

In accordance with Article 108(3) of the Aviation Act ("Official Gazette of the Republic of North Macedonia" No. 14/24, 224/24 and 3/25) the Director General of the Civil Aviation Agency enacted

REGULATION ON AIRCRAFT MARKING

I. General provisions

Article 1

This Regulation prescribes the manner and position of marking civil aircraft registered and recorded in the Republic of North Macedonia with state affiliation signs, registration marks and other recorded marks.

Article 2

Certain terms used in this Regulation have the following meaning:

1. *aeroplane* means an engine-driven aircraft heavier than air that is supported in flight by the dynamic reaction of the air against its wings;
2. *balloon* means a manned lighter-than-air aircraft which is not power-driven;
3. *aircraft* means a 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;
4. *unmanned aircraft* means any aircraft operating or designed to operate autonomously or to be piloted remotely without a pilot on board;
5. *lighter-than-air aircraft* means any aircraft supported by its buoyancy in the air;
6. *heavier-than-air aircraft* means any aircraft deriving its lift in flight chiefly from aerodynamic forces;
7. *remotely piloted aircraft* means an aircraft which is piloted from a remote pilot station;

8. *airship* means a power-driven lighter-than-air aircraft;
9. *glider* means a non-power driven heavier-than-air aircraft deriving its lift in flight from aerodynamic reactions on surfaces which remain fixed;
10. *gyroplane* means a type of rotorcraft supported in flight by the reactions of the air on up to two rotors, which rotate freely on substantially vertical axes,;
11. *State of Registry* means the state on the national register of which an aircraft is entered;
12. *free-flying wings* mean aircraft of simple construction, without an engine, which the pilot controls with the help of movable aerodynamic surfaces about two to three axes, by changing the position of the centre of gravity and/or by commands at the trailing ends of the wings and/or by a combination and for which no conformity is required (except for series production). Free-flying wings can be single-seater or two-seater and are divided into the class of hang gliders without an engine and the class of paragliders;
13. *ornithopter* means an aircraft that is heavier-than-air designed to be propelled through the air by flapping wings,;
14. *motorized kite* means a free-flying wing, equipped with an auxiliary engine, which can take off and land on the pilot's feet, on auxiliary wheels, or on skis;
15. *powered paraglider* means a paraglider equipped with an auxiliary engine that can take off and land solely on the pilot's feet;
16. *fireproof material* means a material that can withstand heat as well as or better than steel when the dimensions in both cases are appropriate for the specific purpose;
17. *paramotor* is an ultralight aircraft with an aerodynamic dome, a propulsion engine and a tricycle;
18. *rotorcraft* means a power-driven, heavier-than-air aircraft that depends principally for its support in flight on the lift generated on one or more rotors

19. *helicopter* means an aircraft supported in flight chiefly by the reactions of the air on up to two power-driven rotors on substantially vertical axes.
20. *ultralight aircraft* means a fixed-wing ultralight aircraft, propelled by moving aerodynamic surfaces along three axes;
21. *ultralight gyrocopter* means an ultralight aircraft with a supporting aerodynamic surface created by a rotor that spins freely with autorotation and has a propulsion engine with a push or pull propeller (propeller) and
22. *moto delta* means an ultralight aircraft with a wing that has rigid parts, is controlled by changing the centre of gravity around at least two axes, and takes off and lands exclusively on a landing gear (tricycle).

Article 3

- (1) For the purpose of marking, aircraft shall be classified in the manner set out in the Appendix, which is an integral part of this Regulation.
- (2) The classification of aircraft referred to in paragraph (1) of this Article shall not apply to aircraft that do not comply with ICAO standards, as well as to amateur-built aircraft.

II. Nationality symbols, registration marks and other recording marks

Article 4

- (1) The national symbols are selected from the state symbols included in the radio call sign assigned to the Republic of North Macedonia by the International Telecommunication Union.
- (2) The national symbols of the aircraft of the Republic of North Macedonia are the flag of the Republic of North Macedonia and the designation "Z3" (Zulu three).
- (3) The national symbols referred to in paragraph (2) of this Article shall be registered with the International Civil Aviation Organization.

