



Report on entire Annex

Annex Reference	AIRCRAFT NATIONALITY AND REGISTRATION MARKS Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 1 Reference Definition	<p style="text-align: center;">INTERNATIONAL STANDARDS</p> <p style="text-align: center;">DEFINITIONS</p> <p>When the following terms are used in the Standards for Aircraft Nationality and Registration Marks, they have the following meanings:</p> <p><i>Aeroplane.</i> 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.</p>	CV CAR 4.A.115 (4)	No Difference		
Chapter 1 Reference Definition	<i>Aircraft.</i> 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.)	CV CAR Part 1 1.F a) CV CAR 4.A.110 (a) (2)	No Difference		
Chapter 1 Reference Definition	<i>Airship.</i> A power-driven lighter-than-air aircraft.	CV CAR 4.A.115 (8)	No Difference		
Chapter 1 Reference Definition	<i>Balloon.</i> A non-power-driven lighter-than-air aircraft.	CV CAR 4.A.115 (6)	No Difference		



Report on entire Annex

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Chapter 1 Reference Definition	<p>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.</p> <p><i>Note.— All aircraft of an international operating agency which are registered on other than a national basis will bear the same common mark.</i></p>		Less protective or partially implemented or not implemented	Not implemented in Cabo Verde Regulations (CV CAR's).	
Chapter 1 Reference Definition	<p>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.</p>		Less protective or partially implemented or not implemented	Not implemented in CV CAR's.	
Chapter 1 Reference Definition	<p>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.</p>	CV CAR 4.A.115 (13)	No Difference		
Chapter 1 Reference Definition	<p>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.</p>	CV CAR 4.A.115 (15)	No Difference		



Report on entire Annex

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Chapter 1 Reference Definition	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.	CV CAR 4.A.115 (10)	No Difference		
Chapter 1 Reference Definition	Heaver-than-air aircraft. Any aircraft deriving its lift in flight chiefly from aerodynamic forces.	CV CAR 4.A.115 (3)	No Difference		
Chapter 1 Reference Definition	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.	CV CAR 4.A.115 (11)	No Difference		
Chapter 1 Reference Definition	International operating agency. An agency of the kind contemplated in Article 77 of the Convention.		Less protective or partially implemented or not implemented	Not implemented in CV CAR's.	
Chapter 1 Reference Definition	Lighter-than-air aircraft. Any aircraft supported chiefly by its buoyancy in the air.	CV CAR 4.A.115 (2)	No Difference		



Report on entire Annex

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Chapter 1 Reference Definition	<i>Ornithopter.</i> A heavier-than-air aircraft supported in flight chiefly by the reactions of the air on planes to which a flapping motion is imparted.	CV CAR 4.A.115 (14)	No Difference		
Chapter 1 Reference Definition	<i>Remotely piloted aircraft (RPA).</i> An unmanned aircraft which is piloted from a remote pilot station.	CV CAR 8.A.115 (11)	No Difference		
Chapter 1 Reference Definition	<i>Rotorcraft.</i> A power-driven heavier-than-air aircraft supported in flight by the reactions of the air on one or more rotors.	CV CAR 4.A.115 (9)	No Difference		
Chapter 1 Reference Definition	<i>State of Registry.</i> The State on whose register the aircraft is entered.	CV CAR 1.F a)	No Difference		
Chapter 2 Reference 2.1 Standard	CLASSIFICATION OF AIRCRAFT Aircraft shall be classified in accordance with Table 1.	CV CAR 4, 4.B.105, NI:4.B.105	No Difference		



Report on entire Annex

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Chapter 2 Reference 2.2 Standard	An aircraft which is intended to be operated with no pilot on board shall be further classified as unmanned.		Less protective or partially implemented or not implemented	Not implemented in CV CAR's.	
Chapter 2 Reference 2.3 Standard	Unmanned aircraft shall include unmanned free balloons and remotely piloted aircraft.		Less protective or partially implemented or not implemented	Not implemented in CV CAR's.	
Chapter 3 Reference 3.1 Standard	NATIONALITY, COMMON AND REGISTRATION MARKS TO BE USED The nationality or common mark and registration mark shall consist of a group of characters.	CV CAR 4.C.115 (a)	No Difference		
Chapter 3 Reference 3.2 Standard	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.	CV CAR 4.C.115 (a)	No Difference		
Chapter 3 Reference 3.3 Standard	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.	CV CAR 4.C.115 (b)	Less protective or partially implemented or not implemented	Partially implemented in CV CAR's.	



Report on entire Annex

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Chapter 3 Reference 3.4 Standard	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. <i>Note.— Assignment of the common mark to a common mark registering authority will be made by the International Civil Aviation Organization.</i>		Less protective or partially implemented or not implemented	Not implemented in CV CAR's.	
Chapter 3 Reference 3.5 Standard	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.	CV CAR 4.C.115 a)	No Difference		
Chapter 3 Reference 3.6 Standard	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. <i>Note.— For reference to these codes, see the currently effective International Telecommunications Regulations.</i>	CV CAR 4.C.110 c)	No Difference		
Chapter 4 Reference 4.1 Standard	LOCATION OF NATIONALITY, COMMON AND REGISTRATION MARKS 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 permanance. The marks shall be kept clean and visible at all times.	CV CAR 4.C.110(d) (1)(5)	No Difference		



