



**Republic of the Philippines**

**CIVIL AVIATION REGULATIONS (CAR)**

**PART 4**

**AIRCRAFT REGISTRATION AND MARKING**

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Republic of the Philippines  
 Department of Transportation and Communications  
**CIVIL AVIATION AUTHORITY OF THE PHILIPPINES**  
 1300 MIA Road, Pasay City, Metro Manila  
 www.caap.gov.ph

**BOARD RESOLUTION NO. 2011-025**

**WHEREAS**, the Civil Aviation Authority of the Philippines (CAAP) was created by virtue of Republic Act 9497 which took effect on 23 March 2008;

**WHEREAS**, under Section 23, paragraph (j) of the same law, the Board is empowered to promulgate rules and regulations as may be necessary in the interest of safety in air commerce pertaining to the issuance of the airman's certificate including the licensing of operating and mechanical personnel, type certificate for aircraft, aircraft engines, propellers and appliances, airworthiness certificates, air carrier operating certificates, air agency certificates, navigation facility and aerodrome certificates; air traffic routes; radio and aeronautical telecommunications and air navigation aids; aircraft accident inquiries; aerodromes, both public and private-owned; construction of obstructions to aerodromes; height of buildings, antennae and other edifices; registration of aircraft; search and rescue; facilitation of air transports; operations of aircraft, both for domestic and international, including scheduled and non-scheduled; meteorology in relation to civil aviation; rules of the air; air traffic services; rules for prevention of collision of aircraft, identification of aircraft; rules for safe altitudes of flight; and such other rules and regulations, standards, governing other practices, methods and/or procedures as the Director General may find necessary and appropriate to provide adequately for safety regularity and efficiency in air commerce and air navigation;

**WHEREAS**, in the October 2009 ICAO-USOAP and 2010 EASA Audits, it was noted that portion of the Philippine Civil Aviation Regulations (PCAR) of 2008 is outdated and requires amendments/revisions;

**WHEREAS**, the CAAP Board of Directors, in its 03 March 2011 Board Meeting, approved the request of the Director General to initiate amendments and or revision of the Philippine Civil Aviation Regulations of 2008, subject to public consultations/hearings;

**WHEREAS**, the proposed PCARs cover the following regulatory/oversight functions:

- Part I General Policies, Procedures, Definitions
- Part II Personnel Licensing
- Part III Approved Training Organizations
- Part IV Aircraft Registration and Markings

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*[Signature]* 05-27-2011  
**AIDA S. ROMULO**  
 Chief, Central Records and Archives Division

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*AIDA S. ROMULO*  
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and Archives Division

- Part V Airworthiness
- Part VI Approved Maintenance Organizations
- Part VII Instruments and Organization
- Part VIII Operations
- Part IX Air Operator Certification and Administration
- Part X Commercial Air Transport by Foreign Air Carriers within Republic of the Philippines
- Part XI Aerial Work and Non-certificated Aircraft: Operating Limitations

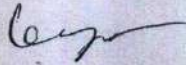
WHEREAS, the Board finds the 2011 Revised Philippine Civil Aviation Regulation (PCAR) sufficient in form and substance, and fully comply with the standards set forth by FAA/ICAO/EASA;

WHEREFORE, RESOLVE, as it is hereby RESOLVED, that the 2011 Revised Philippine Civil Aviation Regulations Parts I to XI be APPROVED, and shall be valid and effective upon completion of the requisite publication and a copy filed with the University of the Philippines Law Center-Office of the National Administrative Register (UP-ONAR);

RESOLVED further that the Director General shall fully implement the approved 2011 Revised PCAR Parts I to XI with the accompanying information campaign to the Philippine civil aviation industry.

Adopted this 11<sup>th</sup> day of April 2011 at the Department of Transportation and Communications, Columbia Tower, Mandaluyong City.

