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GCAA ADVISORY CIRCULAR

FLIGHT OPERATIONS
AC NO: GCAA AC/FO-012

SUBJECT: **Operation of Privately Registered Aircraft by CPL and ATPL Holders for Compensation or Reward**

DATE ISSUED: 27-08-2026
ISSUED BY: Director Aviation Safety Regulation

Note: Advisory Circulars (ACs) are not mandatory in nature, but provide means such as guidance, methods, procedures, and practices acceptable to the Authority for complying with regulations, standards, rules, directives, and other requirements in a systematic manner. These are not necessarily the only means of compliance. ACs may also contain explanations of regulations, other guidance material, best practices, or information useful to the aviation community. Unless incorporated into a regulation by reference, ACs are not regulatory in nature and do not create or change a regulatory requirement. A change of a regulatory requirement may come in the form of a Directive.
NB. *An Advisory Circular is not a Directive.*

1. PURPOSE

This Advisory Circular (AC) provides guidance to holders of Commercial Pilot Licences (CPL) and Airline Transport Pilot Licences (ATPL), as well as aircraft owners and operators who employ pilots to operate privately registered aircraft, regarding compliance with applicable Guyana Civil Aviation Authority (GCAA) legislation, regulations, and requirements. This Advisory Circular seeks to clarify the distinction between private operations and commercial air transport operations, and to promote compliance with the Civil Aviation Act, Civil Aviation Regulations, and Civil Aviation Requirements applicable in Guyana. The GCAA publishes Advisory Circulars as a means of providing guidance and acceptable means of compliance with aviation legislation and requirements.

2. REQUIREMENTS

The Civil Aviation Requirements (Amendment) for:

- Personnel Licensing 2024
- Operations 2024
- Air Operator Certification and Administration 2026

3. AUDIENCE

The Advisory Circular Should be used by All Operators and Fight Crew seeking design and use guidance for Operation of Privately Registered Aircraft by CPL and ATPL Holders for Compensation or Reward.

4. CANCELLATION

Not Applicable

5. EFFECTIVE DATE

This ***Advisory Circular*** take effect from the ***27th Day of August, 2026*** and remains valid until cancellation or revocation by the Director General (DG) Guyana Civil Aviation Authority.

6. CHANGES

Not Applicable

7. RELEVANT REFERENCES

- Civil Aviation Act 2024
- Civil Aviation (Operations) Regulations 2024 and amendments
- ICAO Annexes 1, 2, 6 (part 1,2,3),8 & 19

8. CONTACT INFORMATION

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9. APPLICABILITY

This Advisory Circular applies to:

- Holders of Guyanese CPL and ATPL licences.
- Aircraft owners employing pilots to operate privately registered aircraft.
- Companies that own or operate private aircraft.
- Mining, forestry, energy, agricultural, and industrial organisations operating private aircraft.
- Pilots operating private aircraft within, into, or out of Guyana.

10. BACKGROUND

The GCAA has observed an increase in private aircraft operations conducted by professional pilots who are compensated by aircraft owners, corporations, and organisations. While the holder of a CPL or ATPL may lawfully receive remuneration for the exercise of licence privileges, the payment of compensation alone does not determine the legality of an operation. The nature of the operation, the aircraft registration status, the purpose of the flight, and the existence of any commercial arrangement must all be considered when determining regulatory compliance.

11. PRIVATE OPERATIONS

Private aircraft operations generally involve the use of an aircraft by the owner for personal, recreational, or internal company purposes where transportation is not offered to the public and no remuneration is received from passengers or third parties for carriage. Such operations may be conducted by a CPL or ATPL pilot employed by the aircraft owner, provided all applicable regulatory requirements are satisfied.

12. EMPLOYMENT OF CPL AND ATPL HOLDERS

12.1 Aircraft owners may employ a CPL or ATPL holder to operate a privately registered aircraft.

The employment of a professional pilot does not, by itself, convert a private operation into a commercial air transport operation.

12.2 However, owners and pilots must ensure that:

- The pilot holds an appropriate licence, rating, and medical certificate.
- The aircraft has a valid Certificate of Registration and Certificate of Airworthiness.
- Flights are conducted within the limitations prescribed by applicable regulations and requirements.
- Appropriate insurance coverage exists for the intended operation.
- The aircraft is not being used for unauthorised charter activity.

