The Official Gazette
(EXTRAORDINARY)
OF GUYANA

Published by the Authority of the Government

GEORGETOWN, TUESDAY 14TH JULY, 2026

TABLE OF CONTENTS **PAGE**

FIRST SUPPLEMENT

LEGAL SUPPLEMENT

A. **ACTS — NIL**

B. **SUBSIDIARY LEGISLATION —** Requirement No. 5 of 2026 Civil Aviation (Amendment) Requirements for Certified Aerodromes 2026. … … … … 775

C. **BILLS — NIL**

GEORGETOWN, Demerara – Printed and Published every Saturday and on such Extraordinary Days as may be directed by the Government by Guyana National Printers Limited, 1 Public Road, La Penitence, Greater Georgetown.

THE OFFICIAL GAZETTE 14TH JULY, 2026
LEGAL SUPPLEMENT — B

GUYANA No. 5 of 2026

REQUIREMENTS

Made Under

THE CIVIAL AVIATION ACT 2018

IN EXERCISE OF THE POWERS CONFERRED UPON THE GUYANA CIVIL AVIATION AUTHORITY BY SECTION 142 OF THE CIVIL AVIATION ACT 2018, THE GUYANA CIVIL AVIATION AUTHORITY PRESCRIBES THE FOLLOWING REQUIREMENTS:

Citation. These Requirements, which amend the Civil Aviation Requirements for Certified Aerodromes 2024 may be cited as Civil Aviation (Amendment) Requirements for Certified Aerodromes 2026.

Amendment of Requirements. The provisions of the Civil Aviation (Amendment) Requirements for Certified Aerodromes 2026 listed in the first column of the table in the Schedule are amended in the manner as specified in the corresponding entry in the second column of the table.

SCHEDULE

PROVISIONS	HOW AMENDED
Definitions	Insert immediately after the definition of and note for "Gregorian calendar" the following definition - "**Ground handling.** Services necessary for an aircraft's arrival at, and departure from, an airport, other than air traffic services."
Paragraph 3.4.5	1. In the first bullet, delete the words "3 or". 2. Insert immediately after the first bullet, the following – "- 55 m where the code number is 3;"
Paragraph 3.4.9	1. In the first bullet, delete the words "3 or" 2. Insert immediately after the first bullet, the following – "- 55 m where the code number is 3;"
Paragraph 3.4.18	1. In the first bullet, delete the words "3 or" 2. Insert immediately after the first bullet, the following – "- 55 m where the code number is 3;"

Table 3=2 Taxiway Minimum Separation Distances	In the column titled 'Non-instrument runways Code Number', Sub-Column 3, substitute - (a) in row B- for the word "87, the word "67"; (b) in row C- for the word "93" the word "73"; (c) in row D- for the word "101" the word "81"; (d) in row E- for the word "107.5" the word "87.5"; and (e) in row F- for the word "115" the word "95".
Paragraph 3.11.4	In the fourth bullet, substitute for the words "18.50" the word "17".
Table 3-2 Minimum distance from the runway centre line to a holding bay, runway-holding position or road-holding position	1. In the title of the table, substitute for the words "**Table 3-2**" the words "**Table 3-3**". 2. Substitute – (a) substitute for row 2, the following row – "Non-instrument 30m 40m 55m 75m" (b) substitute for row 6, the following row – Take-off runway 30m 40m 55m 75m"
Paragraph 3.12.6	Substitute for the words "Table 3-2" the words "Table 3-3".
Paragraph 3.12.7	Substitute for the words "Table 3-2" the words "Table 3-3".
Paragraph 3.12.8	Substitute for the words "Table 3-2" the words "Table 3-3".
Table 3-2 Minimum distance from the runway centre line to a holding bay, runway-holding position or road-blocking position	Substitute in the heading of the table for the words "Table 3-2" the words "Table 3-3".
Paragraph 3.13.1	Substitute for the word "should" the word "shall".
New Paragraph 3.13.1.1	Insert immediately after paragraph 3.13.1, the following as new paragraph **3.13.1.1**: "The design of aprons shall take into consideration criteria for safe ground handling, including: a) sufficient space between aircraft stands to enable personnel and equipment to move safely and efficiently; b) adequate apron markings, apron signs and apron floodlighting; c) adequate staging and storage areas for ground support equipment (GSE); d) positioning of fixed ground services; e) storage areas for unit load devices (ULD);

f) adequate access and egress routes for fuel, GSE and emergency vehicles;
g) clearly delineated and visible access and egress routes for passengers;
h) new technologies (electric charging points, autonomous vehicles, etc.);
i) avoidance of rear of aircraft stand service roads wherever practicable; and
j) appropriate protection for persons, equipment and infrastructure from jet blast and propeller wash.

Note.— Further guidance on apron design and markings is given in the Aerodrome Design Manual (Doc 9157), Part 4 — Visual Aids, and the Airport Planning Manual (Doc 9184), Part 1— Master Planning.".

Paragraph 3.13.2 — Insert the words "safe and" immediately after the word "permit".

Paragraph 3.13.6 (a) — Insert the word "boarding" immediately after the word "passenger".