Article 5

- (1) The aircraft registration marks entered in the Civil Aircraft Register of the Republic of North Macedonia (hereinafter: the Aircraft Register) shall be a combination of letters or a combination of numbers, as follows:
 - (a) a combination of three letters, to designate a self-power-driven aircraft, and
 - (b) a combination of four numbers, to designate a non-self-power-driven aircraft.
- (2) The first letter of the registration marks of self-power-driven aircraft is:
 - (a) the letter "H" for helicopter,
 - (b) the letter "O" for balloon,
 - (c) the letter "B", for aircraft for specialised operations,
 - (d) the letter "U" for unmanned aircraft and
 - (e) any letter for other self-powered driven aircraft.
- (3) The first number of the registration marks of non-self-power-driven aircraft is:
 - (a) number 4 for single-seaters and
 - (b) number 5 for two-seaters.
- (4) The recording marks of the aircraft entered in the Civil Aircraft Records of the Republic of North Macedonia (hereinafter: the Records of Aircraft) are a combination of letters and numbers, as follows:
 - (a) for free-flying wings:
 - 1) the letter "P" and a combination of three or more numbers for a paraglider and
 - 2) the letter "Z" and a combination of three or more numbers for a glider.
 - (b) for ultralight aircraft:
 - 1) the letters "UA" and a combination of three or more numbers for an ultralight aircraft;

- 2) the letters "UW" and a combination of three or more numbers for an ultralight aircraft powered by gravity;
 - 3) the letters "UP" and a combination of three or more numbers for a paramotor;
 - 4) the letters "UH" and a combination of three or more numbers for an ultralight helicopter;
 - 5) the letters "UG" and a combination of three or more numbers for an ultralight gyrocopter;
 - 6) the letters "US" and a combination of three or more numbers for an ultralight glider;
 - 7) the letters "UPH" and a combination of three or more numbers for a motorized kite and
 - 8) the letters "UPP" and a combination of three or more numbers for a powered paraglider.
- (5) When composing the combination for the registration and recording markings referred to in this Article, it should be noted that should not be used a combination that has another meaning in air traffic or may create confusion with:
- (a) the five-letter combination used in the International Code of Signals, Part II,
 - (b) the three-letter combination beginning with Q, which is used in the Q code and the distress signal SOS, and
 - (c) other emergency signals, e.g. XXX, PAN and TTT.
- (6) All aircraft should have different registration, i.e. recording markings.

Article 6

- (1) The registration and recording marking shall be assigned by the Civil Aviation Agency (hereinafter: the Agency), in the procedure for registration of an aircraft in the Civil Aircraft Register, i.e. in the Civil Aircraft Records, in the order of the first subsequent available combination of letters,

combination of numbers or combination of letters and numbers for the respective type of aircraft.

- (2) As an exception to paragraph (1) of this Article, the Agency may allow the applicant to choose a combination of letters, a combination of numbers or a combination of letters and numbers, respectively, if those characters meet the requirements of this Article and if that designation has not already been assigned or reserved, for which an appropriate fee shall be paid in accordance with the Agency's Tariff Regulation.

Article 7

- (1) The Agency may reserve registration and recording marks based on a request for reservation of a registration or recording mark submitted by the owner or operator of the aircraft.
- (2) The Agency shall issue a confirmation for the reservation made under paragraph (1) of this Article.
- (3) The certificate for reservation of a registration or recording mark referred to in paragraph (2) of this Article shall be issued for a period of six months.
- (4) After the expiration of the period referred to in paragraph (3) of this Article, the Agency may freely dispose of the reserved registration, i.e. recording mark.

III. Method and position of marking aircraft with national symbols, registration marks and other recording marks

Article 8

- (1) An aircraft entered in the Aircraft Register, i.e. in the Aircraft Records, shall carry an identification plate bearing the designation "Z3" (Zulu three) and the registration, i.e. recording marking.
- (2) The identification plate referred to in paragraph (1) of this Article shall be made of refractory metal or other refractory material with similar physical properties, in a rectangular shape with dimensions not less than 5 cm x 2 cm.

- (3) On a heavier-than-air aircraft, the identification plate shall be placed in a visible place, next to the main entrance of the aircraft and on the pilot's instrument panel, while on a lighter-than-air aircraft, the identification plate shall be placed on the inside of the canopy, i.e. in a place protected from impact.
- (4) On an unmanned free balloon, the identification plate shall be placed in a visible position on the exterior of the payload, while on a remotely piloted aircraft, the identification plate shall be placed in a visible position, adjacent to the main entrance of the aircraft or compartment, or fixed in a visible place on the exterior of the aircraft if there is no main entrance or compartment.
- (5) By way of exception to paragraph (1) of this Article, free-flying wings may be identified by the manufacturer's serial number instead of an identification plate.

