



# AVIATORS HANDBOOK





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# Global Aviation Club (GAC)

The Global Aviation Club (GAC) is the philanthropic arm for the enhancement of the Aviation community and bringing together the people from around the globe who share a mutual interest and passion for the Aviation industry. GAC (Global Aviation Club) contributions fund programs that membership dues don't cover, including the GAC Air Safety Institute and All Can Fly program. Our goal is to fund opportunities of growth for every GAC member and the entire general aviation community.

Eventually from 2020, the GAC (Global Aviation Club) has been the leading educational & lifestyle club for all Aviators incl. the Aircraft Owners / Operators, the Pilots, the Aircraft Maintenance Engineers, the Air Traffic Controllers, the Aeronautical Engineers, the Cabin Crew & all other Aviation Enthusiasts. Established by the highly professional and visionary Aviators, the GAC enhances the lifestyle of our members by offering a wide range of benefits associated to the Aviation industry, as well as by organizing social, sporting and leisure opportunities for our members.

GAC membership is open to all Aviators & Aviation Enthusiasts who share the mutual respect and devotion for the Aviation industry in all the categories justifying as The Aviators. The GAC is operated by a Board of Members, led by consisting of the President, Vice - President, Secretary, Deputy Secretary, and the Treasurer. The Board meetings are conducted on every fortnightly basis to plan / resolve / manage the ideas / concerns issues / affairs of the Club and its dignified Members.

GAC core idea is to create a self - sustainable eco - system, where all the Aviators can contribute their ideas, experiences & expertise for the enhancement of Aviation industry globally and all the Aviation Enthusiast should be provided with an equal opportunity for engaging in the Aviation industry as per their desires.



#### GAC Objectives Include:

- ❑ Improving the Aviation standards globally, by regular discussion and advocacy for the concerned Civil Aviation Authorities existing.
- ❑ Improving the Aviation Safety & Quality standards for all the Aviation Professionals & Enthusiasts.
- ❑ Bringing together the likeminded people and those who are interested in Aviation educations / policies.
- ❑ Possibly providing financial aid to all the students willing to opt Aviation as their career. GAC funds to students in following categories: Commercial Pilot Training, Aircraft Maintenance Engineering ICAO II, Aeronautical Engineering & Cabin Crew.
- ❑ To promote and enroll into R & D of the Drone technology and other Remote – Controlled Aircrafts.
- ❑ To promote the General Aviation Community by all possible means for its advancement.
- ❑ Conducting events & live shows along with the various Aircrafts for developing awareness among the community for opting Aviation as their career.
- ❑ Engaging directly with the Aviation Manufacturers for acquiring their inputs & views on growth of Aviation Industry and to identify the challenges / issues faced by them.
- ❑ Regularly keep identifying the vacuum existing in the Aviation Industry and keep generating the ideas for new Aviation projects to be required in the near future.
- ❑ Proper guiding the Aviation Enthusiasts and Investors for enrolling in the Aviation industry as their prestigious business and additional entitle in their esteemed profile.
- ❑ Providing best in class luxury Aviation Services for its discerning clientele by charter, sale & purchase of Business Jets, Heavy & Light Aeroplanes / Helicopters, and all other Aerial instruments.

The GAC specializes in organizing Charter Business Flights for individuals, groups, and corporations for all purposes, using both its own fleet and the best private jets available for passenger transit. We organize flights to any destination in the world, en – route you require, 24 hours a day, 7 days a week. We also specialize in providing Air Ambulance services to the most remote locations in the world. Moreover we also provide the best in class Aero Adventure activities for the Aviation Enthusiasts.

The GAC operates using the SKY and SKY Plus systems. The SKY system covers all services related to the organization of all categories of flights in a variety of private jets. The SKY Plus system includes services which are provided on top of private jet hire, such as airport transfers, accommodation, leisure, entertainment and business events, and all accompanying services during travel, at the standard of world premium – class concierge services. In order to provide these services, we work with partners specializing in premium individual Aviation & tourist services.



# AVIATION

Aviation includes the activities surrounding mechanical flight and the aircraft industry. Aircraft includes fixedwing and rotary-wing types, morphable wings, wing-less lifting bodies, as well as lighter-than-air craft such as hot air balloons and airships.

Aviation began in the 18th century with the development of the hot air balloon, an apparatus capable of atmospheric displacement through buoyancy. Some of the most significant advancements in aviation technology came with the controlled gliding flying of Otto Lilienthal in 1896; then a large step in significance came with the construction of the first powered airplane by the Wright brothers in the early 1900s. Since that time, aviation has been technologically revolutionized by the introduction of the jet which permitted a major form of transport throughout the world. The word aviation was coined by the French writer and former naval officer Gabriel La Landelle in 1863. He originally derived the term from the verb avier (an unsuccessful neologism for "to fly"), itself derived from the Latin word avis ("bird") and the suffix -ation

There are five major manufacturers of civil transport aircraft (in alphabetical order):

- **Airbus, based in Europe.**
- **Boeing, based in the United States of America.**
- **Bombardier, based in Canada.**
- **Embraer, based in Brazil.**
- **United Aircraft Corporation, based in Russia.**

The potential for Aviation has never been as exciting as in recent years. With rapidly increasing high net worth entrepreneurs and business organizations and a large youthful demographic population looking for new and exciting sports and adventure, Aviation is poised to make rapid strides. It has been long felt by the Aviation Community that growth has been stifled due to poor infrastructure, lack of encouraging policies and rules that have not kept pace with changes in Aviation.

This handbook is published by GAC (Global Aviation Club) as a primer on the basics of Aviation for use by its members and as a reference guide to the large number of officers, policy makers and regulators. This does not represent the present policies or regulations of Aviation but captures the essence of Aviation as is presently being viewed in most parts of the world.

Civil aviation has unique characteristics compared with other industries: it is not only wide -ranging but also an instrumental force of globalization. The term civil aviation refers to the operation of any civil aircraft and related activities for the purpose of transportation by air. In other words, civil aviation covers all aviation activities except military operations. Although generally the design, development and production of a civil aircraft is considered separately as in aerospace industry, in a broader sense civil aviation and the operation of a civil aircraft refers to the design, development, production, and use of aircraft and all related activities and facilities for serving some kind of transportation activities by air. Unlike many other fields that grow domestically first and then expand to other countries, the civil aviation industry has had an international character from its beginning. This verity is partly a result of the uniqueness of air transportation. Travel through air has naturally a beyond - border character and needs some legal requirements between countries. In addition, safe and secure air navigation and air transportation between countries requires standardized special equipment, facilities and operational procedures. Another reason for the international characteristic of civil aviation is the industry's massive need for financial investment. Generally, the domestic markets of individual countries are not strong enough to finance the needed investments.

Civil aviation activities, as proposed by the ICAO, include commercial air transport, general aviation, airport services, air navigation services, civil aviation manufacturing, aviation training, maintenance and overhaul, regulatory functions and other activities. Air transportation in a broad sense means travel by air, but in narrow sense it represents commercial air transportation, especially airlines. ICAO defines commercial air transport as “an aircraft operation involving the transport of passengers, cargo or mail for remuneration or hire.” The International Air Transport Association (IATA) is an organization that represents and serves the world airlines and establishes commercial standards of the global aviation system. One of the duties of IATA is to ensure that people and goods can move around the global airline network as easily as if they were on a single airline in a single country. Today, due to code-sharing agreements, a passenger can travel around the globe with different airlines but with the same flight number on one’s ticket and without seeing one’s baggage.

The other large interest area of civil aviation is general aviation. ICAO defines general aviation as “an aircraft operation other than a commercial air transport operation or an aerial work operation.” Aerial work is “an aircraft operation in which an aircraft is used for specialized services such as agriculture, construction, photography, surveying, observation and patrol, search and rescue, aerial advertisement, etc.” Airport services are another segment of civil aviation activities. Almost all aircrafts need a designed surface (land, water or ice, etc.) for takeoff and landing, so landing strips are essential.