Paragraph 5.2.4.1

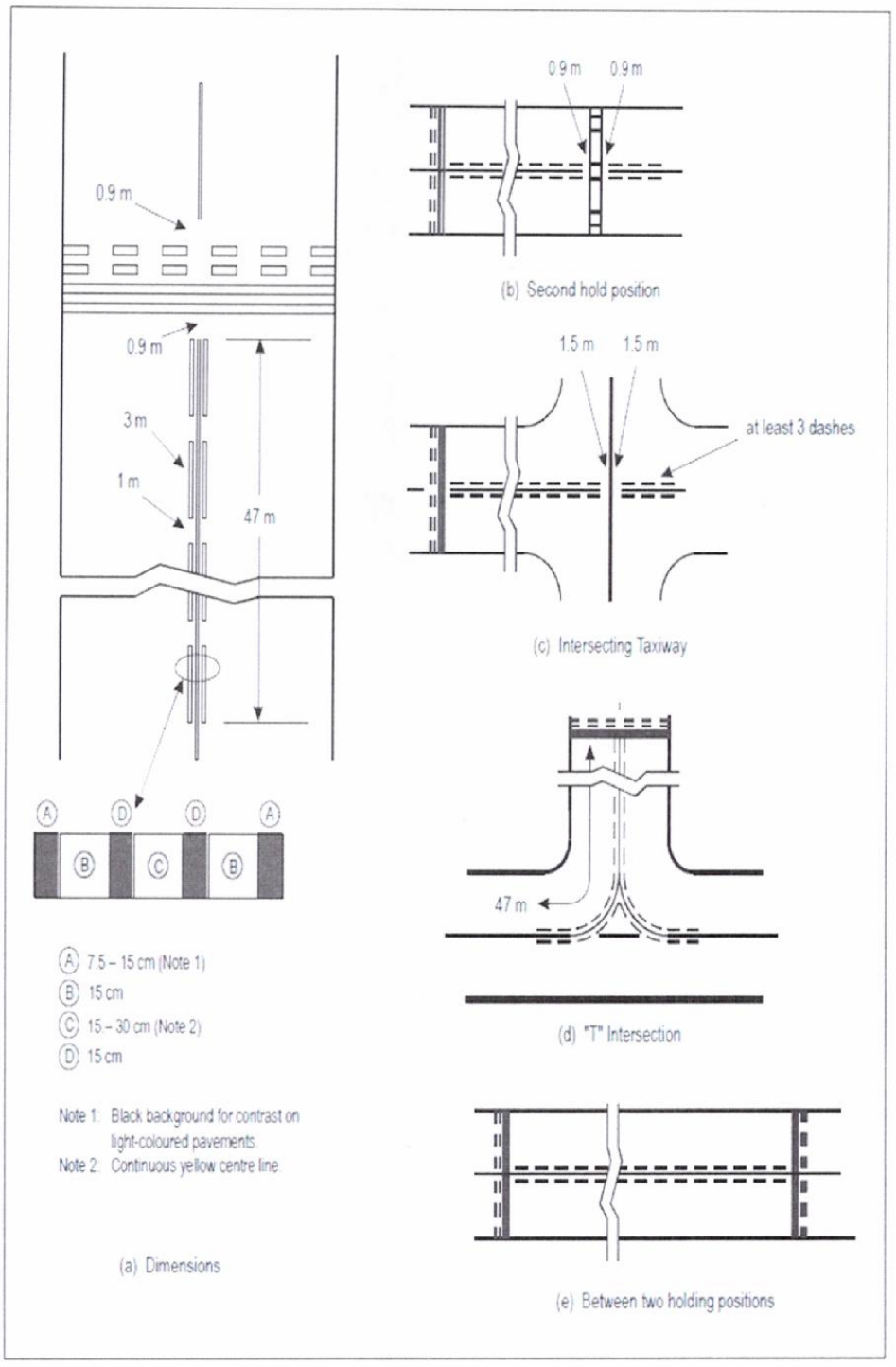
1. Delete the word "instrument" immediately after the word "paved".

2. Delete the words ", and of a paved non- instrument runway where the code number is 3 or 4 and the runway is intended for use by international commercial air transport" immediately after the word "runway".

Paragraph 5.2.4.2 — Substitute the following –

"5.2.4.2 **Reserved.**".

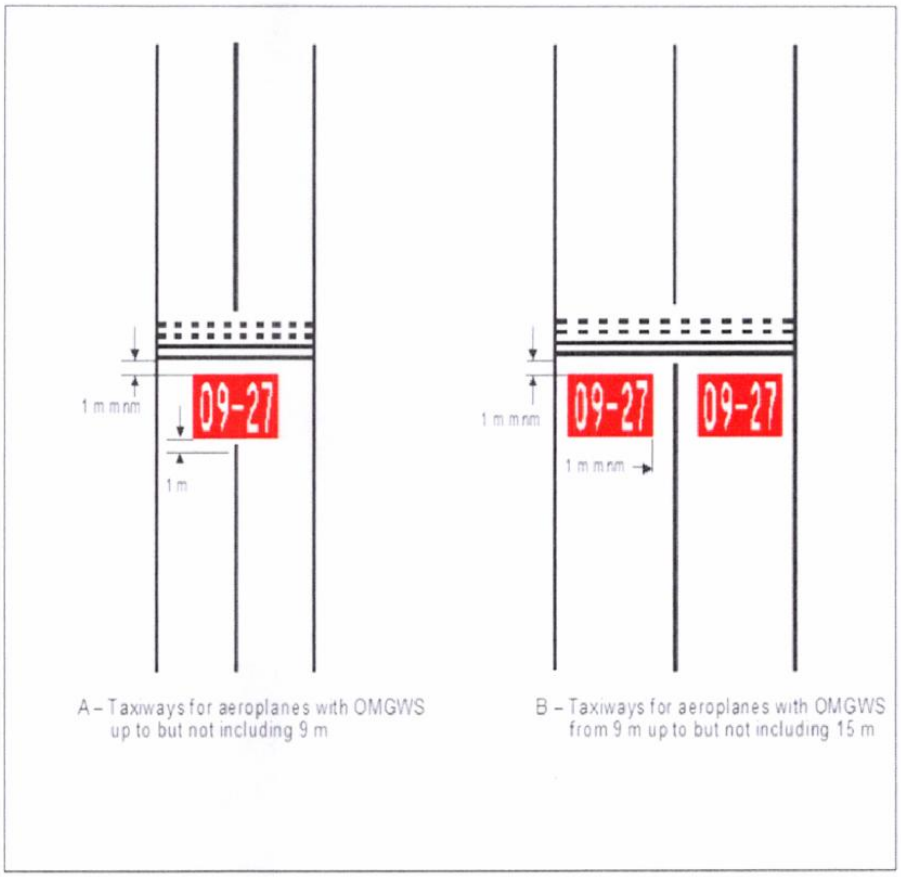
Paragraph 5.2.8.9 — Replace the figure in **Figure 5-7. Enhanced taxiway centre line marking** with the following:


0.9 m
0.9 m
3 m
1 m
47 m
A D D A
B C B
A 7.5 – 15 cm (Note 1)
B 15 cm
C 15 – 30 cm (Note 2)
D 15 cm
Note 1. Black background for contrast on light-coloured pavements.
Note 2. Continuous yellow centre line.
(a) Dimensions
0.9 m 0.9 m
(b) Second hold position
1.5 m 1.5 m
at least 3 dashes
(c) Intersecting Taxiway
47 m
(d) "T" Intersection
(e) Between two holding positions

Paragraph 5.2.16.3

1. Substitute for the words "code letter is A, B, C or D" the words "OMGWS is up to but not including 9++++++++ m".

2. Replace **Figure 5-10. Mandatory instruction marking** with the following:



Paragraph 5.2.16.4

Substitute for the words "code letter is E or F" the words "OMGWS is from 9 m up to but not including 15 m".

Paragraph 5.2.16.9

1. Substitute for the words "code letter is C, D, E or F," the words "OMGWS is from 6 m up to but not including 15 m"

2. Substitute for the words "code letter is A or B," the words "OMGWS is up to but not including 6 m".

New Paragraph 5.3.1.1 (a)

Insert as new paragraph **5.3.1.1 (a)**, the following –

"Laser emissions which may endanger the safety of aircraft

To protect the safety of aircraft against the hazardous effects of laser emitters, thefollowing protected zones shall be established around aerodromes:

— a laser-beam free flight zone (LFFZ)
— a laser-beam critical flight zone (LCFZ)
— a laser-beam sensitive flight zone (LSFZ).

