



Requirement of the Civil Aviation Authority of Thailand

No. 27

Subject: Aircraft nationality and registration marks

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In accordance with Annex 7 of the Convention on International Civil Aviation, 1944, and its amendments, and by virtue of Section 33 of the Air Navigation Act, B.E. 2497, which was amended by the Air Navigation Act (No. 11) B.E. 2551 and the Royal Decree amending the Air Navigation Act B.E. 2497 B.E. 2558, the Director General of the Civil Aviation Authority of Thailand has issued requirement to determine aircraft nationality and registration marks as follows:

Clause 1 This requirement shall come into force from the date of its publication in the Royal Gazette onwards.

Clause 2 Regulation of Civil Aviation Board No. 95 - Aircraft Nationality and Registration Marks, dated 11 June B.E.2558 are repealed as a result of Section 33 of the Air Navigation Act, B.E. 2497 which was amended by the Air Navigation Act (No. 11) B.E. 2551 and the Royal Decree amending the Air Navigation Act B.E. 2497 B.E. 2558.

Clause 3 This requirement shall not apply to meteorological pilot balloons used exclusively for meteorological purposes and to unmanned free balloons without a payload.

Clause 4 In this requirement;

“Glider” means 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.

“Aeroplane” means 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.

“Gyroplane” means 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.

“Fireproof material” means 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.

“Balloon” means a non-power-driven lighter-than-air aircraft.

“Airship” means a power-driven lighter-than-air aircraft.

“Thai Registered Aircraft” means an aircraft that has been registered by a competent official in accordance with the Kingdom of Thailand Air Navigation Law.

“Unmanned Aircraft” means an unmanned free balloons and remotely piloted aircraft.

“Remotely Piloted Aircraft” means an unmanned aircraft which is piloted from a remote pilot station.

“Lighter-than-air aircraft” means any aircraft supported chiefly by its buoyancy in the air.

“Heavier-than-air aircraft” means any aircraft deriving its lift in flight chiefly from aerodynamic forces.

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

“Ornithopter” means a heavier-than-air aircraft supported in flight chiefly by the reactions of the air on planes to which a flapping motion is imparted.

“Helicopter” means 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.

## Chapter 1

### Nationality and registration marks to be used

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Clause 5 "Thai-registered aircraft shall use Roman letters with the leading registration mark 'HS' and a hyphen between the letters and the registration mark.

Clause 6 The registration mark for Thai-registered aircraft must consist of three Roman letters and may include up to two Arabic digits, as determined by the official.

Clause 7 Group of letters that the competent official specifies to be used as a registration mark according to clause 6 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.

The signal code mentioned in paragraph one must comply with the effective regulations of the International Telecommunication Union (ITU).

The numbers specified by the competent official must not include zero (0).

## Chapter 2

### Location of nationality and registration marks

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Clause 8 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.

Clause 9 Lighter-than-air aircraft, the nationality and registration mark shall be displayed at the location as follows;

(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 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.

(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.

(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) Lighter-than-air aircraft (other than unmanned free balloons). The side marks shall be visible both from the sides and from the ground. The tops of the letters and numbers shall be toward the head of the aircraft.

Clause 10 Heavier-than-air aircraft, the nationality and registration mark shall be displayed at the location as follows;

(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) 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 multi vertical tail surfaces, they shall appear on the outboard sides of the outer surfaces.

Clause 11 Unmanned Aircraft, the nationality and registration mark shall be displayed at the location as follows;

(1) Unmanned free balloons. The marks shall appear on the identification plate.

(2) Remotely Piloted Aircraft. To comply with clause 10, with necessary modifications.

Clause 12 In the event that an aircraft cannot display nationality and registration marks according to this category due to its size or the absence of required parts for displaying the marks, the nationality and registration marks must be presented in a manner that is easily identifiable.

## Chapter 3

## Measurements of nationality and registration marks

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Clause 13 The letters and numbers in each separate group of marks shall be of equal height.

Clause 14 Lighter-than-air aircraft, the height of the marks shall be at least 50 centimetres.

If a lighter-than-air aircraft does not possess parts of sufficient size to accommodate the marks as described on first paragraph, the measurements of the marks shall be easily identifiable and no less than three-quarters of the aircraft's area as specified in clause 9.

Clause 15 Heavier-than-air aircraft

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

(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.

If a Heavier-than-air aircraft does not possess parts of sufficient size to accommodate the marks as described on first paragraph, the measurements of the marks shall be easily identifiable and no less less than three-quarters of the aircraft's area as specified in clause 10.

Clause 16 Unmanned Aircraft.

(1) Unmanned free balloons. The marks shall be the sufficient size, and an identification plate must be present in a manner that is easily identifiable.

(2) Remotely Piloted Aircraft. To comply with clause 15 , with necessary modifications.

## Chapter 4

Type of characters for nationality and registration marks  
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Clause 17 The letters shall be capital letters in Roman characters without ornamentation. Numbers shall be Arabic numbers without ornamentation.

Clause 18 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.

Clause 19 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.

Clause 20 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.

## Chapter 5

Identification plate  
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Clause 21 An aircraft shall carry an identification plate inscribed with at least its nationality and registration mark.

The plate shall be made of fireproof metal or other fireproof material of suitable physical properties.

