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**GCAA
ADVISORY CIRCULAR**

**AIRWORTHINESS
AC NO: GCAA AC/AIR/003**

**SUBJECT: NATIONALITY &
REGISTRATION MARKS**

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Safety Regulation

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1. PURPOSE

This Advisory Circular (AC) provides information and guidance concerning an acceptable means of compliance with the Regulation 11 of the Civil Aviation (Registration of Civil Aircraft) Regulations 2024 concerning Nationality and Registration Marks on aircraft registered in Guyana.

2. RELATED LAWS/REGULATIONS/REQUIREMENTS

The Civil Aviation Requirements for Aircraft Registration and Markings 2024, 4.3.

3. EFFECTIVE DATE

This Advisory Circular AC #: GCAA AC/AIR/03 takes effect from the **1st Day of November 2026** and remains valid until cancellation or revocation by the Director General Civil Aviation.

4. RELEVANT REFERENCES

- a. Regulation 11 of the Civil Aviation (Registration of Civil Aircraft) Regulations 2024.
- b. Requirement 4.3 of the Civil Aviation Requirements for Aircraft Registration and Markings 2024.

5. CONTACT INFORMATION

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6. AUDIENCE

This AC affects all owners and operators of aircraft registered in Guyana and persons who wish to register their aircraft in Guyana.

7. CANCELLATION

As of its effective date this, AC cancels Airworthiness GCAA AC/AIR/003 dated 18th November, 2016.

8. CHANGES

This is a re-issue of AC #: 003 dated 18th November 2016. The reason for this re-issue is to align the Advisory Circular with the current Registration Regulations and Requirements in force.

9. INTRODUCTION

- a. Regulations require that no person may operate a civil aircraft registered in Guyana unless it displays nationality and registration marks in accordance with Regulation 11 of the Civil Aviation (Registration of Civil Aircraft) Regulations 2024.
- b. The marks used to identify the aircraft nationality of Guyana is the alpha-numeric ICAO Designator Code "8R".
- c. The registration mark is a series of numbers or letters designated by the Director General of Civil Aviation (DGCA). The registration mark shall be positioned after (to the right of) the nationality mark.
- d. Guyana has its own aircraft registry and is not a member of any International Operating Agency. Aircraft operating in Guyana are either registered and given Guyana nationality and registration marks or permitted to operate in Guyana under a foreign nationality and registration mark. In either case, approval must be granted by the DGCA.

10. DEFINITION

- a. **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.
- b. **Aircraft** - means any 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.
- c. **Airship** — means a power-driven, lighter-than-air aircraft.
- d. **Balloon** — means a non-power-driven lighter-than-air aircraft.
- e. **Fireproof Material** — means a material capable of withstanding heat as well as or better than steel when the dimensions in both cases are appropriate for the specific purpose.
- f. **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.
- g. **Gyroplane** — means a heavier-than-air aircraft supported in flight by the reactions of the air on one or more rotors which rotate freely on substantially vertical axis.
- h. **Heavier-than-air Aircraft** — means any aircraft deriving its lift in flight chiefly from aerodynamic forces.

- i. **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.
- j. **Lighter-than-air Aircraft** — means any aircraft supported chiefly by its buoyancy in air.
- k. **Nationality Marks** — means a group of characters affixed on aircraft surface to identify the country to which the aircraft belongs.
- l. **Ornithopter** — means a heavier-than-air aircraft supported in flight by the reactions of the air on planes to which a flapping motion is imparted.
- m. **Registration Marks** — means a group of characters affixed on the aircraft surface following nationality marks to identify a particular aircraft.
- n. **Rotorcraft** — means a power-driven heavier-than-air aircraft supported in flight by the reactions of the air on one or more rotors.
- o. **State of Design** — means the State having jurisdiction over the organisation responsible for the type design.
- p. **State of Manufacture** — The State having jurisdiction over the organization responsible for the final assembly of the aircraft, remote pilot station, engine or propeller.
- q. **State of Registry** — means the State on whose register the aircraft is entered.
- r. **State of the Operator** — means the State in which the operator's principal place of business is located or, if there is no such place of business, the operator's permanent residence.

11. NATIONALITY AND REGISTRATION MARKS

- a. The nationality and registration marks to be used on aircraft registered in Guyana shall consist of a series of alpha-numeric characters (Arabic numbers and Roman letters).
- b. As mentioned in 8 b. above, the nationality mark shall be the alpha-numeric characters "8R" and the registration mark shall be a series of alpha-numeric characters assigned by the DGCA.
- c. The nationality and registration marks shall be separated by a hyphen (dash) if the first character of the registration mark is a letter.
- d. The nationality and registration marks shall be painted on the aircraft. If the nationality and registration marks are affixed by another means a similar degree of permanency as if painted must be assured.
- e. The nationality and registration marks shall follow the guidelines listed below:
 - i. All alpha characters shall be in the upper case (capital letters) and without ornamentation.
 - ii. All characters shall contrast in colour with the background.
 - iii. All characters shall be legible.

- f. When letters are used for the registration mark, combinations shall not be used which might be confused with the 5-letter combinations used in the International Code of Signals - Part: II, the 3 letter combinations beginning with Q used in the Q-Code, and with the Distress Signal SOS, or other similar urgent signals, for example XXX, PAN and TTT.

