



**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and 2010 EASA Audits, it was noted that portion of the Philippine Civil Aviation Regulations (PCAR) of 2008 is outdated and requires amendments/revisions;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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*[Handwritten Signature]* 05-27-2011

**AIDA S. ROMULO**  
 Chief, Central Records  
 and Archives Division

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*Aida S. Romulo*  
05-27-2011  
**AIDA S. ROMULO**  
Chief, Central Records  
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

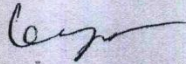
WHEREAS, the Board finds the 2011 Revised Philippine Civil Aviation Regulation (PCAR) sufficient in form and substance, and fully comply with the standards set forth by FAA/ICAO/EASA;

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.

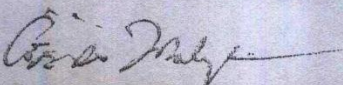
Adopted this 11<sup>th</sup> day of April 2011 at the Department of Transportation and Communications, Columbia Tower, Mandaluyong City.

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

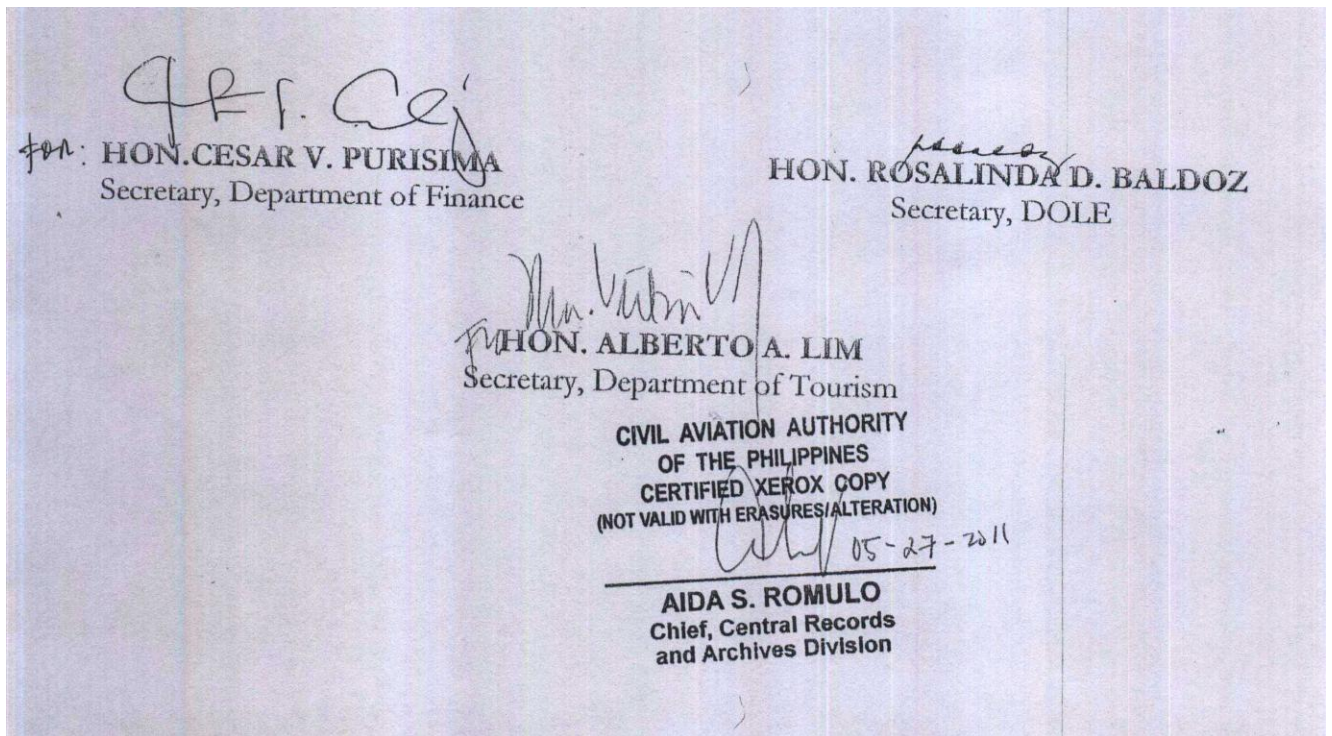


**HON. RAMON S. GUTIERREZ**  
Vice-Chairman/Director General, CAAP

**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)
Fourth 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)
Sixth Amendment	04 January 2022	4.1.1.2 Definitions (Removed and transferred to PCAR Part 1 Appendix A: Definitions)	Capt. Jim C. Sydiongco
Seventh Amendment	14 December 2022	4.1.1.4 Classification of Aircraft 4.3.1.2 General (a) Note and (f) 4.3.1.6 Deviations for Size and Location of Marks (a) and (b) 4.3.1.13 Deregistration	Capt. Manuel Antonio L. Tamayo
Eighth Amendment	23 December 2024	4.3.1.13 Certificate of Deregistration IS: 4.3.1.13 Certificate of Deregistration	Capt. Manuel Antonio L. Tamayo
Ninth Amendment	26 March 2025	4.2.1.2 Registration Eligibility (b) 4.3.1.10 Sale of Aircraft: Removal of Marks (a)	LT GEN Raul L Del Rosario AFP (Ret)

