



GUYANA CIVIL AVIATION AUTHORITY

REQUIREMENTS FOR DOMESTIC UAS 2026

Made Under

THE CIVIL AVIATION ACT 2018

(Act No. 21 of 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 prescribe the following Requirements which may be cited as the Civil Aviation Requirements for Domestic UAS 2026.

These Requirements are prescribed in respect of the Civil Aviation (Domestic UAS) Regulations 2026 and contain –

- (a) applicable standards;
- (b) rules and recommended practices of international aviation organisations; and
- (c) other requirements of the Authority.

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1.0 Commencement

1.1 These Requirements shall come into force on the date on which the Civil Aviation (Domestic UAS) Regulations 2026 come into force,

2.0 Scope and applicability

2.1 These Requirements apply to—

- (a) every UA operated within the territory and airspace of Guyana;
- (b) every UAS used to operate a UA within Guyana;
- (c) every owner, operator, remote pilot, observer, training provider, manufacturer, assembler, tester, dealer or other person performing an activity regulated under the Regulations;
- (d) recreational, private, commercial, governmental, research and aerial-work operations; and
- (e) foreign-registered UA operated within Guyana under an authorisation or recognition issued by the Authority.

2.2 These Requirements apply irrespective of UA weight or purpose except where a provision expressly limits its application to a stated weight or operational category.

2.3 An exemption shall be sought by written application identifying the applicant, the precise provision from which exemption is requested, the UA concerned, the proposed operation, the period requested, the safety case supporting an equivalent level of safety, and the proposed risk mitigations.

2.4 An exemption issued by the Authority shall state the provision exempted, the holder, the UA or operation covered, the effective and expiry dates, and every condition or limitation attached to the exemption.

3.0 Interpretation

3.1 Terms used in these Requirements have the meanings assigned in the Regulations unless otherwise stated.

Accident.

An occurrence associated with the operation of an aircraft 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:

- 1) a person is fatally or seriously injured as a result of:
 - (i) being in the aircraft; or
 - (ii) direct contact with any part of the aircraft, including parts which have become detached from the aircraft; or
 - (iii) direct exposure to jet blast,
 - (iv) 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
- 2) the aircraft sustains damage or structural failure which:
 - (i) adversely affects the structural strength, performance or flight characteristics of the aircraft, and
 - (ii) 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

3) the aircraft is missing or is completely inaccessible.

Note 1: For statistical uniformity only, an injury resulting in death within 30 days of the date of the accident is classified, by ICAO, as a fatal injury.

Note 2: An aircraft is considered to be missing when the official search has been terminated and the wreckage has not been located.

ADS-B In. The receiving capability of an aircraft or UAS that receives ADS-B Out transmissions and, where provided by the surveillance environment, associated traffic or information services for situational awareness.

ADS-B Out. The transmitting capability of an aircraft or vehicle that periodically broadcasts its position, identity, altitude, velocity and other required surveillance information using an approved ADS-B data link.

Aerial work.

An aircraft operation in which an aircraft is used for specialized services such as agriculture, construction, photography, surveying, observation and patrol, search and rescue, aerial advertisement.

Aerodrome.

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 surface movement of aircraft.

Aeronautical Information Publication/Product

A publication issued by or with the Authority of a State and containing aeronautical information of a lasting character essential to air navigation.

Air traffic

All aircraft in flight or operating on the maneuvering area of an aerodrome.

Air traffic control clearance.

Authorization for an aircraft to proceed under conditions specified by an air traffic control unit.

Note 1. — For convenience, the term “air traffic control clearance” is frequently abbreviated to “clearance” when used in appropriate contexts.

Note 2. — The abbreviated term “clearance” may be prefixed by the words “taxi”, “take-off”, “departure”, “enroute”, “approach” or “landing” to indicate the particular portion of flight to which the air traffic control clearance relates.

Aircraft.

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.

“Authority” means The Guyana Civil Aviation Authority.

Automatic Dependent Surveillance-Broadcast (ADS-B).

A cooperative surveillance technology in which an aircraft or vehicle automatically broadcasts, by data link, information derived from its on-board navigation and position source, including identity, position, altitude and velocity, for reception by suitably equipped ground stations, aircraft or other surveillance systems.

“**Beyond Visual Line of Sight (BVLOS)**” means an operation in which the remote pilot does not maintain direct unaided visual contact with the unmanned aircraft;

“**Command and Control Link (C2)**” means The data link between an unmanned aircraft and a remote pilot station or control station that is used in the management of a flight.

Commercial operation of UAS.

Any UAS operations for hire, profit, gain, remuneration or earnings.

Controlled airspace.

Airspace of defined dimensions within which air traffic control service is provided in accordance with the airspace classification.

Cooperative surveillance. Surveillance that depends upon the aircraft or UA carrying functioning equipment that actively transmits or replies with identification, position, altitude or other surveillance information, including ADS-B Out or a Mode S transponder.

Direct remote identification. A system by which a UA in flight broadcasts identification and location information directly from the UA by radio frequency for reception by persons or systems in the vicinity, without requiring the recipient to obtain the information through the command-and-control link.

Electronic identification system. An electronic means accepted by the Authority for associating a UA in flight with its registration or approved session identifier and providing the identification and location information required by these Requirements.

End-use. The specific declared purpose, activity and operational function for which a UA, UAS, payload or component is imported, possessed or used in Guyana.

End-user. The natural or legal person that will ultimately possess, control or use an imported UA, UAS, payload or component for the declared end-use, whether or not that person is the importer, consignee or purchaser.

Military or security-sensitive UA/UAS. A UA, UAS or component manufactured, configured, modified or marketed primarily for military, defence, intelligence, law-enforcement or tactical operations, or incorporating weapons-integration, targeting, signals-intelligence, communications-interception, electronic-warfare, jamming, spoofing, specialised tactical-surveillance, reconnaissance or comparable security-sensitive capability.

Mode S transponder. A secondary-surveillance-radar transponder capable of selective interrogation and transmission of aircraft identity, pressure altitude and other data using Mode S protocols.

Remote identification (Remote ID). The capability of a UA in flight to provide identification and location information, including information identifying the UA and locating the UA and its remote pilot, control station or take-off point, as required by these Requirements.

