GIBRALTAR
CIVIL AVIATION AUTHORITY

CAR REG

AIRCRAFT REGISTRATION

FOREWORD

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FOREWORD

1. The Gibraltar Civil Aviation Authority is known in these operating regulations as the "Authority".

2. CAR REG (Aircraft Registration) addresses aircraft registration regulations and the requirements for a radio station licence for an aircraft. CAR REG includes Standards and Recommended Practices up to and including ICAO Annex 7, Amendment 7.

3. The gazette published version is available on https://www.gibraltarlaws.gov.gi under operating regulations.

4. The editing practices used in this document are as follows:

   (a) 'Shall' is used to indicate a mandatory requirement whereby non-compliance may be considered an offence under Section 59 of the Civil Aviation Act – 2024 and may be enforced under the provisions of Section 58.

   (b) 'Should' is used to indicate a recommendation by the Authority and has no legal effect.

   (c) 'May' is used to indicate discretion by the Authority, the industry or the applicant, as appropriate.

   Note: The use of the male gender implies all genders.

5. Paragraphs and sub-paragraphs with new, amended and corrected text will be enclosed within square brackets until a subsequent amendment is issued.

6. Unless otherwise stated, the definitions and abbreviations contained in CAR DEF are applicable to these regulations.

The Director General, in exercise of the powers conferred by Section 34 of the Civil Aviation Act – 2024, hereby issues these operating regulations.

REVISION RECORD

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CHAPTER 1

REGISTRATION OF AIRCRAFT

REG.005 Aircraft to be registered

(a) Unless exempted under REG.040(b) an aircraft shall not fly in or over Gibraltar unless it is registered in;

(1) Gibraltar;

(2) an ICAO Contracting State; or

(3) some other country in relation to which there is in force an agreement between the Government of the United Kingdom, which has been extended to Gibraltar, and the Government of that country which makes provision for the flight over Gibraltar of aircraft registered in that country.

(b) If a Gibraltar registered aircraft is lost, stolen, destroyed or permanently withdrawn from use, the holder of the Certificate of Registration must, within 14 days after becoming aware of the loss, theft, destruction or withdrawal, send a written notice of the loss, theft, destruction or withdrawal to the Authority.

REG.010 Registration eligibility

(a) An aircraft may be registered by the Authority provided that the aircraft is not registered in any other country and is owned by;

(1) a natural person who is resident of, or a legal entity that is duly incorporated or otherwise legally established in, Gibraltar

(2) a natural person in another State, who is the holder of a valid Gibraltar residence document;

(3) the Government of Gibraltar;

(4) a natural person who is a resident of , or a legal entity that is duly incorporated or otherwise legally established in, the United Kingdom, its Crown Dependencies or Overseas Territories;

(5) a natural person who is a resident of, or a legal entity that is duly incorporated or otherwise legally established in, any country that is a part of the Commonwealth as described under Schedule 3 of the British Nationality Act 1981 as amended from time to time;

(6) a natural person who is a resident of, or a legal entity that is duly incorporated or otherwise legally established in, any country that is a part of the European Union

(7) a natural person who is a resident of, or a legal entity that is duly incorporated or otherwise legally established in Iceland, Liechtenstein, Norway or Switzerland;

(8) a legal entity that is duly incorporated or otherwise legally established in Hong Kong (Special Administrative Region);

(9) a legal entity that is duly incorporated or otherwise legally established in the United States of America;

(10) a legal entity that is duly incorporated or otherwise legally established in Japan;

(11) a legal entity that is duly incorporated or otherwise legally established in People's Republic of China;

(12) a legal entity that is duly incorporated or otherwise legally established in United Arab Emirates;

(13) a legal entity that is duly incorporated or otherwise legally established in Bahrain;

(14) a legal entity that is duly incorporated or otherwise legally established in Saudi Arabia;

(15) a legal entity that is duly incorporated or otherwise legally established in Oman;

(16) a legal entity that is duly incorporated or otherwise legally established in Qatar;

(17) a natural person who is a resident of, or a legal entity that is duly incorporated or otherwise legally established in any other State that is acceptable to the Authority and has selected a registered agent residing or legally established in Gibraltar, to act as a service of process agent.