## DEFINITION

Aircraft means any machine which can derive support in the atmosphere from reactions of the air other than reactions of the air against the earth’s surface and includes balloons whether fixed or free, airships, kites, gliders and flying machines.

## AIRCRAFT



**Aerobatic Display**



**Light Aircraft**



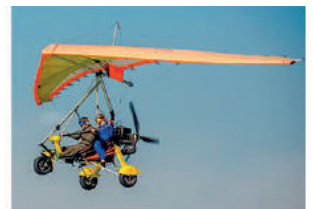
**Helicopter**



**Ski-Plan**



**Glider**



**Microlight / Ultralight**



**Seaplane**



**Fighter**



**Biplane**



**Hot-Air Balloon**



**Airship**



**Drone**

# AIRCRAFT TYPE CLASSIFICATION

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.



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

Amateur - built aircraft means an aircraft, the major portion (minimum 51%) of which has been fabricated and assembled by person or persons who undertook the construction project solely for their own education, research and development, sports or recreation.





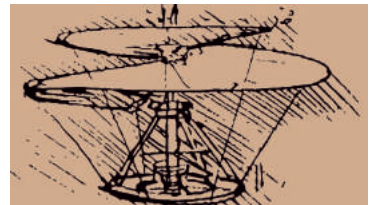
Amphibian means an aeroplane capable normally of taking off from and alighting on either land or a solid platform or water.

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



Flight Simulator means a device which provides an accurate representation of the flight deck of a particular aircraft type to the extent that the mechanical, electrical, electronic and the like, aircraft systems control functions, the normal environment of flight crew members, and the performance and flight characteristics of that type of aircraft are realistically simulated.

Flying machine means a mechanically driven aerodyne, and includes all aeroplanes, helicopters and gyroplanes.



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.

Gyroplane means a rotorcraft whose rotors are not engine - driven, except for initial starting, but are made to rotate by action of the air when the rotorcraft is moving; and whose means of propulsion, consisting usually of conventional propellers, is independent of the rotor system.







Helicopter means a heavier - than - air aircraft supported in flight by the reactions of the air on one or more power driven rotors on substantially vertical axis.

Light Sport Aircraft means a fixed wing aircraft with maximum certificated take off mass exceeding 450 Kgs. but not exceeding 600 Kgs. (650 Kgs. in case of sea planes) and stalling speed not exceeding 45 knots.



Microlight Aircraft means Microlight aircraft (single seater) and Microlight aircraft (two seater) and excludes hang gliders and para - planes.

Microlight aircraft (single seater) means a fixed wing aircraft with maximum all up weight not exceeding 330 kg and a wing area not less than 10 sq. meters and which is designed to carry not more than one person.



Microlight Aircraft (two seater) means a fixed wing aircraft with a maximum all up weight not exceeding 450 kg and a wing area not less than 0 sq. meters and which is designed to carry not more than two persons.

Seaplane means an aeroplane capable normally of taking off from and alighting solely on water.



# GLOBAL AIRCRAFT NATIONALITY & REGISTRATION MARKS

The concept of nationality for aircraft was adapted from maritime law where the national flag is used to indicate a ship's country of registration. The issues of aircraft nationality and registration were considered during the International Air Navigation Conference held in Paris in 1910. Despite the absence of a final signed agreement at the end of that Conference, the principles of the nationality of aircraft and its registration were formally incorporated into a Convention Relating to the Regulation of Aerial Navigation, signed in 1919 ("Paris Convention"). Chapter II - Nationality of Aircraft and Annex A to the Paris Convention described the rules and specifications for aircraft nationality and registration.

Nowadays, the principles of aircraft nationality are reflected in the Convention on International Civil Aviation ("Chicago Convention"). Pursuant to the Chicago Convention, aircraft have the nationality of the State in which they are registered. All aircraft engaged in international air navigation shall bear appropriate nationality and registration marks in order to permit identification. Annex 7 - Aircraft Nationality and Registration Marks sets out Standards and Recommended Practices for the allocation, assignment and display of nationality, registration and common marks. It also sets the format of the certificate of registration.

**The detailed list of Aircraft Registration Marks as per their respective Nationality has been mentioned below:**

| Country or Region   | Registration Prefix | Presentation and Notes  |
|---------------------|---------------------|---|
| Afghanistan         | YA                  | YA-AAA to YA-ZZZ.   |
| Albania             | ZA                  | ZA-AAA to ZA-ZZZ.   |
| Algeria             | 7T                  | 7T-VAA to 7T-VZZ Civilian.<br>7T-WAA to 7T-WZZ Military   |
| Andorra             | C3                  | C3-AAA to C3-ZZZ  |
| Angola              | D2                  | D2-AAA to D2-ZZZ. Colonial allocation CR-L.   |
| Anguilla            | VP-A                | VP-AAA to VP-AZZ  |
| Antigua and Barbuda | V2                  | V2-AAA to V2-ZZZ. Colonial allocation Leeward Islands VP-L.   |
| Argentina           | LV                  | LV-AAA to LV-ZZZ (Civilian type certified aircraft)<br>LV-X001 to LV-X999 (experimental)<br>LV-S001 to LV-S999 (LSA)<br>LV-U001 to LV-U999 (Ultralight) |
|                     | LQ                  | LQ-AAA to LQ-ZZZ (Government/police owned aircraft).  |
| Armenia             | EK                  | EK-10000 to EK-99999  |
| Aruba               | P4                  | P4-AAA to P4-ZZZ  |
| Australia           | VH                  | VH-AAA to VH-ZZZ<br>VH-22A to VH-ZZ9  |
| Austria             | OE                  | OE-AAA to OE-KZZ<br>OE-BAA to OE-BZZ (official use)   |

| Country or Region      | Registration Prefix | Presentation and Notes   |
|------------------------|---------------------|--|
|                        |                     | OE-LAA to OE-LZZ (airlines operating scheduled flights)<br>OE-VAA to OE-VZZ (test registrations)<br>OE-WAA to OE-WZZ (amphibian and sea planes)<br>OE-XAA to OE-XZZ (helicopters)<br>OE-0001 to OE-5999 (gliders)<br>OE-9000 to OE-9999 (motor gliders).<br>Historically A- prior to 1939.   |
| Azerbaijan             | 4K                  | 4K-AZ1 to 4K-AZ999<br>4K-10000 to 4K-99999   |
| Bahamas                | C6                  | C6-AAA to C6-ZZZ. Colonial allocation VP-B.  |
| Bahrain                | A9C                 | A9C-AA to A9C-ZZ<br>A9C-AAA to A9C-ZZZ<br>A9C-AAAA to A9C-ZZZZ   |
| Bangladesh             | S2                  | S2-AAA to S2-ZZZ   |
| Barbados               | 8P                  | 8P-AAA to 8P-ZZZ. Historically VQ-B prior to 1968.   |
| Belarus                | EW                  | EW-10000 to EW-99999 (ex-Soviet Union registrations)<br>EW-100AA to EW-999ZZ (aircraft in general, except those listed below)<br>EW-200PA to EW-299PA (reserved for Boeing 737 aircraft)<br>EW-100PJ to EW-299PJ (reserved for CRJ aircraft)<br>EW-001DA, EW-001PA, EW-001PB, EW-85815 (reserved for official use)<br>EW-0001L to EW-9999L (reserved for balloons) |
| Belgium                | OO                  | OO-AAA to OO-PZZ<br>OO-RAA to OO-SZZ<br>OO-BAA to OO-BZZ (preferred for balloons)<br>OO-YAA to OO-ZAA (preferred for gliders)<br>OO-01 to OO-499 (home-built aircraft)<br>OO-501 to OO-999 & OO-A01 to OO-Z99 (microlights)  |
| Belize                 | V3                  | V3-AAA to V3-ZZZ. Colonial allocation British Honduras VP-H.   |
| Benin                  | TY                  | TY-AAA to TY-ZZZ   |
| Bermuda                | VP-B, VQ-B          | VP-BAA to VP-BZZ, VQ-BAA to VQ-BZZ.<br>Colonial allocation VR-B.   |
| Bhutan                 | A5                  | A5-AAA to A5-ZZZ   |
| Bolivia                | CP                  | CP-1000 to CP-9999.  |
| Bosnia and Herzegovina | E7                  | E7-AAA to E7-ZZZ. Previously T9-.  |
| Botswana               | A2                  | A2-AAA to A2-ZZZ. Colonial allocations VQ-ZE, VQ-ZH.   |
| Brazil                 | PP                  | PP-AAA to PP-ZZZ.  |

