

**U. S. DEPARTMENT OF COMMERCE  
DANIEL C. ROPER, Secretary**

**BUREAU OF AIR COMMERCE  
DENIS MULLIGAN, Director**

**CIVIL AIR REGULATIONS**

**02.—AIRCRAFT IDENTIFICATION MARK**

**As Amended to May 31, 1938**

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**CIVIL AIR REGULATIONS**

Pursuant to the authority contained in the Air Commerce Act of 1926 (44 Stat. 568) as amended by the Act of February 28, 1929 (45 Stat. 1404), the Act of June 19, 1934 (48 Stat. 1113), the Act of June 19, 1934 (48 Stat. 1116), and Sections 11 and 12 of the Act of June 12, 1934 (48 Stat. 933, 937), the following Civil Air Regulations are hereby made, prescribed, and issued to be known as—

- Part 00. Aircraft Registration Certificate.
- Part 01. Aircraft Certificates.
- Part 02. Aircraft Identification Mark.
- Part 03. Aircraft Title Transfer.
- Part 04. Airplane Airworthiness.
- Part 13. Aircraft Engine Airworthiness.
- Part 14. Aircraft Propeller Airworthiness.
- Part 15. Aircraft Equipment Airworthiness.
- Part 18. Repair and Alteration of Aircraft.
- Part 20. Pilot Rating.
- Part 21. Airline Pilot Rating.
- Part 23. Ground Instructor Rating.
- Part 24. Mechanic Rating.
- Part 25. Parachute Rigger Rating.
- Part 26. Airport Control Tower Operator Rating.
- Part 27. Airline Dispatcher Rating.
- Part 40. Scheduled Airline Certification (Interstate and Intra-Territorial).
- Part 50. Flying School Rating.
- Part 52. Aircraft Repair Station Rating.
- Part 60. Air Traffic Rules.
- Part 61. Scheduled Airline Rules (Interstate).

- Part 90. Air Mail.
- Part 91. Aircraft Accident Investigations.
- Part 92. Hearings Upon Certificates (Issued, Renewed, Denied, Suspended or Revoked).
- Part 93. Evidence.
- Part 94. Penalties.
- Part 95. Imposition, Remission and Mitigation of Penalties.
- Part 96. Authorization to Act for the Secretary.
- Part 98. Definitions.
- Part 99. Mode of Citation of Regulations

Any and all rules and regulations heretofore made, prescribed, and issue by the Secretary of Commerce pursuant to the authority first above stated are hereby repealed.

Approved May 31, 1938.

DANIEL C. ROPER,  
*Secretary of Commerce*

## **PART 02.—AIRCRAFT IDENTIFICATION MARK**

- Sec.
- 02.0 Provision for issuance.
- 02.1 Character.
  - 02.10 Nationality symbol.
  - 02.11 Airworthiness symbol.
  - 02.12 Number.
- 02.2 Issuance.
  - 02.20 Assignment.
    - 02.200 Non-registered aircraft.
    - 02.21 Provisional assignment.
  - 02.3 Location for display.
    - 02.30 Conventional airplanes and gliders.
    - 02.31 Unconventional aircraft.
    - 02.32 Airships.
    - 02.33 Conventional balloons.
    - 02.34 Unconventional balloons.
- 02.4 Lettering.
  - 02.40 Type.
  - 02.41 Color.
  - 02.42 Legibility.
- 02.5 Identification mark rules.
  - 02.50 Domestic aircraft.
    - 02.51 Foreign aircraft.
    - 02.510 Non-registered alien aircraft.
  - 02.52 Domestic aircraft for foreign delivery.

**02.0 Provision for issuance.** Pursuant to the provisions of the Air Commerce Act declaring that the Government of the United States has, to the exclusion of all foreign nations, complete sovereignty of the airspace over the lands and waters of the United States, including the Canal Zone, and requiring the Secretary of Commerce to establish air traffic rules for the navigation, protection, and identification of aircraft, the following regulations are prescribed for the assignment, approval, issuance and display of identification marks.

**02.1 Character.** An aircraft identification mark will consist of one or more Roman capital letters, or other symbol or symbols hereinafter specified, and a number.

**02.10 Nationality symbol.** The Roman capital letter N will appear first in the identification mark, except that the symbol cross, +, will appear first in the identification mark of aircraft owned by an alien and not registered in some foreign country.

**02.11 Airworthiness symbol.** The international symbol N, or the symbol cross, +, will be followed in the mark by the Roman capital letter C, R, or X, or by a bar, for the purpose of classifying the aircraft as to its airworthiness, or lack thereof, as follows:

**02.110** a. The letter C will classify an aircraft as complying fully with the airworthiness requirements of Parts 01 and 04, 05, 06, or 07, as the case may be for the purpose of carrying persons or property, for or without hire.

**02.111** b. The letter R will classify an aircraft as complying in some limited respect with the airworthiness requirements of Parts 01 and 04, 05, 06, or 07, as the case may be, *provided* each deficiency is compensated for by means of suitable operation limitations (see also 01.22). The certificate of an aircraft in this classification will specify the use, or uses, for which such aircraft is deemed airworthy, but such use, or uses, shall exclude passenger carrying, and shall be for industrial purposes only.

