

## CHAPTER 4 - AIRCRAFT IDENTIFICATION MARKS - NATIONALITY AND REGISTRATION

### 4.1 MARKS - NATIONALITY AND REGISTRATION

#### [CARs 202.03](#)

Aircraft marks are comprised of the nationality mark and the registration mark. The nationality of a Canadian aircraft is currently identified with the letter C. The four letters following the nationality mark are known as the registration mark. The first of those four letters is either F or G and, in the case of ultra-light or advanced ultra-light aeroplanes, the letter I. The nationality and registration mark are separated by a hyphen.

Aircraft registered prior to January 1, 1974 were identified with the Nationality mark CF, followed by three letters for the registration mark. Aircraft manufactured prior to January 1, 1957, are known as "vintage aircraft" and may always retain a CF nationality mark if the owner so desires.

**NOTE:** While advanced ultra-light aeroplanes are identifiable through the use of the letter I, this was not always the case. Advanced ultra-lights registered prior to October 10, 1996 were issued - and may still be displaying - a registration mark that starts with F or G.

People sometimes refer to the marks as "call letters". In referring to marks, care should be taken to be clear by using the phonetic alphabet (see [Appendix A](#)).

### 4.2 MARK SIZE AND LOCATION

#### [CARs 202.01](#), [CAR 202.05](#), [CAR 202.06](#), [CAR 202.07](#) and [Standards 222.01](#), [222.06](#)

Unless an authorization has been issued (see [Chapter 4.3](#)), the marks must be affixed to the aircraft prior to its operation. The size and location of the marks depend on the type of aircraft. The Aircraft Marking and Registration Standards [222.01\(1\)](#) and [222.01\(2\)](#) detail these requirements, for different categories of aircraft, and should be consulted for guidance.

#### **Mark Size and Location Requirements**

Generally, there are marks on the side of the aeroplane or helicopter, and marks on the bottom surface of the wings (aeroplane), fuselage or cabin (helicopter). In Canada, though, marks on the bottom surface are optional.

If the owner has marks both on the side AND on the bottom surface of the wings or fuselage (or cabin for helicopter), the following applies:

- the marks on the side must be at least 15 cm (5.9 inches); and
- the marks on the bottom surface must be at least 50 cm (19.68 inches).

If an owner decides not to display marks under the wings of the aeroplane or the bottom surface of the fuselage (or cabin in the case of a helicopter):

- then the marks on the side must be larger, i.e. they must be at least 30 cm (11.8 inches) except where the dimensions of the structure do not permit this. In that case the marks shall be as high as possible but never less than 15 cm (5.9 inches).

#### **Gliders, amateur-built aircraft and ultra-light aeroplanes**

**NOTE:** For gliders, amateur-built aircraft and ultra-light aeroplanes, not displaying marks on the bottom surface, that have a structure that will not accommodate the 30 cm size marks on the side, then the marks shall be as high as possible but never less than 7.5 cm (3 inches) (see [Standard 222.01\(2\)\(o\)](#)).

#### **Alternate Mark Size and Location for Structural Configuration Reasons**

Where the structure of an aircraft prevents the marks from being displayed in accordance with the Standards, an authorization for alternate location and size may be applied for by the owner. The owner should submit a written request clearly detailing why the alternate location/size is required, along with a clear diagram of the suggested alternate location (see [Standard 222.06](#)) This is then forwarded by the Region to Headquarters where, if approved, the authorization is issued.

**NOTE:** The CARs do not allow for an authorization for alternate mark size or location when the reason is for cosmetic or aesthetic purposes. See [Appendix B](#) for a list of aircraft that have been approved an alternate mark size or location.

### **Former Military Aircraft or Replicas of Military Aircraft**

Where a former military or a replica of a military aircraft retains the paint scheme of authentic military colours and military markings, application may be made by the owner for alternate mark size and location. A written request from the owner with a diagram of the aircraft's military paint scheme and marks is forwarded through the Region to Headquarters where the authorization is either approved and issued or not. Headquarters tracks the aircraft by both the civilian marks and military markings which are affixed to the aircraft (see [CARs 202.05](#) and [Standard 222.05](#)).

### **Production Test Flights - Operation of Aircraft by Manufacturer**

Aircraft that are being operated by a manufacturer for the purpose of a production test flight, a customer acceptance flight or a flight to complete the manufacturing process or to export the aircraft (see [CARs 202.14](#)) can affix the marks in accordance with [CARs 202.01](#) or [202.07](#). See [Chapter 11](#) for information on flight authorizations for Canadian-manufactured aircraft.

### **Marks Displayed at an Angle**

Refer to [Standard 222.01\(2\)\(n\)](#) for details on affixing marks displayed at an angle.

