

REGULATIONS
Made Under
THE CIVIL AVIATION ACT
(Act No. 21 of 2018)

**IN EXERCISE OF THE POWERS CONFERRED UPON ME BY SECTION 140(1) OF
THE CIVIL AVIATION ACT, I MAKE THE FOLLOWING REGULATIONS:-**

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PART I
PRELIMINARY

Citation

1. These Regulations may be cited as the Civil Aviation (Unmanned Aircraft Systems) Regulations 2023.

Interpretation

Act No. 21 of
2018.

2. In these Regulations—

“Accident” means an event associated with the operation of an aircraft, including UAS, which, in the case of a manned aircraft, takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, or in the case of an unmanned aircraft, takes place between the time the aircraft is ready to move with the purpose of flight until such time as it comes to rest at the end of the flight and the primary propulsion system is shut down, in which

(a) a person is fatally or seriously injured as a result of:

- being in the aircraft, or
- direct contact with any part of the aircraft, including parts which have become detached from the aircraft, or
- direct exposure to jet blast, except when the injuries are from natural causes, self-inflicted or inflicted by other persons, or when the injuries are to stowaways hiding outside the areas normally available to the passengers and crew, or

(b) the aircraft sustains damage or structural failure which either:

- adversely affects the main components, thereby impairing the operability of the aircraft or adversely affects, performance or flight characteristics of the aircraft, and
- would normally require major repair or replacement of the affected component, except for engine failure or damage, when the damage is limited to a single engine (including its cowlings or accessories), to propellers, wing tips, antennas, probes, vanes, tires, brakes, wheels, fairings, panels, landing gear doors, windscreens, the aircraft skin (such as small dents or puncture holes), or for minor damages to main rotor blades, tail rotor blades, landing gear, and those resulting from hail or bird strike (including holes in the radome); or

(c) the aircraft is missing or is completely inaccessible. *

“Act” means the Civil Aviation Act 2018;

“Aerial work” means an aircraft operation in which an aircraft is used for specialized services such as agriculture, construction, photography, surveying, search and rescue, observation and patrol, aerial advertisement, etc.

“Aerodrome” means a defined area on land or water (including any buildings, installations and equipment) intended to be used either wholly

or in part for the arrival, departure and movement of aircraft.

NB: UAS may arrive and depart an area not traditionally considered an ‘aerodrome’, such as an operator’s home or a private launch or recovery facility. The Authority will exercise discretion in determining whether such sites merit ‘aerodrome’ certification and oversight in the interest of public safety.

“Aerodrome Traffic Zone” means an airspace of defined dimensions established around an aerodrome for the protection of aerodrome traffic.

“Aircraft” means 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.

“Air traffic” means all aircraft in flight or operating on the manoeuvring area of an aerodrome.

“Authority” means the Guyana Civil Aviation Authority

“Authorization” means the formal permission granted to an applicant, from the Authority, allowing particular operations with limitations commensurate with the combined operational and system risk.

“Autonomous operation” means a highly automated aircraft operation in which the aircraft is not manually flown by a UAS pilot.

“Beyond Visual Line-of-Sight (BVLOS)” means an operation in which the UAS pilot cannot maintain direct unaided visual contact with the UAS to manage its flight and to meet separation and collision avoidance responsibilities.

“Commercial Operations” means an operation where the UAS flight is being conducted for business purposes (mapping, security surveillance, wildlife survey, aerial application, etc.) other than commercial air transport, in return for specific remuneration or form of valuable consideration.

“Commercial Distribution” or sale means any transaction, activity or event involving the transfer of materials or products for remuneration or valuable consideration.

“Congested Area” means a city, town or settlement, or any area which is substantially used for residential, commercial, industrial or recreational purposes.

“Controlled airspace” means airspace of defined dimensions within which air traffic control service is provided in accordance with the airspace classification.

“Detect and avoid (DAA)” means the capability to see, sense or detect conflicting traffic or other hazards and take the appropriate action.

“Extended Visual Line-of-Sight” means an operation in which the UAS pilot uses one or multiple trained visual observers to maintain visual contact with the UAS to manage its flight and to meet separation and collision avoidance responsibilities.

“Flight termination system” means a system that when activated, terminates the flight of an unmanned aircraft.

“Incident” means an occurrence, other than an accident, associated with the operation of an aircraft that affects or could affect the safety of operation.

Note: The Authority may determine which types of incidents must be reported.

“Large UAS” means a UAS with a maximum take-off mass greater than 150kg (or, for airships, more than a 100m³ envelope)

“Major Amendment” means an amendment that substantially changes the purpose, scope or content of the policies outlined in the operations manual (e.g. adding a new UAS that falls within a different weight class, changing the organisation structure, staff training requirements, emergency procedures, change to insurance or indemnity arrangements, adding new pilots etc.

“Medium UAS” means a UAS with a maximum take-off mass of 25kg and less than or equal to 150 kg (or, for airships, an envelope of 100m³ or less)

“Micro UAS” means a UAS with a maximum take-off mass of 100g or less.

“Minor Amendment” means a change to a policy or procedure outlined within the approved operations manual which does not alter the general meaning, scope, purpose or intent of the Manual (e.g. typographical error corrections, grammatical inconsistencies, updating contact information for nominees and other personnel etc.

“Model Aircraft” means a remotely piloted aircraft/unmanned aerial vehicle that is used for sport and recreation and cannot carry on-board a pilot or passenger and is not equipped with a camera or recording device and does not have provisions for attachment of same.

“Operator” means a person, organisation or enterprise engaged in or offering to engage in an aircraft operation, including a UAS.

“Private Consumption” means all purchases made by consumers to import a UA for any activity other than commercial distribution (resale/retail) (e.g. Aerial photography, Agricultural use, Powerline inspections, Leisure flights, Educational Use, Communication Relays, Transportation etc).

“Private Operations” means operation where the UAS flight is being conducted for one's own purpose with no return for specific remuneration or form of valuable consideration.

“Recreational Operations” means an operation where the UAS flight is being conducted for leisure, sport, or fun purposes only with no return for specific remuneration or form of valuable consideration.

“Remote pilot” means a person charged by the operator with duties essential to the operation of an unmanned aircraft and who manipulates the flight controls, as appropriate, during flight time.

“Remote pilot-in-command” means the pilot designated by the operator, or in the case of general aviation, the owner, as being in command and charged with the safe conduct of a flight. In the case of a UAS, the person under whose control, the UA is flown and manoeuvred, whether it is from a hand-held controller or a command center.

“Remote pilot station (RPS)” means the component of the remotely piloted aircraft system containing the equipment used to pilot the remotely piloted aircraft.

“Remotely piloted aircraft (RPA)” means an Unmanned Aerial Vehicle which is piloted from a remote pilot station.

