

REGULATIONS

Made under

THE CIVIL AVIATION ACT 2018

(Act No. of 2018)

**IN EXERCISE OF THE POWERS CONFERRED UPON ME BY SECTION 140 OF THE
CIVIL AVIATION ACT 2018 I MAKE THE FOLLOWING REGULATIONS:-**

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**PART I
GENERAL**

Citation and commencement.	1. These Regulations may be cited as the Civil Aviation (Unmanned Aircraft Systems) Regulations 2026 and shall commence the 1 st day of December, 2026.
Scope and applicability.	2. These Regulations apply only to the domestic operation of UAS including – (a) remotely piloted aircraft systems; (b) unmanned aircraft; (c) associated components; and (d) model aircraft, operating within Guyana’s sovereign airspace, the Georgetown flight information region and Guyana’s exclusive economic zone.
Interpretation.	3. In these regulations, unless the context otherwise requires, the term – “BVLOS operation” means beyond visual line of sight operation which is an operation of a UAS in which the UA is outside the visual line of sight of the person operating the UAS; “exemption” has the same meaning assigned to it in the Civil Aviation (Exemption) Regulations; “Georgetown flight information region” means the air space over Guyana and any airspace over the high seas for which Guyana, in accordance with any regional or international air navigation agreement, has accepted responsibility; “imaging device” means any part of the payload or sensor suite of a UAS designed to sense the environment, including visible light cameras, thermal imaging cameras, multispectral and hyperspectral cameras, light detection and ranging sensors, radar sensors, ultrasonic sensors, specialized surveillance and inspection cameras and other equipment that –

- (a) are commonly used for geospatial mapping, photography, videography and monitoring from low altitudes;
- (b) can contribute to privacy concerns;
- (c) enhance capabilities for inspection and search and rescue;
- (d) are specialized imaging/sensors used for detecting other traffic or objects to ensure safe separation; or
- (e) are first-person view devices that generate and transmit a streaming video image to a control station display or monitor that gives the pilot of an unmanned aircraft the illusion of flying the aircraft from an on-board pilot's perspective;

“modify” with respect to a UAS means to alter the UAS or its equipment from its original or design-approved configuration and includes -

- (a) changing the software or firmware in a way that affects flight behaviour;
- (b) altering the propellers, motors, batteries, or flight controller;
- (c) adding or removing equipment such as cameras, sensors, or transmitters;
- (d) changing the weight, dimensions, or performance of the UAS;
- (e) making structural changes to the UAS;
- (f) disabling or changing built-in safety features, identification features, or control systems,

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but does not include maintenance changes such as normal repairs and part or component replacements that do not alter the configuration of the UAS or cosmetic changes such as repainting;

“operator” means a person in whose name a UAS is registered under these regulations;

“pilot” means a remote pilot-in-command of a UAS who operates and is in command of the UAS and includes a person who programmes and plans the flights of an autonomous UAS;

“Register” means the register established under regulation 9;

“terrorist act” has the meaning assigned to it in the Anti-Terrorism and Terrorist Related Activities Act 2015;

“UA” or “Unmanned Aircraft” or a UAS either remotely controlled by a human from another location (ground, space, or another aircraft) or pre-programmed to fly without human intervention;

“UAS” or “Unmanned Aircraft System” means an aircraft and its associated elements which are operated with no pilot on board and includes an autonomous UAS, the UA, the control station, command and control links, and other components necessary for operation;

Categories of UAS
and UAS
operations.

4. (1) The Director-General shall issue requirements –

(a) categorizing UAS according to their UA weight, type and scope of intended operation, operational capability or any other criteria that the Director-General deems appropriate; and

(b) prescribing the operating conditions of each category of UAS.

(2) The Director-General shall determine the categories of a UAS, in accordance with requirements issued under subregulation (1), at the time of application for registration, or other approval without registration, of the UAS and the UAS shall be listed in the register under those categories.

PART II IMPORTATION OF UAS

Importation of
UAS.

5. (1) A person, other than a representative, agent or officer of the government acting on behalf of the Government, shall not –

(a) import into Guyana;

(b) assemble;

(c) register; or

(d) operate,

a UAS, or component of a UAS, with military capabilities or specifications listed in requirements prescribed by the Director-General with respect to these regulations except with the written approval of the Director-General.