Security-sensitive capability. A technical capability of a UA, UAS, payload or component that may materially affect national security or public safety, including weapons integration or release, targeting, signals interception, electronic warfare, jamming, spoofing, covert or tactical surveillance, intelligence collection or comparable capability.

Surveillance system. Equipment or a combination of equipment used to determine or communicate the identity, position, altitude, movement or other relevant information of an aircraft or UA for traffic awareness, separation, air traffic services or security purposes.

3.2 Where technical information is submitted to the Authority, the applicant shall clearly distinguish the UA from the wider UAS.

3.3 References to aircraft weight in these Requirements mean the weight of the UA, including installed payload and equipment required for the intended flight, unless the Director-General specifies another basis for a particular category.

Payload

4.0 Categories of UAS and UAS operations

4.1 General

4.1.1 Each UA shall be classified by maximum take-off mass (MTOM), and each proposed UAS operation shall be classified separately by operational risk.

4.1.2 Weight classification shall be used for registration, identification and administrative control. Operational classification shall determine the operating privileges, remote-pilot competency or licensing requirements, approvals, certification and safety measures applicable to the operation.

4.2 Weight-Based Classification

4.2.1 UAS shall be classified by MTOM as follows:

- (a) Micro UA — not exceeding 100 grams;
- (b) Very Small UA — more than 100 grams but not exceeding 2 kilograms;
- (c) Small UA — more than 2 kilograms but not exceeding 25 kilograms;
- (d) Medium UA — more than 25 kilograms but not exceeding 150 kilograms; and
- (e) Large UA — more than 150 kilograms.

4.2.2 Maximum take-off mass (MTOM) shall include the weight of the UA, batteries or fuel, installed equipment and the maximum payload intended to be carried at take-off.

4.3 Open Category

4.3.1 A UAS operation is an Open Category operation where the following conditions are met -

- (a) the relevant UA has a maximum take-off mass (MTOM) not exceeding 2 kilograms;
- (b) the operation is conducted within direct visual line of sight (VLOS);
- (c) the UA remains at or below 150 metres (500 feet) above ground level (AGL);
- (d) the UA remains within 500 metres of horizontal distance from the remote pilot;
- (e) the operation is conducted during daylight and in visibility sufficient to maintain VLOS;
- (f) the operation remains outside prohibited or restricted areas and outside the aerodrome-related limits listed in requirement 15 unless separately authorised;
- (g) the operation complies with requirement 22;
- (h) the UA does not carry dangerous goods;
- (i) no object or substance is dropped, discharged, sprayed or released from the UA; and
- (j) the UAS operation is not a commercial operation.

4.3.2 An Open Category operation does not require a UAS Operational Authorisation but the remote pilot shall hold the competency document mentioned under requirement 6.6 where applicable.

4.4 Specific Category

4.4.1 An operation is a Specific Category operation where the operation exceeds the criteria for open category operations listed in requirement 4.3 but does not meet any criteria listed in requirement 4.5 to be considered a Certified Category operation

4.4.2 The following operations may be conducted in the Specific Category –

- (a) open category operations;
- (b) operations carried out beyond the visual line of sight (BVLOS) of the pilot;
- (c) operations carried out at night;
- (d) operations carried out above 150 metres (500 feet) above ground level (AGL);
- (e) operations beyond 500 metres horizontal distance from the remote pilot;
- (f) operations within a prohibited or restricted area or within the aerodrome-related limits in requirement 15;
- (g) operations that require reduced separation from uninvolved persons, property or congested areas;
- (h) aerial work involving dropping, spraying, dispensing or release of an object or substance;
- (i) carriage of dangerous goods not presenting the high-risk characteristics in paragraph 4.5.1(c); and
- (j) an operation which, following the operational risk assessment, requires mitigations beyond the Open Category standards.

4.4.3 A Specific Category operation requires a valid UAS Operational Authorisation, or the specialised authorisation applicable to the operation, and shall be supported by the operational risk assessment specified in paragraph 7.5.

4.4.4 The remote pilot of a Specific Category operation shall hold a Remote Pilot Licence with the privilege or endorsement applicable to the operation.

4.5 Certified Category

4.5.1 A UAS operation is a Certified Category operation where it—

- (a) involves the carriage of persons in or on the relevant UA;
- (b) involves carriage of dangerous goods which, in the event of an accident, may present a high risk to third parties;
- (c) presents a risk which, in the estimation of the Director-General, requires certification of the UA/UAS, operator or remote pilot.

4.5.2 A person shall not carry out a Certified Category operation unless the relevant UA/UAS holds the airworthiness or design approval required for the operation, the registered owner holds a UAS Operator Certificate, and each remote pilot holds a Remote Pilot Licence with the applicable category/type privilege.

4.6 Minimum UA/UAS technical particulars.

4.6.1 An applicant for registration and classification of a UAS, shall provide the Authority with the following information about the UAS –

- (a) name of the manufacturer;
- (b) model;
- (c) serial number;
- (d) maximum take-off mass (MTOM);
- (e) dimensions;
- (f) propulsion type;
- (g) power source;
- (h) maximum endurance;
- (i) maximum manufacturer-stated range;
- (j) maximum manufacturer-stated operating altitude;
- (k) maximum speed;
- (l) command-and-control method/frequency or technology;
- (m) navigation system;
- (n) return-to-home/lost-link capability;
- (o) remote-identification capability where applicable;
- (p) payload type; and
- (q) maximum payload capacity of the UAS.

4.6.2 A person seeking to have a UAS approved for Specific or Certified Category operations shall provide the Authority with the following information about the UAS –

- (a) the manufacturer operating manual/specification sheet and details of C2 redundancy;
- (b) navigation redundancy;
- (c) geo-awareness/geofencing where applicable;
- (d) anti-collision lighting;
- (e) traffic-awareness/detect-and-avoid equipment where applicable;
- (f) flight termination capability;
- (g) telemetry recording capabilities;
- (h) software/firmware version; and

- (i) any limitation affecting the proposed operation.

5.0 Import and export of UAS

5.1 UAS Import Authorisation

A person seeking to import a UAS shall apply for a UAS Import Authorisation before shipment to Guyana.

