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THE OFFICIAL GAZETTE 16TH MAY, 2024
LEGAL SUPPLEMENT — B

GUYANA **No. 19 of 2024**

GUYANA CIVIL AVIATION AUTHORITY

REQUIREMENTS FOR AIRCRAFT REGISTRATION AND MARKINGS 2024

Made Under

THE CIVIL AVIATION ACT 2018

(Act No. 21 of 2018)

In exercise of the powers conferred upon the Guyana Civil Aviation Authority by section 142 of the Civil Aviation Act 2018, the Guyana Civil Aviation Authority prescribe the following Requirements which may be cited as the Civil Aviation Requirements for Aircraft Registration and Markings 2024.

These Requirements are prescribed in respect of the Civil Aviation (Registration of Civil Aircraft) Regulations 2024 and contain –

(a) applicable standards;

(b) rules and recommended practices of international aviation organisations; and

(c) other requirements of the Authority.

These Requirements are numbered 4 to IS 4.2.1.7.

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PART 4 – AIRCRAFT REGISTRATION AND MARKING

4.1.1.1 APPLICABILITY

(a) This part prescribes the requirements for registration and marking of civil aircraft.

(b) This part does not apply to meteorological pilot balloons used exclusively for meteorological purposes or to unmanned free balloons without a payload.

4.1.1.2 DEFINITIONS

(a) For the purpose of this Part, the following definitions shall apply:

(1) ***Aeroplane.*** 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.

(2) ***Aircraft.*** In these Requirements shall refer to civil aircraft only and will not include State or public aircraft.

(3) ***Airship.*** A power-driven lighter-than-air aircraft.

(4) ***Balloon.*** A non-power-driven lighter-than-air aircraft.

(5) ***Common Mark.*** A mark assigned by the International Civil Aviation Organisation to the common mark registering authority registering aircraft of an international operating agency on other than a national basis.

(6) ***Common Mark Registering Authority.*** The authority maintaining the non-national register or, where appropriate, the part thereof, in which aircraft of an international operating agency are registered.

(7) ***Fireproof Material.*** A material capable of withstanding heat as well as or better than steel when the dimensions in both cases are appropriate for the specific purpose.

(8) ***Glider.*** 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.

(9) ***Gyroplane.*** A heavier-than-air aircraft supported in flight by the reactions of the air on one or more rotors which rotate freely on substantially vertical axes.

(10) ***Heavier-Than-Air Aircraft.*** Any aircraft deriving its lift in flight chiefly from aerodynamic forces.

(11) ***Helicopter.*** A heavier-than-air aircraft supported in flight chiefly by the reactions of the air on one or more power-driven rotors on substantially vertical axes.

(12) ***International Operating Agency.*** An agency of the kind contemplated in Article 77 of the Convention on International Civil Aviation. ***Lighter-Than-Air Aircraft.*** Any aircraft supported chiefly by its buoyancy in the air.

(13) ***Ornithopter.*** A heavier-than-air aircraft supported in flight chiefly by the reactions of the air on planes to which a flapping motion is imparted.

(14) ***Powered Lift.*** A heavier-than-air aircraft capable of vertical takeoff, vertical landing, and low speed flight that depends principally on engine-driven lift devices or engine thrust for lift during these flight regimes and on nonrotating airfoil(s) for lift during horizontal flight.

(15) ***Rotorcraft.*** A power-driven heavier-than-air aircraft supported in flight by the reactions of the air on one or more rotors.

(16) **State of Registry.** The State on whose register the aircraft is entered.

Abbreviations

(a) The following abbreviations are used in this part:

(1) **ICAO –** International Civil Aviation Organization

(2) **IS** – Implementing Standards

(3) **RPA** – remotely piloted aircraft

4.2 REGISTRATION REQUIREMENT

4.2.1.1 APPLICABILITY

(a) This subpart prescribes the requirements for the registration of civil aircraft registered in Guyana.

4.2.1.2 CERTIFICATE OF AIRCRAFT REGISTRATION

(b) The certificate of aircraft registration shall be in the language of English.

(c) The Authority will issue the certificate of aircraft registration in the form as prescribed in IS 4.2.1.2 and of a size determined by the Authority.

4.2.1.3 APPLICATION

(a) A person who wishes to register an aircraft in Guyana shall submit an application for aircraft registration to the Authority on a form and in a manner acceptable to the Authority. Each application shall:

(i) Proof of Deregistration from previous State if applicable

(ii) Evidence identifying ownership

(iii) Evidence of compliance with Customs requirements

(iv) A receipt of applicable fees

(v) A copy of the lease agreement provided and proof of ownership of the lessor for a leased aircraft

(b) Upon an applicant meeting all requirements for registration, a certificate of aircraft registration will be issued by the Authority.