HON. JOSE P. DE JESUS  
Chairman/Secretary, DOTC

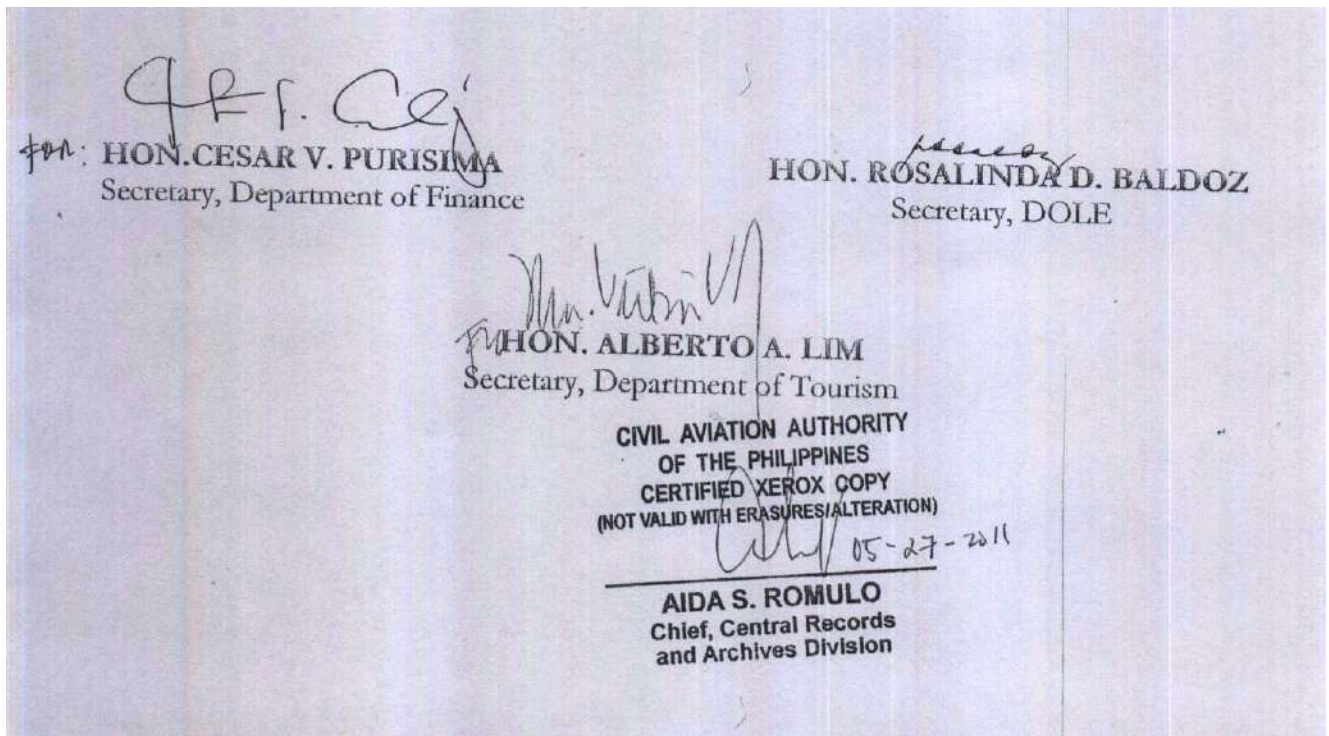


HON. RAMON S. GUTIERREZ  
Vice-Chairman/Director General, CAAP

HON. LEILA M. DE LIMA  
Secretary, Department of Justice

  
HON. ALBERT F. DEL ROSARIO  
Secretary, Department of Foreign Affairs

HON. JESSE M. ROBREDO  
Secretary, DILG



## RECORD OF AMENDMENTS

<b>Amendment No.</b>	<b>Date</b>	<b>Subject</b>	<b>Incorporated By</b>
Original Issue	23 June 2008		Ruben F. Ciron
First Amendment	21 March 2011	Amendment to the Definitions of Aircraft Amendment to the provisions on Registration Requirements Part 4.2.1.1 (a) and (b)	Ramon S. Gutierrez
Second Amendment	01 August 2013	Inserted vertical bars on the previous amendments	LT GEN William K Hotchkiss III AFP (Ret)
Third Amendment	20 November 2014	4.3.1.12 Registration for UAV	LT GEN William K Hotchkiss III AFP (Ret)
Four Amendment	15 July 2015	4.3.1.11 Identification Plate Required. (b) Requirement of an aircraft identification plate.	LT GEN William K Hotchkiss III AFP (Ret)
Fifth Amendment	01 July 2016	4.3.1.12 Registration for RPA	LT GEN William K Hotchkiss III AFP (Ret)