13. OPERATIONS THAT MAY CONSTITUTE COMMERCIAL AIR TRANSPORT

13.1 The following activities may be considered commercial air transport operations requiring appropriate certification, approvals, and oversight:

- Carriage of passengers for hire or reward.
- Charter operations.
- Transport of cargo or mail for remuneration.
- Flights advertised to the public.
- Repeated transportation services conducted in exchange for compensation.

13.2 Operations of this nature requires compliance with the Requirements for Air Operator Certification and Administration and other associated regulations and requirements issued by the GCAA.

14. COMPENSATION AND REMUNERATION

14.1 For the purposes of this Circular, compensation may include:

- Salary or wages.
- Contract payments.
- Flying allowances.
- Daily flight payments.
- Reimbursement exceeding actual expenses.
- Any other economic benefit received for piloting services.

14.2 Pilots should ensure that acceptance of remuneration does not result in participation in an unauthorised commercial operation.

15. RESPONSIBILITIES OF PILOTS

CPL and ATPL holders operating private aircraft should:

15.1 Regulatory Compliance

- Maintain a valid licence and rating.
- Maintain a valid medical certificate.
- Operate only within licence privileges.
- Comply with all applicable Civil Aviation Regulations and Requirements.

15.2 Operational Control

- Ensure flights are properly authorised by the aircraft owner or designated operator.
- Verify airworthiness status before flight.
- Maintain required flight records and logbooks.

15.3 Safety

- Conduct appropriate pre-flight planning.
- Comply with operational limitations.
- Report occurrences as required by applicable regulations.

16. RESPONSIBILITIES OF AIRCRAFT OWNERS

16.1 Aircraft owners employing CPL or ATPL holders should:

- Verify pilot qualifications and licence validity.
- Verify medical certificate validity.
- Ensure aircraft documentation remains current.
- Maintain required maintenance and inspection programmes.
- Establish clear operational control procedures.
- Ensure adequate insurance coverage for the intended operation.
- Ensure the aircraft is not used in a manner contrary to applicable aviation legislation.

16.2 Owners should not assume that employment of a professional pilot automatically satisfies regulatory requirements applicable to commercial operations.

17. RECORD KEEPING

17.1 Aircraft owners and pilots are encouraged to maintain:

- Employment contracts.
- Flight authorisation records.
- Pilot qualification records.
- Aircraft maintenance records.
- Passenger and cargo manifests when applicable.
- Flight and duty records.

17.2 These records may assist in demonstrating the nature of the operation during regulatory oversight activities.

18. GCAA SURVEILLANCE AND INSPECTION

18.1 The Civil Aviation Act provides authority for regulatory oversight and inspection activities by the GCAA and authorised inspectors. Recent legislative amendments further strengthened the Authority's surveillance and access powers to ensure compliance with aviation safety requirements.

18.2 Pilots, owners, and operators must cooperate fully with authorised GCAA personnel during inspections, audits, and investigations.

19. ENFORCEMENT ACTION

19.1 Non-compliance with the Civil Aviation Act, Civil Aviation Regulations, Civil Aviation Requirements, licence conditions, or operational approvals may result in enforcement action.

19.2 Enforcement actions may include:

- Corrective action directives.
- Written warnings.
- Licence suspension.
- Licence revocation.
- Suspension of operational approvals.
- Aircraft detention or grounding.
- Administrative sanctions.
- Prosecution for offences established under applicable legislation.

20. PENALTIES

20.1 The Civil Aviation Act establishes offences relating to matters including:

- Dangerous flying.
- Failure to properly licence aircraft.
- Contraventions of lawful orders and aviation requirements.
- Other violations prescribed by aviation legislation

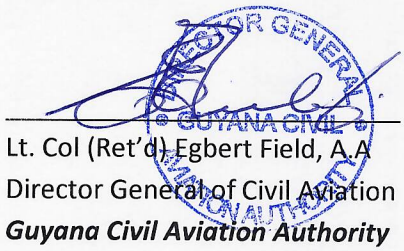
20.2 Persons found to be conducting unauthorised commercial air transport operations or otherwise operating contrary to the Act, Regulations, or Requirements may be subject to the penalties provided under applicable law.

21. RECOMMENDED BEST PRACTICES

21.1 The GCAA recommends that all pilots and aircraft owners:

1. Obtain written employment agreements.
2. Clearly define operational control responsibilities.
3. Maintain accurate operational records.
4. Verify insurance applicability before commencing operations.
5. Seek regulatory clarification where uncertainty exists regarding private versus commercial operations.
6. Implement formal safety management practices appropriate to the size and complexity of the operation.

Approved by:



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