

GUERNSEY ADVISORY CIRCULARS (GACs)



GAC REG - 3



**AIRCRAFT
REGISTRATION
AND MARKING**



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Director of
Civil Aviation

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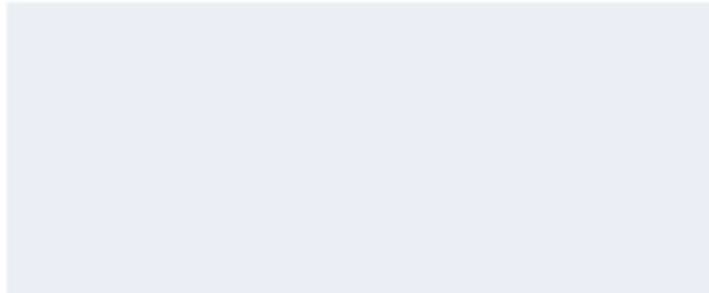
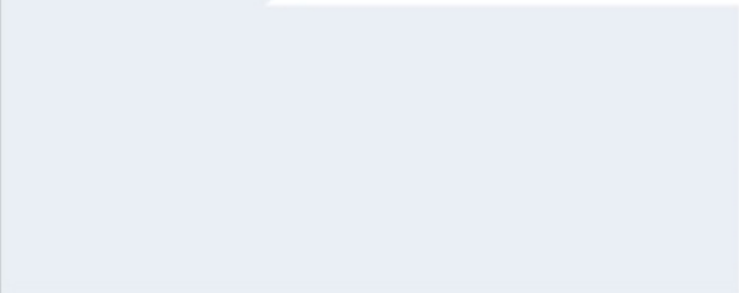
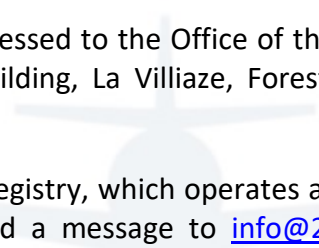
Guernsey Advisory Circulars (GACs) are issued to provide advice, guidance and information on standards, practices and procedures necessary to facilitate the application and processing of applications for services related to the Guernsey Aircraft Register.

They are not in themselves law or a regulation but may amplify provisions of the laws and regulations, including the Guernsey Aviation Requirements, or provide practical guidance. Since GACs 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) 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 Office of the Director of Civil Aviation, Guernsey Airport, Airport Terminal Building, La Villiaze, Forest, Guernsey, GY8 0DS.

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



Checklist of Pages

	Page no.	Issue no.	Date
Title page	-	1	October 2025
Statement	-	1	October 2025
Checklist of Pages	I	1	October 2025
Revisions	II	1	October 2025
Contents	III	1	October 2025
	1	1	October 2025
	2	1	October 2025
	3	1	October 2025
	4	1	October 2025
	5	1	October 2025
	6	1	October 2025

Revisions

Issue no.	Subject
Issue 1	First issue

Contents

Checklist of Pages	i
Revisions	ii
Contents	iii
1 Purpose	1
2 Related laws, regulations and requirements	1
3 Definitions	1
4 Introduction	2
5 Technical Requirements	2
6 Colour Schemes	5
7 Line Widths and Spacing	6

1 Purpose

This Circular provides information regarding aircraft registration marking and guidance material designed to assist the applicant in complying with the specified Guernsey Aviation Requirements.

2 Related laws, regulations and requirements

This Circular relates to:

GAR 47 Subpart D, Aircraft Marking.

The Air Navigation (Bailiwick of Guernsey) Law 2012 Part 1, Chapter 1 Registration and Marking of Aircraft, as amended by Air Navigation (Bailiwick of Guernsey) (Amendment) Ordinance, 2016.

The Aviation Registry (Guernsey) Law, 2013, Part 2, Section 21: Display of nationality marks and Schedule 3: Nationality and Registration marks of aircraft registered in Guernsey.

The Air Navigation (Bailiwick of Guernsey) (Amendment) Ordinance, 2016 Section 1, Amendment of nationality mark.

No rights can be derived from this document. For exact details please refer to The Air Navigation (Bailiwick of Guernsey) Law, 2012 and The Aviation Registry (Guernsey) Law, 2013. In case of conflict between this guidance document and the Law, the latter shall prevail.

3 Definitions

Definitions, in the context of this GAC shall have the meanings listed in GAR Part 1 (Definitions, Abbreviations and Units of Measurement).

4 Introduction

The aim of displaying the aircraft registration mark is to allow ready identification of the aircraft. The requirements are specific but there are several important points which this GAC will provide.