Note 1.— Figures 5-11, 5-12 and 5-13 may be used to determine the exposure levels and distances that adequately protect flight operations.

Note 2.— The restrictions on the use of laser beams in the three protected flight zones, LFFZ, LCFZ and LSFZ, refer to visible laser beams only. Laser emitters operated by the authorities in a manner compatible with flight safety are excluded. In all navigable airspace, the irradiance level of any laser beam, visible or invisible, is expected to be less than or equal to the maximum permissible exposure (MPE) unless such emission has been notified to the authority and permission obtained.

Note 3.— The protected flight zones are established in order to mitigate the risk of operating laser emitters in the vicinity of aerodromes.

Note 4.— Further guidance on how to protect flight operations from the hazardous effects of laser emitters is contained in the Manual on Laser Emitters and Flight Safety (Doc 9815).

Note 5.— See also Civil Aviation Requirements for Air Traffic Services, Chapter 2.

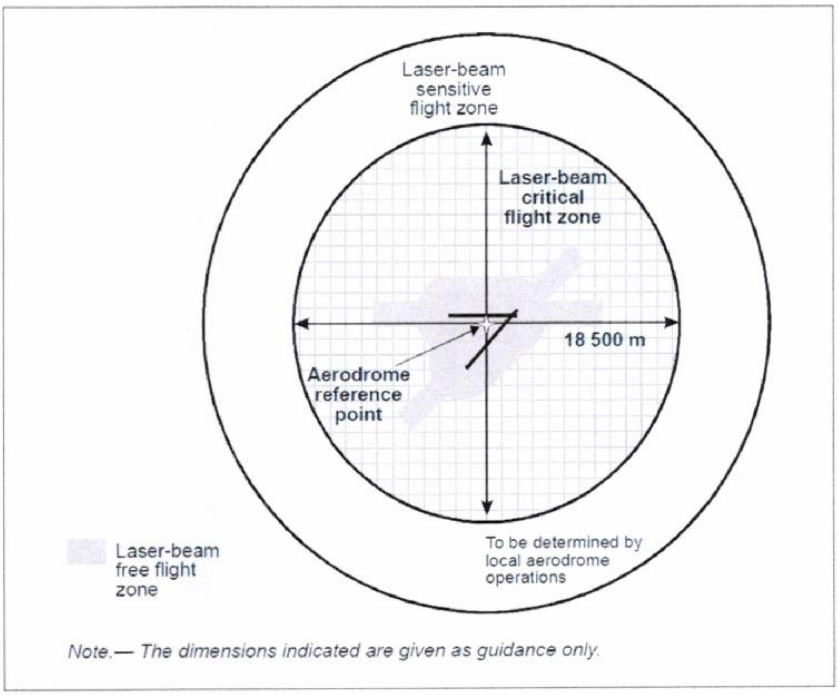


Figure 5-11 Protected flight zones

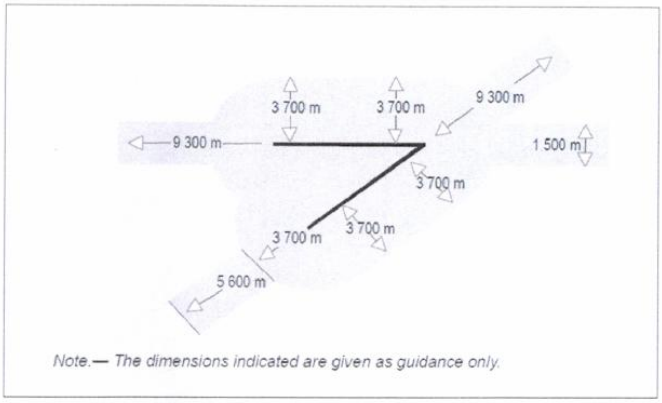


Figure 5-12 Multiple runway laser-beam free flight zone

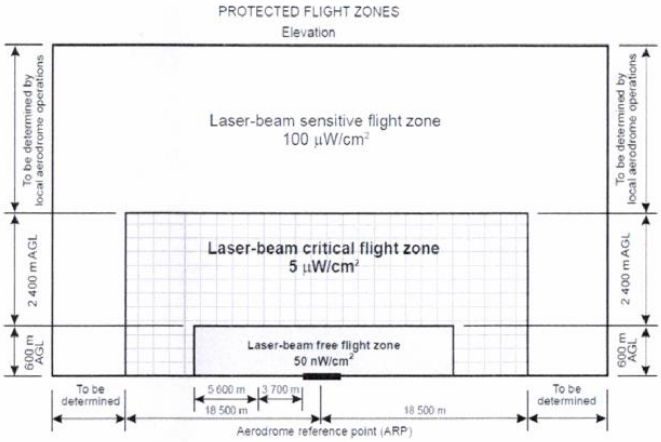
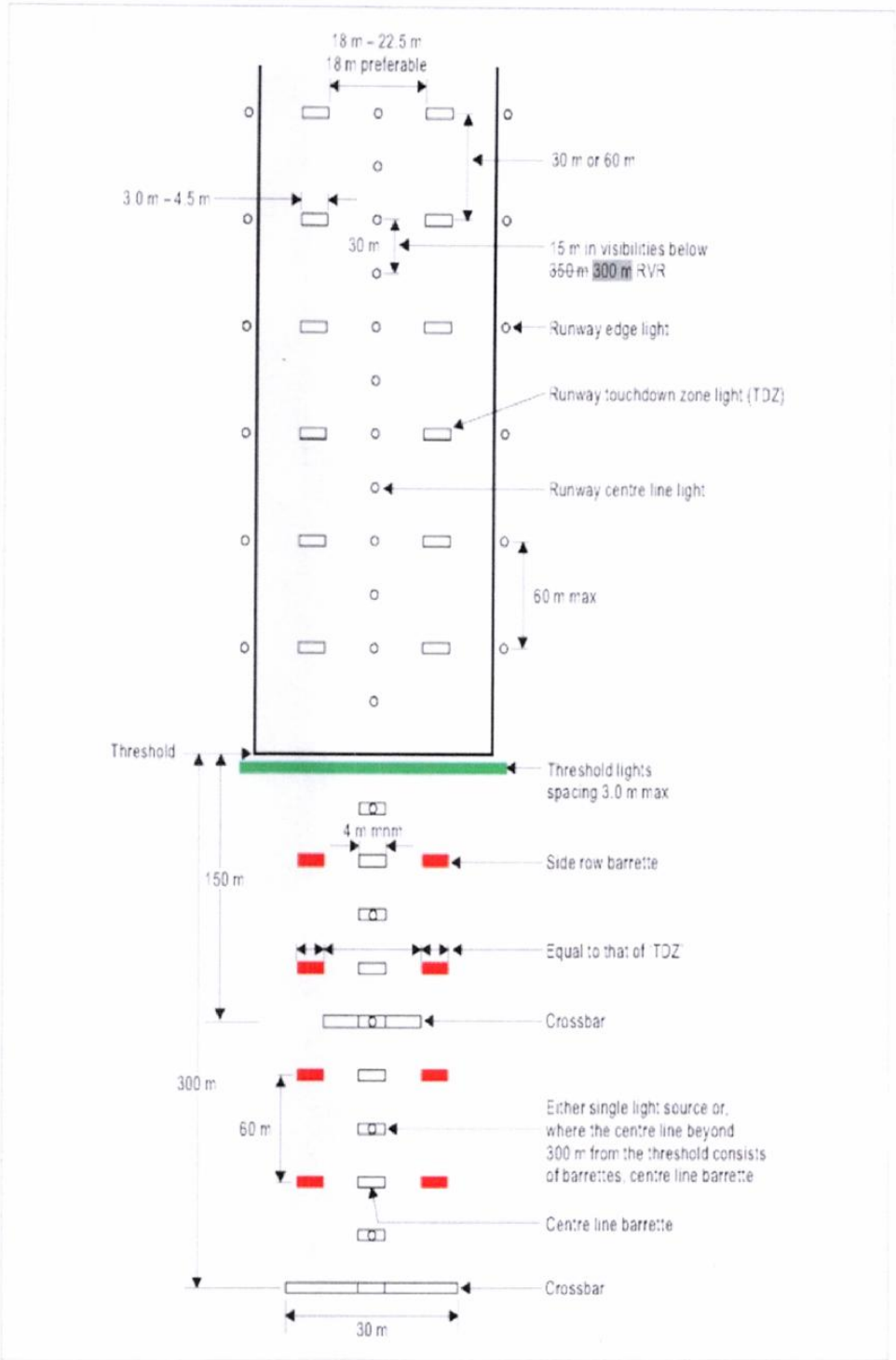