Article 9

The owner, i.e. the aircraft operator, shall determine the surfaces of the aircraft on which the national flags and registration, i.e. recording marks will be placed, upon prior consent from the Agency.

Article 10

- (1) When marking an aircraft, the national symbols shall be placed before the combination of letters or numbers that constitutes the registration mark and shall be separated by a dash, thereby forming a single unit.
- (2) When marking an aircraft that does not comply with ICAO standards, as well as an amateur-built aircraft, the national symbols shall be placed before the combination of letters and the combination of numbers that make up the registration mark, and the three shall be separated from each other by dashes, thereby forming a single unit.
- (3) The national symbols and registration or recording markings shall be displayed in a visible place on the aircraft in a colour that is significantly

different from the colour of the aircraft or shall be attached to the aircraft in another manner that ensures a similar degree of permanence.

- (4) The paint used to mark the national symbols, registration and recording markings should have a chemical composition that does not react with the material from which the aircraft surface is made and thus will not disrupt the structure of the material.
- (5) The national symbols and registration or recording markings should always be clean and visible.
- (6) No other markings may be placed on the areas designated for marking with the signs of the national symbols and registration or recording markings.

Article 11

- (1) On heavier-than-air aircraft engaged in commercial air transport, the symbol of the Republic of North Macedonia flag shall be displayed horizontally on both sides of the rear of the fuselage.
- (2) On lighter-than-air aircraft, the symbol of the Republic of North Macedonia flag shall be placed horizontally below the maximum horizontal extent of the balloon in two places that are diametrically opposite.
- (3) On other aircraft not covered by paragraphs (1) and (2) of this Article, the Republic of North Macedonia flag shall be displayed horizontally on both sides of the fixed part of the vertical stabilizer.
- (4) If the aircraft does not have any of the markings referred to in paragraphs (1), (2) and (3) of this Article, the flag of the Republic of North Macedonia shall be placed in a position that allows easy identification of the aircraft.
- (5) The dimensions of the symbol of the Republic of North Macedonia flag used to mark heavier-than-air aircraft engaged in commercial air transport and lighter-than-air aircraft shall be at least 60 cm x 30 cm, and for other aircraft it shall be at least 30 cm x 15 cm.
- (6) If the aircraft cannot display the Republic of North Macedonia flag with the dimensions prescribed in paragraph (5) of this Article, upon prior consent of the Agency, a flag of the Republic of North Macedonia with appropriate

dimensions that will ensure clear identification of the aircraft may be displayed.

- (7) As an exception to paragraph (6) of this Article, if the aircraft does not have an appropriate surface for displaying the symbol of the Republic of North Macedonia flag, it may not be displayed with the prior consent of the Agency.

Article 12

- (1) On a lighter-than-air aircraft, the designation "Z3" (Zulu three) and the registration, i.e. recording markings shall be marked as follows:
- (a) on an airship: on the fuselage or on the surface of the stabilizer:
 - if placed on the fuselage, they shall be placed along the surface above the longitudinal axis on each side of the fuselage and on its upper surface, along a symmetrical line;
 - if placed on the surface of the stabilizer, they are placed on the horizontal and vertical stabilizers. On the horizontal stabilizer they are placed on the right half of the upper surface and on the left half of the lower surface, with the tips of the letters and numbers facing the leading edge. On the vertical stabilizer they are placed on each side of the lower half of the stabilizer, with the letters and numbers positioned horizontally.
 - (b) on spherical balloons (other than unmanned free balloons): at two diametrically opposite points, near the maximum horizontal extent of the balloon.
 - (c) on non-spherical balloons (other than unmanned free balloons): on each side, near the maximum cross-section of the balloon immediately above the longitudinal strip to which the rigging bands are attached or above the attachment points for the ropes supporting the balloon basket.
- (2) On lighter-than-air aircraft (other than unmanned free balloons), the marking "Z3" (Zulu three) and the registration or recording markings marked

on the sides shall be visible from the side when the aircraft is in flight and from the ground.

- (3) On unmanned free balloons, the marking "Z3" (Zulu three) and the registration or recording markings should be placed on the identification plate.