4.2.1.4 CLASSIFICATION OF AIRCRAFT

(a) Aircraft shall be classified in accordance with IS 4.2.1.6.

(b) An aircraft that is intended to be operated with no pilot on board shall be further classified as unmanned.

(c) Unmanned aircraft shall include unmanned free balloons.

4.2.1.5 CERTIFICATE OF AIRCRAFT DEREGISTRATION

(a) The Authority will issue the certificate of aircraft deregistration in the form as prescribed in IS 4.2.1.7 and of a size determined by the Authority.

(a) The certificate of aircraft deregistration shall be in English.

4.3 NATIONALITY AND REGISTRATION MARKS

4.3.1.1 APPLICABILITY

(a) This subpart prescribes the requirements for the identification and marking of civil aircraft registered in Guyana.

4.3.1.2 GENERAL

(a) Permanent marking of aircraft nationality and registration shall:

(1) Be painted on the aircraft or affixed by other means ensuring a similar degree of permanence;

(2) Have no ornamentation;

(3) Contrast in color with the background;

(4) Be legible; and

(5) Be kept clean and visible at all times.

4.3.1.3 DISPLAY OF MARKS: GENERAL

(a) The nationality mark shall precede the registration mark. When the first character of the registration mark is a letter, it shall be preceded by a hyphen.

(b) The letters shall be capital letters in Roman characters without ornamentation.

(c) The Numbers shall be Arabic numbers without ornamentation.

4.3.1.4 SIZE OF MARKS

(a) No person shall operate an aircraft unless that aircraft displays marks meeting the size requirements of this section.

(b) HEIGHT. The character marks shall be of equal height and on:

(1) Heavier-than-air aircraft shall be:

(i) At least 50 centimetres high if on the wings; and

(ii) At least 30 centimetres high if on the fuselage (or equivalent structure) and vertical tail surfaces; or

(iii) Determined by the State of Registry, taking account of the need for the aircraft to be identified readily, if the aircraft possesses no wings and fuselage or if the parts are too small to accommodate the marks described in paragraphs 4.3.1.4(i) and (ii) of this subsection.

(2) Lighter-than-air aircraft other than unmanned free balloons shall be at least 50 centimetres high.

(3) Unmanned free balloons and other lighter-than-air aircraft that are not of sufficient size to accommodate marks at least 50 centimetres high shall be determined by the Authority, taking into account the size of the payload to which the identification plate is affixed.

(c) WIDTH. The characters shall be two-thirds as wide as they are high, except the number "1" and the letter "I," which shall be one-sixth as wide as they are high.

(d) THICKNESS. The characters and hyphens shall be formed by solid lines and shall be of a colour contrasting clearly with the background. The thickness of the lines shall be one-sixth of the height of a character.

(e) SPACING. The space between characters shall be at least one-fourth of a character width. A hyphen shall be regarded as a character for this purpose.

(f) UNIFORMITY. The marks required by this part for heavier-than-air aircraft shall have the same height, width, thickness, and spacing on both sides of the aircraft

4.3.1.5 LOCATION OF MARKS ON HEAVIER-THAN-AIR AIRCRAFT

(a) No person shall operate a heavier-than-air aircraft unless that aircraft displays the marks once on the lower surface of the wing structure as follows:

(1) The marks shall be located on the left half of the lower surface of the wing structure unless they extend across the whole of the lower surface of the wing structure.

(2) So far as is possible, the marks shall be located equidistant from the leading and trailing edges of the wings.

(3) The tops of the letters and numbers shall be towards the leading edge of the wing.

(b) On a heavier-than-air aircraft with a fuselage (or equivalent structure) and/or vertical tail surfaces, the marks shall appear on either the vertical tail surfaces or the sides of the fuselage as follows:

(1) If displayed on the vertical tail surfaces, the marks shall appear horizontally on both surfaces of a single vertical tail or on the outer surfaces of a multi-vertical tail.

(2) If displayed on the fuselage surfaces, the marks shall appear horizontally on both sides of the fuselage between the trailing edge of the wing and the leading edge of the horizontal stabiliser.

(3) If engine pods or other appurtenances are located in the area described in paragraph 4.3.1.5(b)(2) of this subsection and are an integral part of the aircraft, the marks may appear on those pods or appurtenances.

4.3.1.6 LOCATION OF MARKS ON LIGHTER-THAN-AIR AIRCRAFT

(a) AIRSHIPS. No person shall operate an airship unless that airship displays marks on:

(1) The hull, where the marks shall be located lengthwise on each side of the hull and on its upper surface on the line of symmetry; or

(2) The horizontal and vertical stabiliser surfaces:

(i) The marks on the horizontal stabiliser shall be located on the right half of the upper surface and on the left half of the lower surface, with the tops of the letters and numbers towards the leading edge; and

(ii) The marks on the vertical stabiliser shall be located on each side of the bottom half stabiliser, with the letters and numbers placed horizontally.