5.2 An applicant seeking to import a UAS shall provide to the Authority the following—

- (a) the applicant's full legal name;
- (b) valid identification documents or company-registration number;
- (c) address and email address;
- (d) telephone number;
- (e) consignee details where different from that of the applicant;
- (f) description and quantity of other UAS components;
- (g) invoice, purchase order, bill of sale or other transaction document;
- (h) country of origin;
- (i) proposed port of entry;
- (j) details about the UAS including –
 - (i) name of the UAS manufacturer;
 - (ii) UAS model;
 - (iii) UAS serial number;
 - (iv) UAS maximum take-off mass (MTOM);
 - (v) dimensions of the UAS;
 - (vi) UAS propulsion type;
 - (vii) power source;
 - (viii) maximum endurance;
 - (ix) maximum manufacturer-stated range;
 - (x) maximum manufacturer-stated operating altitude;
 - (xi) intended uses;

- (xii) technical specifications sufficient to identify C2, navigation, surveillance, payload and autonomous capabilities.

5.3 Military and security-sensitive UA/UAS

5.3.1 A person shall not import, cause to be imported, procure for importation or otherwise transport or bring into Guyana any UAS, UA or UAS component that—

- (a) is manufactured, configured, modified or marketed primarily for military, defence, intelligence, law-enforcement or tactical operations;
- (b) is designed or capable of being configured for the carriage, deployment, release or integration of a weapon, munition, explosive or other harmful device;
- (c) incorporates weapons-targeting, fire-control or weapons-guidance capability;
- (d) incorporates signals-intelligence, communications-interception, electronic-warfare, jamming, spoofing or similar capability;
- (e) incorporates specialised tactical-surveillance, reconnaissance or intelligence-gathering equipment not ordinarily incorporated in a civil UAS; or
- (f) is otherwise identified by the competent national-security authority as a military or security-sensitive UA, UAS or component,

unless specific written approval for the importation has first been obtained under this requirement.

5.3.2 An application for approval under requirement 5.3.1 shall include—

- (a) the full legal name, address, identification and contact details of the importer;
- (b) for a company, its certificate of incorporation or registration, registered address, beneficial ownership information and the person responsible for the importation;
- (c) manufacturer, model, serial number, country of manufacture and country of export of each UAS, UA or UAS component;
- (d) complete manufacturer technical specifications and technical data sheets;
- (e) a detailed description of all installed and optional payloads, sensors, communications equipment and other capabilities;

- (f) details of encryption, C2, communications, navigation, surveillance, interception, jamming, spoofing, targeting, payload-release or weapons-integration capability;
- (g) photographs and available technical drawings identifying the UA/UAS and relevant equipment;
- (h) the manufacturer, exporter, supplier, consignee and ultimate end-user;
- (i) documentary evidence establishing the proposed end-user;
- (j) a signed end-use declaration stating the precise purpose for which the UA/UAS or component will be imported and used;
- (k) the proposed secure storage location;
- (l) every proposed operating location or operational area, where known;
- (m) each person or organisation that will have possession, custody, access to or operational control of the UA/UAS;
- (n) secure transportation, storage and access-control arrangements;
- (o) purchase agreement, commercial invoice, export documentation and any export licence or governmental authorisation issued by the State of export, where applicable; and
- (p) any licence, permit or authorisation required under another law of Guyana for the importation, possession or use of the equipment or capability concerned.

5.3.3 An application under paragraph 5.3.1 shall be referred to the National Intelligence and Security Agency for national-security assessment and prior written security clearance and a UAS Import Authorisation shall not be issued unless that written clearance has been obtained.

5.3.4 Submission of the documents specified in paragraph 5.3.2 shall not create an entitlement to a UAS Import Authorisation.

5.3.5 Where the national-security assessment identifies a capability, end-user or proposed use that is incompatible with national security, public safety, civil aviation safety or any applicable law, the application shall be refused.

5.3.6 A UAS Import Authorisation issued under this requirement does not constitute authority to operate the UA/UAS. Registration and every applicable operational authorisation shall be obtained separately before operation.

5.3.7 —The importer and end-user shall maintain records relating to the importation, possession, transfer, storage, modification and disposal of the UA/UAS or component for not less than five years after disposal, export or permanent withdrawal from service, and shall produce those records to an authorised officer on request.

5.3.8 The UA/UAS and associated equipment shall be made available for physical and technical inspection where required as part of the security assessment or before operational approval.

5.4 The UAS Import Authorisation shall identify the importer, authorised items, quantities, manufacturer/model, serial numbers where available, validity period and any import conditions. Import Authorisation does not constitute registration or authority to operate.

5.5 At entry, the importer shall present the UAS Import Authorisation and the shipment/invoice documents to Customs for verification against the authorised items.

5.6 Temporary importation — An application for temporary importation shall additionally state the purpose, date of arrival, date of departure, proposed operations and person responsible for the UAS while in Guyana. The Temporary UAS Import Authorisation shall expire on the stated departure date unless extended in writing before expiry.

5.7 Export and deregistration

Before permanent export of a Guyana-registered UA, the registered owner shall submit a written deregistration request stating the registration number, manufacturer, model, serial number, transferee or consignee, destination State and intended export date, together with evidence of sale/transfer where applicable.

5.8 Before deregistration for export, the Authority may inspect the UA to verify its registration number, serial number and identity against the UA Register. On completion, the Authority shall issue a Certificate of Deregistration and mark the registration record as deregistered.

6.0 Operation, possession and storage of UAS

6.1 A UA required to be registered shall not be operated unless a valid Certificate of Registration has been issued for that UA and its registration number is affixed in accordance with requirement 9.

6.2 A person shall operate only within the operational category, privileges and limitations for which that person and the operation are qualified or authorised.

6.3 A modification affecting MTOM, propulsion, flight-control system, C2 link, navigation, payload capability, endurance, performance, detect-and-avoid equipment or another safety-relevant characteristic shall be recorded and, for a Specific or Certified Category operation, submitted for acceptance before the modified configuration is used operationally.

6.4 The registered owner shall secure the UA and associated control equipment against unauthorised access, theft, inadvertent activation and operation by an unqualified person.