(b) An aircraft will not be eligible for a certificate of registration if the aircraft is registered under the laws of any other State.

REG.015 State of Registry responsibilities in respect of advising State of Design

The Authority, as the State of Registry shall ensure that, when it first enters on its register an aircraft of a particular type for which it is not the State of Design and issues a Certificate of Airworthiness in accordance with CAR 21, it shall advise the State of Design that it has entered such an aircraft on its register.

REG.020 Register of nationality and registration marks

(a) The Authority shall maintain a current register showing for each aircraft registered by Gibraltar, the information recorded in the certificate of registration.

(b) The register of unmanned free balloons shall contain the date, time and location of release, the type of balloon and the name of the operator

(c) The certificate of registration, in wording and arrangement, shall conform to the wording and content of the certificate shown in Appendix 1 and shall be in the English language.

(d) The Certificate of Aircraft Registration shall contain the following information;

(1) State of Registry - Gibraltar;

(2) Title of the registering body - Gibraltar Civil Aviation Authority;

(3) Nationality and registration mark issued to the aircraft;

(4) Name of the manufacturer;

(5) Manufacturer's designation of the aircraft;

(6) Aircraft Serial Number;

(7) Name of the aircraft owner;

(8) Address of the owner;

(9) Certification of entry on the registry;

(10) Signature of the registering official;

(11) Date of issue; and

(12) Any other information required by the Authority.

(e) Upon receiving an application for the registration of an aircraft in Gibraltar and being satisfied that the aircraft may properly be so registered, the Authority shall register the aircraft, wherever it may be, and shall include in the register the following particulars:

(1) the number of the certificate;

(2) the nationality mark of the aircraft and the registration mark assigned to it;

(3) the name of the constructor of the aircraft and its designation;

(4) the manufacturer's serial number of the aircraft;

(5) name of owner;

(6) address of owner;

(7) date of issue; and

(8) any other information required by the Authority.

(f) A Certificate of Registration is non-expiring.

(g) Any reference to the registered owner of an aircraft on a Certificate of Registration issued by the Authority shall include, in the case of a deceased person, the person(s) to whom probate of the will or letters of administration of the estate has been granted, subject to the production to the GCAA of any document which is by law sufficient evidence of the foregoing.

(h) Any reference to the registered owner of an aircraft on a Certificate of Registration issued by the Authority shall include, in the case of a company or trust which has been dissolved, its liquidator or, until a liquidator is appointed, each of the directors at the time of the dissolution, or equivalent in the applicable jurisdiction.

REG.025 Deregistration

When the Authority issues a certificate of deregistration, in wording and arrangement, it shall be in accordance with Appendix 2 and in the English language.

REG.030 Classification

An aircraft which is intended to be operated with no pilot on board shall be further classified as unmanned. Unmanned aircraft shall include unmanned free balloons and remotely piloted aircraft. Aircraft shall be classified according to the following table;

- AIRCRAFT
  - Lighter-than-air aircraft
    - Non-power-driven
      - Free balloon
        - Spherical free balloon
        - Non-spherical free balloon
      - Captive balloon
        - Spherical captive balloon
        - Non-spherical captive balloon[1]
    - Power-driven
      - Airship
        - Rigid airship
        - Semi-rigid airship
        - Non-rigid airship
  - Heavier-than-air aircraft
    - Non-power-driven
      - Glider
        - Land glider
        - Sea glider[2]
      - Kite[4]
    - Power-driven
      - Aeroplane
        - Landplane[3]
        - Seaplane[2]
        - Amphibian[2]
      - Rotorcraft
        - Gyroplane
          - Land gyroplane[3]
          - Sea gyroplane[2]
          - Amphibian gyroplane[2]
        - Helicopter
          - Land helicopter[3]
          - Sea helicopter[2]
          - Amphibian helicopter[2]
      - Ornithopter
        - Land ornithopter[3]
        - Sea ornithopter[2]
        - Amphibian ornithopter[2]

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

CHAPTER 2

NATIONALITY AND REGISTRATION MARKS

REG.035 General

(a) An aircraft, other than an aircraft permitted under (b) below shall not fly in or over Gibraltar unless it bears painted thereon or affixed thereto, in the manner required by the law of the country in which it is registered, the nationality and registration marks required by that law.