(b) SPHERICAL BALLOONS (OTHER THAN UNMANNED FREE BALLOONS). No person shall operate a spherical balloon unless that balloon displays marks in two places diametrically opposite each other and located near the maximum horizontal circumference of the balloon.

(c) NON-SPHERICAL BALLOONS (OTHER THAN UNMANNED FREE BALLOONS). No person shall operate a non-spherical balloon unless that balloon displays marks on each side, located near the maximum cross-section of the balloon immediately above either the rigging band or the points of attachment of the basket suspension cables.

(d) LIGHTER-THAN-AIR AIRCRAFT (OTHER THAN UNMANNED FREE BALLOONS). No person shall operate any lighter-than-air aircraft unless that aircraft displays marks visible both from the sides and from the ground.

(e) UNMANNED FREE BALLOONS. No person shall operate any unmanned free balloon unless that balloon displays marks on the identification plate.

4.3.1.7 SPECIAL CASES FOR SIZE AND LOCATION OF MARKS

(a) If either one of the surfaces authorised for displaying required marks is large enough for display of marks meeting the size requirements of this section and the other is not, the full-size marks shall be placed on the larger surface.

(b) If neither surface is large enough for full-size marks, the Authority may approve marks as large as practicable for display on the larger of the two surfaces.

(c) If, because of the aircraft configuration, it is not possible to mark the aircraft in accordance with this part, the owner may apply to the Authority for a different procedure.

4.3.1.8 SALE OF AIRCRAFT: REMOVAL OF MARKS

When an aircraft that is registered in Guyana is sold, the holder of the certificate of aircraft registration shall remove, before its delivery to the purchaser, all nationality and registration marks of Guyana, unless the purchaser is a citizen of Guyana or otherwise qualifies under the Act or relevant regulations.

4.3.1.9 IDENTIFICATION PLATE REQUIRED

(a) No person shall operate an aircraft registered under the laws of Guyana unless an identification plate is affixed to the aircraft:

(1) Containing the aircraft type, model, serial number, marks of nationality, and registration mark.

(2) Made of fireproof metal or other fireproof material of suitable physical properties.

(b) No person shall operate an aircraft registered under the laws of Guyana unless the identification plate is secured to the aircraft in a prominent position near the main entrance or:

(1) In the case of an unmanned free balloon, affixed conspicuously to the exterior of the payload.

(C) The registration mark on the identification plate shall be changed each time the aircraft registration changes

4.3.1.10 CHANGE IN PARTICULARS

(a) The registered owner of an aircraft shall as soon as practicable inform the Authority in writing of any change in the particulars which were furnished to the Authority upon application for the registration of the aircraft.

(b) In the event that the address or the name of the owner of an aircraft change, the owner shall submit a request to the Authority for reissue of the registration certificate and shall pay the applicable fees.