6.5 The owner/operator shall maintain a current list of persons authorised to operate each registered UA used for Specific or Certified Category operations.

6.6 Remote-pilot competency and licensing

6.6.1 A person operating a Micro UA in the Open Category shall be at least fourteen years of age, shall read and comply with the manufacturer's operating instructions and shall demonstrate knowledge of the Open Category operating limitations before operating independently.

6.6.2 A person operating a Very Small UA in the Open Category shall be at least fourteen years of age and shall hold a Basic Remote Pilot Competency Certificate issued following completion of an approved basic UAS knowledge course and a written knowledge examination with a pass mark of not less than 70 per cent.

6.6.3 A person operating a Small UA in the Open Category shall be at least eighteen years of age and shall hold an Advanced Remote Pilot Competency Certificate issued following—

- (a) completion of an approved theoretical course covering air law, airspace, meteorology, human performance, UAS general knowledge, navigation, operational procedures, privacy/security, emergency procedures and flight performance;
- (b) a written knowledge examination with a pass mark of not less than 70 per cent; and
- (c) successful completion of a practical flight assessment on the applicable UA class.

6.6.4 A person acting as remote pilot in the Specific Category shall be at least eighteen years of age and shall hold a Remote Pilot Licence. The licence shall identify the privileges held, including VLOS, BVLOS, night, aerial work or other specialised privilege, as applicable.

6.6.5 A person acting as remote pilot in the Certified Category shall be at least twenty-one years of age and shall hold a Remote Pilot Licence endorsed for the applicable UA/UAS type or class and operation. The applicant shall also satisfy the medical fitness standard established for the certified operation.

6.6.6 A competency certificate or Remote Pilot Licence shall be carried, physically or electronically, whenever the holder exercises its privileges.

6.6.7 A competency certificate or licence does not authorise an operation which separately requires a UAS Operational Authorisation, BVLOS Operational Authorisation, Special Operations Authorisation or Restricted/Prohibited Area or Aerodrome Operational Authorisation.

7.0 Application for UAS aviation document

7.1 Types of UAS aviation documents

For these Requirements, the aviation document applicable to the proposed activity shall be one or more of the following:

- (a) UA Certificate of Registration;
- (b) Basic Remote Pilot Competency Certificate;
- (c) Advanced Remote Pilot Competency Certificate;
- (d) Remote Pilot Licence;
- (e) UAS Import Authorisation;
- (f) UAS Operational Authorisation;
- (g) BVLOS Operational Authorisation;
- (h) Special Operations Authorisation;
- (i) Restricted/Prohibited Area or Aerodrome Operational Authorisation;
- (j) UAS Operator Certificate for Certified Category operations;

(k) UAS Training Provider Approval;

(l) UAS Manufacturer, Assembler, Tester or Dealer Authorisation; or

(m) Foreign UAS Aviation Document Validation/Recognition.

7.2 Every application shall state—

(a) applicant's full legal name;

(b) national identification/passport number, or company-registration number for a legal person;

(c) residential or registered business address;

(d) telephone number and email address;

(e) the specific aviation document sought;

(f) purpose of the application; and

(g) evidence of payment of the applicable fee under the Civil Aviation (Fees and Charges) Regulations 2026.

7.2.1 Where the UA is equipped with direct remote identification, ADS-B, a transponder or another electronic identification or cooperative-surveillance system, the application shall identify the equipment manufacturer and model, serial number where applicable, transmitted identifier, operating frequency or data-link technology, conformity or approval basis, and the operations for which the equipment is intended to be used.

7.3 An application for a UA Certificate of Registration shall contain the documents and particulars specified in paragraph 9.2.

7.4 An application for a UAS Import Authorisation shall contain the documents and particulars specified in requirement 5.

7.5 An application for a UAS Operational Authorisation shall contain—

(a) owner/operator details and UA registration number;

(b) purpose and description of the operation;

(c) coordinates or mapped boundary of the operating area;

(d) proposed date, start/end time and duration;

- (e) maximum altitude AGL;
- (f) VLOS or BVLOS status;
- (g) remote pilot name and competency/licence number and privileges;
- (h) UA/UAS technical particulars required by paragraph 4.6;
- (i) normal operating procedures;
- (j) an operational risk assessment identifying ground and air hazards, persons/property exposed, likelihood/severity and each mitigation relied upon;
- (k) emergency and contingency procedures;
- (l) communications/coordination arrangements where ATS, an aerodrome or another authority is involved; and
- (m) evidence of insurance where required under requirement 31.

7.6 An application for BVLOS Operational Authorisation shall additionally contain the information specified in requirement 17.

7.7 An application for Special Operations Authorisation shall additionally contain the information specified in requirements 20 or 21, and for night operations shall include the lighting, visibility, orientation, obstacle-identification and emergency procedures specified in requirement 22.

7.8 An application for Restricted/Prohibited Area or Aerodrome Operational Authorisation shall contain the information specified in requirement 15.

7.9 Basic or Advanced Remote Pilot Competency Certificate

An applicant shall submit proof of age and identity, evidence of completion of the applicable approved course, the examination result and, for the Advanced certificate, the practical flight-assessment record.

7.10 Remote Pilot Licence

7.10.1 An applicant for a Remote Pilot Licence shall submit—

- (a) proof of identity and age;
- (b) a Basic or Advanced Remote Pilot Competency Certificate or equivalent accepted qualification;

- (c) evidence of completion of an approved Remote Pilot Licence course;
- (d) a theoretical knowledge examination result of not less than 70 per cent;
- (e) a practical flight-test report showing satisfactory performance in normal, abnormal and emergency procedures;
- (f) a log of UA flight experience showing the make/model or class, dates and flight time;
- (g) evidence of aeronautical radio-telephony competency where the privilege requires communication with ATS; and
- (h) for Certified Category privileges, evidence of compliance with the applicable medical fitness requirement.

7.10.2 A BVLOS privilege shall not be entered on a Remote Pilot Licence unless the applicant has completed approved BVLOS theoretical and practical training and has passed a BVLOS flight assessment covering C2 management, lost-link response, traffic-conflict management, contingency procedures and recovery.

7.10.3 A night-operation privilege shall not be entered unless the applicant has completed training and a practical assessment covering visual illusions, lighting, orientation, obstacle detection and night emergency procedures.