## LIST OF EFFECTIVE PAGES

<b>Part</b>	<b>Page</b>	<b>Amendment No.</b>	<b>Page Date</b>
Part 4 Aircraft Registration and Marking			
Cover Page	i	Amendment 01	21 March 2011
Board Resolution	iii-v	Amendment 01	21 March 2011
Record of Amendments	vi	Amendment 05	01 July 2016
List of Effective Pages	vii	Amendment 05	01 July 2016
Table of Contents	viii	Amendment 05	01 July 2016
Introduction	ix	Original Issue	23 June 2008
Page			
	4.1-1	Amendment 01	21 March 2011
	4.1-2	Original Issue	23 June 2008
	4.2-1	Amendment 01	21 March 2011
	4.2-2	Original Issue	23 June 2008
	4.3-1	Original Issue	23 June 2008
	4.3-2	Original Issue	23 June 2008
	4.3-3	Original Issue	23 June 2008
	4.3-4	Amendment 04	15 July 2014
	4.3-5	Amendment 05	01 July 2016
	4.3-6	Original Issue	23 June 2008

## CONTENTS

<b>4.1</b>	<b>GENERAL.....</b>	<b>4.1-1</b>
4.1.1.1	Applicability.....	4.1-1
4.1.1.2	Definitions.....	4.1-1
4.1.1.3	Abbreviations.....	4.1-2
<b>4.2</b>	<b>REGISTRATION REQUIREMENTS.....</b>	<b>4.2-1</b>
4.2.1.1	General.....	4.2-1
4.2.1.2	Registration eligibility.....	4.2-1
4.2.1.3	Application.....	4.2-1
<b>4.3</b>	<b>NATIONALITY AND REGISTRATION MARKS.....</b>	<b>4.3-1</b>
4.3.1.1	Applicability.....	4.3-1
4.3.1.2	General.....	4.3-1
4.3.1.3	Nationality and registration marks to be used.....	4.3-1
4.3.1.4	Display of marks: general.....	4.3-2
4.3.1.5	Size of marks.....	4.3-2
4.3.1.6	Deviations for size and location of marks.....	4.3-3
4.3.1.7	Location of marks on fixed-wing aircraft.....	4.3-3
4.3.1.8	Location of marks on rotorcraft.....	4.3-3
4.3.1.9	Location of marks on lighter-than-air aircraft.....	4.3-3
4.3.1.10	Sale of aircraft: removal of marks.....	4.3-4
4.3.1.11	Identification plate required.....	4.3-4
4.3.1.12	Registration for RPA's.....	4.3-5



## **Introduction**

CAR Part 4 sets forth the requirements for registration of aircraft in the Republic of the Philippines and governs the application of nationality and registration marks. Part 4 is derived from ICAO Annex 7.

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**4.1 GENERAL****4.1.1.1 APPLICABILITY**

- (a) Part 4 prescribes the requirements for registration and marking of Civil Aircraft under the provisions of the Civil Aviation Law.

**4.1.1.2 DEFINITIONS**

- (a) For the purpose of Part 4, the following definitions shall apply:
- (1) Airplane (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. 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.
  - (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 Organization 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. 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.
  - (13) Lighter-than-air aircraft. Any aircraft supported chiefly by its buoyancy in the air.
  - (14) 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.
  - (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.

NOTE: See other definitions in Part 1.

**4.1.1.3 ABBREVIATIONS**

(a) The following abbreviations are used in Part 4:

- (1) ADIZ - Air Defense Identification Zone
- (2) DEWIZ - Distant Early Warning Identification Zone

## 4.2 REGISTRATION REQUIREMENTS

### 4.2.1.1 GENERAL

- (a) No person may operate a civil aircraft that is eligible for registration under the laws of the Republic of the Philippines unless it has been registered by its owner/operator under the provisions of the laws of the Republic of the Philippines and the Authority has issued a Certificate of Aircraft Registration for that aircraft which shall be carried aboard that aircraft for all operations.
- (b) The certificate of aircraft registration shall be in English.

### 4.2.1.2 REGISTRATION ELIGIBILITY

- (a) An aircraft is eligible for registration if it is:
  - (1) Owned by or leased to a citizen or citizens of the Philippines or corporations or associations organized under the laws of the Philippines at least sixty *per centum* (60%) of whose capital is owned by Filipino citizens (as referred in Section 44 of the RA 9497), or a government entity of the Republic of the Philippines; and
  - (2) Not registered under the laws of any foreign country.
- (b) A foreign-owned or registered aircraft may be eligible for registration, if utilized by members of aero clubs organized for recreation, sport or the development of flying skills as a prerequisite to any aeronautical activities of such clubs within the Philippine airspace, and if so authorized by the Authority.