(b) The following are exempted from registration;

(1) remotely piloted aircraft of 25 kg or less;

(2) kites;

(3) captive balloons;

(4) meteorological pilot balloons used exclusively for meteorological purposes;

(5) unmanned free balloons without a payload;

(6) model aircraft; and

(7) any aircraft, specifically approved by the Director General, for a flight, or series or flights, that begin and end in Gibraltar without passing over any other country.

(c) The marks to be borne by aircraft registered in Gibraltar shall comply with REG.040.

(d) An aircraft shall not bear any marks which purport to indicate:

(1) that the aircraft is registered in a country in which it is not in fact registered,

(2) that the aircraft is a State aircraft (as defined in the ICAO Chicago Convention Article 3) of a particular country if it is not in fact such an aircraft, unless the appropriate authority of that country has sanctioned the bearing of such marks.

REG.040 General requirements

(a) The nationality or common mark and registration mark shall consist of a group of characters. When the first character of the registration mark is a letter, it shall be preceded by a hyphen.

(b) The nationality or common mark of “ZD-A”, “ZD-B”, “ZD-C”, “ZD-D”, “ZD-E” or “VP-G” shall precede the remainder of the registration mark.

Note: As the nationality marks contains a hyphen, no further hyphens shall be used in the registration mark.

(c) The nationality mark shall be selected from the series of nationality symbols included in the radio call signs allocated to Gibraltar, as the State of Registry, by the International Telecommunication Union. The nationality mark shall, and has been, notified to the International Civil Aviation Organisation.

(d) The common mark shall be selected from the series of symbols included in the radio call signs allocated to ICAO by the International Telecommunication Union.

(e) The remainder of the registration mark shall be letters that are assigned by Gibraltar, as the State of Registry.

(f) When letters are used for the registration mark, combinations shall not be used which might be confused with the five-letter combinations used in the International Code of Signals, Part II, the three-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.

REG.045 Location of marks

(a) The nationality mark of the aircraft shall be in Roman characters without ornamentation.

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

(c) The nationality and registration marks shall be painted on the aircraft or shall be affixed by any other means ensuring a similar degree of permanence. The marks shall be kept clean and visible at all times.

(d) The nationality and registration marks shall be painted on the aircraft in accordance with REG.050 and REG.055.

REG.050 Position and size of marks

(a) Heavier-than-air aircraft (excluding kites)

(1) Horizontal surfaces of the wings:

(i) On aircraft having a fixed wing surface, the marks shall appear once on the lower surface of the wing structure and 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. So far as is possible, the marks shall be located equidistant from the leading and trailing edges of the wings. The tops of the letters shall be toward the leading edge of the wing.

(ii) The height of the letters shall be at least 50 centimetres, provided that if the wings are not large enough for the marks to be 50 centimetres in height, marks of the greatest height practicable in the circumstances shall be displayed.

(2) Fuselage (or equivalent structure) and vertical tail surfaces

(i) The marks shall also appear either:

(A) On each side of the fuselage (or equivalent structure) and shall, in the case of fixed wing aircraft, be located between the wings and the horizontal tail surface; or

(B) On the vertical tail surfaces.

(ii) When located on a single vertical tail surface, the marks shall appear on both sides. When located on multi-vertical tail surfaces, the marks shall appear on the outboard sides of the outer surfaces. Subject to sub-paragraphs (iv) and v) below, the height of the letters constituting each group of marks shall be at least 30 centimetres.