7.11 UAS Operator Certificate - Certified Category

An applicant shall submit—

- (a) legal identity and principal place of business;
- (b) accountable manager and nominated operational/safety personnel;
- (c) organisation structure and lines of responsibility;
- (d) operations manual;
- (e) safety management system appropriate to the scale and complexity of the operation;
- (f) fleet list and registration/airworthiness particulars;
- (g) remote-pilot and operational-personnel qualification records;
- (h) maintenance programme and maintenance-control arrangements;
- (i) occurrence-reporting and emergency-response procedures;

- (j) security and access-control procedures; and
- (k) evidence of insurance.

7.12 UAS Training Provider Approval shall be supported by the documents and standards in requirement 27.

7.13 UAS Manufacturer, Assembler, Tester or Dealer Authorisation shall be supported by the documents and standards in requirement 26.

7.14 Foreign UAS Aviation Document Validation/Recognition shall be supported by the documents in requirement 10.

7.15 Physical inspection

Where verification of identity or configuration is required, the applicant shall present the UA and relevant UAS components. The inspection shall verify manufacturer, model, serial number, MTOM, dimensions, configuration, installed payload/equipment, registration marking, C2/navigation equipment and declared operational capabilities against the submitted technical particulars.

7.16 An application is incomplete where a document or item specifically required for the aviation document concerned has not been submitted. Substantive assessment shall begin only when all required items have been received.

8.0 Grant or denial of aviation document

8.1 An applicant shall satisfy every eligibility, documentary, technical, competency, safety, security and insurance requirement specified in these Requirements for the aviation document sought before exercising the related privilege.

8.2 A holder shall conduct only the activity expressly covered by the aviation document and shall comply with the UA registration number, operational category, approved area or route, altitude, date or validity period, VLOS/BVLOS status, payload limitation, remote-pilot limitation and other operating conditions applicable to that document.

8.3 Where security clearance is required for an activity under the Regulations, the applicant shall obtain the required written clearance or no-objection before commencing the activity.

8.4 A person shall not exercise a privilege where the aviation document is expired, suspended, cancelled, varied so as to remove that privilege, or where a condition precedent to the operation has ceased to be satisfied.

9.0 Registration and identification of UAS

9.1 UA registration record

Each registered UA shall have a registration record containing—

- (a) registration number;
- (b) manufacturer and model;
- (c) manufacturer's serial number;
- (d) MTOM and weight category;
- (e) owner's full legal name, identification/company-registration number and contact information;
- (f) owner's citizenship/residency or legal-person eligibility basis;
- (g) responsible person, where applicable;
- (h) date of registration;
- (i) registration status; and
- (j) previous foreign registration, where applicable.

9.2 Registration application

An applicant for registration of a UA shall submit—

- (a) a valid national identification card or passport;
- (b) proof that the applicant is at least fourteen years of age for the Micro and Very Small UAS Categories, eighteen years of age for the Small UAS Category, and twenty-one years of age for the Medium and Large UAS Categories;
- (c) proof of citizenship, lawful permanent residence or other eligibility for registration established by regulation 9;

- (d) proof of ownership by purchase receipt, invoice, bill of sale or equivalent ownership document;
- (e) for a legal person, certificate of incorporation/registration and written nomination of the natural person responsible for the UA;
- (f) manufacturer, model, manufacturer's serial number, MTOM, propulsion type and intended use;
- (g) clear photographs showing the complete UA and manufacturer's serial-number/identification plate; and
- (h) where previously registered in another State, the foreign registration certificate and evidence of deregistration, where applicable.

9.3 Alternative evidence of ownership

Where conventional proof of ownership is unavailable, the applicant shall submit—

- (a) a statutory declaration or affidavit stating the applicant's identity, UA manufacturer/model/serial number, how and when the UA was acquired, the previous owner where known, why conventional proof is unavailable, and that the UA is lawfully possessed and is not known to be stolen or subject to an unresolved ownership claim; and
- (b) at least one of the following: signed transfer statement from the previous owner; customs/import documentation; bank/electronic-payment record; purchase/transfer correspondence; manufacturer/dealer record; or other documentary evidence establishing lawful acquisition or possession.

Registration on alternative evidence does not determine private legal title to the UA.

9.4 Responsible person for legal person

Where a UA is owned by a company or other legal person, that owner shall nominate in writing a natural person meeting the applicable age and competency requirements who is responsible for custody, storage and operational control of the UA.

9.5 Assignment of registration number

Each registered UA shall be assigned one unique registration number. The registration number shall correspond to the manufacturer, model and serial number recorded for that UA and shall remain associated with that UA until deregistration or cancellation.

9.6 Display of registration number

Before operation, the registered owner shall ensure that the registration number is affixed to an external surface of the UA, is readily visible without removal of a battery, payload, hatch or panel, is clearly legible, contrasts with its background, and is secured by engraving, permanent label, decal, plate or equivalent durable method.

9.7 Size and placement

The registration number shall—

- (a) use characters at least 10 millimetres high;
- (b) be placed on the main body or fuselage in a location readily inspectable while the UA is on the ground;
- (c) not be placed solely on a removable battery, payload, propeller, landing gear or other readily detachable component;
- (d) not be obscured by decorative markings, equipment or accessories;
and
- (e) be replaced or restored whenever illegible, damaged, detached or obscured.

9.8 Misuse of registration number

A person shall not remove, alter, obscure or deface a valid registration number, affix a registration number assigned to another UA, or display a false or unauthorised registration number.

10.0 Foreign qualifications and documentation

10.1 An applicant for Foreign UAS Aviation Document Validation/Recognition shall submit—

- (a) the original or electronically verifiable copy of the foreign document;
- (b) holder's passport or national identification;
- (c) issuing State and issuing authority;
- (d) document number, date of issue and expiry;
- (e) privileges, ratings, categories, limitations and conditions;
- (f) evidence of training, examination, competency or experience on which the document was issued, where relevant;

(g) foreign UA registration certificate where the application relates to a specific UA; and

(h) certified English translation where the document is not in English.

10.2 A foreign document shall be accepted for validation only where its authenticity and current validity can be independently verified through the issuing authority, an official online verification system or direct written confirmation.