Tenth Amendment	31 March 2025	4.1.1.3 Abbreviations (a) 4.2.1.1 Applicability 4.2.1.2 Certificate of Aircraft Registration 4.2.1.4 Application (a)(1) and (c) 4.3.1.2 General (b) and (c) 4.3.1.3 Nationality and Registration Marks to be used (e)(1) 4.3.1.5 Size of Marks 4.3.1.10 Sale of Aircraft: Removal of Marks 4.3.1.11 Identification Plate Required IS: 4.2.1.2 Certificate of Aircraft Registration	LT GEN Raul L Del Rosario AFP (Ret)
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## LIST OF EFFECTIVE PAGES

<b>Part</b>	<b>Page</b>	<b>Amendment No.</b>	<b>Page Date</b>
<b>Part 4 Aircraft Registration and Marking</b>			
Cover Page	i	Amendment 01	21 March 2011
Board Resolution	iii-v	Amendment 01	21 March 2011
Record of Amendments	vi-vii	Amendment 10	14 July 2025
List of Effective Pages	viii	Amendment 10	14 July 2025
Table of Contents	ix	Amendment 10	14 July 2025
Introduction	x	Original Issue	23 June 2008
Page			
	4.1-1	Amendment 06	11 July 2022
	4.1-2	Amendment 10	14 July 2025
	4.2-1	Amendment 10	14 July 2025
	4.2-2	Original Issue	23 June 2008
	4.3-1	Amendment 10	14 July 2025
	4.3-2	Amendment 10	14 July 2025
	4.3-3	Amendment 10	14 July 2025
	4.3-4	Amendment 10	14 July 2025
	4.3-5	Amendment 10	14 July 2025
	4.3-6	Original Issue	23 June 2008
	IS-1	Amendment 08	10 January 2025
	IS-2	Amendment 10	14 July 2025
	IS-3	Amendment 08	10 January 2025
	IS-4	Amendment 08	10 January 2025
	IS-5	Amendment 08	10 January 2025

## 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	RESERVED.....	4.1-1
4.1.1.3	Abbreviations.....	4.1-2
4.1.1.4	Classification of Aircraft.....	4.1-2
<b>4.2</b>	<b>REGISTRATION REQUIREMENTS.....</b>	<b>4.2-1</b>
4.2.1.1	Applicability.....	4.2-1
4.2.1.2	Certificate of Aircraft Registration.....	4.2-1
4.2.1.3	Registration eligibility.....	4.2-1
4.2.1.4	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.....	4.3-4
4.3.1.9	Location of marks on lighter-than-air aircraft.....	4.3-4
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
4.3.1.13	Certificate of Deregistration.....	4.3-5
IS 4.2.1.2	Certificate of Aircraft Registration.....	IS-2
IS 4.3.1.13	Certificate of Deregistration.....	IS-3