5 Technical Requirements

- a) The Air Navigation (Bailiwick of Guernsey) (Amendment) Ordinance, 2016 Schedule 1 requires the Nationality mark to be the Roman numeral 2 followed by a hyphen and the allocated four letters of the alphabet. No other letter or number may be inserted between the nationality mark '2' and the hyphen, nor between the hyphen and the allocated registration letters.
- b) Numerals, a hyphen and the letters must be without ornamentation. Embellished letters are not permitted. They must be painted on the aircraft or affixed to the aircraft by a means to ensure a degree of permanence.
- c) The nationality and registration marks must be displayed to the best advantage, taking into consideration the constructional features of the aircraft and must always be kept clean and visible. (The 'best' advantage is the best advantage of an external viewer either on the ground or in another aircraft).
- d) The size of the letters must be of equal height, and together with the hyphen, all be of the same single colour, (solid), which must clearly contrast with the background on which they appear; see Table 1. In addition:
 - i) The marks must appear on the lower horizontal surface of the wing structure and on the port wing unless they extend across the whole surface of both wings.
 - ii) So far as is possible the marks must be located equidistant from the leading and trailing edges of the wings, with the tops of the letters and numerals towards the leading edge of the wing.
 - iii) In particular, the height of the letters for underwing markings must be a minimum of 50 cm. (If the wings are not large enough for the marks to be 50 cm in height, marks of the greatest height practicable in the circumstances).
 - iv) The standard side markings required to be displayed on the fuselage (or equivalent structure), or outboard side of a vertical tail of an aircraft and should normally be not less than 30 cm (except that if a height of 30 cm is

- not reasonably practicable owing to the structure of the aircraft, the height must be the largest reasonably practicable).
- v) If an authorised surface for displaying the required marks is large enough for those marks to be 30 cm in height and another is not, marks of 30 cm in height must be placed on the largest authorised surface, and leave a margin of at least 5 cm along each side of the vertical tail surface
 - vi) If none of the authorised surfaces can accommodate 30 cm high markings, then the authorised surface capable of carrying the largest reasonably practicable markings must be used.
 - vii) If on an aircraft having no fixed wing surface the largest reasonably practicable height of the side markings is less than 30 cm, marks must also be carried on the lower surface of the aircraft.
- e) On rotary wing aircraft where owing to the structure of the aircraft the greatest height practicable for the marks on the side of the fuselage (or equivalent structure) is less than 30 cm:
- i) The marks must also appear on the lower surface of the fuselage as close to the line of symmetry as practicable, with the tops of the letters towards the nose.
 - ii) The height of the letters and numerals constituting each group of marks must be at least 50 cm, or if the lower surface of the fuselage is not large enough for the marks to be of 50 cm in height, marks of the greatest height practicable in the circumstances.
- f) The width of each standard letter and the length of the hyphen between the nationality mark and the registration mark must be:
- i) Two thirds of the height of a letter. (For the purposes of this paragraph "standard letter" means any letter other than the letters 'I', 'M' and 'W').
 - ii) The width of the letters 'M' and 'W' must be neither less than two thirds of their height nor more than their height,
 - iii) The width of the letter 'I' must be one sixth of the height of the letter.
 - iv) The thickness of the lines comprising each letter, numeral and hyphen must be one sixth of the height of the letters and numerals forming the marks.
 - v) Each letter, numeral and hyphen must be separated from the letter, numeral or hyphen which it immediately precedes or follows by a space equal to either one quarter or one half of the width of a standard letter.
 - vi) Each such space must be equal to every other such space within the marks.

- g) Nationality and registration marks must be of the same single colour and distinct from the background on which the letters are placed and given adequate separation from any other marks.
- h) Letters should contrast markedly with the background colour of that part of the aircraft; see Table 1.

6 Colour Schemes

- a) Dark lettering against a light background is preferable, but light lettering on a dark background is acceptable.
- b) Ideally the background should be of uniform colour and have a gloss finish, and lettering should be matt. However, if light lettering is used, this should be gloss while the background should be matt.
- c) Recommended colours for registration letters include:
 - i) black
 - ii) dark blue
 - iii) dark green
 - iv) dark red
 - v) dark purple
- d) Recommended background colours include:
 - i) white
 - ii) yellow
 - iii) light blue (but not with dark blue letters)
 - iv) light green (not with dark green)
 - v) pink (not with red)
- e) Intermediate colours such as orange, brown and grey should be avoided for either lettering or background.
- f) There are, of course, other colour combinations available but those mentioned above give an idea of the general principles involved.

Table 1

		Background								
		Red	Orange	Yellow	Green	Blue	Violet	Black	white	Grey
Foreground	Red		Poor	Good	Poor	Poor	Poor	Good	Good	Poor
	Orange	Poor		Poor	Poor	Poor	Poor	Good	Poor	Poor
	Yellow	Good	Good		Poor	Good	Good	Good	Poor	Good
	Green	Poor	Poor	Poor		Good	Poor	Good	Poor	Good
	Blue	Poor	Poor	Good	Poor		Poor	Poor	Good	Poor
	Violet	Poor	Poor	Good	Poor	Poor		Good	Good	Poor
	Black	Good	Good	Good	Good	Poor	Good		Good	Good
	White	Good	Good	Poor	Poor	Good	Good	Good		Good
	Grey	Poor	Poor	Good	Good	Poor	Poor	Poor	Good	

7 Line Width and Spacing

All letters line width = $\frac{1}{6}$ of height of the letter.

Standard letter 'V' and hyphen total width = $\frac{2}{3}$ height of letters.

Non-standard letters 'M' or 'W' greater than $\frac{2}{3}$ height but not equal to height.

Non-standard letter 'I' width equal to $\frac{1}{6}$ of height.

Each space must be equal to every other such space within the marks.

For example:

2 – MVWI



END