(2) A person seeking to import a UAS, UA or UAS component with military capabilities or specifications shall submit an application to the Director-General in accordance with any requirements prescribed by the Director-General and the application shall include the name of the intended importer, the name of the person in which the UAS, UA or UAS component will be registered, the name of the intended pilot or pilots who will operating the UAS, UA or UAS component, the intended purpose or purposes of the UAS, UA or UAS component and the intended period of time during which the UAS, UA or UAS component will be operated.

(3) Where importation is approved under subregulation (1), the approval shall be limited to the specific UAS, UA or UAS component, approved importer, approved registrant, pilots, purposes and operation time-period identified in the written approval.

(4) The registered owner of a UAS, UA or UAS component imported under subregulation (1) shall not cause the UAS, UA or UAS component to be materially modified, fitted with an additional military or security-sensitive payload or capability, used for a purpose or at a location or for a period of time other than the approved purpose, location and period of time, without further written approval of the Director-General.

(5) The Director-General shall not grant written approval under subregulation (1) or (4) without prior approval from the Government of Guyana.

(6) The Director-General shall not, under regulation 11, approve a change in registration or deregistration of a UAS, UA or UAS component imported under subregulation (1) without prior approval of the Government of Guyana.

(7) A person shall not import a UAS or a component thereof, or otherwise transport a UAS or a component thereof into Guyana, without prior written authorisation from the Director-General.

(8) A customs official or officer shall detain any UAS or component thereof presented by a person for entry without an authorisation required under subregulation (2), until the authorisation is sought by the person and granted by the Director-General.

(9) A person who contravenes –

- (i) subregulation (1), (4) commits an offence and is liable on summary conviction to a fine of three million dollars and to imprisonment for two years;
- (ii) subregulation (7) commits an offence and is liable on summary conviction to a fine of one million dollars and to imprisonment for one year;

PART III LICENSING AND REGISTRATION

Operation,
possession and
storage of UAS.

6. (1) A person shall not operate a UAS in any airspace of Guyana –
- (a) which has not been registered under these regulations, or approved for that operation without registration by the Director-General in accordance with requirements issued by the Director-General in respect of these regulations;
 - (b) in the case of a registered UAS, which does not bear the relevant registration number;
 - (c) in a category of operation other than the category under which it has been registered or for which it has been approved;
 - (d) which, after its registration or approval, has been modified in any way, with or without added attachments, without the approval of the Director-General; or
 - (e) without the appropriate aviation license or certificate or other aviation document permitting the person to operate the UAS as prescribed by the Director-General in requirements issued in respect of these regulations.
- (2) A person, other than a person authorized under regulation 26, shall not keep in his or her possession or store a UAS or any UA thereof that has not been registered or otherwise approved under these regulations.
- (3) The Director-General may detain a UAS or UA or any component of a UAS kept or stored contrary to subregulation (2).
- (4) The person in whose name a UAS is registered shall take reasonable steps to ensure that –

- (a) the UAS is not operated by persons who are not authorized by the Director-General to operate the UAS; and
- (b) the UAS is not operated by persons who intend to operate the UAS in contravention of the Act, these regulations or any other law;
- (c) no other person has access to the UAS who is not authorized to operate it by the person in whose name the UAS is registered.

(5) A person who contravenes subregulation (1), (2) or (4) commits an offence and is liable on summary conviction to a fine of one million dollars and imprisonment for a period of three months.

Application for
UAS aviation
document.

7. (1) A person seeking an aviation document in respect of the importation, registration or operation of a UAS under these regulations shall –

- (a) submit to the Director-General an application in the relevant form, format and manner, along with supporting documents, including a police or other security clearance, in accordance with requirements prescribed by the Director-General in respect of these regulations; and
- (b) pay the relevant fees as specified in the Civil Aviation (Fees and Charges) Regulations 2026.

(2) The Director-General may require a physical inspection of a UAS to verify its UA weight, operational capabilities and other characteristics before registering or otherwise approving the operation of the UAS.

Director-General
may grant or deny
a UAS aviation
document.

8. (1) Where the Director-General is satisfied that an applicant for a UAS aviation document required under these regulations for the importation or operation of UAS meets the relevant safety, security and other criteria for the importation or operation of a UAS, the Director-General shall grant the application.

(2) When determining whether to register a UAS or issue any aviation document under these Regulations, the Director-General shall consider the following –

- (a) the national security of Guyana and relevant international and regional obligations and commitments of Guyana under any international treaties and agreements;
- (b) any possible risk to public interest, safety and security;

(c) the proposed and other possible uses of the UAS.