## 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 RESERVED**

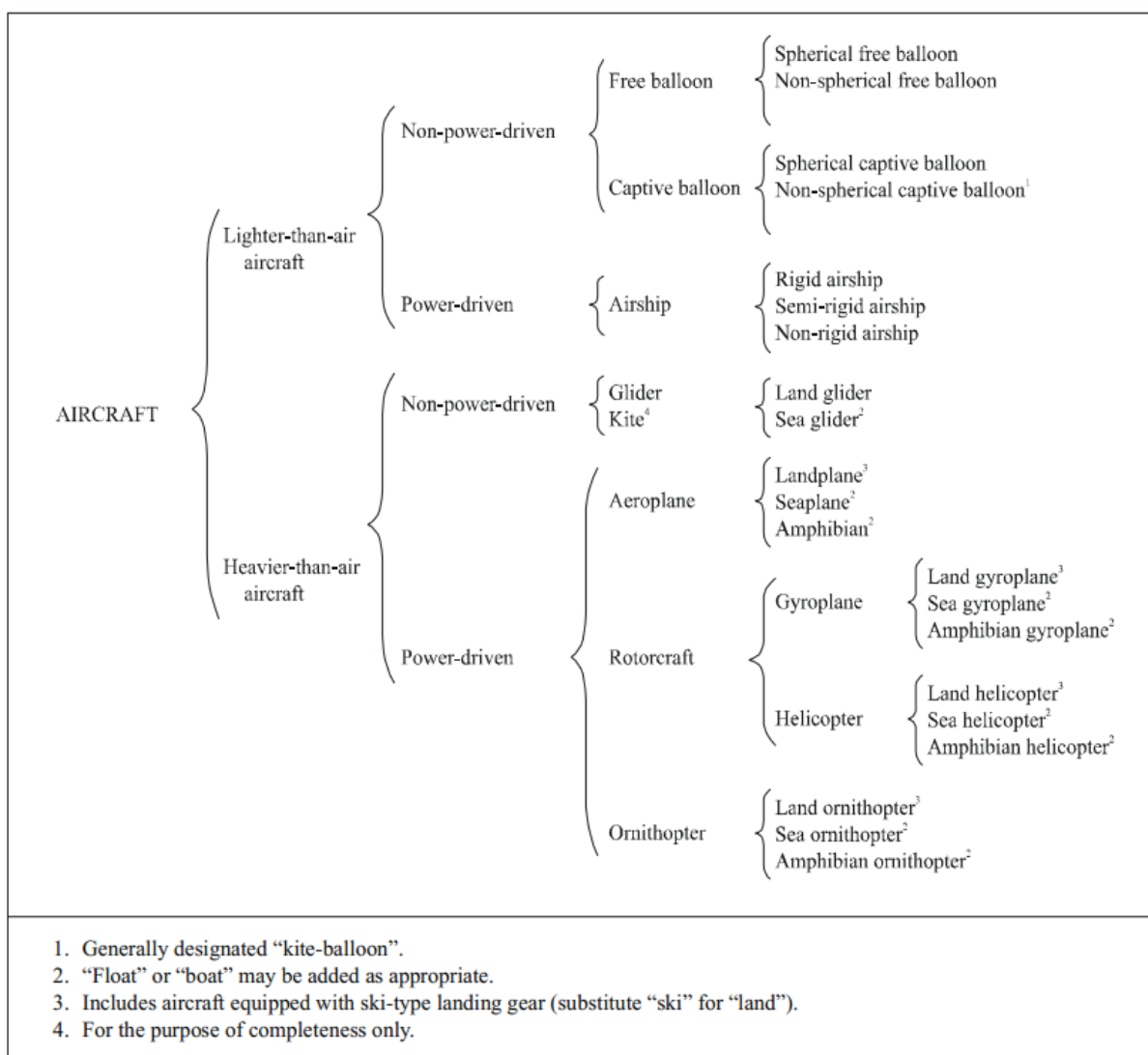
**4.1.1.3 ABBREVIATIONS**

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

- (1) ADIZ - Air Defense Identification Zone
- (2) DEWIZ - Distant Early Warning Identification Zone
- (3) ICAO – International Civil Aviation Organization
- (4) IS – Implementing Standards
- (5) RPA – Remotely Piloted Aircraft

**4.1.1.4 CLASSIFICATION OF AIRCRAFT**

(a) Aircraft shall be classified as follows:



(b) An aircraft that is intended to be operated with no pilot on board shall be classified as unmanned.