10.3 A person operating on the basis of a validated foreign document shall exercise only the privileges recognised in Guyana and shall comply with all Guyana-specific operating limitations, airspace restrictions, registration requirements and conditions applicable to the operation.

11.0 Notice of Change of ownership of a UAS

11.1 The registered owner shall notify the Authority of a proposed transfer of ownership before the transferee operates the UA.

11.2 The notification shall state the registration number, manufacturer/model/serial number, transfer date, transferor details and transferee's full legal name, identification/company-registration number, address, telephone number and email address.

11.3 The notification shall include a bill of sale, sale agreement, invoice, deed of gift, signed transfer instrument or other document evidencing the transfer.

11.4 The transferee shall submit the eligibility documents required by 9.2(a)-(e) and pay the applicable transfer/registration fee before operating the UA as owner.

11.5 The registration number shall remain associated with the UA following a domestic transfer unless the UA is deregistered or a replacement number is issued for an administrative or safety reason. The transferee shall not operate the UA until the Certificate of Registration records the transferee as registered owner.

12.0 Possession and production of documents

12.1 During an operation requiring an aviation document, the operator shall have immediately available—

(a) the UA Certificate of Registration;

(b) the applicable UAS Operational, BVLOS, Special Operations or Restricted/Aerodrome Authorisation;

(c) the remote pilot licence, certificate or competency evidence required for the operation;

(d) evidence of insurance where required; and

(e) any permission/no-objection incorporated as a condition of the operation.

12.2 A document may be carried in original paper form or as a complete electronic copy capable of being displayed on request. A photograph of only part of a document does not satisfy this requirement.

12.3 Every document produced shall be current, legible and show its document number, holder, validity and applicable conditions.

13.0 Cancellation, suspension or variation of aviation document

13.1 On receipt of a notice of suspension, cancellation or variation, the holder shall cease exercising the affected privilege from the effective date and time stated in the notice and shall comply with every revised limitation.

13.2 A paper aviation document required to be surrendered shall be returned within five working days of the effective date of suspension, cancellation or variation.

13.3 A person from whom a UA/UAS or component is lawfully seized shall provide, on request, the registration certificate, applicable aviation document, proof of ownership or lawful possession, flight logs and other records directly relevant to the operation under investigation.

13.4 A person shall not remove, alter, destroy or conceal a registration marking, flight log, telemetry record, controller log, memory device or other evidence relating to an occurrence or alleged contravention after being directed to preserve it.

14.0 Privacy and national security

14.1 Where an operation intentionally captures identifiable persons, private premises or non-public activity, the operator shall identify the lawful purpose for collection and shall obtain consent where required by the Regulations or other applicable law.

14.2 Evidence of consent shall identify the consenting person, activity/location, purpose and date or period of consent and shall be retained with the operation records for one year.

14.3 Images, video, telemetry and other personal or security-sensitive data shall be stored so that access is limited to authorised persons and shall not be disclosed or distributed except for the approved purpose or as required by law.

14.4 An application relying on an emergency, search-and-rescue, investigation or national-security exception shall identify the requesting organisation, legal/operational purpose, operating area, date/time, responsible person, data to be collected and intended use/recipient of the data.

14.5 No UA shall carry a weapon, projectile, explosive or harmful device unless the activity is expressly lawful and the applicant produces the written authorisation of the competent State authority before flight approval is issued.

15.0 Prohibited and restricted areas

15.1 Before flight, the remote pilot shall check the current Aeronautical Information Publication, NOTAMs and published UAS geographical restrictions applicable to the planned operating area and time.

15.1.1 A person shall not operate a UAS within any area that is less than 1000 meters away from =

- (a) State House;
- (b) The Office of the President Complex;
- (c) the Prime Minister's official residence;
- (d) a private residence of the President, Prime Minister, Vice President, or of any Minister of Government or member of Parliament;
- (e) Castellani House and its compound
- (f) the location of a session of Parliament;
- (g) an embassy or a consulate;

- (h) military facilities;
- (i) a police station or headquarters;
- (j) a prison.

15.2 Aerodrome proximity

15.2.1 A person shall not operate a UA within 5 kilometres measured horizontally from the boundary of an aerodrome, within an aerodrome traffic zone or control zone established for aerodrome traffic, or within the approach/departure path of an active runway unless a Restricted/Prohibited Area or Aerodrome Operational Authorisation has been obtained.

15.2.2 For a controlled aerodrome, the operation shall be coordinated with and subject to the instructions of the relevant air traffic control unit.

15.2.3 For an uncontrolled aerodrome or airstrip, the operation shall be coordinated with the aerodrome operator or person responsible for the aerodrome.

15.2.4 The aerodrome reference code/classification shall be recorded in the application where available and may be used with runway configuration, traffic type/frequency, controlled-airspace structure and proposed flight profile to determine whether a greater separation distance or additional mitigation is necessary. The aerodrome code shall not, by itself, create a different fixed UAS radius.

15.3 An application for Restricted/Prohibited Area or Aerodrome Operational Authorisation shall state—

- (a) name and location of the aerodrome or restricted/prohibited area;
- (b) UA registration number;
- (c) exact coordinates and mapped operating polygon;
- (d) take-off and landing coordinates;
- (e) horizontal distance and bearing from the aerodrome boundary and, where relevant, the runway centreline;
- (f) maximum altitude AGL;
- (g) date, start time, end time and duration;

- (h) name, telephone number and licence/competency number of the remote pilot;
- (i) intended flight path;
- (j) communications method with ATS/aerodrome personnel;
- (k) procedures for yielding to and maintaining separation from manned aircraft; and
- (l) emergency landing/termination areas.

15.4 An authorised operation shall—

- (a) remain wholly within the approved coordinates or operating polygon;
- (b) not exceed 150 metres (500 feet) AGL unless a lower altitude is required for traffic separation or a higher altitude is specifically approved;
- (c) be conducted only during the approved date and time window;
- (d) remain clear of an active runway, runway strip, approach path, departure path and manned-aircraft traffic pattern unless that portion of the operation is specifically coordinated and authorised;
- (e) comply with every ATC instruction, NOTAM limitation and aerodrome/ANSP condition applicable to the operation; and
- (f) descend, land, hold or terminate the operation immediately when required to give way to manned aircraft or when directed for safety or security reasons.