### 4.2.1.3 APPLICATION

- (a) A person who wishes to register an aircraft in the Republic of the Philippines must submit an application for aircraft registration to the Authority in a form and manner acceptable to the Authority. Each application shall:
  - (1) Certify as to citizenship as defined under Subpart 4.2.1.2;
  - (2) Show evidence identifying ownership or lease-agreement (as approved by the Authority); and
  - (3) Be signed in ink.
- (b) The fee provided for by law will be submitted with the application for aircraft registration to the Authority.
- (c) Upon an applicant meeting all requirements for registration, a Certificate of Aircraft Registration will be issued by the Director of Flight Standards Inspectorate Service.

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### 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 the Republic of the Philippines.

#### 4.3.1.2 GENERAL

- (a) No person may operate a civil aircraft registered in the Republic of the Philippines unless it displays nationality and registration marks in accordance with the requirements of this section. The letter or letters used to identify the nationality of the Republic of the Philippines shall conform to the requirements specified in this Part. This is to be followed by a series of numbers or letters assigned by the Authority in accordance with this Part.
- (b) Unless otherwise authorized by the Authority, no person may place on any aircraft a design, mark, or symbol that modifies or confuses the nationality and registration marks. The marks shall not be confused with the International Five Letter Code of Signals or Distress Codes.
- (c) Permanent marking of aircraft nationality and registration shall be painted on the aircraft or affixed by other means insuring a similar degree of permanence, have no ornamentation:
  - (1) Contrast in color with the background: and
  - (2) Be legible.
- (d) The Authority maintains a current register showing for each aircraft registered in the Republic of the Philippines, the information recorded in the Certificate of Registration.
- (e) 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.

#### 4.3.1.3 NATIONALITY AND REGISTRATION MARKS TO BE USED

- (a) Every aircraft duly registered by the Authority shall display the registration mark assigned to such aircraft. The nationality and registration marks appearing on the aircraft shall consist of a group of characters.
- (b) 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.
- (c) The nationality mark for Philippine registered aircraft is RP.
- (d) The registration mark shall be a combination of letters and numbers assigned by the Authority.
- (e) The nationality and registration marks borne by aircraft shall consist of the following:
  - (1) The Roman capital letters "RP" immediately preceding identification number for aircraft used solely for governmental purposes, and or belonging to the Philippine government, provinces, municipalities, or political subdivisions (except those belonging to the Philippine Army).
  - (2) The Roman capital letters "RP-C" will classify aircraft, except gliders, as complying fully with the airworthiness requirements as the case may be for the purpose of carrying persons or property, for or without hire.

- (3) Gliders complying fully with airworthiness requirements shall display the Roman capital letters "RP-G" immediately preceding the license number or numbers.
- (4) The Roman capital letters "RP-R" will classify an aircraft as complying in some limited respect with the airworthiness requirements as the case may be, provided each deficiency is compensated for by means of suitable operation limitations. The certificate of an aircraft in this classification will specify the use or uses, for such aircraft is deemed airworthy by such use or uses, shall exclude carrying of passengers, and shall be for industrial purposes only.
- (5) The Roman capital letters "RP-X" will classify an aircraft as one which has applied for an experimental certificate.
- (6) Non-type certificated aircraft will only be registered as "RP-S" (refer to Subpart 11.10.2 (b)).
- (7) The airworthiness symbol will be followed by a number or numbers issued for the purposes of further identification.

#### **4.3.1.4 DISPLAY OF MARKS: GENERAL**

- (a) Each owner shall display on that aircraft marks consisting of the Roman capital letter denoting nationality of the Republic of the Philippines followed by the registration number of the aircraft in Arabic numerals. Each suffix letter used in the marks displayed must also be a Roman capital letter.
- (b) 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.

#### **4.3.1.5 SIZE OF MARKS**

- (a) Each operator of an aircraft shall display marks on the aircraft 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 at least:
    - (i) 50 centimeters high if on the wings; and
    - (ii) 30 centimeters high if on the fuselage (or equivalent structure) and vertical tail surfaces.
  - (2) Lighter-than-air aircraft other than unmanned free balloons, shall be at least 50 centimeters high.
  - (3) Unmanned free balloons, shall be determined by the Authority taking into consideration the size of the surface to which the identification plate is affixed.
- (c) Width. Characters must be two-thirds as wide as they are high, except the number "1", which must be one-sixth as wide as it is high, and the letters "M" and "W" which may be as wide as they are high.
- (d) Thickness. Characters shall be formed by solid lines one-sixth as thick as the character is high.
- (e) Spacing. The space between each character may not be less than one-fourth of the character width.