## **4.3 AUTHORIZATION TO NOT DISPLAY MARKS**

### [CARs 202.01](#), [CAR 202.04](#)

Aircraft being operated for the purpose of an exhibition, air show, motion picture or TV production, may require the Canadian marks to be covered or removed. Before the aircraft can be operated in Canada without displaying the marks, an authorization must be issued (see [CARs 202.01\(2\)](#)).

These steps should be followed when issuing the authorization:

1. Receive a written request from the aircraft owner. The request must identify the aircraft, the area of operation, the name of the movie (or event) and the date(s) they will be operating.
2. Confirm the make and model and serial number of the aircraft with CCARCS.
3. The validity period should be the minimum time required and, in any case, is not to exceed one year.
4. Prepare the authorization (see [Appendix C](#)).  
The authorization must be signed by General Aviation Inspectors who are Regional Supervisors. (see Delegation of Authority document - Schedule C-8).
5. Place a copy of the authorization on the aircraft file, the company's 5258 general file and send a copy to headquarters. [CARs 202.04](#) also allows the removal of marks when an aircraft is being serviced, exported or withdrawn from use. No written authorization is issued when the marks are removed for these reasons.

## **4.4 CHANGING REGISTRATION MARKS – EXEMPTION**

### [CARs 202.04](#)

The CARs do not currently allow aircraft to change marks after a continuing Certificate of Registration has been issued. Owners who decide that they would prefer a different registration mark after a Certificate of Registration has been issued will require an exemption to the regulations. A new Certificate of Registration and Certificate of Airworthiness must be issued to reflect the new mark. Only Headquarters has the authority to make the change of marks in CCARCS.

The following steps should be followed when changing a mark:

1. Receive a written request from the aircraft owner to change marks along with the \$475 exemption fee. If there is also a change of legal custody and control, proof of legal custody and control (see [Chapter 8.2](#)) must accompany the request. If the aircraft is subject to a lease agreement, the lessor must also consent to the change.
2. Allot the new marks. The owner may request special marks or obtain the next alphabetically generated mark. If the owner requests a special marks, a fee of \$140 applies.
3. Issue the exemption (see [Appendix C](#)).
4. The validity period is one month.
5. The exemption must be signed by the Regional Director, Civil Aviation. (see Delegation of Authority document - Schedule A-5).

6. A copy of the exemption is forwarded to Headquarters Ottawa and is required before they can amend CCARCS to reflect the new mark. Headquarters should be advised to amend CCARCS only when the new Certificate of Registration is ready for issue.
7. Before issuing the new Certificate of Registration, the applicant must submit the Certificate of Registration issued with the previous mark, an application form for registration using the new mark, and a fee of \$110 for a new Certificate of Registration. The Certificate of Registration with the new marks must be issued before the exemption expires.
8. Update CCARCS and print the new Certificate of Registration after headquarters has changed the marks in CCARCS. The Owner Registration Date remains the same and the Certificate Issue Date is the date that the Certificate of Registration is issued. If there is a change of legal custody and control then the Owner Registration Date and Certificate Issue Date will be the same date.
9. When the Certificate of Registration is issued with the new mark, the file must be routed to the Records Management office to be changed in RMIS to the new mark. The file cover will also have to be amended to show the new mark.
10. Unless the aircraft was an ultra-light, the file should also be routed to Maintenance and Manufacturing for the issuance of a new Certificate of Airworthiness.

### ***TYPICAL QUESTIONS***

#### **Transport Canada have a time limit applicable to reserving or issuing marks from a de-registered aircraft?**

No. The marks from a de-registered aircraft can be reserved for, or issued to, another aircraft as soon as de-registration is complete. If the owner of the de-registered aircraft wants to retain those marks, it is a special mark reservation and the \$140 fee applies.

#### **What do I do when someone wants an authorization to not display marks for purposes of a movie production, but the aircraft will not be operated in Canada as stated in [CARs 202.01\(2\)](#)?**

[CARs 202.01\(2\)](#) specifies that an authorization may be issued to permit the operation in Canada of an aircraft not displaying marks for purposes of a movie production. If the aircraft were to be operated in another country, Canada would still have to approve the operation of that Canadian aircraft without its marks being displayed.

In the United States, *Federal Aviation Administration Regulations* (FAR 91.9) makes it clear that "the certificating authority of the country of registry" (i.e. in this case Canada) would have to permit the aircraft to operate without displaying its marks.

This would not be able to be done through a [202.01\(2\)](#) authorization, however, as the situation does not apply. Instead, it would be done through an exemption (with exemption fee applying) to [202.04](#) "Removal or Change of Marks after Issuance of Continuing Registration".

**NOTE:** You may also wish to advise the aircraft owner to discuss with the foreign aviation authority any other requirements which they must meet while their aircraft is operating in the movie production in that foreign country.

Date modified: 2010-05-20