(iii) If one of the surfaces authorised for displaying the required marks is large enough for those marks to be 30 centimetres in height (whilst complying with sub-paragraph (v) below) and the other is not, marks of 30 centimetres in height shall be placed on the largest authorised surface.

(iv) If neither surface is large enough for marks of 30 centimetres in height (whilst complying with sub-paragraph (v) below), marks of the greatest height practicable in the circumstances shall be displayed on the larger of the two surfaces.

(v) The marks on the vertical tail surfaces shall be such as to leave a margin of at least 5 centimetres along each side of the vertical tail surface.

(vi) On rotary wing aircraft where owing to the structure of the aircraft the greatest height practicable for the marks on the sides of the fuselage (or equivalent structure) is less than 30 centimetres, the marks shall also appear on the lower surface of the fuselage as close to the line of symmetry as is practicable and shall be placed with the tops of the letters towards the nose. The height of the letters constituting each group of marks shall be at least 50 centimetres:

Where the lower surface of the fuselage is not large enough for the marks to be of 50 centimetres in height, marks of the greatest height practicable in the circumstances shall be displayed.

(vii) If a heavier-than-air aircraft does not possess parts corresponding to those mentioned above, or if the parts are too small to accommodate the marks described therein, the measurements of the marks shall be determined by the Authority, taking account of the need for the aircraft to be identified readily.

(b) Lighter than air aircraft

(1) Airships.

The marks on an airship shall appear either on the hull or on the stabilizer surfaces. Where the marks appear on the hull, they shall be located lengthwise on each side of the hull and also on its upper surface on the line of symmetry. Where the marks appear on the stabilizer surfaces, they shall appear on the horizontal and on the vertical stabilizers; the marks on the horizontal stabilizer 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 toward the leading edge; the marks on the vertical stabilizer shall be located on each side of the bottom half stabilizer, with the letters placed horizontally.

(2) Spherical balloons (other than unmanned free balloons).

The marks shall appear in two places diametrically opposite. They shall be located near the maximum horizontal circumference of the balloon.

(3) Non-spherical balloons (other than unmanned free balloons).

The marks shall appear on each side. They shall be 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.

(4) Lighter-than-air aircraft (other than unmanned free balloons).

The side marks shall be visible both from the sides and from the ground.

(5) Unmanned free balloons.

The marks shall appear on the identification plate.

(6) If a lighter-than-air aircraft does not possess parts of sufficient size to accommodate the marks described, the measurements of the marks shall be determined by the Authority, taking account of the need for the aircraft to be identified readily.

Note: The provisions of these regulations shall not apply to meteorological pilot balloons used exclusively for meteorological purposes or to unmanned free balloons without a payload.

REG.055 Width, spacing and thickness of marks

(a) Heavier than air aircraft;

(1) For the purposes of this section 'a standard letter' shall mean any letter other than the letters I, M and W.

(2) The width of each standard character except the letter I and the length of the hyphen between the nationality mark and the registration mark shall be two-thirds of the height of a character.

(3) 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.

(4) The width of the letters M and W shall be neither less than two-thirds of their height nor more than their height.

(5) The width of the letter I shall be one-sixth of the height of the letters forming the marks.

(6) Each character, including hyphens, shall be separated from that which it immediately precedes or follows by a space of not less than one-quarter of a character width. Each such space shall be equal to every other such space within the marks. A hyphen shall be regarded as a character for this purpose.

(7) The letters in each separate group of marks shall be of equal height.

(i) Wings. The height of the marks on the wings of heavier-than-air aircraft shall be at least 50 centimetres.

(ii) Fuselage (or equivalent structure) and vertical tail surfaces. The height of the marks on the fuselage (or equivalent structure) and on the vertical tail surfaces of heavier-than-air aircraft shall be at least 30 centimetres.