“Remotely piloted aircraft system (RPAS)” means a remotely piloted aircraft, its associated remote pilot station(s), the required command and control links and any other components as specified in the type design.

“Small UAS” means a UAS with a maximum take-off mass greater than 2kg and less than 25kg.

“Unmanned Aircraft (UA)” means an aircraft, capable of being flown without a pilot being on board that aircraft, either autonomously, or controlled remotely by a pilot located outside the aircraft. This includes drones, unmanned aerial vehicles, remotely piloted aircraft systems or any other such aerial vehicles remotely controlled and without a human pilot on-board.

“Unmanned Aircraft System Operator Certificate (UOC)” means the approval granted by the Authority to an operator allowing it to utilise UAS for specialized operations. This includes the approval granted to utilise UA with a MTOM of 15kg or greater for Aerial Work and other commercial activities.

“Very Small” means a UA with a maximum take-off of more than 100g and less than 2kg.

“Visual Line-of-Sight Operations (VLOS)” means an operation in which the remote crew maintains direct visual contact with the aircraft to

manage its flight and meet separation and collision avoidance responsibilities.

Applicability of these Regulations.

3. These Regulations shall be applicable to Owners and Operators of Unmanned Aerial Vehicles (UASs).

PART II REGISTRATION AND MARKING OF UAS

4. APPLICATION FOR REGISTRATION

- (1) Every person lawfully entitled to the possession of a UAS in Guyana that falls within the 'Very Small', 'Small', 'Medium' or 'Large' weight categories is required to register that UAS and hold a valid certificate of registration.
- (2) An application for the issuance of a UAS registration certificate shall be made on a prescribed form, to capture the information requested below, and shall be accompanied with an appropriate fee as is specified in the second schedule:
 - (a) The name of the individual (with identification) or corporate owner of the UAS;
 - (b) Details of the UAS to be used, including the UAS Manufacturer, the model, serial number and dimensions, as well as the type of power plant installed;
 - (c) Any other information requested by the Authority.

5. UAS MARKINGS / UNIQUE IDENTIFICATION NUMBER (UIN)

- (1) All UAS are required to obtain UIN/Registration number from the GCAA.
- (2) The UIN/Registration number should be displayed on the UAS.

6. RPAS / UAS REGISTRATION DATA BASE

- (1) The Authority may establish and maintain a RPAS/UAS register containing the following particulars-
 - (a) The number of the certificate;
 - (b) The UIN assigned to unmanned aircraft system by the registration portal;
 - (c) The name of the manufacturer and the manufacturer's designation of the unmanned aircraft system;
 - (d) The serial number of the unmanned aircraft system;
 - (e) The name and address of the owner
 - (f) The use or conditions with regard to which unmanned aircraft system is registered.
 - (g) Entry date

(h) Registration/deregistration date

Any other information as required to show compliance with this part

7. DE-REGISTRATION OF UAS

- (1) The Authority may de-register or cancel the registration of a RPAS from the database under the following circumstances—
 - (a) Upon application of the RPAS owner for purposes of registering the RPAS with another Authority;
 - (b) Upon destruction of the RPAS or its permanent withdrawal from use; or in the interest of national security

PART III

AUTHORIZATION TO IMPORT AND OPERATE AN UNMANNED AERIAL VEHICLE

8. APPLICATION REQUIREMENTS

- (1) No person or organization shall operate a UA in Guyana's airspace without having first received written permission from the Authority, unless such an aircraft is operating in accordance with Part VI (Model Aircraft).
- (2) A person or organization that wishes to operate a UA, other than in accordance with Part VI (Model Aircraft), shall apply to the Authority in writing for permission and the application shall be accompanied by an appropriate fee as is specified in the Second Schedule.
- (3) The application referenced in Sub Regulation (2) shall include the following information—

For Individuals/Persons:

 - (i) The name, contact information and address of the applicant and the name of the organisation where applicable;
 - (ii) Applicant's national identification (Passport bio data page for foreign applicants)
 - (iii) A drawing or map reference showing the geographical area (Pinned with WGS84 Coordinates) over which that person intends to operate the UAS, if appropriate;

- (iv) Details of the UAS to be used, including the model, serial number and dimensions, as well as the type of power plant installed;
- (v) The date and time period during which the applicant wishes to operate the UAS;
- (vi) The purpose for which the UAS will be used and purpose for which the information collected by the UAS will be used;
- (vii) Proof that the owner has liability insurance, where required;
- (viii) Security clearance for the applicable operation; and
- (ix) Any other information requested by the Authority.

For Organizations/Companies:

- (i) The name, contact information and address of all pilots nominated under the organisation and the name of the organisation where applicable;
- (ii) National Identification of nominated pilots (Passport bio data page for foreign applicants).
- (iii) A drawing or map reference showing the geographical area (Pinned with WGS84 Coordinates) over which that person intends to operate the UAS, if appropriate;
- (iv) Details of the UAS to be used, including the model, serial number and dimensions, as well as the type of power plant installed;
- (v) The date and time period during which the applicant wishes to operate the UAS;
- (vi) The purpose for which the UAS will be used and purpose for which the information collected by the UAS will be used;
- (vii) Proof that the company has liability insurance, where required;
- (viii) Security clearance for the applicable operation; and

- (ix) Any other information requested by the Authority.
- (4) Any organisation or company applying to the Authority on behalf of their nominees for the issuance of a UAS flight permit or flight authorization shall notify the Authority in either of the undermentioned circumstances when:
 - (i) the nominated UAS pilot(s) is/are no longer working with that organisation
 - (ii) the organisation's name has changed
 - (iii) the UAS(s) for that entity has/have been damaged, sold or transferred to another entity.
- (5) Nothing in these Regulations shall prevent the prosecution, conviction or punishment of any person or organization for the breach of any other Laws of Guyana.
- (6) Any person who contravenes this section shall be guilty of an offence and may be subject to either of the following:
 - (a) seizure of the aircraft by the relevant authority for such time as deemed necessary.
 - (b) liable upon summary conviction to the following fines:
 - (i) In the case of an individual, a fine of one hundred and fifty thousand Guyana dollars (GYD \$150,000); or
 - (ii) In the case of an organisation /company, a fine of four hundred thousand Guyana dollars (GYD \$400,000.00).
 - (c) Imprisonment for a period not exceeding two (2) years or to both such fine and imprisonment.