(3) The Director-General may grant an aviation document with respect to a UAS with such conditions, limitations, periods of validity and restrictions the Director-General deems suitable for public safety, security and privacy.

(4) Where the Director-General is not satisfied that an applicant for a UAS aviation document required under these regulations for the importation, possession, storage or operation of the UAS meets the relevant safety, security and other criteria for the importation, possession, storage or operation of the UAS, the Director-General shall not grant the application and shall communicate to the applicant in writing, and as soon as practicable, the decision to not grant the application and the reasons for the decision.

Registration and
identification of
UAS.

9. (1) The Director-General shall maintain a UAS Register and a list of UAS approved by the Director-General under these regulations each containing such particulars about each registered or approved UAS, and about the owner of each UAS, as the Director-General considers necessary.

(2) The Director-General shall not enter a UAS in the register except

— (a) in the name of the owner of the UAS who -

(i) is a citizen of Guyana who is resident in Guyana; or

(ii) is a lawful permanent resident of Guyana,

and who is at least fourteen years of age and authorized by the Director-General to operate the category of UAS in which the UAS is categorized; and

(b) where the UAS is not registered in another country.

(3) Where an applicant meets certain conditions as prescribed by the Director-General in requirements issued by him in respect of these regulations, the Director-General may enter into the register certain categories of UAS, as the Director-General deems fit, for which the applicant cannot prove ownership or where the owner is not eligible for registration of the UAS under these regulations.

(4) The Director-General may enter into the register a UAS owned by a person that is incorporated, registered, or otherwise legally established in

Guyana where that person appoints, in writing, another person who meets the criteria listed in subregulation (2)(a) who shall be responsible for the storage and operation of the UAS.

(5) For the purpose of tracking and identifying the relevant UA of a registered or approved UAS, the Director-General shall issue a registration number to each registered UAS, and an approval number to each approved UAS, and may issue registration software for a registered or approved UAS for the same purposes.

(6) A person in whose name a UAS is registered or approved shall affix the registration or approval number, and install or affix the relevant software, to or in the relevant UA in the manner required by the Director-General and in the presence of the officers authorized by the Director-General to be present.

Foreign UAS
qualifications and
documentation.

10. The Director-General may recognise foreign UAS aviation documents and qualifications where they are issued based on standards equivalent to Guyana's standards.

Notice of change in
registration of a
UAS.

11. (1) A person in whose name a UAS is registered who wishes to transfer ownership and registration of the UAS to the name of another person shall –

- (a) settle all accounts, fees and charges owed to the Authority;
- (b) request, in writing, from the Director-General the transfer of the registration of the UAS to the name of that other person; and
- (c) furnish the Director-General with proof of the transfer of ownership of the UAS to the name of that other person.

(2) Where a UAS is exported, destroyed, damaged beyond repair, stolen or lost, the registered owner of the UAS may request, in writing, the deregistration of the UAS by the Director-General.

(3) The Director-General shall not grant the deregistration of a UAS under subregulation (2) until proof of the exportation, destruction, damage, theft or loss of the UAS has been submitted to the Director-General.

(4) The Director-General shall prescribe in requirements issued in respect of these regulations the types of documents, if any, required to prove transfer of ownership, exportation, destruction, damage, theft or loss of a UAS under this regulation.

Possession and
production of
documents.

12. (1) A remote pilot shall, while operating a UAS, have in that pilot's possession a valid form of identification and the relevant UAS aviation documents required under these Regulations for the operation, including written approvals, and shall immediately present the documents to a law enforcement officer upon request.

(2) A person who contravenes this regulation commits an offence and is liable on summary conviction to a fine of ten thousand dollars.

Cancellation,
suspension or
variation of
aviation document.

13. (1) The Director-General may cancel, suspend or vary any registration, license, authorization, approval or other aviation document granted under these Regulations –

(a) in the interest of public safety or national security;

(b) for contravening these regulations;

(c) for violating any requirement, restriction, term or condition imposed by the Director-General; or

(d) for any other public interest.

(2) The Commissioner of Police may, in the interest of public safety or national security, seize any UAS, UA or any other component of a UAS being used, or reasonably suspected as being used, in contravention of the provisions of any law or of these Regulations.