| Country or Region        | Registration Prefix | Presentation and Notes   |
|--------------------------|---------------------|--|
|                          | PR                  | PR-AAA to PR-ZZZ (PR-ZAA to PR-ZZZ is reserved to experimental non-LSA aircraft)   |
|                          | PS                  | PS-AAA to PS-ZZZ (proposed by ANAC to be available in 2016) <sup>[5]</sup>   |
|                          | PT                  | PT-AAA to PT-ZZZ (PT-ZAA to PT-ZZZ is reserved to experimental non-LSA aircraft)   |
|                          | PU                  | PU-AAA to PU-ZZZ (Microlights and experimental LSA aircraft)   |
| British Virgin Islands   | VP-L                | VP-LAA to VP-LZZ.  |
| Brunei                   | V8                  | V8-AAA to V8-ZZZ<br>V8-AA1 to V8-ZZ9<br>V8-001 to V8-999.<br>Colonial allocation VR-U.   |
| Bulgaria                 | LZ                  | LZ-AAA to LZ-ZZZ   |
| Burkina Faso             | XT                  | XT-AAA to XT-ZZZ   |
| Burundi                  | 9U                  | 9U-AAA to 9U-ZZZ. Historically BR- prior to 1939.  |
| Cambodia                 | XU                  | XU-AAA to XU-ZZZ. Colonial allocation F-KH. Temporary KW-.   |
| Cameroon                 | TJ                  | TJ-AAA to TJ-ZZZ. Colonial allocation VR-N.  |
| Canada                   | C                   | C-FAAA to C-FZZZ<br>CF-AAA to CF-ZZZ (Pre 1957 vintage aircraft may be registered CF- instead of C-F)<br>C-GAAA to C-GZZZ<br>C-IAAA to C-IZZZ (ultralight aeroplanes only)<br>Canada historically CF- from 1929 to 1974 and G-C from 1921 to 1929.<br>Newfoundland historically VO- prior to 1949. |
| Cape Verde               | D4                  | D4-AAA to D4-ZZZ. Colonial allocation Cape Verde Islands CR-C.   |
| Cayman Islands           | VP-C, VQ-C          | VP-CAA to VP-CZZ, VQ-CAA to VQ-CZZ. Colonial allocation VR-C.  |
| Central African Republic | TL                  | TL-AAA to TL-ZZZ   |
| Chad                     | TT                  | TT-AAA to TT-ZZZ   |
| Chile                    | CC                  | CC-AAA to CC-ZZZ from July 1, 2009 onwards.<br>Gliders had numbers in between registrations (i.e., CC-K14W) and some balloons too (i.e., CC-P1).<br>Ultralights are registered with the markings ULM-number.   |
| China                    | B                   | B-0000 to B-9999<br>B-000A to B-99ZZ (General)   |

| Country or Region             | Registration Prefix | Presentation and Notes  |
|-------------------------------|---------------------|---|
|                               |                     | Historic: X-C, XT and B-000.  |
| Colombia                      | HJ                  | HJ-1000A to HJ-9999Z (Microlights)  |
|                               | HK                  | HK-1000A to HK-9999Z  |
| Comoros                       | D6                  | D6-AAA to D6-ZZZ  |
| Congo, Republic of            | TN                  | TN-AAA to TN-ZZZ  |
| Congo, Democratic Republic of | 9S                  | 9S-AAA to 9S-ZZZ. Was 9Q prior to 2016; previously 9O.  |
|                               | 9T                  | 9T-AAA to 9T-ZZZ (Military)   |
| Cook Islands                  | E5                  | E5-AAA to E5-ZZZ  |
| Costa Rica                    | TI                  | TI-AAA to TI-ZZZ<br>TI-000 to TI-999 (Ultralight aircraft)  |
| Croatia                       | 9A                  | 9A-AAA to 9A-ZZZ<br>9A-GAA to 9A-GZZ (Gliders)<br>9A-HAA to 9A-HZZ (Helicopters)<br>9A-OAA to 9A-OZZ (Balloons)<br>9A-UAA to 9A-UZZ (Ultralights)<br>Previously RC-.  |
| Cuba                          | CU                  | CU-A1000 to CU-A1999 (Agricultural Aircraft) <sup>[8]</sup><br>CU-C1000 to CU-C1999 (Airlines, cargo operations) <sup>[9][10]</sup><br>CU-H1000 to CU-H1999 (Helicopters)<br>CU-N1000 to CU-N1999 (Private Aircraft) <sup>[11]</sup><br>CU-T1000 to CU-T1999 (Airlines, passenger flights)<br>CU-U1000 to CU-U1999 (Ultralights)<br>Historically C-C and NM-. |
| Cyprus                        | 5B                  | 5B-DAA to 5B-DZZ. Colonial allocation VQ-C.   |
| Czech Republic                | OK                  | OK-AAA to OK-ZZZ<br>OK-AAA 00 to OK-ZZZ 99 (Microlights)<br>OK-0000 to OK-9999 (Gliders & balloons)<br>OK-A000 to OK-A999 (Ultralight gliders)<br>OK-X000A to OK-X999Z (Unmanned aircraft)  |
| Denmark                       | OY                  | OY-AAA to OY-ZZZ<br>OY-HAA to OY-HZZ (Helicopters)<br>Any registration containing X (Gliders including Touring Motor Glider)<br>OY-BAA to OY-BZZ (preferred for hot-air balloons)<br>OY-81 to OY-8999 Ultralight trikes (weight shift control)<br>OY-91 to OY-9999 Ultralight 3-axis<br>OY-1001 to OY-1999 Ultralight Gyro                                    |
| Djibouti                      | J2                  | J2-AAA to J2-ZZZ  |
| Dominica                      | J7                  | J7-AAA to J7-ZZZ  |