- (f) Uniformity. The marks required by this Part for fixed-wing aircraft must have the same height, width, thickness, and spacing on both sides of the aircraft.
- (g) Each operator of an aircraft penetrating an ADIZ or DEWIZ shall display on that aircraft temporary or permanent nationality and registration marks at least 30 centimeters high.

#### **4.3.1.6 DEVIATIONS FOR SIZE AND LOCATION OF MARKS**

- (a) If either one of the surfaces authorized for displaying required marks is large enough for display of marks meeting the size requirements of this section and the other is not, the operator shall place full-size marks 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.

#### **4.3.1.7 LOCATION OF MARKS ON FIXED-WING AIRCRAFT**

- (a) Fuselage/Tail: The aircraft shall display the required marks on either the vertical tail surfaces or the sides of the fuselage.
- (b) The marks required by paragraph (a) of this section shall be displayed as follows:
  - (1) If displayed on the vertical tail surfaces, horizontally on both surfaces, 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, horizontally on both sides of the fuselage between the trailing edge of the wing and the leading edge of the horizontal stabilizer.
  - (3) If engine pods or other appurtenances are located in the area described in paragraph (b)(2) and are an integral part of the aircraft, the operator may place the marks on those pods or appurtenances.
- (c) Wings: the marks shall appear once on the lower surface of the wing structure as follows:
  - (1) 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.
  - (2) The tops of the letters and numbers shall be toward the leading edge of the wing.

#### **4.3.1.8 LOCATION OF MARKS ON ROTORCRAFT**

- (a) Each operator of a rotorcraft shall display marks horizontally on both surfaces of the cabin, fuselage, boom, or tail; such that the rotorcraft can be readily identified.

#### **4.3.1.9 LOCATION OF MARKS ON LIGHTER-THAN-AIR AIRCRAFT**

- (a) Airships. The operator shall place marks on an airship to appear on
  - (1) The hull, located lengthwise on each side of the hull and on its upper surface on the line of symmetry; or
  - (2) The horizontal and vertical stabilizers surfaces-

- (i) For the horizontal stabilizer, 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 toward the leading edge; and
  - (ii) For the vertical stabilizer, located on each side of the bottom half stabilizer, with the letters and numbers placed horizontally.
- (b) Spherical balloons (other than unmanned free balloons). The operator shall apply marks to appear 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). The operator shall apply marks to appear 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). The operator shall apply side marks to be visible both from the sides and from the ground.
  - (e) Unmanned free balloons. The operator shall apply marks to appear on the identification plate.

#### **4.3.1.10 SALE OF AIRCRAFT: REMOVAL OF MARKS**

- (a) When an aircraft that is registered in Republic of the Philippines is sold, the holder of the Certificate of Aircraft Registration shall remove, before its delivery to the purchaser, all nationality and registration marks of Republic of the Philippines, unless the purchaser is a citizen or other legal entity as prescribed in Subpart 4.2.1.2(a)(1).

#### **4.3.1.11 IDENTIFICATION PLATE REQUIRED**

- (a) The operator shall affix to each aircraft registered under the laws of the Republic of the Philippines an identification plate
  - (1) Containing the marks of nationality and registration;
  - (2) Made of fireproof metal or other fireproof material of suitable physical properties;
  - (3) 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.
- (b) Requirement of an aircraft identification plate
  - (1) Material: Fireproof material, stainless steel is preferred but other fireproof material of suitable physical properties may be allowed;
  - (2) Size: Size shall be minimum of 1-inch x 2-inches or a maximum of 6 –inches by 3-inches, depending on the size of the aircraft. Size may differ for each aircraft type;
  - (3) Location: Aircraft identification plate must be located inside the aircraft and near the main entrance door or alongside with the manufacturer's data plate;
  - (4) Contents: At least the nationality and registration marks;
  - (5) Markings: Machine etched not painted

**4.3.1.12 REGISTRATION FOR RPA**

- (a) *Consistent with R.A. 9497 and PCAR Part 4, all large RPA and other RPA required to be registered shall bear the registration markings "RP-U" followed by the assigned number 001 to 999, followed by a letter from A to Z.*
- (b) Required registration marks must be located on the visible side of the Electronic Control Module (ECM). All RPAs where the ECM can be installed must comply with the registration marking requirements of the Authority *on the fuselage and/or wing area.*
- (c) Size of registration marks must be proportionate to the RPA or ECM.
- (d) Registration marks must be made of waterproof, weather resistant inks, paints or sticker (decal). (per Memorandum Circular no.29-15, series of 2015)

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