(3) Where the Commissioner of Police seizes a UAS under subregulation (2), the Commissioner of Police shall inform, in writing, the persons affected by the seizure including the registered owner of the UAS and the person from whose possession the UAS was seized.

(4) The Commissioner of Police may apply to the High Court for an order authorizing the Director-General to destroy or otherwise dispose of any item seized under this regulation.

PART IV PRIVACY AND SECURITY

Privacy and
national security.

14. (1) A person shall not use a UAS in a manner that infringes, or appears to infringe, upon the reasonable expectations of privacy of another person or that compromises national security.

(2) A pilot or owner of a UAS equipped with an imaging device shall not use, or cause, the UAS to –

(a) conduct surveillance on or take an image or video of a person without that person's written consent;

(b) to record an image or video of privately owned or leased real property, in a way that infringes upon the reasonable expectation of privacy of the owner or the occupants, without the written consent of the owner and the occupants of the property.

(3) A person shall not reproduce, process, share, distribute or publish images or videos obtained or captured under this regulation without the written consent of the persons who appear in the images or videos or whose property or personal information so appear, without the written consent of those persons.

(4) For the purposes of this regulation, a person is presumed to have a reasonable expectation of privacy on his or her privately owned, licensed or leased property if that person is not observable without a UAS by any other persons located where those other persons have a legal right to be.

(5) A person shall not operate a UAS in a manner that constitutes nuisance to the public, a person or to the property of another.

(6) Notwithstanding subregulations (1), (2) (3) and (5), an operator or pilot of a UAS may with the approval of the Director-General use the UAS, or any images or videos obtained or captured with it –

(a) for the purpose of search and rescue or any part of an emergency response;

(b) in the case of the Environmental Protection Agency, Guyana Police Force or the Guyana Fire Service, in criminal and other investigations; or

(c) in the interests of national security.

(7) A person shall not use a UA to carry, transport or launch a projectile.

(8) A person shall not use a UAS or UA to commit a terrorist act or to otherwise inflict bodily harm on a person or group of persons

(9) A person who contravenes –

- (a) subregulation (1), (2), (3), (5) or (7) commits an offence and is liable on summary conviction to a fine of three million dollars and imprisonment for one year;
- (b) subregulation (8) commits an offence and is liable on summary conviction to a fine of three million dollars and imprisonment for two years in the case of a terrorist act and to a fine of one million dollars and imprisonment for two years in the case of bodily harm.

Prohibited and
restricted areas.

15. (1) A person shall not operate a UAS –

- (a) in any prohibited or restricted area as designated by –
 - (i) a Government notice;
 - (ii) an aeronautical information product; or
 - (iii) a directive or any requirements issued by the Director-General under and in respect of these Regulations; or
- (b) over a crowd or assembly of people,

without prior written authorisation granted by the Director-General.

(2) Except with the written permission of the owner or operator of an aerodrome and the appropriate Air Navigation Service Provider, and written approval from the Director-General, a person shall not operate a UAS within five kilometres of –

- (a) an aerodrome; or
- (b) airspace structures, including, but not limited to, control zones or aerodrome traffic zones, established for the protection of aerodromes and aerodrome traffic.

(3) Upon approval of a UAS operation at or near an aerodrome, the Director-General —

- (a) may impose appropriate restrictions or conditions on the operation in the interest of safety; and
- (b) shall publish details of the approval, including any restrictions or conditions imposed, and any revocation of or change to the approval and the relevant restrictions or conditions, in the appropriate Aeronautical Information Product.

(4) A person who contravenes subregulation (1) or (2) commits an offence and is liable on summary conviction to a fine of three million dollars and imprisonment for one year.

Interception of
UAS.

16. (1) The Director-General may exercise powers granted to the Director-General under subregulation (2) where the Director-General has reason to believe that a UAS is being operated in a manner that -

- (a) contravenes any provision of any law or of these regulations;
- (b) poses a serious or an imminent risk to the safety of the public;
or
- (c) prejudices national security.