(c) Unmanned aircraft shall include unmanned free balloons and RPA.

## 4.2 REGISTRATION REQUIREMENTS

### 4.2.1.1 APPLICABILITY

- (a) This subpart prescribes the requirements for the registration of civil aircraft registered in the Republic of the Philippines.

### 4.2.1.2 CERTIFICATE OF AIRCRAFT REGISTRATION

- (a) No person may operate a civil aircraft that is eligible for registration under the laws of the Republic of the Philippines unless that aircraft has been registered by its owner or operator under the provisions of the laws of the Republic of the Philippines and the Authority has issued for that aircraft a certificate of aircraft registration that shall be carried aboard that aircraft for all operations.
- (b) The certificate of aircraft registration will be issued in English language.
- (c) The Authority will issue the certificate of registration in the form as prescribed in IS: 4.2.1.2 (a) and of a size determined by the Director General.

### 4.2.1.3 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 aircraft not registered under the laws of any foreign country may be eligible for registration if:
  - (1) 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; or
  - (2) the aircraft will be used exclusively for commercial air transport.

### 4.2.1.4 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 4.2.1.3;
  - (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 General.

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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.

*Note: The nationality mark shall be selected from the series of nationality symbols included in the radio call signs allocated to the State of Registry by the International Telecommunication Union.*

- (b) No person may place on any aircraft a design, mark, or symbol that modifies or confuses the nationality and registration marks. Marks 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.
- (c) Permanent marking of aircraft nationality and registration shall:
- (1) Be painted on the aircraft or affixed by other means ensuring a similar degree permanence;
  - (2) Have no ornamentation;
  - (3) Contrast in color with the background;
  - (4) Be legible; and
  - (5) Be kept clean and visible at all times.
- (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.
- (f) The Authority may issue a certificate of deregistration in accordance with subsection 4.3.1.13.

#### 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 Armed Forces of the Philippines).
  - (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) No person shall operate an aircraft unless that aircraft displays marks 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:
    - (i) At least 50 centimeters high if on the wings; and
    - (ii) At least 30 centimeters high if on the fuselage (or equivalent structure) and vertical tail surfaces; or
    - (iii) Determined by the State of Registry, taking account of the need for the aircraft to be identified readily, if the aircraft possesses no wings and fuselage or if the parts are too small to accommodate the marks described in paragraphs 4.3.1.5 (i) and (ii) of this subsection.

- (2) Lighter-than-air aircraft other than unmanned free balloons, shall be at least 50 centimeters high.
- (3) Unmanned free balloons and other lighter-than-air aircraft that are not of sufficient size to accommodate marks at least 50 centimeters high shall be determined by the Authority taking into consideration the size of the payload to which the identification plate is affixed.
- (c) WIDTH. The characters shall be two-thirds as wide as they are high, except the number "1", which shall be one-sixth as wide as they are high.
- (d) THICKNESS. The characters and hyphens shall be formed by solid lines and shall be of a color contrasting clearly with the background. The thickness of the lines shall be one-sixth of the height of a character.
- (e) SPACING. The space between each character shall be at least one-fourth of the character width.
- (f) UNIFORMITY. The marks required by this part for heavier-than-air aircraft shall 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 a heavier-than-air aircraft does not possess parts corresponding to those mentioned in 4.3.1.5 (b)(1), 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) If a lighter-than-air aircraft does not possess parts of sufficient size to accommodate the marks described in 4.3.1.5 (b)(2), the measurements of the marks shall be determined by the Authority, taking account of the need for the aircraft to be identified readily.

#### **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 conforms with the eligibility requirements as prescribed in Subpart 4.2.1.3.

