GUERNSEY ADVISORY CIRCULAR (GACs)

GAC REG-1

AIRCRAFT REGISTRATION – ELIGIBILITY AND ADMISSION CRITERIA

BAILIWICK OF GUERNSEY
Office of the Aircraft Registrar

Fourth Issue April 2026

Guernsey Advisory Circulars (GACs) are issued to provide advice, guidance and information on standards, practices, and procedures necessary to facilitate the application and processing of applications for services related to the Guernsey Aircraft Register.

They are not in themselves law or a regulation but may amplify provisions of the laws and regulations, including the Guernsey Aviation Requirements (GARs), or provide practical guidance. Since GAC's are non-binding, regulated persons may choose alternative means to comply with the guidance. In this case, however, they lose the presumption of compliance provided by the circular and need to demonstrate to the Office of the Director Civil Aviation (ODCA), or Office of the Aircraft Registrar (OAR) as applicable, that they do comply with the law.

The definitive version of GACs is on the States of Guernsey website www.cidca.aero which should be viewed to establish the latest issue.

Enquiries regarding the content of this publication should be addressed to the Aircraft Registrar, Guernsey Airport, Airport Terminal Building, La Villiaze, Forest, Guernsey, GY8 0DS.
The Aircraft Registrar may be contacted at aircraftregistrar@gov.gg

Processing of applications will be done by the Guernsey Aircraft Registry, which operates as '2-REG'. For further information consult http://www.2-reg.com or send a message to info@2-reg.com

Checklist of Pages

	Page no	Issue no	Date
Title page		4	April 2026
Checklist of pages	i	4	April 2026
Revisions	ii	4	April 2026
Contents	iii	4	April 2026
	1	4	April 2026
	2	4	April 2026
	3	4	April 2026
	4	4	April 2026
	5	4	April 2026
	6	4	April 2026

Revisions

GAC Issue	Subject
Issue 1	First issue
Issue 2	Second Issue Further definition of legal person included. Addition of detail on Charter by Demise definition.
Issue 3	Third issue The Aviation Registry (Eligibility) Regulations, 2022 incorporated. Additional guidance on Resident Agent requirements. Admission criteria adjusted. Cat C due diligence removed.
Issue 4	Fourth issue Addition guidance on acceptance of ex-military aircraft on to the register.

Contents

1 - Purpose

The purpose of this Guernsey Advisory Circular (GAC) is to provide information on eligibility and admission criteria for owners and operators who wish to have their aircraft registered in Guernsey.

2 - Related laws, regulations and requirements

This GAC relates to:

- the Aviation Registry (Guernsey) Law, 2013 ("**the Law**");
- the Aviation Registry (Eligibility) Regulations, 2022 ("**the Regulations**");
- Guernsey Aviation Requirements Part 47 – Aircraft Registration.

The Law and the Regulations are together referred to as "**the Relevant Legislation**".

3 - Definitions

3.1. Words used in this GAC shall have the meanings given in the Relevant Legislation, in GAR Part 1 (Definitions, Abbreviations and Units of Measurement) and as set out below. Should there be any conflict the definitions in the Relevant Legislation shall prevail.

3.2. For convenience, the terms Resident Agent and Authorised Person, as used in the Relevant Legislation are set out below:

(a) Resident Agent means: *a natural or legal person resident in Guernsey and being a Guernsey licensed fiduciary or authorised person,* and

(b) an authorised person means: *a person authorised to act as such in accordance with the provisions of section 4(2)(c) of the Regulation of Fiduciaries Law*.

3.3. "**vintage**", for the purposes of this GAC means an aircraft which, at the time of application, meets the following criteria:

(i) its State of Design type certificate or any variations relevant to the type registered[1] is established as being more than 50 years old, or

(ii) its production stopped at least 25 years ago.

[1] This allows for aircraft that may have an initial type certificate being more than 50 years old but where the newer variations of that type certificate are issued less than 50 years ago and the variation is applicable to the registered aircraft such as the Boeing 737 series, where newer variants may be considered for registration but older will not.

4 - Eligibility and admission

The difference between eligibility and admission criteria pertains to the subject:

- eligibility requirements pertain to the owner or operator of an aircraft, and
- admission criteria pertain to aircraft.