(2) Where the circumstances listed in subregulation (1) exist, the Director-General may –

(a) direct any person whom the Director-General reasonably believes to be involved in the operation of the UAS -

- (i) to end the operation safely and in the fastest practicable way; or
- (ii) to fly the aircraft in the manner specified by these regulations or any requirements with respect to them; or

(b) with such assistance and by such force as is necessary –

- (i) assume control of the UAS to end the operation safely and in the fastest practicable way; or
- (ii) intercept the flight in the fastest and safest practicable way; or

(c) confiscate the UAS and any component thereof or other thing that the Authority believes on reasonable grounds -

- (i) to be evidential material; or
- (ii) needs to be seized to prevent its concealment, loss or destruction, or its use in committing,

continuing or repeating an offence under the Act or these regulations.

(3) A person who contravenes the directions issued to that person by the Director-General under subregulation (2)(a) commits an offence and is liable on summary conviction to a fine of three million dollars and imprisonment for one year.

(4) The powers granted to the Director-General under subregulation (2) may also be exercised by the Guyana Police Force and the Guyana Defence Force.

PART V UAS SAFETY

BVLOS
operations.

17. The Director-General shall issue requirements with respect to the BVLOS operations of UAS.

Airworthiness of
UAS.

18. (1) An operator of a UAS shall ensure that –

- (a) all its components are in working order; and
- (b) the UAS is used and maintained;

in accordance with the manufacturers' user manual or other instructions or guidance issued by the manufacturer by any other means and, where applicable, in accordance with any requirements prescribed by the Director-General in respect of these regulations.

(2) A person who contravenes subregulation (1) or (2) commits an offence and is liable on summary conviction to a fine of one million dollars and imprisonment for one year.

General obligations
of an operator.

19. (1) An operator of a UAS shall –

- (a) ensure the safe conduct of its operations;
- (b) comply with all requirements, terms and conditions established by the Director-General regarding its operation;
- (c) ensure secure storage of the UAS or components thereof at all times.

(2) An operator of a UAS shall report, in writing, to the Director-General immediately of any loss or theft of the system or its components thereof.

(3) A person who contravenes subregulation (1) or (2) commits an offence and is liable on summary conviction to a fine of five hundred thousand dollars.

Carriage of goods.

20. (1) Except with the prior written approval of the Director-General, a person shall not take or place or cause an item to be taken or placed on board a UA or deliver, carry or transport an item or cause an item to be delivered, carried or transported on board a UA.

(2) A person who contravenes subregulation (1) commits an offence and is liable on summary conviction to a fine of five hundred thousand dollars and imprisonment for one month.

Discharge or dropping of goods.

21. (1) A person shall not cause an object to be dropped, or discharged from, by or through a UAS unless with an authorisation granted by the Director-General for that object.

(2) For the purposes of this regulation, an object includes a gas, liquid, solid, electromagnetic pulse, laser or any other thing capable of being discharged, projected or dropped from, by or through a UAS.

(3) A person who contravenes subregulation (1) commits an offence and is liable on summary conviction to a fine of two million dollars and imprisonment for three months.

Operating UAS under influence of alcohol or drugs or in reckless manner.

22. (1) A person shall not operate a UAS –

- (a) within 8 hours after consuming an alcoholic beverage;
- (b) while under the influence of alcohol;
- (c) while using any drug that impairs the person's faculties to the extent that aviation safety or the safety of any person is endangered or likely to be endangered;
- (d) in a manner which endangers other aircraft, persons or property; or
- (e) in an otherwise negligent or reckless manner.

(2) A person who contravenes subregulation (1) commits an offence and is liable on summary conviction to a fine of three million dollars and imprisonment for two years.

UAS operating standards and limitations.

23. (1) A person shall not operate a UAS in contravention of any operating standards or limitations prescribed by the Director-General in requirements issued with respect to these regulations.

(2) A person who contravenes subregulation (1) commits an offence and is liable on summary conviction to a fine of two million dollars and imprisonment for two years.

Collision avoidance.

24. (1) A person operating a UAS in any airspace shall -

- (a) operate it in accordance with the Civil Aviation (Rules of the Air) Regulations;
- (b) maintain awareness so as to avoid collision with other aircraft and vehicles; and
- (c) yield the right- of-way to all other aircraft and vehicles, including unmanned aircraft.

(2) A person operating a UAS in any airspace shall not operate that UAS in any proximity to another aircraft in flight that may cause a collision with that other aircraft.

(3) A person who contravenes subregulation (1) or (2) commits an offence and is liable on summary conviction to a fine of three million dollars and imprisonment for two years.

Interference of UAS operations.

25. (1) Except as provided in these regulations, no person shall interfere with a duly authorized operation of a UAS or UA or intercept a UAS or UA in any manner whatsoever.