Figure 5-13 Protected flight zones with indication of maximum irradiance levels for visible laser beams"

Paragraph 5.3.4.27

Replace **Figure 5-15. Inner 300 m approach and runway lighting for precision approach runways, categories II and III, where the serviceability levels of the lights specified as maintenance objectives in Chapter 10 can be demonstrated** with the following:



Paragraph 5.3.12.5	Substitute for the words “350m”, the words “300m”.
Paragraph 5.3.15.1	Substitute for the words “350m”, the words “300m”.

Paragraph 5.3.17.1	Substitute for the words "350m", the words "300m".
Paragraph 5.3.17.2	Substitute for the words "350m", the words "300m".
Paragraph 5.3.17.4	Substitute for the words "350m", the words "300m".
Paragraph 5.3.17.9	Substitute for the words "350m", the words "300m".
Paragraph 5.3.17.10	Substitute for the words "350m", the words "300m".
Paragraph 5.3.17.13	Substitute for the words "350m", the words "300m".
Paragraph 5.3.17.15	Substitute for the words "350m", wherever they appear, the words "300m".
Paragraph 5.3.17.20	Substitute for the words "350m", the words "300m".
Paragraph 5.3.19.1	Substitute for the words "350m", the words "300m".
Paragraph 5.3.21.1	Substitute for the words "350m", the words "300m".
Paragraph 5.3.24.1	In the note, substitute for the word "loading" the word "boarding".
Paragraph 5.3.24.6	Substitute for the word "loading" the word "boarding".
Paragraph 5.3.27.1	Substitute for the words "350m", the words "300m".
Paragraph 5.3.27.2	Substitute for the words "350m", the words "300m".
Paragraph 5.4.1.3	Substitute for the full stop the words "except for runway distance remaining signs (see 5.4.8)".
Paragraph 5.4.1.4	Substitute for the word "Signs" the words "Mandatory instruction signs and information signs".
Paragraph 5.4.3	1. In the Note, insert the word "1" immediately after the word "Note". 2. Insert immediately after Note 1, the following – *Note 2.— See Chapter 7, 7.4.3 for specifications related to unserviceability signs providing information on operational restrictions and construction works at aerodromes.*
New Paragraph 5.4.8	Insert immediately after paragraph 5.4.7.5, the following - **5.4.8 RUNWAY DISTANCE REMAINING SIGNS** *Note 1.— The inclusion of detailed specifications for runway distance remaining signs (RDRS) in this section is not intended to imply that an RDRS has to be provided. Attachment A, Section 23, provides guidance on the need to provide RDRSs. Guidance on installing RDRSs is given in the Aerodrome Design Manual (Doc 9157), Part 4.* *Note 2.— Runway excursions may take place in all visibility or weather conditions. The use of RDRS can form part of effective runway excursion prevention measures. The purpose of RDRSs is*

to provide pilots with distance-to-go information to the extremity of the runway, to enhance situational awareness and enable pilots to decide whether to commence a go-around or to apply braking action for more efficient rollout and runway exit speeds. It is essential that pilots operating at aerodromes with RDRS be familiar with the purpose of these signs.

Note 3.— Provisions related to the identification of hazards and management of safety risks, including the need for safety risk assessment related to runway safety, is available in PANS-Aerodromes (Doc 9981), Chapter 8.

Location

5.4.8.1 Where provided, runway distance remaining signs (RDRS) shall be placed along the full length of the runway at longitudinal spacing of approximately 300 m, parallel and equidistant from the runway centre line.

Note.— Displaced threshold areas that are used for take-off and/or roll-out are treated as part of the runway for purposes of locating the signs.

5.4.8.2 Runway distance remaining signs shall be placed outside the edges of the runway at a distance shown in Table 5-6.

Characteristics

5.4.8.3 Where provided, an RDRS shall consist of an inscription in white on a black background.

5.4.8.4 The installed height of the RDRS shall not exceed the dimension shown in the appropriate column of Table 5-6. All RDRSs on one runway shall be the same size.

Table 5-6. Location distances for runway distance remaining signs.

Sign height (mm)				Perpendicular distance from defined runway pavement edge to near side of sign
Code number	Legend	Face (min.)	Installed (max.)	
1 or 2	640	760	1070	6-10.5 m
3 or 4	1000	1200	1520	15-22.5 m
3 or 4	1200	1500	1600	25 m and mo43

Paragraph 6.2.2.8 Substitute for the word "aerobridges" the words "passenger boarding bridges".

Paragraph 7.1 Substitute for paragraph 7.1 the following –

"7.1 CLOSED RUNWAYS AND TAXIWAYS, OR PARTS THEREOF

7.1.1 General

7.1.1.1: When a runway or taxiway or portion thereof is permanently closed, all normal runway and taxiway markings shall be obliterated."

7.1.1.2 Lighting systems provided for a closed runway or taxiway or portion thereof shall not be operated, except as required for maintenance purposes.

Note. – Lighting systems provided for a runway include both approach and runway lighting systems.