| Country or Region  | Registration Prefix | Presentation and Notes   |
|--------------------|---------------------|--|
| Dominican Republic | HI                  | HI100AA to HI999ZZ<br>HI100 to HI1999  |
| East Timor         | 4W                  | 4W-AAA to 4W-ZZZ. Colonial allocation CR-T.  |
| Ecuador            | HC                  | HC-AAA to HC-ZZZ   |
| Egypt              | SU                  | SU-AAA to SU-XXZ<br>SU-ZAA to SU-ZZZ<br>SU-001 to SU-999 (Gliders and balloons)  |
| El Salvador        | YS                  | YS-AAA to YS-ZZZ   |
| Equatorial Guinea  | 3C                  | 3C-AAA to 3C-ZZZ. Colonial allocation VQ-ZI.   |
| Eritrea            | E3                  | E3-AAAA to E3-ZZZZ   |
| Estonia            | ES                  | ES-AAA to ES-ZZZ<br>ES-0001 to ES-9999 (gliders and motor gliders)   |
| Eswatini           | 3DC                 | 3DC-AAA to 3DC-ZZZ   |
| Ethiopia           | ET                  | ET-AAA to ET-ZZZ   |
| Falkland Islands   | VP-F                | VP-FAA to VP-FZZ   |
| Faroe Islands      | See Denmark         |  |
| Fiji               | DQ                  | DQ-AAA to DQ-ZZZ. Colonial allocation VQ-F.  |
| Finland            | OH                  | OH-AAA to OH-ZZZ<br>OH-HAA to OH-HZZ (Helicopters)<br>OH-XAA to OH-XZZ (Experimental aircraft)<br>OH-LAA to OH-LZZ (Finnair)<br>OH-001 to OH-999 and OH-1000 to OH-9999 (gliders and motor gliders)<br>OH-G001 to OH-G999 (autogyros)<br>OH-U001 to OH-U999 (ultralights)  |
| France             | F                   | F-AAAA to F-ZZZZ<br>F-AAAA to F-AZZZ (Historic aircraft)<br>F-BAAA to F-BZZZ; F-GAAA to F-HZZZ (Based in mainland France)<br>F-CAAA to F-CZZZ (Gliders)<br>F-OAAA to F-OZZZ (Based outside mainland France)<br>F-PAAA to F-PZZZ (Homebuilt)<br>F-WAAA to F-WZZZ (Test and Delivery)<br>F-DAAA to F-DZZZ (Radio controlled Model aircraft)<br>F-JAAA to F-JZZZ (Ultralights)<br>F-ZAAA to F-ZZZZ (State owned) "department number" -AA to -ZZ & -AAA to -ZZZ (Ultralights) [e.g.: 59-ABC for the Nord <i>département</i> ]. |
| French Guiana      | F-O                 | Outside mainland France is F-OAAA to F-OZZZ  |

| Country or Region  | Registration Prefix | Presentation and Notes   |
|--------------------|---------------------|--|
| French Polynesia   | F-O                 | Outside mainland France is F-OAAA to F-OZZZ. Was F-OH.   |
| French West Indies | F-O                 | Outside mainland France is F-OAAA to F-OZZZ  |
| Gabon              | TR                  | TR-AAA to TR-ZZZ<br>TR-KAA to TR-KZZ (Military)  |
| Gambia             | C5                  | C5-AAA to C5-ZZZ. Colonial allocation VP-X.  |
| Georgia            | 4L                  | 4L-AAA to 4L-ZZZ<br>4L-10000 to 4L-99999   |
| Germany            | D                   | D-AAAA to D-AZZZ for aircraft with more than 20 t MTOW<br>D-AUAA to D-AZZZ (test registrations) for aircraft manufactured by Airbus at Finkenwerder<br>D-BAAA to D-BZZZ for aircraft with 14–20 t MTOW<br>D-CAAA to D-CZZZ for aircraft with 5.7–14 t MTOW<br>D-EAAA to D-EZZZ for single-engine aircraft up to 2 t MTOW<br>D-FAAA to D-FZZZ for single-engine aircraft from to 2–5.7 t MTOW<br>D-GAAA to D-GZZZ for multi-engine aircraft up to 2 t MTOW<br>D-HAAA to D-HZZZ for rotorcraft<br>D-IAAA to D-IZZZ for multi-engine aircraft from 2–5.7 t MTOW<br>D-KAAA to D-KZZZ for powered gliders<br>D-LAAA to D-LZZZ for airships<br>D-MAAA to D-MZZZ for powered ultralight aircraft<br>D-NAAA to D-NZZZ for non-powered ultralight aircraft<br>D-OAAA to D-OZZZ for manned free balloons<br>D-0001 to D-9999 for gliders.<br>Historic: Danzig YM incorporated into Germany with D prefix. Saar allocated EZ during League of Nations mandate became part of Germany with D prefix in 1935, and used SL during French protectorate from 1947 and became part of Germany again in 1957 with the D prefix. East Germany DM, later replaced by DDR, now part of Germany using D. |
| Ghana              | 9G, 9GR             | 9G-AAA to 9G-ZZZ. Colonial allocation Gold Coast VP-A.<br>9GR-0AAA to 9GR-9ZZZ for remotely piloted aircraft   |
| Gibraltar          | VP-G                | VP-GAA to VP-GZZ. Colonial allocation VR-G.  |
| Greece             | SX                  | SX-AAA to SX-ZZZ for powered airplanes<br>SX-H reserved for helicopters<br>SX-U reserved for ultralights<br>SX-101 to SX-999 for gliders   |
| Greenland          | See Denmark         | Previously GL  |
| Grenada            | J3                  | J3-AAA to J3-ZZZ. Colonial allocation VQ-G.  |
| Guatemala          | TG                  | TG-AAA to TG-ZZZ   |
| Guernsey           | 2                   | 2-AAAA to 2-ZZZZ. Since 2013.  |
| Guinea             | 3X                  | 3X-AAA to 3X-ZZZ.  |

| Country or Region | Registration Prefix | Presentation and Notes  |
|-------------------|---------------------|---|
| Guinea-Bissau     | J5                  | J5-AAA to J5-ZZZ. Colonial allocation Portuguese Guinea CR-G.   |
| Guyana            | 8R                  | 8R-AAA to 8R-ZZZ. Colonial allocation VP-G.   |
| Haiti             | HH                  | HH-AAA to HH-ZZZ  |
| Honduras          | HR                  | HR-AAA to HR-ZZZ  |
| Hong Kong         | B-H, B-K, B-L       | B-HAA to B-HZZ<br>B-KAA to B-KZZ<br>B-LAA to B-LZZ<br>Previously VR-H during British rule.  |
| Hungary           | HA                  | HA-AAA to HA-ZZZ<br>HA-1111 to HA-9999 (Gliders, Ultralights and motor-gliders)   |
| Iceland           | TF                  | TF-AAA to TF-ZZZ<br>TF-100 to TF-999 (Microlights)  |
| India             | VT                  | VT-AAA to VT-ZZZ. Colonial allocation (Portuguese State of India, incorporated into India in 1961) CR-I.  |
| Indonesia         | PK                  | PK-AAA to PK-ZZZ<br>PK-AAA to PK-AZZ (Indonesia AirAsia)<br>PK-BAA to PK-BZZ (Batik Air)<br>PK-GAA to PK-GZZ (Garuda Indonesia)<br>PK-LAA to PK-LZZ (Lion Air)<br>PK-PAA to PK-PZZ (Pelita Air)<br>PK-SAA to PK-SZZ (Super Air Jet)<br>PK-S001 to PK-S999 (Microlights) |
| Iran              | EP                  | EP-AAA to EP-ZZZ. Previously RV-.   |
| Iraq              | YI                  | YI-AAA to YI-ZZZ  |
| Ireland           | EI, EJ              | EI-AAA to EI-ZZZ for normal allocation.<br>EJ-AAAA to EJ-ZZZZ for VIP or business aircraft.   |
| Isle of Man       | M                   | M-AAAA to M-ZZZZ  |
| Israel            | 4X                  | 4X-AAA to 4X-ZZZ. Colonial allocation (Mandate) Palestine VQ-P.   |
| Italy             | I                   | I-AAAA to I-ZZZZ<br>I-PDVA to I-PDVZ Test registrations of Costruzioni Aeronautiche Tecnam<br>I-EASA to I-EASZ Test registrations of various manufacturers including Tecnam and Augusta Westland<br>I-0001 to I-Z999 (ultralights and advanced ultralights)             |
| Ivory Coast       | TU                  | TU-AAA to TU-ZZZ<br>TU-VAA to TU-VZZ (Military)   |
| Jamaica           | 6Y                  | 6Y-AAA to 6Y-ZZZ. Colonial allocation VP-J.   |
| Japan             | JA                  | JA0001 to JA9999<br>JA001A to JA999Z  |