**02.112** c. The letter X will classify an aircraft as one which has been issued an experimental certificate in accordance with 01.3. An aircraft so classified has been found by inspection to possess no apparent unairworthy features.

**02.113** d. The bar symbol, \_\_, will classify the aircraft as one whose airworthiness rating has not been established. An aircraft so classified is an uncertificated aircraft and one not registered as an aircraft of the United States.

**02.12 Number.** The airworthiness symbol will be followed in the mark by a number issued for purposes of further identification.

**02.2 Issuance.**

**02.20 Assignment.** The aircraft identification mark of NC, NR or NX, as the case may be, plus a number, will be assigned to aircraft of the United States at the time of issuance of the registration and aircraft certificates, will be inserted in the body of either thereof and issued as a part thereof.

**02.200 Non-registered aircraft.** The aircraft identification mark of N\_\_\_, plus a number, will be assigned to aircraft other than aircraft of the United States and other than aircraft registered in some foreign country, and issued by the Secretary, upon application of the aircraft owner. Such identification shall be valid only so long as the aircraft is owned by the owner making application for such identification. It shall be displayed as provided for in 02.3.

**02.21 Provisional assignment.** Pending issuance by the Secretary a provisional assignment may be made by a Bureau inspector.

**02.3 Location for display.**

**02.30 Conventional airplanes and gliders.** The mark on such aircraft shall be located on the lower surface of the lower left wing and on the upper surface of the upper right wing. If, in a biplane, the lower left wing space is less than one-half that of the upper left wing, the mark shall be located on the lower surface of the upper left wing as far to the left as is possible. The top of the letters, symbols, and figures shall be toward the leading edge. The height shall be at least four-fifths of the mean chord; *provided, however*, that in the event four-fifths of the mean chord is more than 30 inches, the height of the letters, symbols and figures need not be more than 30 inches. If the span of either the upper left or lower right wing does not permit using letters and figures of at least 30 inches in height, with the proportions as set out in 02.40, these letters, symbols and figures may be less than 30 inches *provided* they retain the proportions set out in 02.40 and, *provided, further*, that they occupy at least four-fifths of the span. In the case of a monoplane, the mark shall be displayed on the lower surface of the left wing and the upper surface of the right wing in the manner thus described. On gliders the letters, symbols, or figures shall be displayed in the same manner and place prescribed for airplanes except the minimum height shall be 15 inches. The mark shall also be located on both sides of the vertical tail surface, of size as large as a 2-inch margin will permit.

**02.31 Unconventional aircraft.** Marks on such aircraft will be located as deemed satisfactory by the Secretary upon examination of a three-view drawing to scale, of the aircraft.

**02.32 Airships.** Same as 02.31.

**02.33 Conventional balloons.** Same as 02.31.

**02.34 Unconventional balloons.** Same as 02.31.

**02.40 Type.** The width of the letters, symbols and figures (except the figure 1) shall be at least two-thirds of their height. The width of each stroke shall be at least one-sixth of the height of the letters, symbols and figures, which shall be of uniform size. The space between such letters, symbols and figures shall be not less than one-sixth of the height.

**02.41 Color.** The letters, symbols and number shall be painted on the aircraft in one solid color on a background of any other solid color provided there is a strong contrast, as deemed suitable by the Secretary.

**02.42 Legibility.** Except with the approval of the Secretary, no other design, mark, symbol or description shall be placed upon an aircraft if such design, etc., modifies, adds to, detracts from, or confuses the assigned mark or destroys its legibility. The assigned marks shall be kept clean and clearly visible.

**02.5 Identification mark rules.**

**02.50 Domestic aircraft.** Every aircraft (except a foreign aircraft) entering the airspace over the lands and waters of the United States, including the Canal Zone, shall be possessed of and display an identification mark assigned and issued therefor by the Secretary. Such identification mark shall be displayed as provided for in 02.3.

**02.51 Foreign aircraft.** Foreign aircraft shall be subject to the provisions of 02.50 unless specifically given other authorization pursuant to Section 6 of the Air Commerce Act.

**02.510 Non-registered alien aircraft.** Alien owned aircraft not registered under Part 00 or in some foreign country will be assigned an identification mark consisting of the symbol cross, +, followed by the bar symbol, —, and then a number. Such identification mark will be assigned and issued to such aircraft by the Secretary upon application of the alien owner. Such identification mark shall be displayed as provided for in 02.3. Such identification shall be valid only so long as the aircraft is owned by the alien owner making application for such identification.

**02.52 Domestic aircraft for foreign delivery.** An aircraft manufactured in the United States for delivery to a foreign purchaser may display appropriate and duly assigned or issued foreign identification marks or insignia and may be navigated for the sole purpose of delivery to said foreign purchaser by the most practicable direct air route of for demonstration purposes for a limited time within the immediate vicinity of the manufacturer's airport on application made to and approved by the Secretary.