(2) Any person who contravenes subregulation (1) commits an offence and is liable, on summary conviction, to a fine of two million dollars and imprisonment for two years.

Manufacture, assembly and testing of UAS.

26. (1) A person shall not manufacture, assemble, modify, test, sell or otherwise deal in UAS or components thereof without an authorization from the Director-General.

(2) A person authorised by the Director-General to sell or otherwise deal in UAS or components thereof shall –

(a) not sell or give a UAS or a UAS component to a person without first ascertaining that the person has registered the UAS or is the owner of a registered UAS with which the UAS component is associated;

(b) provide a weekly report to the Director-General containing the name of each person who purchases, or otherwise receives a UAS or a component thereof, from the person authorised, along with copies of the person's –

(i) valid identification document;

(ii) valid documents proving registration in paragraph (a).

(3) A person who contravenes this regulation commits an offence and is liable on summary conviction to a fine of five hundred thousand dollars and imprisonment for one month

Training.

27. (1) A person shall not provide training or instruction on the operation or maintenance of UAS except in accordance with requirements prescribed by the Director-General in respect of this regulation. `

(2) The Director-General shall prescribe the criteria for approval of training or instruction on the operation of UAS in requirements in respect of these regulations.

(3) A person who contravenes subregulation (1) commits an offence and is liable on summary conviction to a fine of one million dollars.

Incident and
accident reporting.

28. (1) The Director-General shall issue requirements specifying –

(a) the list of types of UA aviation accidents, serious incidents and occurrences which UAS pilots and operators are required to report to the Director-General;

(b) the form or formats to be used when reporting under paragraph (a); and

(c) the deadlines for reporting.

(2) A pilot or operator of a UAS shall immediately report to the Director-General any accident, serious incident, or occurrence specified by the Director-General in requirements issued under subregulation (1).

(3) A person who contravenes subregulation (2) commits an offence and is liable on summary conviction to a fine of one million dollars.

**PART VI
MISCELLANEOUS**

Record retention.

29. (1) An operator of a UAS or a UAS component and a person who deals in UAS or UAS components shall maintain such operational, maintenance, personnel and transactional records, and for such periods and in such manner, as the Director-General may require and shall make those records immediately available to the Director-General upon request.

(2) Records required under this regulation shall be stored in a manner that ensures protection from damage, alteration and theft.

(3) A person who contravenes subregulation (1) or (2) commits an offence and is liable on summary conviction to a fine of five hundred thousand dollars.

Fraud and
falsification.

30. (1) A person shall not make or cause to be made any fraudulent or intentionally false application, record, or report required under these Regulations or any fraudulent reproduction or alteration of any aviation document, permit, authorisation, record, or report issued under these Regulations.

(2) The Director-General may deny, suspend or revoke an aviation document sought by or issued to a person with regard to a UAS where the Director-General determines that the person has contravened subregulation (1).

(3) A person who contravenes subregulation (1) commits an offence and is liable on summary conviction to a fine of one million dollars and imprisonment for three months.

Insurance and
liability.

31. (1) A registered owner of a UAS shall insure, in accordance with requirements issued by the Director General, the use of the UAS against possible injury to persons or damage to their property and shall make proof of insurance immediately available to the Director-General upon request.

(2) The Director-General shall issue requirements prescribing the types and value of insurance required, if any, for each category of UAS.

(3) A person who contravenes subregulation (1) commits an offence and shall be liable on summary conviction to a fine of one million dollars and imprisonment for one year.

Directives.

32. The Director-General may issue directives including conditions or limitations, necessary for the safe, secure, and orderly operation of UAS and

conditions or restrictions on UAS operations in sensitive locations, areas or contexts.

Transitional provisions.

33. (1) An owner or person in possession of a UAS already imported or brought into Guyana, except a person authorized under regulation 26, at the commencement of these regulations and for which no aviation document has been issued by the Director-General under these regulations or relevant requirements published by the Director-General, shall apply to the Director-General for registration of the UAS, within one month of the publication of these regulations.

(2) A UAS operator who holds a permit for the operation of the UAS issued before the commencement of these regulations may continue to possess, store or operate the UAS without the relevant license, registration or other aviation approval required under these regulations for one month after the publication of these regulations.

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Hon. Deodat Indar, MP
Minister of Public Utilities and Aviation