| Country or Region | Registration Prefix     | Presentation and Notes  |
|-------------------|-------------------------|---|
|                   |                         | JA01AA to JA99ZZ<br>JA-AAAA to JA-ZZZZ<br>JAA001 to JAA999 (balloons)<br>JR0201 to JR6ZZZ Ultralight aviation (control surface control type)<br>JR7001 to JR7ZZZ Same as above (weight transfer control type)<br>JR8001 to JR9ZZZ Same as above (parachute type)<br>JR9001 to JR9ZZZ Gyroplane<br>JR0001 to JR0200 Other homebuilt aircraft <sup>[19]</sup> |
| Jersey            | ZJ                      | ZJ-AAA to ZJ-ZZZ  |
| Jordan            | JY                      | JY-AAA to JY-ZZZ. Historically TJ-.   |
| Jordan and Iraq   | 4YB                     | International operating agency: Arab Air Cargo  |
| Kazakhstan        | UP                      | UP-AAA01 to UP-ZZZ99 (Suffix letters refer to aircraft type).<br>Changed from UN to avoid confusion with the United Nations.  |
| Kenya             | 5Y                      | 5Y-AAA to 5Y-ZZZ. Colonial allocation VP-K.   |
| Kiribati          | T3                      | T3-AAA to T3-ZZZ  |
| Kosovo            | Z6 plus national emblem | Z6-AAA to Z6-ZZZ  |
| Kuwait            | 9K                      | 9K-AAA to 9K-ZZZ.   |
| Kyrgyzstan        | EX                      | EX-100 to EX-999<br>EX-10000 to EX-99999  |
| Laos              | RDPL                    | RDPL-10000 to RDPL-99999. Previously F-L, XW-.  |
| Latvia            | YL                      | YL-AAA to YL-ZZZ<br>LV-001 to LV-Z99 Ballons & Gliders  |
| Lebanon           | OD                      | OD-AAA to OD-ZZZ. Previously LR-.   |
| Lesotho           | 7P                      | 7P-AAA to 7P-ZZZ. Colonial allocation VQ-ZA, VQ-ZD.   |
| Liberia           | A8                      | A8-AAA to A8-ZZZ. Previously EL was cancelled by the United Nations due to illegal use.   |
| Libya             | 5A                      | 5A-AAA to 5A-ZZZ  |
| Liechtenstein     | HB plus national emblem | HB-AAA to HB-ZZZ. Shares allocation with Switzerland.   |
| Lithuania         | LY                      | LY-AAA to LY-ZZZ  |
| Luxembourg        | LX                      | LX-AAA to LX-ZZZ<br>LX-BAA to LX-BZZ (balloons)<br>LX-CAA to LX-CZZ (glider and motorglider)<br>LX-HAA to LX-HZZ (helicopters)  |

| Country or Region | Registration Prefix     | Presentation and Notes   |
|-------------------|-------------------------|--|
|                   |                         | LX-XAA to LX-XZZ (ultralights).<br>Previously UL-, L-U.  |
| Macau             | B-M                     | B-MAA to B-MZZ<br>Allocation during Portuguese rule CR-M until 1975 and CS-M from 1995 until 1999.   |
| Madagascar        | 5R                      | 5R-AAA to 5R-ZZZ   |
| Malawi            | 7Q                      | 7Q-AAA to 7Q-ZZZ. Colonial allocation VP-Y.  |
| Malaysia          | 9M                      | 9M-AAA to 9M-ZZZ<br>9M-EAA to 9M-EZZ (amateur-built)<br>9M-UAA to 9M-UZZ (microlight).<br>Colonial allocation North Borneo/Sabah VR-O, Sarawak VR-W Straits Settlements VR-S before becoming part of Malaysia. Previously also VR-J, VR-R. |
| Maldives          | 8Q                      | 8Q-AAA to 8Q-ZZZ   |
| Mali              | TZ                      | TZ-AAA to TZ-ZZZ   |
| Malta             | 9H                      | 9H-AAA to 9H-ZZZZZ. Colonial allocation VP-M.<br><br>9H-111 to 9H-99999<br><br>a group of three to five characters, which characters can be a combination of capital letters in Roman character and/or Arabic numbers                      |
| Marshall Islands  | V7                      | V7-0001 to V7-9999   |
| Martinique        | F-O                     | Outside mainland France is F-OAAA to F-OZZZ  |
| Mauritania        | 5T                      | 5T-AAA to 5T-ZZZ   |
| Mauritius         | 3B                      | 3B-AAA to 3B-ZZZ. Colonial allocation VQ-M.  |
| Mexico            | XA plus national emblem | XA-AAA to XA-ZZZ (Commercial)  |
|                   | XB plus national emblem | XB-AAA to XB-ZZZ (Private)   |
|                   | XC plus national emblem | XC-AAA to XC-ZZZ (Government) <sup>[22]</sup>  |
| Micronesia        | V6                      | V6-AAA to V6-ZZZ   |
| Moldova           | ER                      | ER-AAA to ER-ZZZ<br>ER-10000 to ER-99999   |
| Monaco            | 3A                      | 3A-MAA to 3A-MZZ. Previously M-O, CZ-, MC-.  |

| Country or Region    | Registration Prefix | Presentation and Notes   |
|----------------------|---------------------|--|
| Mongolia             | JU                  | JU-1000 to JU-9999. Previously MT-, HMAY-.   |
| Montenegro           | 4O                  | 4O-AAA to 4O-ZZZ   |
| Montserrat           | VP-M                | VP-MAA to VP-MZZ   |
| Morocco              | CN                  | CN-AAA to CN-ZZZ<br>CNA-AA to CNA-ZZ for government & military   |
| Mozambique           | C9                  | C9-AAA to C9-ZZZ. Colonial allocations CR-A, CR-B.   |
| Myanmar              | XY                  | XY-AAA to XY-ZZZ   |
|                      | XZ                  | XZ-AAA to XZ-ZZZ (Not Used)  |
| Namibia              | V5                  | V5-AAA to V5-ZZZ   |
| Nauru                | C2                  | C2-AAA to C2-ZZZ   |
| Nepal                | 9N                  | 9N-AAA to 9N-ZZZ (commercial aircraft)<br>9N-RAA to 9N-RZZ (government aircraft)   |
| Netherlands          | PH                  | PH-AAA to PH-ZZZ<br>PH-1AA to PH-1ZZ (drones)<br>PH-1A1 to PH-9Z9 (microlights)<br>PH-100 to PH-9999 (gliders)   |
| Netherlands Antilles | PJ                  | PJ-AAA to PJ-ZZZ   |
| New Zealand          | ZK                  | ZK-AAA to ZK-ZZZ<br>ZK-A**, ZK-B**, ZK-GA*, ZK-HA* restored historical aircraft<br>ZK-FA*, ZK-FB* balloons<br>ZK-G** gliders<br>ZK-H**, ZK-I** helicopters<br>ZK-RA*, ZK-RB*, ZK-RC*, ZK-RD* gyrocopters<br>The remainder for fixed-wing aircraft. |
|                      | ZL                  | ZL-AAA to ZL-ZZZ   |
|                      | ZM                  | ZM-AAA to ZM-ZZZ   |
| Nicaragua            | YN                  | YN-AAA to YN-ZZZ.  |
| Niger                | 5U                  | 5U-AAA to 5U-ZZZ   |
| Nigeria              | 5N                  | 5N-AAA to 5N-ZZZ. Colonial allocation VR-N.  |
| North Korea          | P                   | P-500 to P-999   |
| North Macedonia      | Z3                  | Z3-AAA to Z3-ZZZ<br>Z3-HAA to Z3-HZZ (helicopters)<br>Z3-UA-001 to Z3-UA-999 (ultralight)  |