7.1.1.3 In addition to closed markings, as specified in 7.1.2 and 7.1.3, when a closed runway or taxiway or portion thereof closed is intercepted by a runway or taxiway which can be used at night, unserviceability lights shall be placed across the entrance to the closed area at intervals not exceeding 3 m (see 7.4.2)

7.1.2 Closed runway marking

7.1.2.1 A closed runway marking shall be displayed on a runway or portion thereof which is permanently closed to the use of all aircraft.

7.1.2.2 A closed runway marking shall be displayed on a temporarily closed runway or portion thereof, except that such marking may be omitted when the closing is of short duration and adequate warning by air traffic services is provided.

Location

7.1.2.3 A closed runway marking shall be placed at each extremity of the runway, or portion thereof, declared closed, and additional markings shall be so placed that the maximum interval between markings does not exceed 300 m.

Characteristics

7.1.2.4 The closed runway marking shall be white and of the form and proportions as detailed in Figure 7-1, Illustration a).

7.1.3 Closed taxiway marking

7.1.3.1 A closed taxiway marking shall be displayed on a taxiway or portion thereof which is permanently closed to the use of all aircraft.

7.1.3.2 A closed taxiway marking shall be displayed on a temporarily closed runway taxiway or portion thereof, except that such marking may be omitted when the closing is of short duration and adequate warning by air traffic services is provided.

Location

7.1.3.3 A Closed taxiway marking shall be placed at least at each extremity of the taxiway or portion thereof closed.

Characteristics

7.1.3.4 The closed taxiway marking shall be yellow and of the form and proportions as detailed in Figure 7-1, Illustration a).

7.1.4 Closed runway lighting

Application

7.1.4.1 Where operationally desirable, at an aerodrome provided with runway lighting, closed runway lighting shall be provided on runway (s) that are temporarily closed or temporarily restricted for take-off.

Note 1.— The purpose of the closed runway lighting is to reduce the likelihood of unintended landings during periods of poor visibility or at night whenever the runway lighting must be switched on for electrical maintenance.

Note 2.— In dusk or poor visibility conditions by day, lighting can be more effective than markings.

Note 3.— The closed runway lighting is intended to be controlled either automatically or manually by air traffic services or by the aerodrome operator.

Location

7.1.4.2 A closed runway lighting shall be placed on the centre line near each extremity of the runway temporarily declared closed.

Note.— Placement of a closed runway lighting would enhance the situational awareness of the runway closure to the pilot.

Characteristics

7.1.4.3 The closed runway lighting as viewed by the pilot shall be of the equivalent elevated form and proportions as detailed in Figure 7-2, showing a minimum of five lights uniformly spaced on each branch, with a minimum interval as specified by Table 7-1.

Table 7-1. Minimum interval between closed runway lights centres

Number of lights per branch	Minimum interval between lights centres
5	1.5 m
7	1.0 m
9	0.8 m

Note 1.— The closed runway lighting may be either fixed or mobile.

Note 2.— The fixed closed runway lighting may be formed as if shadowed (i.e. stretched) from the equivalent elevated structure (see Appendix 3, Note 3). Guidance on the sizing of a fixed closed runway lighting is given in the Aerodrome Design Manual *(Doc 9157), Part 4.*

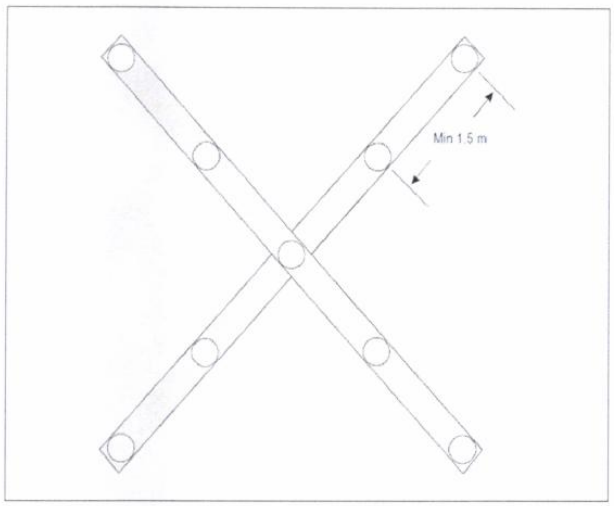


Figure 7-2. Example of equivalent elevated closed runway lighting with five lights per branch.

7.1.4.4 Closed runway lights shall show flashing variable white in the direction of approach to the runway, at a rate of one second on and one second off.

7.1.4.5 Closed runway lights shall automatically revert to fixed lights in the event of the flashing system failure.

7.1.4.6 Closed runway lights shall be in accordance with the specifications in Appendix 2, Figure A2-26."

Paragraph 7.4 Substitute for paragraph 7.4 the following -

"7.4 Unserviceable áreas

7.4.1 Unserviceability markings

Application

7.4.1.1 Where operationally required, unserviceability signs shall be supplemented by unserviceability markings on the surface of the pavement.

7.4.1.2 Where it is impracticable to install an unserviceability sign in accordance with 7.4.3.1, an unserviceability marking shall be provided on the surface of the pavement.

Location

7.4.1.3 Unserviceability markings shall be displayed across the surface of the taxiway or apron where necessary and positioned so as to be legible from the cockpit of an approaching aircraft.

Characteristics

7.4.1.4 Unserviceability markings shall consist of an inscription in black upon an orange background.

7.4.1.5 The inscriptions shall be in the form and proportions shown in Appendix 3.

7.4.1.6 The background shall be rectangular and extend a minimum of 0.5 m laterally and vertically beyond the extremities of the inscription."

7.4.2 Unserviceability lights

7.4.2.1 Unserviceability lights shall be provided on a movement area used at night, wherever any portion of the movement area is unfit for the movement of aircraft but it is still possible for aircraft to bypass the area safely.

Note 1.— Unserviceability lights are used for such purposes as warning pilots of a hole in a taxiway or apron pavement or outlining a portion of pavement, such as on an apron, that is under repair. They are not suitable for use when a portion of a runway becomes unserviceable, nor on a taxiway when a major portion of the width becomes unserviceable. In such instances, the runway or taxiway is normally closed.

Note 2.—Procedures pertaining to the planning, coordination, monitoring and safety management of works in progress on the movement area are specified in the PANS-Aerodromes (Doc 9981).

Location

7.4.2.2 Unserviceability lights shall be placed at intervals sufficiently close so as to delineate the unserviceable area.

Note.—Guidance on the location of unserviceability lights is given in Attachment A, Section 13.

Characteristics

7.4.2.3 An unserviceability light shall consist of a red fixed light. The light shall have an intensity sufficient to ensure conspicuity considering the intensity of the adjacent lights and the general level of illumination against which it would normally be viewed. In no case shall the intensity be less than 10 cd of red light.