9. EXPEDITED AUTHORISATION FOR UAS OPERATIONS (PROVISIONAL APPROVAL)

- (1) First responders and organisations (Both Private Institutions and Government Agencies) responding to natural disasters, other urgent circumstances or time-sensitive affairs may apply to the GCAA in writing for an expedited authorization to conduct UAS flight operations.
- (2) An application referred to Sub Regulation (1) shall be accompanied by an appropriate fee as is specified in the Second Schedule and a completed request form for Expedited Authorization to conduct Urgent UAS Operations as specified in the Fourth Schedule.
- (3) Emergency operations, urgent circumstances or time-sensitive affairs referred to in Sub Regulation 1 shall include, but not be limited to:
 - (I) Natural Disasters (Earthquakes, floods, etc.)
 - (II) Firefighting Activities

- (III) Search and Rescue Operations (e.g. Plane crashes, motor-vehicular accidents)
- (IV) Law Enforcement Activities
- (V) Utility or other Critical Infrastructure Activities (e.g. Aerial inspections)
- (VI) Government Projects (e.g. public infrastructure & construction, road works, aerial mapping, site inspections etc)
- (VII) Oil and Gas Activities/Projects
- (VIII) Humanitarian Aid and Emergency Medical Deliveries
- (IX) Damage Assessments supporting Disaster Recovery
- (X) Media Coverage providing Critical Information to the Public

(4) An application referred to Sub Regulation (1) may only be granted approval when the need to fly the UA is properly justified, meets the requirements listed in Sub Regulations 1 & 2 and the applicant for the said authorisation :

- (I) Is an existing UAS pilot with a valid permit/authorization or;
- (II) Has been granted prior approval from the GCAA or;
- (III) Has demonstrated to the authority that they are competent to operate the UAS safely by carrying out such maneuvers while in control of the UAS as the Authority may require or;
- (IV) Has indicated in their application that the UAS operation will support an emergency response or other effort being conducted to address urgent circumstances that will benefit the public or;
- (V) Has indicated in their application that the requested GCAA approval cannot be secured via normal processes in time to meet urgent operational needs

10. IMPORTATION OF UAS (Non-Commercial Distribution)

- (1) Any person or organization who wishes to import a 'Micro', 'Very Small', 'Small', 'Medium' or 'Large' UAS for private consumption, non-commercial distribution or utilization by any Government Agency shall apply to the Authority in writing for a 'Letter of No Objection to Importation (for Non- Commercial Distribution)' prior to procuring the device, and the application

shall be accompanied by a completed copy of the Guyana Civil Aviation Authority Unmanned Aerial Vehicle Information Sheet -Form No. GCAA/UAVD/001 R1- (per UAS) and the appropriate fee as is specified in the Second Schedule.

- (2) An application referred to in Sub Regulation (1) shall be made at least thirty (30) working days prior to the proposed date of importation, and shall include the following information: -
 - (i) Full name and address of the owner or operator of the UAS(s);
 - (ii) Quantity of UAS(s);
 - (iii) Model, serial number and manufacturer of UAS(s);
 - (iv) Gross weight of the UAS(s);
 - (v) Purpose for importation;
 - (vi) Period of operation (for foreign applicants); and
 - (vii) Details of the proposed areas of operations.

- (3) A 'Letter of No Objection to Importation' shall be valid for three (3) months from the date of issue.

- (4) Any person who contravenes this section shall be guilty of an offence and may be subject to either of the following-
 - (a) Seizure of the UAS(s) by the Authority for such time as deemed necessary.
 - (b) Held liable upon summary conviction to the following fines-
 - (i) in the case of an individual, a fine not exceeding one hundred and fifty thousand Guyana dollars (GYD \$150,000); or
 - (ii) in the case of an organisation/company, a fine not exceeding three hundred and fifty thousand Guyana dollars (GYD \$350,000).

 - (iii) Imprisonment for a period not exceeding one (1) month or to both such fine and imprisonment.

11. IMPORTATION OF UAS (Commercial Distribution/Retail Purposes)

- (1) Any person or organization who wishes to import a 'Micro', 'Very Small', 'Small', 'Medium' or 'Large' UAS for Commercial Distribution shall apply to the Authority in writing for a 'Certificate of No Objection to Importation (for Retail Purposes)' prior to procuring the device(s), and the application shall be accompanied by a completed copy of the Guyana Civil Aviation Authority Unmanned Aerial Vehicle Information Sheet -Form No.

GCAA/UAVD/001 R1 - (per UAS) and the appropriate fee as specified in the Second Schedule.

- (2) An application referred to in Sub Regulation (1) shall be made at least thirty (30) working days prior to the proposed date of importation, and shall include the following information-
 - (i) Name, physical address, telephone number and email address of the person or organisation
 - (ii) Name, position, address, telephone number and email address of contact person(s) for the Organization/Company (if applicable)
 - (iii) Quantity of UAS(s);
 - (iv) Model, serial number (where applicable) and manufacturer of UAS(s) for sale;
 - (v) Copy of Company Registration Certificate (where applicable)

- (3) A 'Certificate of No Objection to Importation' shall be valid for one (1) year from the date of issue.

- (4) Any person or organization who contravenes this section shall be guilty of an offence and may be subject to either of the following-
 - (a) Seizure of the UAS(s) by the Authority for such time as deemed necessary. To be held liable upon summary conviction to the following fines-
 - ii) in the case of an individual, a fine not exceeding two hundred thousand Guyana dollars (GYD \$200, 000);
or
 - iii) in the case of an organisation/company, a fine not exceeding three hundred and fifty thousand Guyana dollars (GYD \$350,000).
 - (b) Imprisonment for a period not exceeding three (3) months or subject to both such fine and imprisonment.

12. FALSIFICATION, REPRODUCTION OR ALTERATION OF DOCUMENTS (CERTIFICATES, RECORDS AND/OR REPORTS ETC.) REQUIRED BY THE AUTHORITY

- (1) No person or organization shall make or cause to be made-
 - (a) any fraudulent or intentionally false application, record or report that is required to be made, kept, or used to show compliance with any requirement by the Authority; or

- (b) any reproduction or alteration, for fraudulent purpose, of any certificate, authorization, record, or report under this part.
- (2) The commission by any person or organisation of an act prohibited under Sub Regulation (1) is the basis for any of the following-
 - (a) Denial of an application for any UAS/remote pilot certificate or authorization;
 - (b) Suspension or revocation of any certificate or authorization issued by the Authority under this part and held by that person;
 - (c) To be held liable on summary conviction to the following fines-
 - (i) in the case of an individual, a fine of two hundred and fifty thousand Guyana dollars (GYD \$250,000); or
 - (ii) in the case of an organisation/company, a fine of five hundred thousand Guyana dollars (GYD\$500,000).
 - (d) Imprisonment for a period not exceeding two years or to both such fine and imprisonment.