| Country or Region | Registration Prefix | Presentation and Notes  |
|-------------------|---------------------|---|
|                   |                     | Z3-OAA to Z3-OZZ (hot air balloons)   |
| Norway            | LN                  | LN-AAA to LN-ZZZ Aircraft in general, except:<br>LN-G**, Gliders<br>LN-O**, Helicopters<br>LN-C**, Balloons<br>LN-Y**, Sports aircraft  |
| Oman              | A4O                 | A4O-AA to A4O-ZZ<br>A4O-AAA to A4O-ZZZ  |
| Pakistan          | AP                  | AP-AAA to AP-ZZZ, civil aircraft, from 1947   |
| Palestine         | SU-Y                | SU-YAA to SU-YZZ (Temporary assignment of Egyptian prefix)  |
|                   | E4                  | E4-AAA to E4-ZZZ. Colonial allocation VQ-P. Israel 4X-.   |
| Panama            | HP                  | HP-1000AAA to HP-9999ZZZ. Previously RX. The three letters (AAA–ZZZ) stand for the ICAO code of the airline, such as CMP for Copa Airlines and PST for Air Panama.  |
| Papua New Guinea  | P2                  | P2-AAA to P2-ZZZ  |
| Paraguay          | ZP                  | ZP-AAA to ZP-ZZZ  |
| Peru              | OB                  | OB-1000 to OB-9999<br>Previously OB-initial-number, e.g. OB-M-1114, OB-M-1245, OB-T-1274.<br>Previously OA-, O-P.   |
| Philippines       | RP                  | RP-0001 to RP-9999 (Government-owned aircraft)<br>RP-C0001 to RP-C9999 (Aircraft with complete registrations)<br>RP-G0001 to RP-G9999 (Gliders)<br>RP-R0001 to RP-R9999 (Limited registrations)<br>RP-U0001A to RP-U999Z (Unmanned Aerial Vehicles)<br>RP-X0001 to RP-X9999 (Experimental certificate)<br>RP-S0001 to RP-S9999 (Non-type certificated aircraft)<br>Previously PI-.                        |
| Poland            | SP - civil          | SP-AAA to SP-ZZZ<br>SP-0*** - Motor-gliders<br>SP-1*** to SP-3***, SP-8*** - Gliders<br>SP-B** - Balloons<br>SP-L** reserved for LOT Polish Airlines<br>SP-S*** - Ultralights<br>SP-X*** - Autogyros<br>SP-Y** - Experimental   |
|                   | SN – Government     | SN-(two digits 00-99) (two letters) State-owned aircraft (public order services); Last two digits indicate type and owner.<br>X - Helicopter, Y - Aeroplane, A - Other<br>A - Central Institutions**, G (H,D,U*) - Border Guard, P (N,K,W*) - Police, S (F) - Fire Dept**, T - Civil Protection**, R - Govt Rescue Service**, Z (C,E,B) Customs**, M,L - other government services**, Q - trial flights** |

| Country or Region                | Registration Prefix | Presentation and Notes   |
|----------------------------------|---------------------|--|
|                                  |                     | * will be used if primary letters are exhausted; ** currently unused/unseen  |
| Portugal                         | CR, CS              | CR-AAA to CR-ZZZ Aircraft registered in the overseas provinces, used until 1975<br>CS-AAA to CS-ZZZ Aircraft in general, except:<br>CS-B**, Balloons<br>CS-H**, Helicopters<br>CS-P**, Gliders<br>CS-T**, Airliners (used by most commercial airlines)<br>CS-U**, Ultralight Aircraft<br>CS-X**, Experimental                |
| Qatar                            | A7                  | A7-AAA to A7-ZZZ<br>A7-AAA to A7-AZZ: Qatar Airways (Airbus only)<br>A7-BAA to A7-BZZ: Qatar Airways (Boeing only)<br>A7-HAA to A7-HZZ & A7-MAA to A7-MZZ (official use)   |
| Réunion                          | F-O                 | Outside mainland France is F-OAAA to F-OZZZ  |
| Romania                          | YR                  | YR-AAA to YR-ZZZ<br>YR-1000 to YR-9999 (Gliders and ultralights).<br>YR-D0000 to YR-D9999 (UAVs, drones).  |
| Russia                           | RA                  | RA-00001 to RA-99999 (First two digits indicate aircraft type)<br>FLA RF-00001 to FLA RF-99999 or ФЛA PΦ-00001 to ФЛA PΦ-99999 (Private - no longer valid)<br>RA-0001K to RA-9999K (Ultralight - no longer valid)<br>RA-0001G to RA-9999G (Private - aircraft without type certificate)<br>RA-0001A to RA-9999A (Ultralight) |
|                                  | RF                  | RF-00001 to RF-99999 (state-owned aircraft; first two digits indicate owner).  |
| Rwanda                           | 9XR                 | 9XR-AA to 9XR-ZZ   |
| Saint Helena/Ascension           | VQ-H                | VQ-HAA to VQ-HZZ   |
| Saint Kitts and Nevis            | V4                  | V4-AAA to V4-ZZZ. Colonial allocation Leeward Islands VP-L.  |
| Saint Lucia                      | J6                  | J6-AAA to J6-ZZZ. Colonial allocation VQ-L   |
| Saint Vincent and the Grenadines | J8                  | J8-AAA to J8-ZZZ. Colonial allocation VP-V.  |
| Samoa                            | 5W                  | 5W-AAA to 5W-ZZZ, since 1961.  |
| San Marino                       | T7                  | T7-AAA to T7-ZZZZZ<br>T7-001 to T7-99999.  |
| São Tomé and Príncipe            | S9                  | S9-AAA to S9-ZZZ. Colonial allocation CR-S.  |

| Country or Region | Registration Prefix | Presentation and Notes   |
|-------------------|---------------------|--|
| Saudi Arabia      | HZ                  | HZ-AAA to HZ-ZZZ<br>HZ-AA1 to HZ-ZZ99<br>HZ-AAA1 to HZ-ZZZ99<br>HZ-AAAA to HZ-ZZZZ<br>Historically Hejaz UH-.  |
| Senegal           | 6V                  | 6V-AAA to 6V-ZZZ   |
|                   | 6W                  |  |
| Serbia            | YU                  | YU-AAA to YU-ZZZ<br>YU-0000 to YU-9999 (Gliders)<br>YU-A000 to YU-Z999 (Ultralight).<br>YU-D0000 to YU-D9999 (Drone/Unmanned Aircraft).<br>Previously Yugoslavia. Previously UN-.  |
| Seychelles        | S7                  | S7-AAA to S7-ZZZ. Colonial allocation VQ-S.  |
| Sierra Leone      | 9L                  | 9L-AAA to 9L-ZZZ. Colonial allocation VR-L until 1961.   |
| Singapore         | 9V                  | 9V-AAA to 9V-ZZZ. Colonial allocation VR-S.  |
| Slovakia          | OM                  | OM-AAA to OM-ZZZ<br>OM-AAAA to OM-ZZZZ (Ultralight)<br>OM-M000 to OM-M999 (Microlights)<br>OM-0000 to OM-9999 (Gliders)  |
| Slovenia          | S5                  | S5-AAA to S5-9999<br>S5-DAA to S5-DZZ (General)<br>S5-HAA to S5-HZZ (Helicopters)<br>S5-PAA to S5-PZZ (Ultralights)<br>S5-MAA to S5-MZZ (Amateur builds)<br>S5-JAA to S5-JZZ (Gyrocopters)<br>S5-1000 to S5-1999 (Oldtimer gliders)<br>S5-3000 to S5-3999 (Single-seater gliders)<br>S5-7000 to S5-7999 (Doubleseater gliders)<br>S5-KAA to S5-KZZ (Motorgliders/sustainers)<br>S5-OAA to S5-OZZ (Hot air balloons)<br>Previously SL-. |
| Solomon Islands   | H4                  | H4-AAA to H4-ZZZ. Colonial allocation VP-P.  |
| Somalia           | 6O                  | 6O-AAA to 6O-ZZZ. Previously 6OS.  |
| South Africa      | ZS                  | ZS-AAA to ZS-ZZZ (type certified aircraft)   |
|                   | ZT                  | ZT-RAA to ZT-RZZ (type certified rotorcraft) and ZT-TAA to ZT-TZZ (civil RPAS)   |
|                   | ZU                  | ZU-AAA to ZU-ZZZ (non-type certified aircraft).  |
| South Korea       | HL                  | HL0000 to HL0599 for glider<br>HL0600 to HL0799 for airship<br>HL1000 to HL1799 for piston engine  |