7.4.3 Unserviceability signs

Note 1.— Temporary changes to the movement area may include, inter alia, reduction in the runway length, reduction in the maximum allowable wingspan, taxiway closure or any other closure to the movement area. Unserviceability signs provide relevant information to aerodrome users to maintain an acceptable level of safety during aircraft and vehicle operations, by reducing the risk of confusion and enhancing the awareness of such temporary changes.

Note 2.— Unserviceability signs can be used to indicate temporary closed or restricted areas, as well as to provide information on operational restrictions to aerodrome users.

Application

7.4.3.1 Unserviceability signs shall be provided where there is an operational need to indicate temporary changes to runway declared distances.

7.4.3.2 Unserviceability signs shall be provided where there is an operational need to indicate temporary changes to taxiways and aprons.

7.4.3.3 Existing signs shall be removed or obscured at an aerodrome if they provide inadequate or misleading information regarding unserviceability areas.

7.4.3.4 The information provided by unserviceability signs shall not be in conflict with the information provided by the appropriate aeronautical information services.

Note .— The information provided by unserviceability signs supplements that which is provided by the appropriate aeronautical information services unit.

Location

7.4.3.5 Unserviceability signs shall be located where operationally needed on the movement area. The location distances on the manoeuvring area shall be as per taxiing guidance signs in Table 5-5.

7.4.3.6 The location of unserviceability signs shall not visually obscure or provide conflicting information with existing operationally required visual aids.

Characteristics

7.4.3.7 Unserviceability signs shall be frangible. Those located near a runway or taxiway shall be sufficiently low to preserve clearance for propellers and the engine pods of jet aircraft. The installed height of unserviceability signs shall not exceed the dimension for taxiing guidance signs shown in Table 5-5.

7.4.3.8 Unserviceability signs shall be rectangular, as shown in Figure 7-3, with the longer side horizontal.

7.4.3.9 The inscriptions on an unserviceability sign shall be in accordance with the provisions of Appendix 4.

7.4.3.10 Unserviceability signs shall consist of an inscription in black on an orange background. Unserviceability signs shall be supplemented by a black outline measuring 10 mm in width for runways where the code number is 1 or 2, and 20 mm in width for runways where the code number is 3 or 4.

7.4.3.11 The inscription on an unserviceability sign shall consist of a legible, clear and simple message, only providing the useful and necessary information for the safety of the operation.

Note.— See Figure 7-3 for examples of unserviceability signs.

7.4.3.12 Unserviceability signs shall be retroreflective in accordance with the provisions of Appendix 4.

7.4.3.13 Where there is a need to enhance the conspicuity of unserviceability signs, they shall be supplemented by two red or yellow simultaneously flashing lights. The intensity and the beam spread of these lights should be in accordance with the specifications in Appendix 2, Figure A2-24.

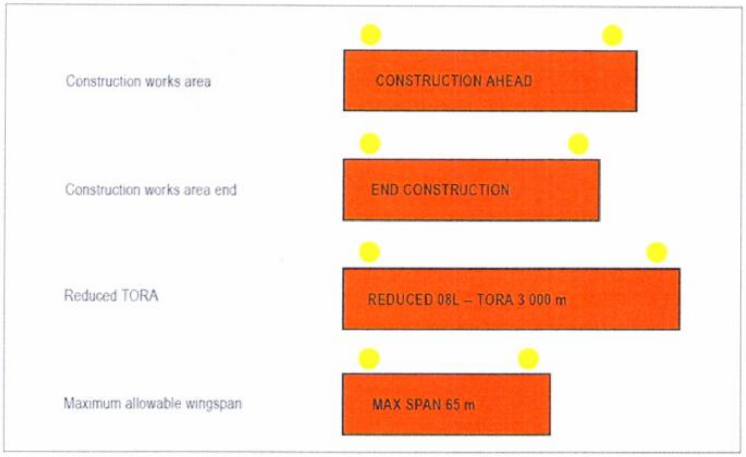


Figure 7-3. Examples of unserviceability signs

7.4.4 Unserviceability markers

Application

7.4.4.1 Unserviceability markers shall be displayed wherever any portion of a taxiway, apron or holding bay is unfit for the movement of aircraft but it is still possible for aircraft to bypass the area safely.

Note.— Unserviceability markers are used for such purposes as warning pilots of a hole in a taxiway or apron pavement or outlining a portion of pavement, such as on an apron, that is under repair. They are not suitable for use when a portion of a runway becomes unserviceable, nor on a taxiway when a major portion of the width becomes unserviceable. In such instances, the runway or taxiway is normally closed.

Location

7.4.4.2 Unserviceability markers shall be placed at intervals sufficiently close, so as to delineate the unserviceable area.

Characteristics

7.4.4.3 Unserviceability markers shall consist of conspicuous upstanding devices such as flags, cones or marker boards.

7.4.4.4 An unserviceability cone shall be at least 0.5 m in height and red, orange or yellow or any one of these colours in combination with white.

7.4.4.5 An unserviceability flag should be at least 0.5 m square and red, orange or yellow or any one of these colours in combination with white.

7.4.4.6 An unserviceability marker board shall be at least 0.5 m in height and 0.9 m in length, with alternate red and white or orange and white vertical stripes."

Paragraph 8.1.10

1. Insert immediately after paragraph c. the following as paragraph d. –

"d. closed runway lighting, if provided in accordance with 7.1.4.1 and connected to the primary power supply;"

2. Renumber subparagraph d., e, f, g, h., as subparagraphs e., f., g., h., and i..

New paragraph 8.2.4

Insert immediately paragraph 8.2.3, the following paragraph –

"8.2.4 The electrical systems for the power supply and the control of the closed runway lighting shall be so designed that the closed runway lighting system is operated independently of runway lighting systems."

Paragraph 9.1.3

In the first bullet point under Note 1 insert immediately after the words "operators," the words "ground handling service providers,".

Paragraphs 9.5.5, 9.5.6 and 9.5.7

Substitute for paragraphs 9.5.5, 9.5.6 and 9.5.7, the following –

"9.5.5 Aircraft shall be allocated to an aircraft stand or apron area appropriate to the aircraft characteristics.

9.5.6 A risk assessment shall be carried out if there is a need to allocate aircraft parking to areas other than aircraft stands or apron areas.

Note .—The need to allocate aircraft to other areas could arise from situations such as mass diversions, special events, adverse weather conditions, contingency requirements, work in progress, etc..

9.5.7 When allocating an aircraft to an aircraft stand, the following parameters shall be considered:

a) parking aids;
b) facilities serving the aircraft stand;
c) proximity of infrastructure;
d) other parked aircraft in the neighbouring aircraft stands;
e) aircraft stand dependencies; and
f) jet blast and propeller wash related protection.

