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A I C

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NATIONALITY AND REGISTRATION MARKS OF AIRCRAFT REGISTERED IN CYPRUS

In accordance with ICAO Annex 7 and Regulation 4 of the Cyprus Civil Aviation (General) Regulations 623/2002, the minimum standards for the display of marks to indicate nationality and registration on Cyprus aircraft are as follows:

1. GENERAL

- 1.1. The nationality mark of the aircraft shall be the capital letter 5B in Roman character and the registration mark shall be a group of three capital letters in Roman character assigned by the Department of Civil Aviation on the registration of the aircraft.
- 1.2. The letters shall be without ornamentation and a hyphen shall be placed between the nationality mark and the registration mark.
- 1.3. The provisions of this AIC shall not apply to meteorological pilot balloons used exclusively for meteorological purposes or to unmanned free balloons without a payload.

2. LOCATION OF NATIONALITY AND REGISTRATION MARKS

2.1. **General**

The nationality 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.

2.2. **Lighter-than air aircraft**

2.2.1. *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 the lower surface, with the tops of the letters and numbers towards 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.

2.2.2. *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.

2.2.3. *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.

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

2.2.5. *Unmanned free balloons*. The marks shall appear on the identification plate (see para 5)

2.3. Heavier-than-air aircraft.

2.3.1. *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.

2.3.2. *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.

2.3.3. *Special cases*. If a heavier-than-air aircraft does not possess parts corresponding to those mentioned in 2.3.1 and 2.3.2, the marks shall appear in a manner such that the aircraft can be identified readily.

3. MEASUREMENTS OF NATIONALITY AND REGISTRATION MARKS

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

3.1. Lighter-than-air aircraft

- 3.1.1. The height of the marks on lighter-than-air aircraft other than unmanned free balloons shall be at least 50 centimeters.
- 3.1.2. The measurements of the marks related to unmanned free balloons shall be determined by the Cyprus DCA, taking into account the size of the payload to which the identification plate is affixed.

3.2. Heavier-than-air aircraft

- 3.2.1. *Wings.* The height of the marks on the wings of heavier-than-air aircraft shall be at least 50 centimeters.
- 3.2.2. *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 centimeters.
- 3.2.3. *Special cases.* If a heavier-than-air aircraft does not possess parts corresponding to those mentioned in 3.2.1. and 3.2.2, the measurements of the marks shall be such that the aircraft can be identified readily.

4. TYPE OF CHARACTERS FOR NATIONALITY AND REGISTRATION MARKS

- 4.1. The letters shall be capital letters in Roman characters without ornamentation. Numbers shall be Arabic numbers without ornamentation.
- 4.2. 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.
- 4.3. 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.
- 4.4. 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.

5. IDENTIFICATION PLATE

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 and shall be secured to the aircraft in a prominent position near the main entrance or, in the case of an unmanned free balloon, affixed conspicuously to the exterior of the payload.

6. DEFINITIONS

Airship. A power-driven lighter-than-air aircraft.

Balloon. A non-power-driven lighter-than-air aircraft.

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.

Heavier-than air aircraft. Any aircraft deriving its lift in flight chiefly from aerodynamic forces.

Lighter-than-air aircraft. Any aircraft supported chiefly by its buoyancy in the air.

This AIC cancels and replaces AIC C09/2001 dated 21st May.