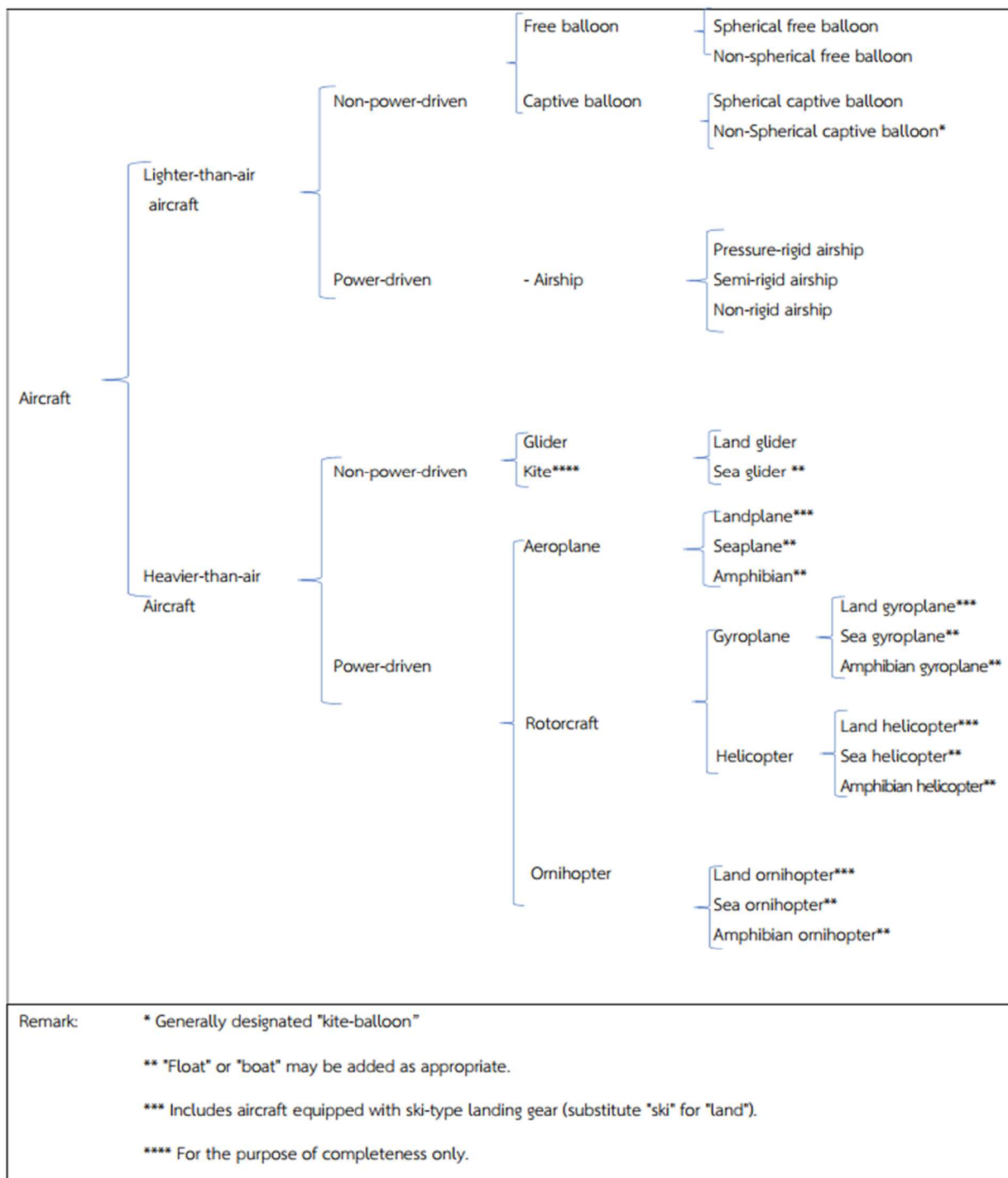
Clause 22 The identification plate shall be secured to the aircraft in a prominent position near the main entrance unless;

(1) Unmanned free balloon, affixed conspicuously to the exterior of the payload.

(2) 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.

Chapter 6  
Classification of aircraft

Clause 23 Aircraft shall be classified in accordance with table below;



Clause 24 An aircraft that operates without a pilot is considered an unmanned aircraft.

Clause 25 An unmanned aircraft consists of an unmanned free balloon and a remotely piloted aircraft.

## Chapter 7

### Nationality and registration marks of foreign aircraft and common marks

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Clause 26 For the benefit of this chapter;

“State of Registry” means the State on whose register the aircraft is entered.

“Common Mark” means 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.

Clause 27 Aircraft nationality and registration marks of foreign aircraft including identification plate shall be assigned by the State of Registry.

Clause 28 The common mark shall be in accordance with the laws of the State of Registry.

## Chapter 8

### Transitional provisions

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Clause 29 An aircraft nationality and registration mark assigned by the competent official in accordance with the Civil Aviation Board Regulation No. 95 - Aircraft Nationality and Registration Marks, dated 11 June B.E. 2558, may still be used as a nationality and registration mark under this requirement.

Given on 7 May B.E.2563 (2020)

- Signature -

(Mr. Chula Sookmanop)

Director General

The Civil Aviation Authority of Thailand