Apron Safety

9.5.8 An emergency vehicle responding to an emergency shall be given priority over all other surface movement traffic.

9.5.9 A vehicle operating on an apron shall:

9.5.10 Aircraft shall be guided while arriving on or departing from the aircraft stand.

Note.— Means for guidance can be a visual docking guidance systems, personnel, lighting or markings.

9.5.11 An aircraft stand shall be visually monitored in-person or remotely to ensure that the recommended clearance distances are maintained.

Note.— Stand dependencies may occur when multiple centre lines are used on the same stand, creating possible variations in fixed or mobile obstacle separations with adjacent stands.

9.5.12 Emergency stop procedures shall be in place to stop an aircraft when entering the stand if the safety of operations on the aircraft stand is compromised.

Note.— Procedures on the training of operational personnel, and on apron safety and operations, are specified in the PANS-Aerodromes (Doc 9981), Part II, Chapters 1 and 7.

9.5.13 Personnel, other than those required to assist the initial arrival and departure of the aircraft, shall not be allowed to approach the aircraft when anti-collision lights are turned on and engines are running.

Note.— This does not apply to helicopter operations as per Annex 6, Part 3.

9.5.14 Parked aircraft shall be appropriately secured to prevent any unintended movement.".

Paragraph 9.6 — Substitute for the words "**Ground Servicing of Aircraft**", the words "Aircraft fuelling – Safety considerations".

Paragraph 9.6.1 — Substitute for the words "the ground servicing of an aircraft", the words "fuelling operations".

Paragraph 10.5.1 — Substitute for paragraph 10.5.1 the following –

"10.5.1 A light shall be deemed to be unserviceable when the main beam average intensity is less than 50 per cent of the value specified in the appropriate figure in Appendix 2. For light units where the main beam average intensity is required to be higher than the value specified in the appropriate figure in Appendix 2, a light shall be deemed to be unserviceable when the main beam average intensity value is less than 50 per cent of this higher value and not the value specified in Appendix 2.

Note.— Guidance on maintenance criteria for aeronautical ground lights, on the use of a site standard and on using a higher main beam average intensity is contained in the Aerodrome Design Manual (Doc 9157), Part 4.".

Paragraph 10.5.8 — Substitute for the word "350" the word "300".

Appendix 2

1. In figure A2-1, substitute in note 4, for the words "A2-1 to A2-11 and A2-26" the words "A2-1 to A2-11, A2-25 and A2-26".

2. In figure A2-2, substitute in note 4, for the words "A2-1 to A2-11 and A2-26" the words "A2-1 to A2-11, A2-25 and A2-26".

3. In figure A2-3, substitute in note 3, for the words "A2-1 to A2-11 and A2-26" the words "A2-1 to A2-11, A2-25 and A2-26".

4. In figure A2-4, substitute in note 3, for the words "A2-1 to A2-11 and A2-26" the words "A2-1 to A2-11, A2-25 and A2-26".

5. In figure A2-5, substitute in note 3, for the words "A2-1 to A2-11 and A2-26" the words "A2-1 to A2-11, A2-25 and A2-26".

6. In figure A2-6, substitute in note 4, for the words "A2-1 to A2-11 and A2-26" the words "A2-1 to A2-11, A2-25 and A2-26".

7. In figure A2-7, substitute in note 4, for the words "A2-1 to A2-11 and A2-26" the words "A2-1 to A2-11, A2-25 and A2-26".

8. In figure A2-8, substitute in note 2, for the words "A2-1 to A2-11 and A2-26" the words "A2-1 to A2-11, A2-25 and A2-26".

9. In figure A2-9, substitute in note 5, for the words "A2-1 to A2-11 and A2-26" the words "A2-1 to A2-11, A2-25 and A2-26".

10. In figure A2-10, substitute in note 5, for the words "A2-1 to A2-11 and A2-26" the words "A2-1 to A2-11, A2-25 and A2-26".

11. Immediately after figure A2-11, substitute for the heading "Collective notes to Figures A2-1 to A2-11 and A2-26" the heading "Collective notes to Figures A2-1 to A2-11, A2-25 and A2-26".

12. In note 4 under "Collective notes to Figures A2-1 to A2-11, A2-25 and A2-26", substitute note 4 for the following –

"4. The average intensity within the ellipse defining the main beam of a new light is established as a ratio of the minimum (1.0) average intensity of a new Runway edge light. The ratios also define the maximum allowed main beam average intensity for the lights in the lighting system supporting runway operations. Guidance on maintenance criteria for aeronautical ground lights and the use of a site standard is contained in the Aerodrome Design Manual (Doc 9157), Part 4.

Figure A2-1	Approach centre line and crossbars	2.0 to 3.0 (white light)
Figure A2-2	Approach side row	0.5 to 1.0 (red light)
Figure A2-3	Threshold	1.0 to 1.5 (green light)
Figure A2-4	Threshold wing bar	1.0 to 1.5 (green light)
Figure A2-5	Touchdown zone	0.5 to 1.0 (white light)
Figure A2-6	Runway centre line (longitudinal spacing 30 m)	0.5 to 1.0 (white light)
Figure A2-7	Runway centre line (longitudinal spacing 15 m)	0.5 to 1.0 for CAT III (white light) 0.25 to 0.5 for CAT I, II (white light)

Figure A2-8	Runway end	0.25 to 0.5 (red light)
Figure A2-9	Runway edge (45 m runway width)	1.0 to 1.5 (white light)
Figure A2-10	Runway edge (60 m runway width)	1.0 to 1.5 (white light)"

13. In figure A2-12 substitute for the word "350" the word "300".

14. In figure A2-13 substitute for the word "350" the word "300".

15. In figure A2-14 substitute for the word "350" the word "300".

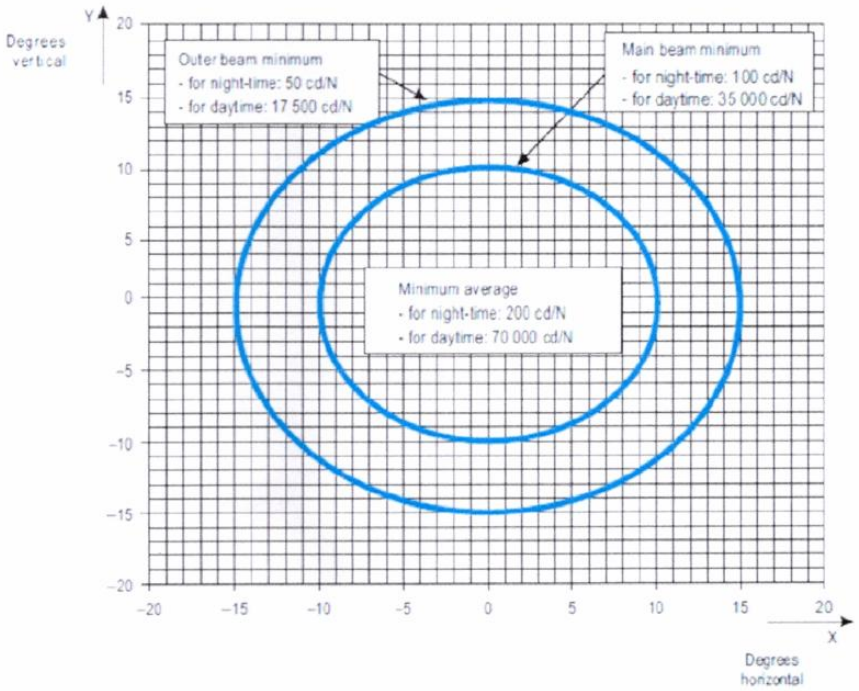
16. In figure A2-15 substitute for the word "350" the word "300".

