. Website address: https://www.icao.int/nationalitymarks

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.

4.2.2 *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.

4.2.3 *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.

4.2.4 *Lighter-than-air aircraft (other than unmanned free balloons)*. The side marks shall be visible both from the sides and from the ground.

4.2.5 *Unmanned free balloons.* The marks shall appear on the identification plate (see Section 9).

4.3 Heavier-than-air aircraft

4.3.1 *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.

4.3.2 *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.

4.3.3 *Special cases.* If a heavier-than-air aircraft does not possess parts corresponding to those mentioned in 4.3.1 and 4.3.2, the marks shall appear in a manner such that the aircraft can be identified readily.

5. MEASUREMENTS OF NATIONALITY, COMMON AND REGISTRATION MARKS

The letters and numbers in each separate group of marks shall be of equal height.

5.1 Lighter-than-air aircraft

5.1.1 The height of the marks on lighter-than-air aircraft other than unmanned free balloons shall be at least 50 centimetres.

5.1.2 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.

5.1.3 *Special cases.* 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.

5.2 Heavier-than-air aircraft

5.2.1 *Wings.* The height of the marks on the wings of heavier-than-air aircraft shall be at least 50 centimetres.

5.2.2 *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.

5.2.3 *Special cases.* If a heavier-than-air aircraft does not possess parts corresponding to those mentioned in 5.2.1 and 5.2.2, or if the parts are too small to accommodate the marks described therein, 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.

6. TYPE OF CHARACTERS FOR NATIONALITY, COMMON AND REGISTRATION MARKS

6.1 The letters shall be capital letters in Roman characters without ornamentation. Numbers shall be Arabic numbers without ornamentation.

6.2 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.

6.3 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.

6.4 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.

7. 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 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.[4]

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]

8. CERTIFICATE OF REGISTRATION

8.1 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.

4. As of 2 November 2023, this paragraph will be numbered 7.1.
5. As of 2 November 2023, this paragraph will be numbered 7.2.

8.2 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.

9. DEREGISTRATION

(Applicable as of 2 November 2023)

9.1 The certificate of deregistration, in wording and arrangement, shall be a replica of the certificate in Figure 2.

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

9. IDENTIFICATION PLATE[6]

9.1 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.

9.2 The identification plate shall be secured to the aircraft in a prominent position near the main entrance or:

a) in the case of an unmanned free balloon, affixed conspicuously to the exterior of the payload; and

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.

10. GENERAL

(Applicable until 1 November 2023)

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.

6. As of 2 November 2023, this section will be renumbered as section 10.

*	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

11. GENERAL

(Applicable as of 2 November 2023 and until 25 November 2026)

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 ……

…… (name of register) in accordance with the Convention on International Civil 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

Note.— Information regarding the registration of an aircraft is contained in the Manual on Registration and Deregistration of Aircraft *(Doc 10142).*

*	State *or* Common mark registering authority Ministry Department or Service **CERTIFICATE OF DEREGISTRATION**	*

1. Nationality or common mark and registration mark	2. Manufacturer and manufacturer's designation of aircraft	3. Aircraft serial no.
.....	.....	.....
.....	.....	.....

4a. Issued to .....
(name of certificate holder)

Basis of registration (check one):

☐ ownership of aircraft

☐ operator of aircraft

☐ other (*explain*): .....

4b. Address of certificate holder .....
(at the time of deregistration)

5. Name and contact information of owner, if different from certificate holder: .....
(at the time of deregistration)

6. It is hereby certified that the above described aircraft has been duly removed from the …….....

..... on ..... and the Certificate of Registration has been cancelled.
(name of register) (date)

6a. Reason(s) for deregistration, if known: .....

(Signature) .....

Date of issue .....

*

* For use by the State of Registry or common mark registering authority.

Figure 2. Certificate of Deregistration

Note.— Information regarding deregistration of an aircraft is contained in the Manual on Registration and Deregistration of Aircraft *(Doc 10142)*.

11. GENERAL

(Applicable as of 26 November 2026)

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.
.....	.....	.....
.....	.....	.....

4a. Issued to .....
(name of certificate holder)

Basis of registration (check one):

- ☐ ownership of aircraft
- ☐ operator of aircraft
- ☐ other (*explain*): .....

4b. Address of certificate holder .....

5. Name and contact information of owner, if different from certificate holder: .....

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

Note.— Information regarding the registration of an aircraft is contained in the Manual on Registration and Deregistration of Aircraft *(Doc 10142)*.

*		*
	State *or* Common mark registering authority Ministry Department or Service **CERTIFICATE OF DEREGISTRATION**	

1. Nationality or common mark and registration mark	2. Manufacturer and manufacturer's designation of aircraft	3. Aircraft serial no.
.....	.....	.....
.....	.....	.....

4a. Issued to.....
(name of certificate holder)

Basis of registration (check one):

- ☐ ownership of aircraft
- ☐ operator of aircraft
- ☐ other (*explain*): .....

4b. Address of certificate holder.....
(at the time of deregistration)

5. Name and contact information of owner, if different from certificate holder: .....
(at the time of deregistration)

6. It is hereby certified that the above described aircraft has been duly removed from the …….....

..... on ..... and the Certificate of Registration has been cancelled.
(name of register) (date)

6a. Reason(s) for deregistration, if known: .....

(Signature).....

Date of issue.....

*

* For use by the State of Registry or common mark registering authority.

Figure 2. Certificate of Deregistration

Note.— Information regarding deregistration of an aircraft is contained in the Manual on Registration and Deregistration of Aircraft *(Doc 10142)*.

— END —

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