15.5 An operation outside the 5-kilometre baseline remains subject to any larger control zone, aerodrome traffic zone, prohibited/restricted area or published UAS geographical restriction applicable to that location.

16.0 Interception of UAS

16.1 On receiving a lawful direction to land, terminate, reroute or otherwise modify a UAS operation, the remote pilot shall acknowledge the direction where communication is available and immediately execute the safest practicable action consistent with the direction.

16.2 The remote pilot shall maintain a means of terminating the flight through normal

landing, return-to-home, controlled recovery or another system-specific procedure available on the UAS.

16.3 Following confiscation or assumption of control, the authorised officer shall record the UA registration/serial number, condition, battery state where practicable, controller/remote-pilot-station items taken, date/time/location and person from whom control or custody was taken.

17.0 BVLOS operations

17.1 No BVLOS operation shall be conducted without a valid BVLOS Operational Authorisation for the operator, UA/UAS and operational area or route.

17.2 The application shall include the information in 7.5 and 7.6 together with a route/operational-volume map, ground-risk assessment, air-risk assessment, C2 coverage evidence, lost-link procedure, contingency landing sites, detect-and-avoid/traffic-awareness method and emergency response plan.

17.3 A BVLOS operation shall meet all of the following minimum standards—

- (a) C2 coverage shall be demonstrated for the entire planned operational volume, including the take-off, route, contingency and recovery areas;
- (b) loss of the C2 link shall automatically or procedurally result in a predetermined safe action, such as hold, return-to-home, diversion to a contingency landing site or flight termination, appropriate to the operating environment;
- (c) planned usable endurance at take-off shall include a reserve of not less than 20 per cent above the calculated energy/fuel required for the planned flight and recovery;
- (d) the operator shall use an approved means of detecting, receiving information on, or otherwise mitigating conflicting air traffic appropriate to the airspace and risk assessment;
- (e) the remote pilot shall maintain continuous means of monitoring UA position, altitude, flight status and C2-link status;
- (f) contingency landing areas shall be identified before flight and shall avoid assemblies of people and known high-risk ground locations; and
- (g) the remote pilot shall hold the competency or qualification required for BVLOS operations.

17.4 The operator shall not exceed the approved route/operational volume, maximum altitude, weather minima, C2 limitations, traffic-separation method, UA configuration, remote-pilot privileges or operating period on which the BVLOS approval is based.

17.5 A BVLOS flight shall be discontinued or diverted when C2 performance falls below the approved operating threshold, required traffic-awareness capability is lost, weather falls below the approved minima, or a contingency condition specified in the operational risk assessment occurs.

18.0 Airworthiness of UAS

18.1 Before each flight, the remote pilot shall complete a pre-flight serviceability check confirming—

- (a) airframe, arms, landing gear and structural attachments are secure and free from visible damage;
- (b) propellers/rotors and propulsion components are correctly fitted and serviceable;
- (c) batteries/fuel and power connections are secure and sufficient for the flight plus required reserve;
- (d) flight-control, navigation, compass/GNSS and C2 systems indicate normal operation;
- (e) control surfaces, motors and actuators respond correctly;
- (f) payload is securely attached and within approved mass and centre-of-gravity limits;
- (g) registration marking is present and legible; and
- (h) required lights, remote identification, geo-awareness, traffic-awareness or flight-termination equipment, where required for the operation, are functioning.

18.2 A UA shall not be flown with a known defect that could affect safe flight, navigation, C2 integrity, propulsion, structural integrity or payload security.

18.3 Maintenance, repair and component replacement shall follow the manufacturer's instructions. Where the manufacturer specifies inspection/replacement intervals, those intervals shall not be exceeded without documented technical approval.

18.4 A Specific Category UA/UAS shall be operated only in the configuration assessed for the operational authorisation. A change to propulsion, flight-control software, C2 equipment, navigation equipment, payload, MTOM, detect-and-avoid equipment or flight-termination system shall be evaluated before further operation.

18.5 A Certified Category UA/UAS shall comply with the approved airworthiness/design basis, continuing-airworthiness instructions and maintenance programme applicable to that aircraft/system.

18.6 Maintenance records shall identify the UA registration number, date, flight/operating time where available, defect or work performed, parts/components replaced, software/firmware change, person performing the work and return-to-service determination.

18.7 Electronic identification and cooperative surveillance

18.7.1 Each UAS shall be equipped with a functioning remote-identification system, acceptable to the Director-General. The system shall transmit throughout the flight at least the UA registration number or approved session identifier, UA position and altitude, ground speed or track, time stamp, and the position of the remote pilot/control station or take-off point.

18.7.2 Where direct remote-identification equipment is installed by the manufacturer, it shall be maintained serviceable and shall not be disabled during an operation for which electronic identification is required.

18.7.3 A Small UA with an MTOM of 2 kg or more but not exceeding 25 kg shall not be required to transmit ADS-B Out solely because of its weight. For BVLOS, aerodrome-proximity or other Specific Category operations, the operational risk assessment shall identify the traffic-awareness and detect-and-avoid means to be used. ADS-B In or another traffic-awareness receiver may form part of that means but does not, by itself, satisfy the requirement to detect non-cooperative traffic.

18.7.4 A Medium UA with an MTOM exceeding 25 kg but not exceeding 150 kg shall be equipped with an approved cooperative-surveillance capability when conducting BVLOS operations in controlled airspace, operations above 150 metres (500 feet) AGL, operations under an air traffic control clearance, or any operation for which cooperative surveillance is required for integration with manned traffic. The capability may comprise ADS-B Out, a Mode S transponder with altitude reporting, or another surveillance system accepted for the airspace concerned.

18.7.5 A Large UA with an MTOM exceeding 150 kg operated in the Specific or Certified Category shall be equipped with an approved cooperative-surveillance system capable of providing aircraft identity and pressure-altitude or position information to the applicable surveillance environment. Where the operation is conducted in airspace in which ADS-B Out is the required surveillance means, the UA shall carry approved ADS-B Out equipment meeting the applicable civil aviation surveillance performance standard.