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

- (a) No person shall operate an aircraft registered under the laws of the Republic of the Philippines unless an identification plate is affixed to the aircraft:
  - (1) Containing the marks of nationality and registration;
  - (2) Made of fireproof metal or other fireproof material of suitable physical properties;
  - (3) Sized between a minimum of 1-inch x 2-inches and a maximum of 6-inches x 3-inches, depending on the size of the aircraft type and size; and

- (4) Engraved using machine etching and not painted.
- (b) No person shall operate an aircraft registered under the laws of the Republic of the Philippines unless the identification plate is secured to the aircraft in a prominent position near the main entrance, alongside the manufacturer's data plate or:
  - (1) In the case of an unmanned free balloon, affixed conspicuously to the exterior of the payload; and
  - (2) In the case of an RPA, 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.

#### **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)

#### **4.3.1.13 CERTIFICATE OF DEREGISTRATION**

- (a) The certificate of deregistration will be issued in English language.
- (b) The certificate of deregistration will be issued in a form as prescribed in IS 4.3.1.13.

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**Republic of the Philippines**  
**CIVIL AVIATION REGULATIONS (CAR)**

**PART 4: IS**  
**AIRCRAFT REGISTRATION AND MARKING:**

**IMPLEMENTING STANDARDS**

## IS: 4.2.1.2 CERTIFICATE OF AIRCRAFT REGISTRATION


(a) The certificate of registration issued by the CAAP shall be as follows:

		REPUBLIC OF THE PHILIPPINES CIVIL AVIATION AUTHORITY OF THE PHILIPPINES		CERTIFICATE NO.:
<b>CERTIFICATE OF REGISTRATION</b>				
1. Nationality and Registration Marks:	2. Manufacturer and Manufacturer's designation of aircraft:	3. Aircraft Serial No.:		
4a. Issued To:				
Basis of Registration: <input type="checkbox"/> Ownership of Aircraft <input type="checkbox"/> Operator of Aircraft <input type="checkbox"/> Other ( <i>Explain</i> ):				
4b. Address of Certificate holder:				
5. Name and Address of Owner, if different from Certificate Holder:				
6. It is hereby certified that the above-described aircraft has been duly entered on the Aircraft Registry Book No. _____ of the Civil Aviation Authority of the Philippines in accordance with the Convention on International Civil Aviation dated 07 December 1944 and with the Philippine Civil Aviation Regulations 4.				
_____ Director General				
Date of Issue:		<i>Conveyances must be attached to this form.</i>		
THE ORIGINAL CERTIFICATE SHALL BE CARRIED IN THE AIRCRAFT AT ALL TIMES. (WITH THE VALIDATING OFFICIAL RECEIPT)				
Remarks:				
Form No.:	Revision. No.:			

**IS: 4.3.1.13 CERTIFICATE OF DEREGISTRATION**

The certificate of deregistration will be issued using Figure 1 and contain the following details:

- (a) Nationality and Registration Marks;
- (b) Manufacturer and manufacturer's designation of aircraft;
- (c) Aircraft Serial Number;
- (d) Name of certificate holder;
- (e) Address of certificate holder;
- (f) Name and contact information of owner, if different from certificate holder;
- (g) Deregistration statement with name of register and date;
- (h) Reason(s) for deregistration, if known; and
- (i) Signature of Director General.

 <p style="text-align: center;">REPUBLIC OF THE PHILIPPINES CIVIL AVIATION AUTHORITY OF THE PHILIPPINES</p> <p style="text-align: right;">CERTIFICATE NO.:</p> <p style="text-align: center;"><b>CERTIFICATE OF DEREGISTRATION</b></p>		
1. Nationality and Registration Mark	2. Manufacturer and Manufacturer's Designation of Aircraft	3. Aircraft Serial Number
4a. Issued To:		
Basis of Registration: <input type="checkbox"/> Ownership of Aircraft <input type="checkbox"/> Operator of Aircraft <input type="checkbox"/> Other ( <i>Explain</i> ):		
4b. Address of Certificate holder:		

5. Name and Address of Owner, if different from Certificate Holder:	
6. It is hereby certified that the above described aircraft has been duly removed from the Philippine Aircraft Registry of Civil Aviation Authority of the Philippines on <u>(date)</u> and the Certificate of Registration has been cancelled.	
6a. Reason(s) for deregistration, if known:	
Signature	_____
	Director General
Date of Issue:	
Remarks:	
Form No.:	Revision No.:

**Figure 1**

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