(iii) Special cases. If a heavier-than-air aircraft does not possess parts corresponding to those mentioned in (i) and (ii) above, or if the parts are too small to accommodate the marks described above, the measurements of the marks shall be determined by the Authority, such that the aircraft can be identified readily.

(b) Lighter than air aircraft

(1) The height of the marks on lighter-than-air aircraft other than unmanned free balloons shall be at least 50 centimetres.

(2) The measurements of the marks related to unmanned free balloons shall be determined by the Authority, taking into account the size of the payload to which the identification plate is affixed.

REG.060 Identification plate

(a) An aircraft shall carry an identification plate inscribed with its nationality and registration mark. The plate shall be made of fireproof metal or other fireproof material of suitable physical properties.

(b) The identification plate shall be 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; and

(2) in the case of a remotely piloted aircraft, secured in a prominent position near the main entrance or compartment or affixed conspicuously to the exterior of the aircraft if there is no main entrance or compartment.

CHAPTER 3

RADIO STATION LICENCE

REG.065 Applicability

This Chapter is applicable to civil aircraft registered in Gibraltar to which an airworthiness certificate or a permit to fly has been issued and equipped with a radio station transmitting on frequencies reserved for civil aviation.

REG.070 General

(a) An aircraft shall carry radio transmitting apparatus only if a licence to install and operate such apparatus has been issued by the Authority.

(b) The use of radio transmitting apparatus in the territory of the contracting State whose territory is flown over shall be in accordance with the regulations prescribed by that State.

(c) Unless notified to the contrary, the Authority shall accept the information on the aircraft radio station licence from the previous State of Registry.

REG.075 Issuance

(a) An aircraft radio station licence may be issued or re-issued:

(1) upon receipt of a radio licence application; or

(2) when the registration is changed; or

(3) when a modification is carried out on the radio installation of the aircraft and which changes the information contained in the conformity declaration.

(b) The owner or his representative may only apply for the issue of an aircraft radio station licence in the form and manner established by the Authority.

APPENDIX 1

CERTIFICATE OF REGISTRATION

(Applicable until 26 November 2026)

*	State *or* Common mark registering authority Ministry Department or Service **CERTIFICATE OF REGISTRATION**	*

1. Nationality or common mark and registration mark	2. Manufacturer and manufacturer's designation of aircraft	3. Aircraft serial no.
....	....	....

4. Name of owner.....

5. Address of owner

6. It is hereby certified that the above-described aircraft has been duly entered on the... *(name of register)*..... in accordance with the Convention on International Civil Aviation dated 7 December 1944 and with the (†).....

(Signature).....

Date of issue.....

(†) Insert reference to applicable regulations.

(Applicable as of 26 November 2026, rows 4a, 4b and 5 below will replace the existing 4ows 4 and 5 above)

4a. Issued to (name of certificate holder)

Basis of registration (check one):

- ownership of aircraft
- operator of aircraft
- other (explain):……

4b. Address of owner certificate holder…….

5. Name and contact information of owner, if different from certificate holder……

* *For use by the State of Registry*

APPENDIX 2

CERTIFICATE OF DEREGISTRATION

*	State *or* Common mark registering authority Ministry Department or Service **CERTIFICATE OF DEREGISTRATION**	*

1. Nationality or common mark and registration mark	2. Manufacturer and manufacturer's designation of aircraft	3. Aircraft serial no.
....	....	....

4a. Issued to.....
. *(name of certificate holder)*

Basis of registration *(check one):*
- ☐ ownership of aircraft
- ☐ operator of aircraft
- ☐ other *(explain)*: .....

4b. Address of owner certificate holder *(at the time of deregistration)*.....

5. Name and contact information of owner, if different from certificate holder *(at the time of deregistration)*.....

6. It is hereby certified that the above described aircraft has been duly removed from the... *(name of register)*..... on .....*(date)*.....and the Certificate of Registration has been cancelled.

6a. Reason(s) for deregistration, *if known*…….

(Signature).....

Date of issue.....

* *For use by the State of Registry*