| Country or Region | Registration Prefix     | Presentation and Notes   |
|-------------------|-------------------------|--|
|                   |                         | HL2000 to HL2099 for piston engine<br>HL5100 to HL5499 for turboprop<br>HL6100 to HL6199 for piston engine helicopter<br>HL7100 to HL7199 for single turbojet<br>HL7200 to HL7299, HL7500 to HL7599, HL7700 to HL7799, HL8000 to HL8099, HL8200 to HL8299, HL8300 to HL8399, HL8500 to HL8599 for twin-jet aircraft<br>HL7300 to HL7399 for tri-jet aircraft<br>HL7400 to HL7499, HL7600 to HL7699, HL8400 to HL8499, HL8600 to HL8699 for quad-jet aircraft<br>HL9100 to HL9699 for turboshaft helicopter<br>HL-C000 to HL-C999 for ultralight <sup>[27]</sup><br>From 1919 until 1936, F-K. Colonial allocation incorporated into Korea in 1963. |
| South Sudan       | Z8                      | Z8-AAA to Z8-ZZZ   |
| Spain             | EC                      | EC-AAA to EC-WZZ (Civil Aircraft)<br>EC-YAA to EC-ZZZ (Homebuilt aircraft)<br>EC-AA0 to EC-ZZ9 (Ultralight)<br>EC-001 to EC-999 (Test and delivery)  |
|                   | EM                      | EM-AAA to EM-ZZZ (Military)  |
| Sri Lanka         | 4R                      | 4R-AAA to 4R-ZZZ. Colonial allocation Ceylon VP-C. Then CY- from 1950 to 1953.   |
| Sudan             | ST                      | ST-AAA to ST-ZZZ. Previously SN- and FT-.  |
| Suriname          | PZ                      | PZ-AAA to PZ-ZZZ<br>PZ-HAA to PZ-HZZ (helicopters)<br>PZ-TAA to PZ-TZZ (commercial transport)<br>PZ-UAA to PZ-UZZ (agriculture crop-dusters)   |
| Sweden            | SE                      | SE-AAA to SE-ZZZ<br>SE-AAA to SE-CZZ (prop aircraft, general use)<br>SE-DAA to SE-DZZ (jets)<br>SE-EAA to SE-GZZ (prop aircraft, general use)<br>SE-HAA to SE-HZZ (helicopters)<br>SE-IAA to SE-IZZ (prop aircraft, general use)<br>SE-JAA to SE-JZZ (helicopters)<br>SE-KAA to SE-MZZ (prop aircraft, general use)<br>SE-RAA to SE-RZZ (jets)<br>SE-SAA to SE-UZZ (sailplanes and gliders)<br>SE-VAA to SE-VZZ (ultralights)<br>SE-XAA to SE-XZZ (homebuilts)<br>SE-YAA to SE-YZZ (ultralights)<br>SE-ZAA to SE-ZZZ (lighter than air)<br>SE-A01 to SE-Z99 (test and delivery)  |
| Switzerland       | HB plus national emblem | General pattern: HB-AAA to HB-ZZZ, with HB-1 to HB-9999 for Gliders and Motorgliders. The registration often denotes the aircraft type and maker. Some examples:<br>HB-Axx two-engined aircraft from 5.7 to 15 tons, Aircraft over 15 tons due to shortage of Jxx.   |

| Country or Region   | Registration Prefix | Presentation and Notes  |
|---------------------|---------------------|---|
|                     |                     | HB-Bxx balloons<br>HB-Cxx single-engined Cessnas under 5.7 tons<br>HB-Dxx and HB-Kxx other single-engined aircraft under 5.7 tons<br>HB-Fxx Swiss-produced aircraft like PC-6 and PC-12<br>HB-Ixx and HB-Jxx aircraft over 15 tons, including DC-3<br>HB-Nxx single-engined Pipers under 5.7 tons if HB-P is exhausted<br>HB-Vxx business jets under 15 tons<br>HB-Xxx helicopters<br>HB-Yxx experimental aircraft<br>HB-Zxx helicopters<br>Also used by Liechtenstein. Previously CH-. |
| Syria               | YK                  | YK-AAA to YK-ZZZ  |
| Taiwan              | B                   | B-00000 to B-99999  |
| Tajikistan          | EY                  | EY-10000 to EY-99999  |
| Tanzania            | 5H                  | 5H-AAA to 5H-ZZZ. Colonial allocation Tanganyika VR-T and Zanzibar VP-Z.  |
| Thailand            | HS                  | HS-AAA to HS-ZZZ  |
| Togo                | 5V                  | 5V-AAA to 5V-ZZZ  |
| Tonga               | A3                  | A3-AAA to A3-ZZZ  |
| Trinidad and Tobago | 9Y                  | 9Y-AAA to 9Y-ZZZ. Colonial allocation VP-T.   |
| Tunisia             | TS                  | TS-AAA to TS-ZZZ  |
| Turkey              | TC                  | TC-AAA to TC-ZZZ<br>TC-BAA to TC-BZZ (Hot air balloons)<br>TC-HAA to TC-HZZ (Helicopters)<br>TC-PAA to TC-PZZ (Gliders)<br>TC-UAA to TC-UZZ (Ultralights and microlights)<br>TC-ZAA to TC-ZZZ (Agricultural aircraft)   |
| Turkmenistan        | EZ                  | EZ-A100 to EZ-Z999  |
| Turks and Caicos    | VQ-T                | VQ-TAA to VQ-TZZ  |
| Tuvalu              | T2                  | T2-AAA to T2-ZZZ  |
| Uganda              | 5X                  | 5X-AAA to 5X-ZZZ. Colonial allocation VP-U prior to 1962.   |
| Ukraine             | UR                  | UR-AAA to UR-ZZZ<br>UR10000 to UR99999<br>UR-AAAA to UR-ZZZZ (private aircraft)   |
|                     | A6                  | A6-AAA to A6-ZZZ<br>A6-GY1 to A6-GY9 (reserved for SkyDive Dubai / Gyrocopters)   |



| Country or Region             | Registration Prefix | Presentation and Notes  |
|-------------------------------|---------------------|---|
| United Arab Emirates          |                     | A6-SD1 to A6-SD9 (reserved for Skydive Dubai)   |
|                               | DU                  | DU-001 to DU-999 (Dubai Police aircraft)  |
| United Kingdom                | G                   | G-AAAA to G-ZZZZ<br>G-1-1 to G-99-99 (UK aircraft test serials for test & delivery purposes)  |
| United Nations <sup>[k]</sup> | 4U                  | 4U-AAA to 4U-ZZZ  |
| United States                 | N                   | N1 to N99999<br>N1A to N9999Z<br>N1AA to N999ZZ.<br>Prior to 1948 the letter 'N' was usually suffixed by one of the six following: 'C' for Commercial, 'L' for Limited, 'P' for Private, 'R' for Restricted, 'S' for State or 'X' for Experimental. |
| Uruguay                       | CX                  | CX-AAA to CX-ZZZ.   |
| Uzbekistan                    | UK                  | UK10000 to UK99999  |
| Vanuatu                       | YJ                  | YJ-AA1 to YJ-ZZ99   |
| Venezuela                     | YV                  | YV1000 to YV9999<br>YV100T to YV999T<br>YV100E to YV999E (training)<br>YVO100 to YVO999 (Official use)  |
| Vietnam                       | VN                  | VN-1000 to VN-9999<br>VN-A100 to VN-A999 (turbo jet engine)<br>VN-B100 to VN-B999 (turbo prop engine)<br>VN-C100 to VN-C999 (internal combustion engine)<br>Previously XV- (South Vietnam).   |
| Yemen                         | 7O                  | 7O-AAA to 7O-ZZZ. Historically 4W- until 1978 (North Yemen, Yemen Arab Republic). Previously YE-.   |
| Zambia                        | 9J                  | 9J-AAA to 9J-ZZZ.<br>Colonial allocation Northern Rhodesia VP-R and VP-Y.   |
| Zimbabwe                      | Z                   | Z-AAA to Z-ZZZ.<br>Colonial allocation Southern Rhodesia VP-W and VP-Y  |