12. LOCATION OF NATIONALITY AND REGISTRATION MARKS

12.1 Heavier-than-air-Aircraft (Fixed-Wing Aircraft)

- a. The nationality and registration marks on fixed-wing aircraft shall be displayed on either the vertical tail surfaces or the sides of the fuselage.
- b. In special cases if the aircraft does not possess parts corresponding to those mentioned below, the nationality and registration marks shall appear in a manner such that the aircraft can be identified readily:
 - i. **Wings** - The nationality and registration marks shall appear on the left half of the lower surface of the wing structure, or shall extend across the whole of the lower surface of the wing structure. As far as possible the marks shall be equidistant from the leading and trailing edges of the wings. The top of the letters shall be towards the leading edge of the wings.
 - ii. **Fuselage (or equivalent structure) and Vertical Tail Surfaces** - The nationality and registration marks shall be either on each side of the fuselage (or equivalent structure) between the wings and tail surfaces. In the case of a single vertical tail surface, the marks shall be displayed on the upper halves of each side of the surface. In the case of more than one vertical tail surface, it shall be displayed on the upper halves of the outboard side of the outer surfaces.

12.2. Heavier-Than-Air-Aircraft (Rotorcraft and Helicopter)

The nationality and registration marks shall be displayed horizontally on both surfaces of the cabin, fuselage, boom or tail, such that the aircraft can be readily identified.

12.3. Heavier-Than-Air-Aircraft (Special Cases)

If a heavier-than-air aircraft does not possess parts corresponding to those mentioned in paragraphs 11.1 and 11.2 above, the nationality and registration marks shall appear in a manner such that the aircraft can be identified readily. The Authority must approve this type of marking before it is affixed to an aircraft.

Note: The nationality and registration marks on airships shall be visible both from the side and from the ground

12.4. Lighter-Than-Air-Aircraft (Airship)

The nationality and registration marks shall be displayed on either the hull or the stabilizer surfaces as described below:

- a. **Hull**— The nationality and registration marks shall be displayed lengthwise on each side of the hull and also on its upper surface on the line of symmetry.
- b. **Stabilizers** — The nationality and registration marks shall be displayed on both the horizontal and vertical stabilizers surfaces as mentioned below:
 - i. **Horizontal Stabilizer** — The nationality and registration marks shall be displayed on the right half of the upper surface and on the left half of the lower surface, with the tops of the characters toward the leading edge.

- i. **Horizontal Stabilizer** — The nationality and registration marks shall be displayed on the right half of the upper surface and on the left half of the lower surface, with the tops of the characters toward the leading edge.
- ii. **Vertical Stabilizer** — The nationality and registration marks shall be displayed on each side of the bottom half stabilizer, with the characters placed horizontally.

12.5. Lighter-Than-Air-Aircraft (Balloons)

- a. **Spherical Balloons (other than Unmanned Free Balloons)** - The nationality and registration marks shall be displayed in two (2) places diametrically opposite. They shall be located lengthwise near the maximum horizontal circumference of the balloon.
- b. **Non-Spherical Balloons (other than Unmanned Free Balloons)** - The nationality and registration marks shall be displayed on each side near the maximum cross-section of the balloon, immediately above either the rigging band or the points of attachment of the basket suspension cables.

13. SIZE OF NATIONALITY AND REGISTRATION MARKS

13.1 Height of Marks for Heavier-Than-Air-Aircraft (Fixed-Wing)

- a. **Wings** - The height of the characters shall be at least 50 centimeters.
- b. **Fuselage (or equivalent structure) and Vertical Tail Surfaces** - The height of the characters shall be at least 30 centimeters.
- c. **Special Cases** - In special cases if the aircraft does not possess parts corresponding to those mentioned in paragraphs 11.1 and 11.2 above, the measurement of the marks shall appear in a manner such that the aircraft can be identified readily.

Note: *The letters and numbers in each separate group of marks shall be of equal height.*

13.2 Height of Marks for Heavier-Than-Air-Aircraft (Rotorcraft and Helicopter)

The height of the characters shall be at least 30 centimeters.

13.3 Height of Marks for Lighter-Than-Air-Aircraft (other than Unmanned Free Balloons)

The height of the characters (other than unmanned free balloons) shall be at least 50 centimeters.

13.4 Height of Marks for Lighter-Than-Air-Aircraft (Unmanned Free Balloons)

The measurements of the nationality and registration marks related to unmanned free balloons shall be determined by the State of Registry, taking into account the size of the payload to which the identification plate is affixed. The nationality and registration marks shall appear on the identification plate.

13.5 Width of Marks

The width of the characters of the nationality and registration marks shall be two-thirds (%) the height, except the letter "I" and the number "1" which shall be one-sixth (%) the height, and the letters "M" and "W" shall be as wide as their height.

13.6 Thickness of Marks

The characters, including the hyphen, 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 (%) the height of a character.

13.7 Character Spacing

Each character shall be separated from that which immediately precedes or follows, and the space shall not be less than one-fourth (1/4) of its width. A hyphen shall be regarded as a character for this purpose.

13.8 Uniformity of Marks

For fixed-wing aircraft, the nationality and registration marks shall have the same height, width, thickness and spacing and it shall be displayed on both sides of the aircraft.

14. IDENTIFICATION PLATE

- a. The Owner/Operator of an aircraft registered in Guyana is required to affix to each aircraft an Identification Plate also referred to as a Data Plate.
- b. The plate shall be made of fireproof metal (material), and it shall contain the following information:
 - i. Description of aircraft Type and Model assigned by manufacturer or State of Manufacture.
 - ii. Aircraft Construction Number (Serial Number).
 - iii. Nationality and Registration Marks.
- c. The Identification Plate shall be secured to the aircraft in a prominent position, near the main entrance, or, in the case of a free balloon, affixed conspicuously to, the exterior of the payload.

Approved by:


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