PART 4 – IMPLEMENTING STANDARDS

IS 4.2.1.2 CERTIFICATE OF AIRCRAFT REGISTRATION

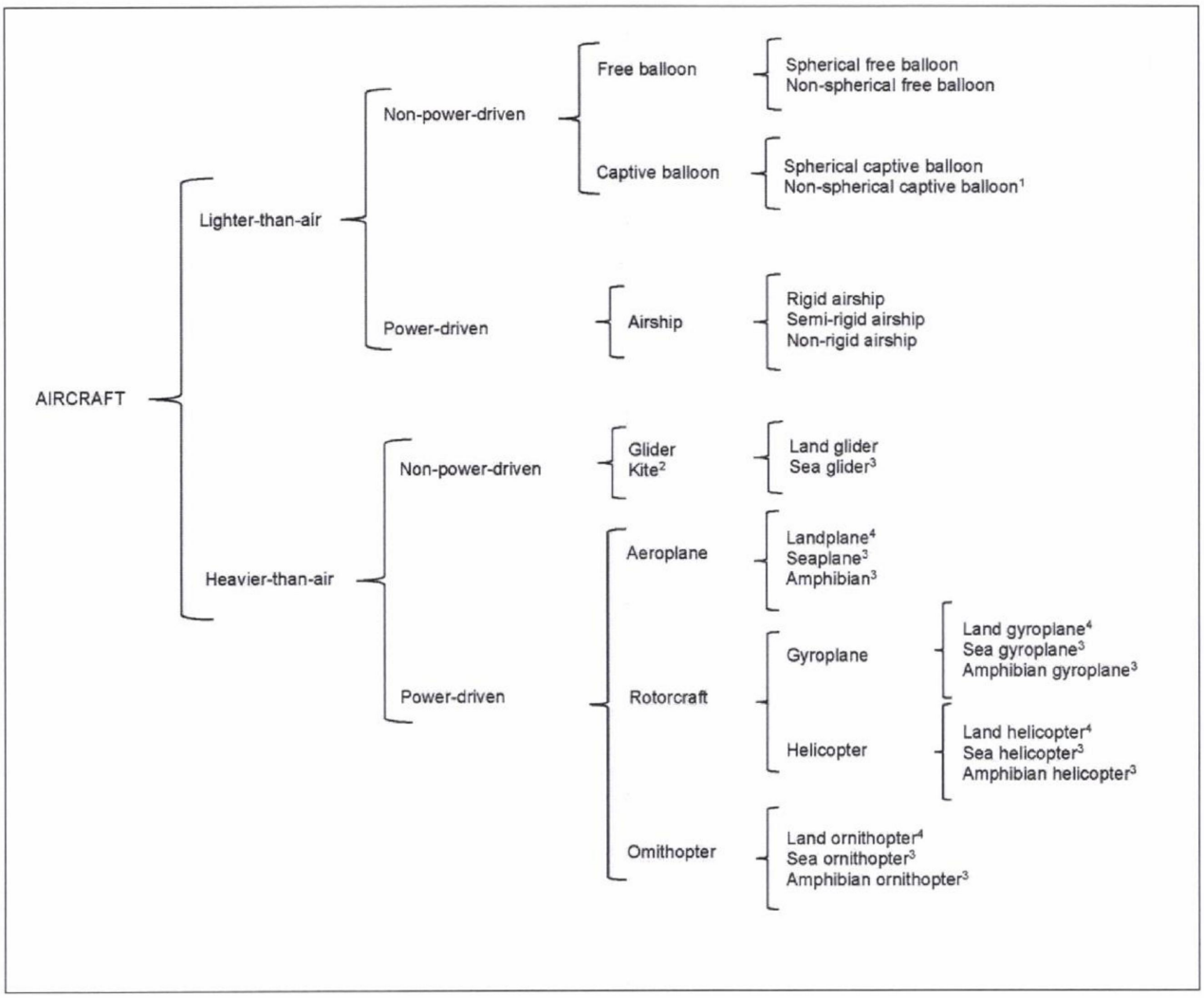
(a) The certificate of aircraft registration issued by the Authority shall be as follows:

File Ref. Number:		Certificate Number:
	GUYANA **CIVIL AVIATION AUTHORITY**	
AIRCRAFT **CERTIFICATE OF REGISTRATION**		
1. Nationality and Registration Marks	**2.** Manufacturer and Manufacturer's Designation of Aircraft	**3.** Aircraft Serial Number
4. Name of Owner(s):		
5. Address of Owner(s):		
6. It is hereby certified that the above-described aircraft has been duly entered on the Guyana Register, in accordance with the Convention of International Civil Aviation dated 7th December 1944 and with the regulations and requirements issued by the Authority.		
7. Date of Issue: _____		_____

	Director General of Civil Aviation
Form Number: GCAA/AIR/2653	Effective Date: March 2024

IS 4.2.1.6 CLASSIFICATION OF AIRCRAFT

(a) Aircraft shall be classified as follows:



1. Generally designated "kite-balloon."
2. For the purpose of completeness only.
3. Includes aircraft equipped with ski-type landing gear (substitute "ski" for "land").
4. "Float" or "boat" may be added as appropriate.

IS 4.2.1.7 CERTIFICATE OF AIRCRAFT DEREGISTRATION

(b) The certificate of aircraft deregistration issued by the Authority shall be as follows:

File No:		**Form No: GCAA/AIR/2656 Rev 01**

GUYANA

CIVIL AVIATION AUTHORITY

AIRCRAFT
CERTIFICATE OF DE-REGISTRATION

1. Nationality & Registration Mark:	2. Manufacturer & Manufacturer's Designation of Aircraft:	3. Aircraft Serial Number:

4 a. Issued to: _____

Basis of Registration (Check One): ☐ Ownership of Aircraft ☐ Operator of Aircraft ☐ Other (*Specify*): _____

4 b. Address of Certificate Holder (*At time of De-Registration*): _____

5. Name & Contact Information of Owner (*If different from Certificate*) _____

holder at time of De-Registration)
6 a. It is hereby certified that the above-described aircraft has been duly removed from _____ the ***GUYANA AIRCRAFT REGISTER*** on _____ and the Certificate of Registration has been cancelled.
6 b. Reason(s) for De-Registration (if known): _____
Signature: _____ ***Date of Issue:*** _____
Form Number: GCAA/AIR/2656 Effective Date: March 2024

Made this 16th day of May 2024.

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Director-General

For the Guyana Civil Aviation Authority