# CORE PROFILES IN AVIATION

The Aviation industry mainly comprises of certain profiles:

- ❑ **Aeronautical Engineer:** Aeronautical engineers work with aircraft. They are involved primarily in designing aircraft and propulsion systems and in studying the aerodynamic performance of aircraft and construction materials. They work with the theory, technology, and practice of flight within the Earth's atmosphere.
- ❑ **Pilots:** An aircraft pilot or aviator is a person who controls the flight of an aircraft by operating its directional flight controls.
- ❑ **Aircraft Maintenance Engineers:** An aircraft maintenance engineer, also licensed aircraft maintenance engineer, is a licensed person who carries out and certifies aircraft maintenance.
- ❑ **Cabin Crew:** A Cabin Crew provide in-flight services to ensure that airline passengers have a comfortable and smooth flying experience.
- ❑ **Ground Crew:** A Ground Crew (also known as ground operations in civilian aviation) are personnel that service aircraft while on the ground, during routine turn-around.
- ❑ **Air Traffic Controller:** Air traffic control is a service provided by ground-based air traffic controllers who direct aircraft on the ground and through a given section of controlled airspace, and can provide advisory services to aircraft in non-controlled airspace.



# WONDERING TO BECOME A PILOT!

THE BASIC TYPES OF PILOTS IN SUCCESSIVE ORDER OF QUALIFICATIONS INCLUDE:

- **Student Pilot:** All pilots start out as students. Student pilots learn to fly while working their way through the knowledge and flying skills needed to earn their sport, recreational, or private pilot certificate. A student pilot's flying privileges are very limited but provide enough freedom to allow them to learn all of the basics, including standard airport-to-airport cross-country flying skills and interaction with air traffic control (ATC). When student pilots first start learning to fly, they complete all of their flights with a certificated flight instructor (CFI) on board. Once they've reached the age of 16, have a valid Class III medical, and have mastered the basic skills and educational topics of flight, they can solo.

Student pilots learn how to fly in good weather during the day and night. They also learn basic instrument flying skills, which teach them how to fly by reading the instruments in the cockpit and without visual reference to the ground. They are not allowed to carry any passengers, or to fly for hire.

- **Sport Pilot:** The sport pilot certificate was introduced by some countries about a decade ago. Sport pilots fly smaller, lighter, less-complex, one or two seat airplanes. Sport pilots generally fly in aircraft that fly at low speeds—less than 100 mph. In many countries Sport pilots do not need a medical certificate to fly an aircraft. They may use their current driver's license as proof that they are medically fit to operate low speed aircraft. Sport pilots can only fly a special limited class of aircraft known as light sport aircraft (LSA). LSAs are popular around the world due to their affordability, ease of maintenance and superior performance for cross country flying, with the ability to operate from grass strips, short fields and runways.

- **Recreational Pilot:** The recreational pilot certificate is a more limited form of the private certificate. It requires less effort and money to earn than the private; however, most people who start down this path eventually go on to earn the private certificate anyway. Additional training and experience allows a recreational pilot to easily upgrade to a private pilot certificate.

- **Private Pilot:** Almost all pilots work towards earning a traditional private pilot certificate. It has the fewest limitations and, with additional training, can be upgraded to include more advanced capabilities such as flying in bad weather, flying an airplane with two or more engines, or flying professionally. Private pilots comprise the largest group of pilots and are among the most active fliers. A private pilot—with appropriate training, ratings, and endorsements may carry passengers in any aircraft, day or night, good or bad weather. Private pilots may not fly for compensation or hire (no passenger or revenue services) but may share equally with their passengers the direct operating expenses of a flight—specifically fuel, oil, airport parking and landing fees, and aircraft rental charges.

- **Instrument Rating:** This add-on rating allows a pilot to fly in weather with reduced visibilities such as rain, low clouds, or heavy haze. When flying in these conditions, pilots follow instrument flight rules (IFR). The instrument rating provides the skills needed to complete flights without visual reference to the ground, except for the takeoff and landing phases. All pilots who fly above 18,000 feet mean sea level (msl) must have an instrument rating. The instrument rating makes the use of aircraft more practical for routine transportation.

- ■ **Commercial Pilot:** As the name implies, commercial pilots can be paid to fly aircraft. They may fly for hire in accordance with applicable parts of the aviation regulations. Commercial pilots have stringent medical criteria and undertake regular flight review with a certified flight instructor (CFI).
- ■ **Certificated Flight Instructor:** A certificated flight instructor (CFI) is authorized by the Aviation Regulator to give instruction to student pilots and pilots taking recurrent training or preparing for additional certificates or ratings. They also may give flight reviews and recommend their students for flight tests. CFIs may earn a special instrument instructor rating, allowing them to teach instrument flying (operating an aircraft in the air solely by instrument indications without visual reference to the ground). An instructor with this rating is called a CFII.
- ■ **Airline Transport Pilots:** This is the doctorate degree of piloting. Most ATPs have many thousands of hours of flight time. ATPs also must have a commercial certificate and an instrument rating. ATPs may instruct other pilots in air transportation service in aircraft in which the ATP is rated. They may not instruct pilots outside of air transportation service unless they also have an appropriate flight instructor certificate.
- ■ **Designated Examiner:** If the airline transport pilot is the doctorate degree of piloting, then becoming a pilot examiner is the equivalent of mastering advanced postdoctoral work. These individuals are few and far between. As the name implies, these people have been designated to test or examine the performance of their fellow pilots. Examiners typically have decades of realworld experience and perform the majority of official check rides or flight tests for everyone from new pilots to seasoned airline captains.

Pilots are certificated by the Aviation Administration of the country for particular types of flying activities together with a set of add - on ratings to specify not only what types of aircraft pilots may fly, but also whether they may carry passengers, fly for hire, or fly in certain weather conditions. In addition to a pilot certificate, pilots also must have a current medical certificate issued by a designated physician.

Pilot certificates are earned through the successful completion of ground school, written examination, oral examination and flight test. Access and enrollment to flying schools is quite easy in most parts of the world. There is no certification or entry test required to become a student pilot and anybody over the age of 14 years can start learning to fly. Even someone with physical impairments can fly with some modifications to control systems. Exams for Private licenses are conducted at various flight schools by the CFI or Examiners based there and results are given immediately to the candidates.

In order to reduce delays and costs of administration, many countries have devolved the administration and issue of pilot licensing to independent associations like the Microlight Association, the Light Aircraft Association or the Experimental Aircraft Association. Members of these associations get immediate and personal access to services like licensing, renewals and endorsements.

# Note:

- ❑ If you are interested to seek guidance on any other profile (other than Pilot) of Aviation; directly connect with us over email / phone.
- ❑ This handbook is published by GAC BUSINESS AVIATION ASSOCIATION L.L.C, DUBAI, UAE as a primer on the basics of Aviation for use by its members and as a reference guide to the large number of officers, policy makers, regulators and enthusiasts.
- ❑ This captures the essence of Aviation as is presently being viewed in most parts of the world.
- ❑ Readers are requested to send in their comments, views and suggestions for incorporation into forthcoming editions of this handbook.



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