17. In figure A2-16 substitute for the word "350" the word "300".

18. In figure A2-23 insert immediately after the words "Configuration A" the words "and for flashing lights supplementing unserviceability signs.".

19. In figure A2-25, substitute in note 2, for the words "A2-1 to A2-11 and A2-26" the words "A2-1 to A2-11, A2-25 and A2-26".

20. Immediately after figure A2-25 insert the following –



Notes:

1. Curves calculated on formula $(x^2/a^2)+(y^2/b^2) = 1$

a	10	15
b	10	15

2. N is the total number of lights of the closed runway lighting.

3. See collective notes for Figures A2-1 to A2-11, A2-26 and A2-27.

Figure A2-26. Isocandela diagram for closed runway lights (white light)

Appendix 4

1. In the heading for Appendix 4, delete the words "TAXIING GUIDANCE".

2. Immediately after the heading for Appendix 4, delete the subheading "Note.— See Chapter 5, Section 5.4, for specifications on the application, location and characteristics of signs.".

3. In requirement 9, insert immediately after the words "symbols" the words "for mandatory instruction and information signs" and immediately after the words "Table A4-1" the following –

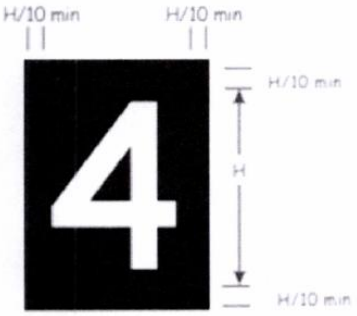
"Note.— Guidance on the width of characters and the space between individual characters for RDRS is contained in the Aerodrome Design Manual (Doc 9157), Part 4 — Visual Aids."

4. In requirement 11, insert immediately after the words "width of" the words "mandatory instruction and information signs".

5. Immediately after requirement 11, insert the following as requirement 12 and renumber requirements 12 and 13 requirements 13 and 14 respectively –

"12. The face width of runway distance remaining sign (RDRS) shall be determined using Figure A4-5."

6. Immediately after figure A4-4, insert the following –



"H" stands for the inscription height.

Figure A4-5. Sign dimensions for RDRS

Attachment A 1. Immediately after paragraph 22.3, insert the following –

23. Runway distance remaining signs (RDRSs)

"23.1 Runway distance remaining signs (RDRSs) do not have to be provided at all aerodromes. An aerodrome considering the installation of such signs may wish to assess their need individually, depending on factors such as runway length, aerodrome elevation, aerodrome geometry, traffic levels, lack of runway end safety area, lack of runway friction and climate.

23.2 RDRSs are placed along the full length of the runway at longitudinal spacing of 300 m (±30 m), parallel and equidistant from the runway centre line as in Configurations A, B or C, illustrated in Figure A-10. RDRSs are arranged by any of three different configurations as shown in Figure A-10.

23.3 In Configuration A, the RDRSs consist of double-faced signs and are located on both sides of the runway. Where the runway length is not an exact multiple of 300 m, the signs are placed at locations where the runway total length is divided equally.

23.4 In Configuration B, the RDRSs consist of double-faced signs and are located on both sides of the runway. Where the runway length is not an exact multiple of 300 m, one-half of the excess distance is added to the distance of each sign from each runway extremity. To illustrate the case where the distance between the end of the runway and the sign is the maximum, for a runway length of 1 950 m, the excess distance is 150 m and the location of the last sign on each runway end is 300 m plus one-half of 150 m, or 375 m. This configuration allows a maximum of 375 m at the end of the runway, but the other signs are exactly 300 m apart. The signs may be omitted on one side of the runway because of clearance conflict or by design.

Note.— For Configurations A and B, the signs may be omitted on one side of the runway because of clearance conflict or by design.

23.5 In Configuration C, the RDRSs consist of single-faced signs and are located on one side of each runway, viewed in the direction of take-off or landing. The advantage of Configuration C is that the runway distance remaining is more accurately reflected for a runway length that is not an exact multiple of 300 m.

23.6 An RDRS may be omitted if the sign cannot be placed within the tolerance of ±30 m.

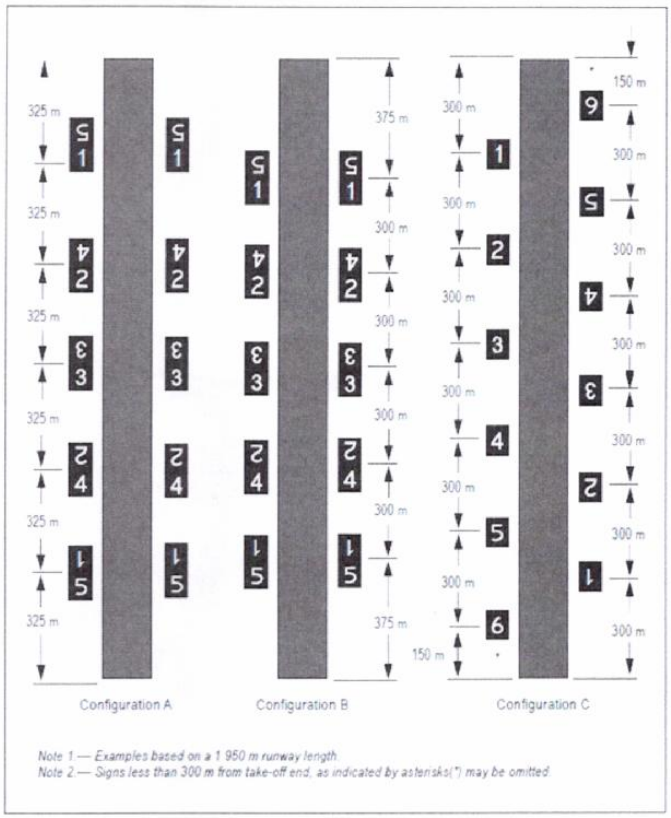


Figure A-10. Runway distance remaining sign configurations"

Made this 13th day of July, 2026.

DIRECTOR GENERAL GUYANA CIVIL AVIATION AUTHORITY

Director-General
For the Civil Aviation Authority