

## AIRCRAFT NATIONALITY AND REGISTRATION MARKINGS

This regulation has been issued by virtue of the Aviation Act (281/95), Section 14, and based on Annex 7 to the Convention on International Civil Aviation. It shall enter into force on 1 March 1996, replacing Aviation Regulation AIR M1-2 issued on 2 January 1974.

### 1 APPLICABILITY

This Aviation Regulation shall be applied to all aircraft registered or to be registered in Finland.

### 2 GENERAL

Aircraft entered in the Finnish aircraft register shall carry the nationality and registration markings specified in its certificate of registration. The nationality marking is formed by the letters OH. The registration marking consists of a combination of letters and/or numbers assigned by the Finnish Civil Aviation Authority. The nationality and registration marking are separated with a hyphen.

The identification markings (nationality and registration markings) shall be painted on the aircraft or affixed by any other means ensuring a similar degree of permanence and legibility as painting. The markings shall be of a colour contrasting clearly with the background. The markings shall be kept clean, undamaged and clearly visible at all times.

No design, mark or symbol which would modify or confuse the identification markings shall be placed on an aircraft. No ornamentation or other similar painting shall be closer to the identification markings than one-quarter of the letter height.

### 3 LOCATION AND MEASUREMENTS OF IDENTIFICATION MARKINGS

#### 3.1 Fixed-wing aircraft

##### 3.1.1 Wing surfaces

On monoplane aircraft the identification markings shall appear once on the lower surface of the left wing, on biplanes on the lower surface of the lower left wing. The height of the characters shall be at least 50 cm. As far as possible, the marking shall be located at an equal distance from the leading and trailing edges of the wing. The tops of the characters shall be toward the leading edge of the wing. If the markings are to be extended across the whole lower surface of the wing structure because of lack of space, they must be separated so that the nationality marking and the hyphen are displayed on one half and the registration marking on the other half of the wing structure.

In addition to the markings on the lower surface of the wing, identification markings may also be located on the upper surface of the wing.

##### 3.1.2 Fuselage or vertical stabiliser

The identification markings shall appear either on each side of the fuselage (or equivalent structure) between the wings and the stabilisers, or on the upper halves of the vertical stabiliser. When located on the fuselage (or equivalent structure), the height of the characters shall be at least 30 cm. The marking shall be horizontal. It shall not be located so near the outline of the fuselage (or equivalent structure) as to impair its legibility.

If the aircraft has a single vertical stabiliser, the identification markings shall appear on both sides. If there are several vertical stabiliser surfaces, the markings shall be placed on the outer sides of the outer surfaces. The markings shall be located so as to leave a margin of at least 5 cm on each side of the surface.

## **3.2 Rotorcraft**

### **3.2.1 Fuselage or cabin bottom surfaces**

Identification markings shall be displayed on the bottom surface of the fuselage or cabin. As far as possible, the markings should be located at an equal distance from both sides of the fuselage or cabin. The top of the characters shall be toward the left side of the fuselage. The height of all letters and numbers shall be 50 cm or at least four-fifths of the fuselage width.

### **3.2.2 Side of the fuselage**

The markings shall be placed horizontally on both sides of the fuselage or cabin. They shall not be located so near the outline of the fuselage as to impair their legibility. The height of the characters shall be at least 30 cm.

## **3.3 Lighter-than-air aircraft**

Identification markings shall be at least 50 cm high. They shall be located so that the aircraft can be readily identified from the ground.

## **4 TYPE OF CHARACTERS**

The letters shall be capital letters in Roman characters and the numbers in Arabic numbers without ornamentation. Letters and numbers containing curved lines may also be represented by broken lines. All characters belonging to the same identification marking shall be of the same height and on the same horizontal line. Letters and numbers with curved lines shall be of the same type, i.e. either with curved or broken lines.

The width of each character (except the letter I and number 1) and the length of hyphens shall be two-thirds of the height of a character. The markings shall be formed by solid lines of a thickness equal to one-sixth of the height of a character. Each letter and number shall be separated from that which it immediately precedes or follows, by a space equal to one-quarter of the letter or number height. A hyphen shall be regarded as a letter for this purpose. The standard letters are shown in Appendix 1, standard numbers in Appendix 2 and a standard identification marking in Appendix 3. The above-mentioned standard letters and numbers may also be used at a slant of not more than 30 degrees, see Appendix 4.

## **5 IDENTIFICATION PLATE**

Each aircraft, except for gliders and hot air balloons, shall carry an identification plate inscribed with at least its nationality and registration markings. This plate shall be made of fireproof material, and shall be secured to the aircraft in a prominent position near the cockpit door. For hot air balloons, nationality and registration markings shall be permanently inscribed in the crown ring of the envelope.

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