For an aircraft to be registered on the Guernsey Registry, the owner or operator must meet the eligibility criteria AND the aircraft must meet the admission criteria.

5 - Eligibility criteria

5.1 Owner or operator?

Provided the eligibility criteria are met (see below) an aircraft owner may always apply to register an aircraft. Joint ownership of privately operated aircraft is allowed by persons each having not less than a 5% beneficial share[2].

Provided the eligibility criteria are met, an aircraft operator may also apply to register an aircraft if the operation of the aircraft is by way of a charter by demise which lasts for at least one year. (In effect this is a lease of an aircraft which gives the charterer rights in respect of an aircraft akin to those of an owner, so the charterer may operate the aircraft as if it belongs to the charterer. As such, the charterer is expected to be responsible for the airworthiness and operation of the aircraft.)

If a charter by demise is for less than a year, the Registrar may exceptionally consider registration on a case by case basis.

5.2 Eligible natural persons

Any Commonwealth citizen[3] or national of a European Economic Area (EEA)[4] State or EFTA State[5] can register an aircraft in Guernsey.

5.3 Eligible legal persons

The preferred legal person to register an aircraft in Guernsey is a Guernsey registered legal entity.

Any legal person with a principal place of business registered in the British Islands, the Commonwealth, EEA State, EFTA State, United Arab Emirates or United States of America can register an aircraft in Guernsey.

---

[2] See section 143(2)(a) of the Air Navigation (Bailiwick of Guernsey) Law, 2012.

[3] “Commonwealth” means the countries listed in Schedule 3 of the British Nationality Act, 1981.

[4] “EEA State” has the meaning given in section 179 of the Aviation (Bailiwick of Guernsey) Law, 2008.

[5] “EFTA State” means a country party to the European Free Trade Agreement established by the Stockholm Convention of 1960,

In addition, where the primary activity of the relevant legal person is that of an aircraft leasing business then legal persons with their principal place of business in Brazil, Japan, the People's Republic of China or South Africa may also register an aircraft in Guernsey.

5.3 Other persons

Any other persons not covered by paragraphs 5.1 or 5.2, above, need to be represented by a Guernsey-based Resident Agent, or alternatively, can apply to the Aircraft Registrar for special permission to register directly, which permission will only be given in exceptional circumstances.

It is also possible for any person to form a Guernsey registered legal entity which entity will automatically be eligible as an aircraft owner, see 5.2 above.

The Aircraft Registrar will not accept applications for aircraft or engine registration where any person who holds a legal or beneficial interest or any share in an aircraft or engine is either Russian, Belarusian or is otherwise subject to legal sanctions[6].

5.4 Due diligence

In all cases, the owner will be subject to due diligence requirements, the extent of which will vary according to the State where the owner is incorporated or resident and that States' international standing in terms of security and anti-money laundering provisions.

Two categories of due diligence are applied by the Aviation Registry, as follows:

Category	Natural persons who are:	Legal persons which are:
A	o Resident in the British Islands, or o Represented by a Resident Agent.	o Resident in the British Islands, or o Represented by a Resident Agent.
B	o Any other person.	o Any other person.

Note, that where a Resident Agent is used to facilitate the registration of an aircraft enhanced due diligence will be performed by the Resident Agent rather than the Aircraft Registry.
If the Aircraft Registrar is not satisfied with the due diligence provided, the Registrar may insist on further steps being taken, such as the use of a Resident Agent.
Documents that need to be produced for each of the categories are set out below.

[6] See the Sanctions (Implementation of UK Regimes) (Bailiwick of Guernsey) (Brexit) Regulations, 2020 for further information, in particular, Schedule 1.