PART IV

LICENSING, TRAINING & CERTIFICATION

13. CERTIFICATES & TRAINING REQUIREMENTS FROM APPROVED PERSONS/ORGANISATIONS

General applicability of Part III

- (1) A person who wishes to operate a ‘very small’, ‘small’, ‘medium’ or ‘large’ UAS as Remote pilot-in-command shall apply to the Authority for authorization to do so, and the Authority may grant such authorization after the person has either acquired a Remote Pilot Licence or submitted a certificate issued by a person or organization approved by the Authority, confirming that the said person has been trained, tested, and found to be competent to operate as the Remote pilot-in-command of a UAS.
- (2) The Authority may accept a certificate of training from another ICAO member State that has an acceptable framework of Regulations governing UAS operations and the training of pilots.
- (3) Where it is not practicable for a person to obtain a certificate of training from a person or organization approved by the Authority or from another ICAO member State, the person shall be required to demonstrate to the Authority, or a person approved by the Authority, that they are competent to operate the UAS safely by carrying out

such manoeuvres while in control of the UAS as the Authority may require.

- (4) Notwithstanding the above, a person may be eligible for authorisation to operate as PIC of a UA in either of the undermentioned weight categories, if he or she acquires a Remote Pilot License or submits certified logbook evidence, showing that they have accumulated the minimum corresponding hours of flight time in another state:
 - (a) Very Small – five (5) hours
 - (b) Small – fifteen (15) hours
 - (c) Medium & Large – thirty (30) hours
- (5) All applicants for authorisation must satisfy the Authority that they are knowledgeable of the applicable rules or regulations for operating UASs in Guyana.

14. REMOTE PILOT LICENSING

(1) APPLICABILITY

- (d) This part applies to airmen certification for Unmanned Aircraft Systems

15. ELIGIBILITY FOR REMOTE PILOT LICENSE

- (1) The Authority may issue a remote pilot licence to the applicant if he or she is 16 years of age and has passed;
 - (a) an aeronautical knowledge examination as specified by the Authority;
 - (b) an aviation licence theory examination taken to be an equivalent requirement for the issuance of a remote pilot licence; or
 - (c) the theory component of a remote pilot training course; or
 - (d) the theory component of a course conducted in a foreign country which the Authority is satisfied is equivalent to the theory component of a remote pilot training course; and
- (2) The Authority may issue a remote pilot licence to the applicant if he or she has completed;
 - (a) a remote pilot training course in the operation of a category of the RPA that he or she proposes to operate; or
 - (b) a training course in the operation of a category of RPA that he or she proposes to operate conducted by the RPA's manufacturer or an agent of the manufacturer; or
 - (c) a flight test conducted by the Authority for the purposes of this subparagraph; and

(d) has demonstrated the competencies required for the safe operation of the applicable type of RPA and associated RPA control station, under standard RPA operating conditions.

- (3) A person is taken to have satisfied the conditions in paragraph 1(a) who holds or has held:
- a) a flight crew licence; or
 - b) a military qualification equivalent to a flight crew licence; or
 - c) an air traffic control licence or a military qualification equivalent to an air traffic control licence.

16. APPLICATION FOR A REMOTE PILOT LICENSE

- (1) An individual may apply to the Authority, in writing, for a remote pilot licence to operate a UAS and shall be accompanied by an appropriate fee as specified in the Second Schedule
- (2) An application for a remote pilot licence should be made in accordance with the process specified above.

PART V INSURANCE REQUIREMENTS

17. APPLICABLE CATEGORIES FOR INSURANCE

- (1) No person shall operate a UAS within Guyana's airspace without proof of possession of the necessary Liability Insurance, unless the flight operation is conducted for recreational or private purposes and the maximum take-off mass of the UAS is confined to either of the following categories:
- a) Micro
 - b) Very Small
- (2) No person shall operate a UAS for commercial operations unless the operator has presented to the Authority proof of possession of the necessary Liability Insurance.
- (3) An organization/company or person that fails to comply with any requirements in this section commits an offence and is liable upon summary conviction to the following fines-
- (a) in the case of an individual, a fine of one hundred and twenty thousand Guyana dollars (GYD \$120,000.00); or
 - (b) in the case of an organization/company, a fine of five hundred thousand Guyana dollars (GYD \$500,000.00)

PART VI

OPERATION OF UNMANNED AERIAL VEHICLES

18. GENERAL REQUIREMENTS FOR THE OPERATION OF UASs

General applicability of Part V.

(1) This Part prescribes the minimum requirements for the operation of a UAS in Guyana.

General requirements for the operation of unmanned aerial vehicles.0

(2) No person shall drop, cause to be dropped, or permit another person to drop any article or animal, whether or not attached to a parachute, from a UA which may endanger any person or property, unless specific authorization is granted in writing by the Authority

(3) No person shall use a UA to tow any object during flight.

(4) The Remote pilot-in-command of a UAS shall maintain direct, unaided visual contact with the UA, while it is in flight, sufficient to monitor its flight path in relation to other aircraft, persons, vehicles, vessels, and structures for the purpose of avoiding collisions, unless specific authorization to the contrary has been granted in writing by the Authority, as in the case of EVLOS and BVLOS operations.

(5) The Remote pilot-in-command of a UA shall not operate the UA-

(a) within the vicinity of an established aerodrome, unless the permission of the Authority and the permission of the applicable Air Traffic Control Unit have been obtained, and the Remote pilot-in-command ensures, upon having received such permission, that the UAS remains clear of the take-off, approach and landing routes, and the traffic pattern formed by manned aircraft operating at the said aerodrome traffic zone or control zone;

(b) at a height of more than 150 metres above the terrain, unless approved by the Authority

(c) at a distance greater than 500 metres from the point at which he is positioned; unless approved by the Authority.

(d) at night or in low visibility conditions; unless approved by the Authority.

(e) over or near to private or public property for extended periods of time, unless previously approved by the Authority and by other relevant stakeholders, as applicable

- (f) NB: In the case where aerial surveys are to be conducted over several properties in an area, a minimum of fourteen (14) days' notice is required for each property that is part of the survey. Notices are required to be placed in conspicuous locations.
 - (g) in a reckless or unsafe manner;
 - (h) within 2000 meters of a helipad; or
 - (i) under BVLOS conditions, unless approved by the Authority.
- (6) The Remote pilot-in-command of a UAS shall not fly the UA for the purposes of aerial work except in accordance with the Authorization granted by the Authority.
- (7) A Remote pilot-in-command of a UAS shall not operate the UA in any of the circumstances below without obtaining approval from the Authority-
 - (a) Over or within 150 metres of any congested area, or organised open air assembly;
 - (b) Within 100 metres of any vessel, vehicle, or structure, which is not under the control of the person who received approval from the Authority to operate the UAS, or a person who contracted the services of the UAS operator; or
 - (c) Subject to Regulation (12), within 50 metres of any person, either vertically or horizontally.
- (8) No person shall operate a UAS as the Remote pilot-in-command of that UAS, unless that person has in his possession the necessary UAS Permit/Flight Authorization or any other relevant authorisation, as required by the Authority.
- (9) No person shall, during take-off or landing, operate a UA within 30 meters of any person not directly involved in the operation or having previously consented to being within that distance.
- (10) Non-conformity with the conditions of a Permit or UAS Flight Authorization, operations outside of the limitations specified in these Regulations, or failure to comply with the conditions in an approved UAS Operations Manual, shall lead to the suspension or revocation of the Permit or Flight Authorization and shall be considered a breach of these Regulations.
- (4) The Remote pilot-in-command of a UAS shall, unless otherwise approved by the Authority:

- (a) Not operate or attempt to operate the UA from more than one control station;
- (b) Not attempt to operate more than one UAS at any one time;
- (c) Not use control relays to extend the operational area of a UAS;
- (d) Always give way to manned aircraft;
- (e) Prior to each flight, confirm that there is no unacceptable radio frequency interference present, or is likely to be present during the flight of the UA;
- (f) Prior to conducting the take-off/launch of the UAS ensure that there is no contamination adhering to any of the critical surfaces of the UAS;
- (g) Not permit the use of a portable device at the control system of a UAS where the device may impair the functioning of the systems or equipment;
- (h) Not conduct the take-off/launch of a UAS if explosive, corrosive, bio-hazardous, or light emitting (laser) payloads, or payloads that can be jettisoned, dispersed, or dropped, are carried on board.

PART VII MODEL AIRCRAFT

19. OPERATION OF MODEL AIRCRAFT

- (1) A person operating a UAS, weighing seven (7) kg or less, which is considered to be a model aircraft, and which is not being used for aerial work or any other commercial activity, and is not carrying any equipment capable of transmitting or receiving any information other than that required to control the vehicle in flight:
 - (a) Shall not be required to obtain a permit to operate the vehicle, but shall comply with all other restrictions and limitations of these Regulations; and
 - (b) Shall not operate the UAS under BVLOS conditions.

PART VIII UAS OPERATORS CERTIFICATE

20. REQUIREMENT FOR CERTIFICATE

- (1) No person or organisation shall operate a UA under any of the underlisted conditions/scenarios except under the Authority of and in accordance with the terms of a valid UOC issued by the Authority in accordance with this part:

- (a) the UA is operated beyond visual line-of-sight of the person operating the UA; and
 - (b) the UA is operated above 150 m (492 ft) above ground level (AGL) by day or low visibility conditions; and
 - (c) the UA is operated within 30 m of a person, measured horizontally, who is not directly associated with the operation of the UA; and
- (b) the UA is operated:
- (a) in a prohibited area; or
 - (b) in a restricted area; or
 - (c) over a populated area; or
 - (d) within 4 km of the movement area of a controlled aerodrome; and
- (c) the UA is operated over an area where a fire, police or other public safety or emergency operation is being conducted;
- (d) the person operating the UA wishes to operate more than one UA.
- (e) The MTOM of the UAV is greater than 15kg and it is being used for aerial work or any other commercial activity (such as agricultural spraying operations).
- (2) An application for the issuing of a UOC as referred to in Sub Regulation (1) shall be accompanied by
- (a) an Operations Manual, to be presented for approval prior to commencing operations.
 - (b) an appropriate fee as specified in the Second Schedule.
- (3) The Operations Manual referred to in Sub Regulation (1) shall contain policies and procedures for which the organization intends to use the UAS and shall be developed in accordance with the requirements outlined in Third Schedule.

21. APPLICATION FOR A UAS OPERATOR CERTIFICATE

- (1) An application for the issuance of an UAS operator certificate should be in a prescribed form and submitted to the Authority with evidence of payment of the prescribed fee.
- (2) The application should address the following matters, having regard to the nature, degree and risk of the intended operation:
 - (a) the identification of a person who will have primary responsibility for the operation;
 - (b) the identification of any person who is to have or is likely to have control over the exercise of the privileges under the certificate;
 - (c) details of the physical locations to be used in the operation;
 - (d) an operational risk assessment that:
 - a. identifies the known and likely consequences to hazards to people, property and other aircraft of the proposed operation;
 - b. includes a description of the measures that will be implemented to mitigate or manage the risk;
 - c. procedures for reporting information to the Authority including incidents and accidents;
 - d. operating requirements for personnel licensing, qualifications, training and competency including remote pilot and remote flight crew qualifications, training or medical requirements;
 - e. details of the number and specifications of the aircraft to be used, including any identification system used on the aircraft(for example color schemes, unique identification numbers, markings);
 - f. details of the control system to be used to pilot the aircraft;
 - g. procedures for the maintenance of aircraft and measures to ensure continued airworthiness;
 - h. in flight procedures, including minimum distances from persons or property;
 - i. procedures for handling cargo, including dangerous goods, or dropping items, if such operations are intended;
 - j. procedures for controlling, amending and distributing the application; and
 - k. any other approvals that are required to conduct the proposed operation.

- (3) The Authority may require only those matters in paragraph (2) that the Authority considers are appropriate in the particular circumstances to be contained in the application.

22. ISSUANCE OF UAS OPERATOR CERTIFICATE

- (1) The Authority may issue a UOC to a person who has applied under this section:
- (2) When issuing an UOC under paragraph (a), the Authority may:
 - (a) impose requirements on the UAS and may specify procedures to be followed by the operator of any UA that are operated under the authority of the UOC;
 - (b) specify any additional conditions that the Authority considers necessary in the interest of aviation safety; and
 - (c) after considering the type of UAS to be used, determine that any UAS to be operated under the UOC should display identification markings in accordance with Part II (Registration and Marking of UAS) if the Authority considers that it is necessary in the interest of aviation safety.

23. UAS OPERATOR CERTIFICATE

- (1) If the Authority issues a UOC, the certificate should be issued with an authorization containing the details described in paragraph (a).
 - (a) The UOC should consist of two documents – the Certificate and the Conditions and Limitations in a manner prescribe the Authority

24. CONTENTS OF THE UOC

- (1) The UOC should contain at least the following:
 - (i) the State of the Operator and issuing authority;
 - (ii) the UOC number and its expiration date;
 - (iii) the UAS operator name, trading name (if different) and address of the principle place of business;
 - (iv) the date of issue and the name, signature and title of the authority representative;

- (v) the location where the contact details of operational management can be found;
- (vi) the description of the types of operations authorized;
- (vii) the type(s) or model(s) of UA authorized for use;
- (viii) the models and locations of RPS authorized for use (where applicable); and
- (ix) the authorized areas of operation or routes.
- (x) Any additional condition that Authority determines is necessary in the interest of aviation safety

25. DURATION OF A UOC

- (1) An UOC, or any portion of the UOC, issued by the Authority is effective and valid for a period of three (2) years unless—
 - (a) The Authority amends, suspends, revokes or otherwise terminates the certificate;
 - (b) The UOC holder surrenders it to the Authority

26. CONDITIONS FOR OPERATION FOR A UAS OPERATOR CERTIFICATE

- (1) The certificate holder is responsible for ensuring that any personnel involved in an operation conducted under the authority of the UOC are notified of and comply with the requirements of these regulations

27. RENEWAL OF CERTIFICATE

- (a) A holder of a current UOC who wishes to continue to exercise the privileges of the operator certificate beyond its date of expiration should apply for the renewal of the operator certificate by completing the application as prescribed by the Authority.