Article 13

- (1) On a heavier-than-air aircraft, the designation "Z3" (Zulu three) and the registration or recording markings shall be marked on:
 - (a) the wings, namely: on the left half of the lower surface of the left wing unless they extend over the entire lower surface. If possible, the marking "Z3" (Zulu three) and the registration or recording markings shall be placed equidistant from the leading and trailing edges. The tips of the letters and numbers of the marking "Z3" (Zulu three) and the registration or recording markings shall be directed towards the leading edge of the wing;
 - (b) the fuselage (or appropriate aircraft structure) or vertical tail surfaces. On heavier-than-air aircraft, they shall be placed on both sides of the fuselage (appropriate aircraft structure) between the wings and the tail surfaces or on both sides of the upper halves of the vertical tail surfaces. If the marking "Z3" (Zulu three) and the registration or recording markings are placed on one vertical tail surface, they shall be marked on both sides, and in the case of being placed on more than one vertical tail surface, they shall be marked on the outer side of the outer surfaces.
- (2) If the heavier-than-air aircraft does not have any of the markings referred to in paragraph (1) of this Article, the marking "Z3" (Zulu three) and the registration or recording markings shall be marked in a manner that allows easy identification of the aircraft.

Article 14

- (1) The height of the "Z3" (Zulu three) marking and the registration or recording markings of heavier-than-air aircraft shall be at least 50 cm for markings on

the wings of the aircraft, or at least 30 cm for markings on the fuselage (or equivalent structures) and on the vertical tail surfaces.

- (2) The height of the "Z3" (Zulu three) marking and registration marks of lighter-than-air aircraft shall be at least 50 cm.
- (3) The width of each letter and number except for the letter "I" and the number "1", as well as the length of the line between the mark "Z3" and the registration, i.e. recording mark, shall be $\frac{2}{3}$ of the height of the letters and numbers.
- (4) By way of derogation from paragraphs (2) and (3) of this Article, the dimensions of the "Z3" (Zulu three) markings and registration marks of unmanned free balloons shall be determined by the Agency, taking into account the size of the payload on which the identification plate is placed.
- (5) If a lighter-than-air aircraft does not possess parts of sufficient size to accommodate the markings referred to in paragraph (2) of this Article, or if a heavier-than-air aircraft does not possess any of the parts referred to in paragraph (1) of this Article or they are not large enough, the dimensions of the national markings and the registration, i.e. recording markings shall be determined by the Agency in order to ensure clear identification of the aircraft.

Article 15

- (1) The letters and numbers in the designation "Z3" (Zulu three) and the registration, or recording markings, of the aircraft should be of the same dimensions.
- (2) The designation "Z3" (Zulu three), the registration or recording marks of the aircraft and the abbreviated registration marks are written in Latin, capital letters in the font "Arial (Bold)" without decorations and Arabic numerals without decorations.
- (3) The letters, numbers and dashes should be written with a solid line and in a colour that clearly differs from the background colour. The thickness of the line is $\frac{1}{6}$ of the height of the letters and numbers.

- (4) Letters, numbers and dashes should be separated from each other by a space of at least 1/4 of the width of the letter or number.

Article 16

- (1) Heavier-than-air aircraft may also be marked with abbreviated registration marks consisting of the last two letters or the last two numbers, on surfaces that are visible from the front of the aircraft when it is on the ground (the nose of the aircraft, or on the front door of the nose gear area of the landing gear, etc.).
- (2) The height of shortened license plates should be at least 30 cm.
- (3) If a heavier-than-air aircraft cannot be marked in accordance with paragraph (2) of this Article, the dimensions of the abbreviated registration marks shall be determined by the Agency in order to ensure clear identification of the aircraft.

Article 17

In the event that the aircraft is deleted from the Register, i.e. from the Aircraft Records, the aircraft operator should remove the national identification marks, the registration, i.e. recording marking and the identification plate before delivery of the aircraft.

IV. TRANSITIONAL AND FINAL PROVISIONS

Article 18

On the date of entry into force of this Regulation, the Regulation on method and place of marking of the aircraft, registered in Republic of Macedonia with aircraft nationality marks, registration marks and other marks, ("Official Gazette of the Republic of Macedonia" No. 13/15, 21/18 and ("Official Gazette of the Republic of Macedonia" No. 119/19) shall cease to be applied.

Article 19

This Regulation shall enter into force on the day following its publication in the "Official Gazette of the Republic of North Macedonia".