Category	A	B
Documents required	• Power of Attorney[7] if a proxy is used; • Proof of ownership of the aircraft; • Evidence of registered address e.g. recent utility bill in the case of a natural person; • Copy of passport in case of a natural person; • Certificate of Incorporation, if legal person; • Certificate of Good Standing may be required depending on the age of the entity and at the discretion of the Registrar. • Where applicable, a letter of appointment of Resident Agent.	• Power of Attorney if a proxy is used; • Proof of ownership of the aircraft; • Evidence of registered address e.g. recent utility bill in the case of a natural person; • Copy of passport in case of a natural person; • Certificate of Incorporation, if legal person; • Certificate of Good Standing may be required for a legal person depending on the age of the entity and at the discretion of the Registrar. • Where applicable, a letter of appointment of Resident Agent. • Transparent overview of the company's business activities by an owner or legally authorised representative of the company; • A document indicating the beneficial owner(s) of the aircraft – this can be an extract from the register of shareholders or a declaration by an officer of the company. However, if the beneficial owner is a legal person, an extract from the register of shareholders of the company is required; • A document by the owner or legally authorised representative of the company indicating the ultimate beneficial owner(s); • An extract from the register of directors.

5.5 Resident Agents

A Resident Agent must be resident in the Bailiwick of Guernsey and a licensed fiduciary. The purpose of a Resident Agent is to ensure that aircraft registered using this method are compliant with the Bailiwick of Guernsey anti-money laundering ("AML") and countering the financing of terrorism ("CFT") legislation.

A Resident Agent will confirm to the Aircraft Registrar in writing their willingness to act on behalf of the relevant owner.

[7] This may include a Lasting Power of Attorney.

If a Resident Agent ceases to represent an owner with the consequence that the legal or beneficial ownership of an aircraft or engine fall to a non-qualified person, then the Aircraft Registrar is required to de-register the aircraft or engine in accordance with the Aviation Registry (Guernsey) Law, 2013.

6 - Admission criteria

The admission criteria consider aircraft types, mass, the place of the aircraft owner or operator's residence/business and whether or not the aircraft would be more suitably registered elsewhere.

6.1 Aircraft types

For operational and management reasons, there are some restrictions on the categories of aircraft that can be admitted to the register, as it is the Registrar's view that certain types of aircraft would be more suitably registered elsewhere as the Aircraft Registry does not have the expertise to fully support such types. Accordingly, amateur-built and vintage aircraft will not be accepted for registration. **Ex-Military aircraft** that hold a civilian Type Certificate and have always been maintained and operated to this standard, will be considered for registration subject to the following.

- The aircraft and engines hold a civilian Type Certificate issued by one of the five jurisdictions listed in GAR Part 21.25 (a) and,
- The aircraft and its engines have from birth, been maintained to the same civilian airworthiness standards defined by their Type Certificate and Type Certificate Data Sheets and,
- The aircraft and its engines have not been operated outside of their performance and limitation specifications and,
- The application for registration is supported with a statement declaring that the aircraft and its engines have not been operated at any time in their life, in a military or hostile environment and, which would take the airframe, engines and systems beyond their civil intended use.

All other types will be accepted provided that the aircraft type is eligible for a Type Acceptance Certificate per GAR 21.

6.2 Aircraft mass

Subject to 6.3, there are also restrictions on admission according to aircraft mass, as follows.

(a) an aircraft may only be registered if the Maximum Take-Off Mass (MTOM) is 5,700 kg or above and the aircraft is type certificated.

(b) a helicopter may only be registered when it is multi-engine, turbine powered, and type certificated.

6.3 Admission criteria relevant to owner or operator's place of residence/business

Persons not resident in the Channel Islands can register a turbine-engine aircraft that is type certificated provided the following extra conditions are met, for the duration of the aircraft being registered in Guernsey:

- the aircraft is operated on a Guernsey AOC; or
- the owner or owners of the aircraft is or are represented by a Guernsey-based Resident Agent; or
- the aircraft’s maintenance is managed by a GAR 39 continuing airworthiness management organisation, or a Technical Coordinator based in Guernsey, and/or the aircraft maintenance is performed by a Guernsey based GAR 145 approved organisation.

Persons resident[8] in the Channel Islands can register any aircraft or helicopter so long as it is type certificated and non-vintage.

6.4 Aircraft more suitably registered elsewhere

In accordance with the Aviation Registry (Law), 2012 the Aircraft Registrar is not permitted to register an aircraft that either could be more suitably registered in some other place, or that it would not be in the public interest for the aircraft to be or to continue to be registered in Guernsey. This is determined by the Registrar.

- END -

[8] Guernsey residency is as defined in the Income Tax (Guernsey) Law, 1975 as amended. For the purposes of this guidance a Guernsey company is considered resident in Guernsey.