28. AMENDMENT OF A UOC

- (1) The Authority may amend any UOC if—
 - (i) The Authority determines that safety of operation and the public interest require the amendment; or.

- (ii) The UOC holder applies for an amendment.
- (2) A UOC holder may appeal the amendment but should operate in accordance with these regulations unless it is subsequently withdrawn.

29. RECORD RETENTION OF UAS OPERATOR CERTIFICATE

- (a) Each holder of a UOC should maintain:
 - (1) A record containing the names of the remote pilots and other crew members involved in each flight, in respect of the system, the time of each flight or series of flights; and
 - (2) A record containing maintenance action, modification or repair performed on the system, including:
 - (i) name of person performing the work;
 - (ii) the dates work was performed;
 - (iii) in the case of modification, the manufacturer, model and description of parts or equipment modifying the system; and
 - (iv) if applicable, any instruction provided to complete the work.
- (b) Each owner of a UAS who transfers ownership to another person should, at the time of transfer, deliver to that person all records referred to in paragraph (a)(2).
- (c) Each owner of a UAS should ensure that the records referred to in subsection (a)(1) and (a)(2).
 - (1) are made available to the Authority on request and are retained for a period of:
 - (i) for the records referred to in paragraph (a)(1), 12 months after the day they are created;

- (ii) for records referred to in paragraph (a)(2), 24 months after the day they are created.

30. DOCUMENTATION

- (a) Each applicant for the issuance of an UOC should hold copies of all relevant equipment manuals, technical standards and practices, technical bulletins and instructions, legislation, and any other document that is necessary to establish procedures for their operations.

31. INSPECTION, TESTING, AND DEMONSTRATION OF COMPLIANCE

- (1) A UAS pilot or person manipulating the flight controls of a RPA should, upon request, make available to the Authority:
 - 1. Evidence of training/certification as indicated in Part IV, Licensing, Training and Certification; and
 - 2. Any other document, record, or report required to be kept under this part.
 - 3. The remote pilot, UAS observer, owner, operator, or person manipulating the flight controls of a UAS should, upon request, allow the Authority to make any test or inspection of the UAS, the remote pilot, the person manipulating the flight controls of a UA, and, if applicable, the UA observer to determine compliance with this section.

32. PENTALTY FOR NON-COMPLIANCE WITH THIS SECTION

- (1) Any person who contravenes any requirements in this section shall be guilty of an offence and liable to a fine not exceeding three hundred and fifty thousand Guyana dollars (GYD \$350,000.00) or to imprisonment for a period not exceeding six (6) months or to both such fine and such imprisonment.

PART IX

PROHIBITED/RESTRICTED AIRSPACES

33. NO-FLY AREAS

- (1) The operator of a UAS shall not fly the aircraft over any establishment or area designated in a Government Notice or Aeronautical Information Publication as a prohibited area or within 500 meters of any restricted area, Official residences (President, Prime Minister, Vice President, etc), Office of President, Office of the Prime Minister, Parliament Building, Embassies, Army Camps, Army Bases, Police Headquarter buildings & Divisional Command Center buildings, Prisons, Guyana Fire Service Headquarters and the Guyana Elections Commission buildings unless authorization to the contrary is granted in writing by the Guyana Civil Aviation Authority or any other appropriate authority
- (2) Any person who contravenes any requirements in this section shall be guilty of an offence and liable to a fine not exceeding one million Guyana dollars (GYD \$1,000,000) or to imprisonment for a period not exceeding two (2) years or to both such fine and such imprisonment.

PART X

OPERATIONS AROUND AERODROMES

34. OPERATIONS OF UASs WITHIN THE VICINITY OF AERODROMES/AIRSTRIPS

- (1) The operator of a UAS shall not fly the aircraft within 5km of the Eugene F. Correia International Airport (EFCIA) or Cheddi Jagan International Airport (CJIA) unless special written permission is obtained from the Authority.
- (2) The pilot or operator of a UAS shall apply to the Authority, if the need to conduct UAS flights within the vicinity of any uncontrolled or hinterland aerodrome/airstrip arises, and the application shall be accompanied by an appropriate fee as specified in the Second Schedule and any other additional requirements as specified by the Authority.
- (3) The application referred to in Sub Regulation (2) shall be made to the Authority at least three (3) working days prior to the proposed date of operation.
- (4) Any person who contravenes any requirements listed in Sub Regulation 1 or Sub Regulation 2 shall be guilty of an offence and liable to a fine not exceeding five hundred thousand Guyana dollars (GYD \$500,000.00) or to an imprisonment for a period not

exceeding six (6) months or to both such fine and such imprisonment.

- (5) The applicable Air Traffic Control Unit shall be informed at least two (2) hours prior to the commencement of any flight operation referred to in Sub Regulation (2), and immediately after the cessation/completion of same.
- (6) The applicable Air Traffic Control unit shall be informed prior to each planned flight and as soon as possible after its completion, unless an alternative method is approved by the Authority and Air Traffic Control
- (7) Any person who contravenes any requirements in Sub Regulations 5 or 6 shall be guilty of an offence and liable to a fine not exceeding seventy-five thousand Guyana Dollars (\$75,000.00) or to community service for a period not exceeding six (6) months.

PART XI

ACCIDENT & INCIDENT REPORTING

35. CONDITIONS FOR REPORTING ACCIDENTS & INCIDENTS

- (1) A Remote pilot or operator shall immediately report to the Authority, in a manner deemed acceptable, any UAS accident involving any of the following:
 - (a) serious injury or death to a person;
 - (b) damage to any property other than the UAS
 - (c) airspace incursion; or
 - (d) loss or destruction of the UAS beyond economical repair.
- (2) Any person who contravenes any requirements under Sub Regulation (1) shall be guilty of an offence and liable to a fine not exceeding three hundred and fifty thousand Guyana dollars (GYD \$350,000) or to imprisonment for a period not exceeding one (1) year or to both such fine and such imprisonment.
- (3) Any serious incident involving a UAS, including but not limited to Loss of Control Datalink emergency, fly away UAS; UAS fire, pilot incapacitation, or loss of power, shall be reported to the Authority and applicable Air Traffic Control Unit without delay.
- (4) Any person who contravenes any requirements in Sub Regulation (3) shall be guilty of an offence and liable to a fine not exceeding

fifty thousand Guyana dollars (GYD \$50,000.00) or be subject to community service for a period not exceeding three (3) months or to both such fine and community service.

