



CAR REG

REGISTRATION REGULATIONS

FOREWORD

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FOREWORD

1. The Civil Aviation Authority Bahamas is known in these regulations as the “Authority”
2. CAR REG addresses registration regulations and the requirements for a radio station licence. CAR REG is based on ICAO Annex 7 and replaces CAGR Schedule 3. The regulations are made under the Civil Aviation Authority Act – 2021.
3. The editing practices used in this document are as follows:
 - (a) ‘Shall’ is used to indicate a mandatory requirement.
 - (b) ‘Should’ is used to indicate a recommendation.
 - (c) ‘May’ is used to indicate discretion by the Authority, the industry or the applicant, as appropriate.
 - (d) ‘Will’ indicates a mandatory requirement.

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

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



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**CHAPTER 1****REGISTRATION OF AIRCRAFT****REG.005 Aircraft to be registered**

- (a) An aircraft shall not fly in or over The Bahamas unless it is registered in;
- (1) The Bahamas;
 - (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 Bahamas and the Government of that country which makes provision for the flight over The Bahamas of aircraft registered in that country;
- (b) If an aircraft flies over The Bahamas in contravention of this paragraph in such manner or circumstances that if the aircraft had been registered in The Bahamas an offence against these regulations would have been committed, the like offence shall be deemed to have been committed in respect of that aircraft.
- (c) The provisions of this Chapter shall not apply to meteorological pilot balloons used exclusively for meteorological purposes or to unmanned free balloons without a payload.
- (d) If a Bahamian registered aircraft is lost, stolen, destroyed or permanently withdrawn from use, the holder of the Certificate of Registration must, within 14 days after becoming aware of the loss, theft, destruction or withdrawal, send a written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 is eligible for registration if it is owned by;
- (1) a natural citizen; or
 - (2) an individual citizen of a foreign State who is lawfully admitted for permanent residence in The Bahamas; or
 - (3) a corporation lawfully organized and doing business under the laws of The Bahamas, or a government entity of The Bahamas.
 - (4) an individual citizen or a corporation of another State at the discretion of the Director General.
- (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 The Bahamas, 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 ICAO Annex 7 and shall be in the English language.
- (c) The Certificate of Aircraft Registration shall contain the following information;
 - (1) State - Commonwealth of The Bahamas;
 - (2) Title of the registering body - Civil Aviation Authority Bahamas;
 - (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.
- (c) Upon receiving an application for the registration of an aircraft in The Bahamas 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; and
 - (5) name of owner;
 - (6) address of owner;



- (7) date of issue; and
- (8) any other information required by the Authority.

(d) A Certificate of Registration expires 3 years after the last day of the month in which it was issued.

REG.025 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	
				Land glider Sea glider ²	
	Heavier-than-air aircraft	Non-power-driven	Glider Kite ⁴	Landplane ³ Seaplane ² Amphibian ²	
				Power-driven	Rotorcraft
		Helicopter <ul style="list-style-type: none"> Land helicopter³ Sea helicopter² Amphibian helicopter² 			
		Power-driven	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.



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CHAPTER 2

NATIONALITY AND REGISTRATION MARKS

REG.030 General

- (a) An aircraft, other than an aircraft permitted under (b) below shall not fly in or over The Bahamas 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) A Remotely Piloted Aircraft with a maximum take-off mass exceeding 150 kg and operated over Bahamian territory below 400 feet above ground level may be permitted to operate without being registered.
- (c) A Remotely Piloted Aircraft with a maximum take-off mass exceeding 150 kg issued with an operating certificate by the Authority shall be registered for international operations.
- (d) The marks to be borne by aircraft registered in The Bahamas shall comply with REG.020.
- (e) 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.035 General requirements

- (a) The nationality or common mark and registration mark shall consist of a group of characters.
- (b) The nationality or common 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 shall be selected from the series of nationality symbols included in the radio call signs allocated to The Bahamas, 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 the International Civil Aviation Organisation by the International Telecommunication Union.
- (e) The registration mark shall be letters, numbers, or a combination of letters and numbers, and shall be that assigned by The Bahamas, 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.040 Location of Marks**

- (a) The nationality mark of the aircraft shall be "C6" consisting of the Roman capital letter "C" followed by the Arabic number "6" and shall be without ornamentation.
- (b) The registration mark shall be without ornamentation and a hyphen shall be placed between the nationality mark and the registration mark.
- (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.045 and REG.050.

REG.045 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 and numbers 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 and numbers toward the leading edge; the marks on the vertical stabilizer shall be located on each side of the bottom half stabilizer, with the letters and numbers 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.050 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 number 1) 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.
- (7) The letters and numbers 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, the measurements of the marks shall be 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.055 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 vehicle, 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.



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CHAPTER 3

RADIO STATION LICENCE

REG.060 **Applicability**

This Chapter is applicable to civil aircraft registered in The Bahamas 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.065 **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.070 **Issuance**

- (a) An aircraft radio station licence shall 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.

The Director General, in exercise of the powers conferred by Section 17(1) of the Civil Aviation Authority Bahamas Act, 2021 (*No. 2 of 2021*) hereby issues the forgoing regulation.

Issued the 25th day of March 2021

A blue ink signature of the Director General, consisting of several sharp, overlapping strokes.

DIRECTOR GENERAL

CIVIL AVIATION AUTHORITY BAHAMAS



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