No. 10-80/1

27 January 2025

Skopje

Director General

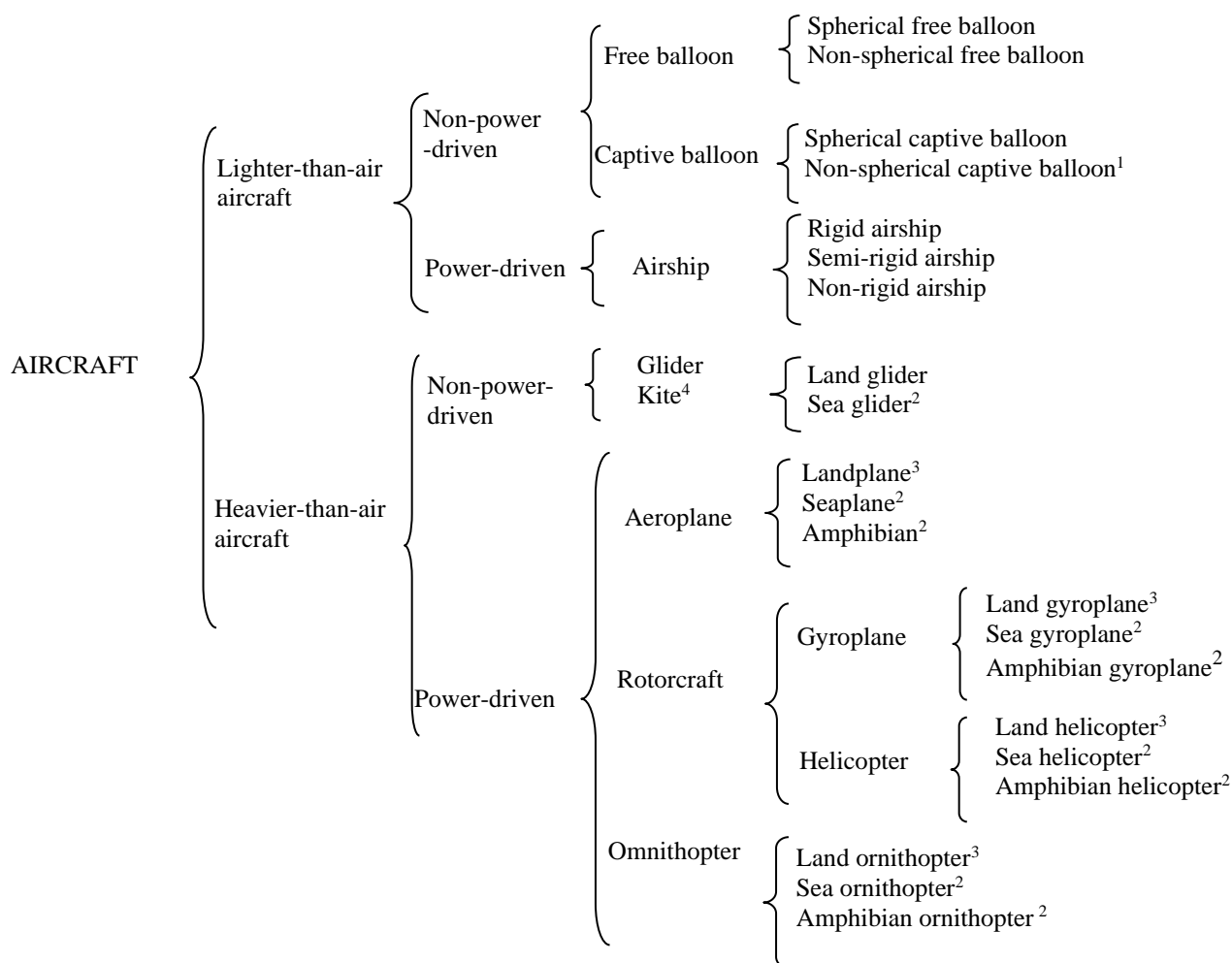
Civil Aviation Agency

Dragi Stojanoski

Classification of aircraft

1. Aircraft are classified in accordance with Table 1 below.
2. An aircraft intended to be operated without a pilot on board is further classified as unmanned aircraft.
3. Unmanned aircraft include unmanned free balloons and remotely piloted aircraft.

Table 1. Classification of aircraft



1. Generally designated "kite-balloon".

2. "Float" or "boat" may be added as appropriate.

3. Includes aircraft equipped with ski-type landing gear (substitute "ski" for "land").

4. For the purpose of completeness only.