PART XII

EMERGENCY PROCEDURES

36. ESTABLISHMENT OF EMERGENCY PROCEDURES & CONTINGENCY PLAN BY THE UAS OPERATOR

- (1) The operator of a ‘**small**’, ‘**medium**’ or ‘**large**’ UAS seeking approval to conduct flight operations shall:
 - (a) establish and adhere to procedures to be followed in the event that control of the UAS can no longer be maintained.
 - (b) establish and adhere to an emergency contingency plan, normal, lost link and emergency procedures, including those established by the manufacturer of the UAS.
- (2) Any person who contravenes any requirement in this section shall be guilty of an offence and liable to a fine not exceeding fifty thousand Guyana dollars (GYD \$50,000.00) or to community service not exceeding three (3) months or to both such fine and community service.

PART XIII

GENERAL

37. GROUPING & CLASSIFICATION

A UAS shall be grouped in accordance with the classifications as prescribed in the First Schedule.

38. AUTHORITY MAY GIVE DIRECTIVES

The Authority may from time to time, issue directives which are necessary for the safe and secure operation of UASs in Guyana.

FIRST SCHEDULE (SPECIFICATIONS)

[REGULATION 17]

UNMANNED AERIAL VEHICLE CLASSIFICATION TABLE

INTRODUCTION

This Schedule depicts the classes of Unmanned Aerial Vehicles within Guyana and their associated maximum take-off mass. It also highlights the various approvals to be issued by the Authority; these are issued based on the class of operation.

CLASSES	MAXIMUM TAKE-OFF MASS	DOCUMENTS TO BE ISSUED BY THE AUTHORITY
Class 1 (Micro)	UAS \leq 100g- without a camera	1. No Objections Letter to import (if required) <u>NB</u> : This list is not exhaustive
	UAS \leq 100g- with a camera	1. No Objections Letter to import (if required) 2. UAS Permit/Flight Authorisation <u>NB</u> : This list is not exhaustive
Class 2 (Very Small)	100g < UAS \leq 2kg	1. No Objections Letter to import (if required) 2. UAS Permit/Flight Authorisation <u>NB</u> : This list is not exhaustive
Class 3 (Small)	2kg < UAS \leq 25kg	1. No Objections Letter to import 2. UAS Permit/Flight Authorisation <u>NB</u> : This list is not exhaustive
Class 4 (Medium)	25kg < UAS \leq 150kg	1. No Objections Letter to import 2. UAS Permit/Flight Authorisation <u>NB</u> : This list is not exhaustive
Class 5 (Large)	UAS > 150kg	1. No Objections Letter to import 2. UAS Permit/Flight Authorisation <u>NB</u> : This list is not exhaustive

SECOND SCHEDULE
[REGULATIONS 4(2); 5(2); 6 (1); 13(2); 15(2)]
FEES & CHARGES

INTRODUCTION

This Schedule outlines the various fees and charges levied on applicants by the Authority.

	FLIGHT AUTHORIZATIONS/UOC/FLIGHT RATINGS/APPROVALS TO IMPORT/REGISTRATION/LICENSING	CURRENCY (GYD)
1.	REGISTRATION	
	NB: The following fees are NON-REFUNDABLE , shall be payable upon application for a UAS Registration Certificate (No Objections Letter to Importation of UAS) and will be charged PER DRONE	
	Micro & Very Small, Small Categories	\$1,500.00
	Medium & Large Categories	\$2,000.00
2.	PERSONNEL LICENSING (Regardless of Weight Category)	
	For initial issuance	\$5,000.00
	For renewal/re-issuance or addition of a rating (e.g. Type Rating Instrument Rating)	\$3,000.00
	Instructor Rating	\$10,000.00
	Urgent Processing Fee	\$15,000.00
2.	ISSUE OF LETTER OF NO OBJECTIONS TO IMPORTATION	
	a. Micro & Very Small	\$4,000.00 (Per UAS)
	b. Small	\$6,000.00 (Per UAS)
	c. Medium & Large	\$10,000.00 (Per UAS)
3.	CERTIFICATE OF NO OBJECTION TO IMPORTATION (RETAIL PURPOSES)	
	NB: The following fees ARE NON-REFUNDABLE , shall be charged as a flat rate and payable upon application for the issuance of a Certificate of No Objections to Importation	
	Initial Issue	\$20,000.00
	Renewal	\$15,000.00
4.	UAS PERMIT/FLIGHT AUTHORIZATION	

	NB: The following fees ARE NON-REFUNDABLE , shall be payable upon initial application for the issuance of a UAS Permit/Flight Authorization and will be charged PER DRONE	
	a) Micro & Very Small	\$4,000.00 (Per UAS)
	b) Small	\$8,000.00 (Per UAS)
	c) Medium	\$10,000.00 (Per UAS)
	d) Large	\$15,000.00 (Per UAS)
	NB: The following fees are NON-REFUNDABLE , shall be payable upon application for the RENEWAL of a UAS Permit/Flight Authorization and will be charged PER DRONE	
	a. Micro & Very Small	\$3,000.00 (Per UAS)
	b. Small	\$5,000.00 (Per UAS)
	c. Medium	\$8,000.00 (Per UAS)
	d. Large	\$10,000.00 (Per UAS)
3.	UAS OPERATOR CERTIFICATE	
	NB: Upon making application for the issue or renewal of a UAS Operator's Certificate (UOC), the applicant shall pay a non-refundable deposit equal in value to fifty percent (50%) of the basic fee	
	The basic fee of a UOC	
	a) Issue	\$100,000.00
	b) Renewal	\$50,000.00
	Initial issue or renewal (in addition to the basic fee) per aircraft	
	c) Small (from 10kg – 25kg)	\$8,000.00
	d) Medium	\$10,000.00
	e) Large	\$15,000.00
	Operations Manual Amendment	
	a) Major Amendment	\$10,000.00
	b) Minor Amendment	\$5,000.00
	Amendment of UAS Permit/Flight Authorization	
		\$4,000.00
	Replacement/Reissuance of UAS Permit/ Flight Authorization	
		\$4,000.00
4.	TRANSPORTATION OF DANGEROUS GOODS BY AIR	
	The following fees shall be payable upon application and will be levied on an applicant as a flat rate (regardless of the number of aircraft)	

	a. Micro, Very Small, Small	\$8,000.00
	b. Medium & Large	\$15,000.00
5.	AD – HOC APPROVALS	
	The following Fees shall be payable upon application and will be levied on an applicant as a flat rate (regardless of the number of aircraft)	
	Provisional Approval (Expedited Authorisation)	\$25,000.00
	Approval for Airspace Authorization (Around an aerodrome and Prohibited areas)	\$10,000.00
	Any other approval, authorization or service provided by the Authority	\$8,000.00
	For all assessments/inspections outside Georgetown, the Organization must cover all costs: Airfares, meals and accommodation at the current rate	

**THIRD SCHEDULE
REGULATION [13(3)]
CONTENTS OF AN OPERATIONS MANUAL**

INTRODUCTION

This Part prescribes the minimum requirements for the contents of a UAS Operations Manual in Guyana.