Report on entire Annex

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Chapter 4 Reference 4.2.1 Standard	<p style="text-align: center;">4.2 Lighter-than-air aircraft</p> <p><i>Airships.</i> 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 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.</p>	CV CAR 4.C.135 (a)	No Difference		
Chapter 4 Reference 4.2.2 Standard	<p><i>Spherical balloons (other than unmanned free balloons).</i> The marks shall appear in two places diametrically opposite. They shall be located near the maximum horizontal circumference of the balloon.</p>	CV CAR 4.C.135 (b)	No Difference		
Chapter 4 Reference 4.2.3 Standard	<p><i>Non-spherical balloons (other than unmanned free balloons).</i> 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.</p>	CV CAR 4.C.135 (c)	No Difference		



Report on entire Annex

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Chapter 4 Reference 4.2.4 Standard	<i>Lighter-than-air aircraft (other than unmanned free balloons).</i> The side marks shall be visible both from the sides and from the ground.	CV CAR 4.C.135 (d)	No Difference		
Chapter 4 Reference 4.2.5 Standard	<i>Unmanned free balloons.</i> The marks shall appear on the identification plate (see Section 9).	CV CAR 4.C.135 (e)	No Difference		
Chapter 4 Reference 4.3.1 Standard	4.3 Heavier-than-air aircraft <i>Wings.</i> 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.	CV CAR 4.C.130 (a)	No Difference		
Chapter 4 Reference 4.3.2 Standard	<i>Fuselage (or equivalent structure) and vertical tail surfaces.</i> 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.	CV CAR 4.C.130 (b)	No Difference		



Report on entire Annex

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Chapter 4 Reference 4.3.3 Standard	<i>Special cases.</i> 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.	CV CAR 4.C.125 (c)	No Difference		
Chapter 5 Reference 5.0 Standard	MEASUREMENTS OF NATIONALITY, COMMON AND REGISTRATION MARKS The letters and numbers in each separate group of marks shall be of equal height.	CV CAR 4.C.120 (f)	No Difference		
Chapter 5 Reference 5.1.1 Standard	5.1 Lighter-than-air aircraft The height of the marks on lighter-than-air aircraft other than unmanned free balloons shall be at least 50 centimetres.	CV CAR 4.C.120 (b) (3)	No Difference		
Chapter 5 Reference 5.1.2 Standard	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.	CV CAR 4.C.120 (b) (4)	No Difference		
Chapter 5 Reference 5.1.3 Standard	<i>Special cases.</i> 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.	CV CAR 4.C.120 (b) (4)	No Difference		



Report on entire Annex

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Chapter 5 Reference 5.2.1 Standard	<p align="center">5.2 Heaver-than-air aircraft</p> <p><i>Wings.</i> The height of the marks on the wings of heaver-than-air aircraft shall be at least 50 centimetres.</p>	CV CAR 4.C.120 b) 1) i)	No Difference		
Chapter 5 Reference 5.2.2 Standard	<p><i>Fuselage (or equivalent structure) and vertical tail surfaces.</i> The height of the marks on the fuselage (or equivalent structure) and on the vertical tail surfaces of heaver-than-air aircraft shall be at least 30 centimetres.</p>	CV CAR 4.C.120 b) 1) ii)	No Difference		
Chapter 5 Reference 5.2.3 Standard	<p><i>Special cases.</i> If a heaver-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.</p>	CV CAR 4.C.125 (c)	No Difference		
Chapter 6 Reference 6.1 Standard	<p align="center">TYPE OF CHARACTERS FOR NATIONALITY, COMMON AND REGISTRATION MARKS</p> <p>The letters shall be capital letters in Roman characters without ornamentation. Numbers shall be Arabic numbers without ornamentation.</p>	CV CAR 4.C.115 (a), CV CAR 4.C.120 (f), CV CAR 4.C.110 d) 2),	No Difference		



Report on entire Annex

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Chapter 6 Reference 6.2 Standard	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.	CV CAR 4.C.120 c)	No Difference		
Chapter 6 Reference 6.3 Standard	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.	CV CAR 4.C.120 d)	No Difference		
Chapter 6 Reference 6.4 Standard	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.	CV CAR 4.C.120 (e)	No Difference		
Chapter 7 Reference 7.0 Standard	<p style="text-align: center;">REGISTER OF NATIONALITY, COMMON AND REGISTRATION MARKS</p> <p>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.</p>	CV CAR 4.B.125 (c), CV CAR 4.B.125 (b)	Less protective or partially implemented or not implemented	Common Marks not implemented in CV CAR's.	



Report on entire Annex

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Chapter 8 Reference 8.1 Standard	<p style="text-align: center;">CERTIFICATE OF REGISTRATION</p> <p>The certificate of registration, in wording and arrangement, shall be a replica of the certificate shown in Figure 1. <i>Note.— The size of the form is at the discretion of the State of Registry or common mark registering authority.</i></p>	CV CAR 4.B.130 (b), IS 4.B.130	No Difference		
Chapter 8 Reference 8.2 Standard	<p>When the certificates of registration are issued in a language other than English, they shall include an English translation. <i>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.</i></p>	CV CAR 4.B.130 (c); CV CAR 8.B.140 (a)(1)	No Difference		
Chapter 9 Reference 9.1 Standard	<p style="text-align: center;">IDENTIFICATION PLATE</p> <p>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.</p>	CV CAR 4.C.145 (1)(2)	No Difference		
Chapter 9 Reference 9.2 Standard	<p>The identification plate shall be secured to the aircraft in a prominent position near the main entrance or:</p> <ol style="list-style-type: none"> 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. 	CV CAR 4.C.145 (3)	No Difference		



Report on entire Annex

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Chapter 10 Reference 10.0 Standard	<p style="text-align: center;">GENERAL</p> <p>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.</p>	CV CAR 4.A.110(b)	No Difference		

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