CONTENTS OF A UAS OPERATIONS MANUAL	
General requirements for the contents of a UAS Operations Manual.	<p>1. <u>PRELIMINARY SECTION</u></p> <p>List of Effective Pages</p> <p>Amendment Record</p> <p>Commitment of Accountable Manager</p> <p>Contents</p> <ul style="list-style-type: none"> • Purpose • Scope • Definitions and Abbreviations • Document Control and Amendment Process • Referenced Documents • Organization <p>PART A – SAFETY AND ORGANISATIONAL LAYOUT</p>

- Safety Policy and National Perspective
- Safety Goals
- Safety Assurance
- Organisational and Safety Training
- Nominated Personnel
- Responsibilities

PART B – AIRCRAFT AND OPERATIONAL CONTROL

- Aircraft Technical Specifications
- Operating Limitations and Conditions
- Types of Operation
- Maintenance Principles and Regime
- Software and Firmware Update Policy
- Supervision of Remotely Piloted Aircraft System (RPAS)
- Incident Investigation and Mandatory Occurrence Reporting
- Incident Logging
- Investigation Procedure
- Mandatory Occurrence Reporting
- Flight Team Composition
- Flying In Low Light
- Qualification Requirements and Currency
- Crew Health
- Logs and Records

PART C – FLIGHT PLANNING AND PREPARATION (PRE-SITE)

- Determination of Intended Task and Feasibility
- Operating Site Location and Assessment
- Risk Management
- Communications
- Pre-Notification
- Site Permissions
- Weather Forecasts
- Preparation and Serviceability of Equipment

PART D – OPERATING PROCEDURES (ON-SITE)

- On-Site Assessment Survey
- Selection of Operating Areas and Alternative
- Weather Checks
- Crew Briefing
- Crew Clothing

	<ul style="list-style-type: none"> • Cordon Procedure • Aircraft Communications • Charging and Fitting of Batteries • Loading of Equipment • Pre-Flight and Post-Flight Checks • Flight Procedures • Emergency Procedures • Appendices • Appendix A Permission / Exemption for Aerial Work • Appendix B Insurance Document • Appendix C Operational Forms • Appendix D Checklists
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FOURTH SCHEDULE

REGULATION [5(2)]

**EXPEDITED AUTHORISATION FOR URGENT UAS FLIGHT OPERATIONS
REQUEST FORM**

INTRODUCTION

This part includes the Request Form - Expedited Authorization for Urgent UAS Operations Request Form - to be completed and submitted as part of the application requirements for prospective applicants who are seeking permission to obtain an expedited approval (provisional approval).

Expedited Authorization for Urgent UAS Operations Request Form	
Basic Qualifications	
<input checked="" type="checkbox"/> <input checked="" type="checkbox"/> <input checked="" type="checkbox"/>	<p>The requesting operator must possess a current UAS Flight Permit/Authorization.</p> <p>The UAS operation must support an emergency response or other effort being conducted to address urgent circumstances and that will benefit the public.</p> <p>The requested GCAA approval cannot be secured via normal processes in time to meet urgent operational needs.</p>

Operator Information	
Mandatory entry	
Operator Organization (e.g., agency or company)	

Operator Address
Operator Point-of-Contact (including name, office and mobile phone numbers and email)
Remote Pilot and UAS Observers (including names, mobile phone numbers, and emails)
Type of UAS

Documentation
If the requested UAS operation will be flown under a pre-existing authorization, attach it and provide the authorization number below.

Requested Flight Details
Enter the date(s) of the proposed UAS Flight operation (e.g., 18/03/2019 or 18/03/2019 to 28/03/2019)
Enter the times of the proposed UAS Flight operation (be sure to confirm time zone; e.g., 1200L-1400L daily)
Enter the location of the proposed flight (reference the nearest city or town, province or region)
Enter the distance and direction from the nearest airport and its CAA identification (e.g., 6 NM W of XXX)
Identify the class(es) of airspace in which the flight will be conducted (e.g., Class G/F/E/D/C/B/A)
Requested altitude of UAS flight:
Enter GIS details defining location of proposed flight
For those flights remaining within a general contiguous area, which can be described as a circular polygon, provide the latitude and longitude, expressed as

<p>degrees/minutes/seconds, of the center of that area and the radius of that same area (e.g., XX:XX:XXN / XXX:XX:XXW - .25NM radius)</p>	
<p>For those flights remaining within a general contiguous area, which cannot be easily described as a circular polygon, provide the latitude and longitude, expressed as degrees/minutes/seconds, of the vertices of the general area starting with the most northerly point and then progressing clockwise (e.g., (XX:XX:XXN / XXX:XX:XXW; XX:XX:XXN / XXX:XX:XXW; XX:XX:XXN / XXX:XX:XXW)</p>	
<p>For those flights following an extended route, provide the latitude and longitude, expressed as degrees/minutes/seconds, of the key waypoints of the route, and, as appropriate provide the width of the route (e.g., XX:XX:XXN / XXX:XX:XXW; XX:XX:XXN / XXX:XX:XXW ; XX:XX:XXN / XXX:XX:XXW ; XX:XX:XXN / XXX:XX:XXW - .25NM wide)</p>	

Nature and Description of Event	
Select the type of event	Description of event
	Firefighting
	Law Enforcement
	Search and Rescue
	Local / National / Natural Disaster
	Other (specify below)

Additional UAS flight crew (Nominees, where applicable)

--

Dangerous Goods (Where applicable)

List the dangerous goods to be carried including quantities and packaging. Attach the operator's Dangerous Goods Standard Operating Procedures (DG-SOP).

Contracting the GCAA

The GCAA's office operating hours are 08:00hrs to 16:30hrs (Mon – Thurs) and 08:00hrs to 15:30hrs (Fri). For all emergencies, please follow up any email (dronesunit@gcaa-gy.org) with a phone call to [227-8111 ext. 264], which is answered between the aforesaid timeframes

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Hon. Juan Anthony Edghill, M.P.
Minister of Public Works