18.7.6 ADS-B Out or a transponder shall not be installed or operated in transmit mode on a Micro, Very Small or Small UA merely as a substitute for direct remote identification.

Such equipment may be used only where specifically required or authorised for the operation and after coordination with the Authority and the air navigation service provider, in order to avoid unnecessary loading of protected aeronautical surveillance frequencies.

18.7.7 Before an operation requiring cooperative surveillance, the operator shall provide the equipment manufacturer and model, applicable approval or conformity evidence, 24-bit aircraft address where assigned, transmitted flight identification, antenna installation details, power source, interface with the UA navigation/altimetry system, and evidence of a satisfactory ground or functional test.

18.7.8 Loss, failure or degradation of required remote-identification or cooperative-surveillance equipment before take-off shall render the UA unserviceable for that operation. If the failure occurs in flight, the remote pilot shall comply with the approved contingency procedure and any air traffic control instruction and shall land or terminate the operation as soon as practicable where continued flight would reduce required traffic separation or identification.

19.0 General obligations of a UAS owner or operator

19.1 The owner/operator shall maintain control of access to the UA, remote pilot station, batteries/fuel, activation credentials and operational records.

19.2 Loss or theft of a registered UA shall be reported to the Authority within 24 hours of discovery. The report shall state the registration number, manufacturer/model/serial number, date/time/location last known, circumstances and police report/reference number where a police report has been made.

19.3 The owner/operator shall notify the Authority before returning a UA reported lost or stolen to operation after recovery, and shall make the UA available for identity/serviceability verification where requested.

19.4 Accidents and reportable occurrences shall additionally be reported under paragraph 28.

20.0 Carriage of dangerous goods.

20.1 Dangerous goods shall not be carried in an Open Category operation.

20.2 Dangerous goods may be carried in a Specific Category operation only where the goods are contained so that, in the event of a crash or hard landing, they are not

reasonably expected to leak, disperse, ignite, react or otherwise cause harm to third parties, property or the environment. Dangerous goods presenting a high risk to third parties in the event of an accident shall be treated as a Certified Category operation.

20.3 An applicant shall identify the proper shipping name, UN number and hazard class where assigned, quantity, packaging/containment, purpose, route/operating area, persons handling the goods, loading and securing method, segregation requirements and emergency response procedure.

20.4 Packaging and containment shall—

- (a) be compatible with the substance or article carried;
- (b) prevent leakage or release under normal vibration, manoeuvring and foreseeable hard-landing loads;
- (c) be secured against movement that could affect UA controllability or centre of gravity;
- (d) protect the goods from weather and temperature conditions relevant to the operation; and
- (e) comply with the applicable provisions of the ICAO Technical Instructions for the Safe Transport of Dangerous Goods by Air (Doc 9284) where those provisions apply.

20.5 Personnel who classify, package, load, secure or handle dangerous goods for a UAS operation shall receive training appropriate to their function covering classification, marking/labelling, handling, segregation, loading, emergency action and occurrence reporting.

20.6 The operator shall not carry a class, quantity, packaging configuration or route different from that assessed and approved for the operation without obtaining a revised approval before flight.

21.0 Discharge or dropping of goods

21.1 No object or substance shall be dropped, discharged, sprayed, projected or released from a UA unless the operation is permitted by the Regulations and, where required, covered by a Special Operations Authorisation.

21.2 The application shall identify the material/object, quantity, release/dispensing

equipment, release altitude, operating area, ground area potentially affected, persons/property exposed and emergency shut-off or termination method.

21.3 For agricultural spraying or dispensing, the applicant shall additionally provide the product label/safety data sheet, application rate, tank capacity, spray/dispensing-system specification, drift-control measures, buffer areas and evidence of any approval required from the competent agricultural/environmental authority.

21.4 Before release, the operator shall establish a controlled ground area sufficient to prevent uninvolved persons from entering the area exposed to the released object/substance.

21A.0 Conducting Aerial Works

21A.1 Aerial work and special operations

A person shall not conduct aerial work, agricultural operations or another special operation unless the activity is permitted in the applicable operational category and any required Special Operations Authorisation has been obtained.

21A.2 An aerial-work or special operation shall be conducted only with the UA, payload/equipment, operating area, altitude, date/time or validity period, remote pilot and operating method submitted and accepted for that activity.

21A.3 The operator shall prepare an activity-specific operating procedure covering—

- (a) purpose and sequence of the activity;
- (b) crew duties and communications;
- (c) payload installation and pre-flight functional checks;
- (d) controlled ground area and exclusion of uninvolved persons;
- (e) normal, abnormal and emergency procedures;
- (f) weather and visibility limits;
- (g) lost-link and flight-termination actions; and
- (h) post-flight inspection and record keeping.

21A.4 For agricultural spraying or dispensing, the operator shall comply with 21.3 and shall maintain the buffer area established by the risk assessment and product label/SDS;

spraying shall cease where wind or weather conditions create unacceptable drift beyond the controlled area.

22.0 Negligent or reckless operation of UAS

22.1 Before flight, the remote pilot shall complete a site and operational hazard assessment covering persons, buildings, roads, vehicles, aerodromes, air-navigation facilities, power lines, communication masts, security-sensitive sites, schools, hospitals, weather, terrain and other airspace users relevant to the site.

22.2 Unless a specific approval provides otherwise, the remote pilot shall maintain at least—

- (a) 150 metres from a congested area or organised open-air assembly;
- (b) 100 metres from a vessel, vehicle or structure not under the control of the operator or client;
- (c) 50 metres horizontally or vertically from an uninvolved person; and
- (d) during take-off or landing, 30 metres from any person other than the remote pilot or a person directly assisting the operation.

22.3 Night operation requires a Special Operations

Authorisation. For night flight, the UA shall have serviceable position/orientation lighting and anti-collision lighting visible at not less than 3 statute miles (4.8 kilometres) in clear conditions; the take-off and landing area shall be illuminated sufficiently for obstacle and person detection; and the remote pilot shall maintain VLOS unless BVLOS is separately authorised.

22.4 The remote pilot shall discontinue the flight where visibility, weather, unexpected persons in the controlled area, conflicting air traffic, degraded C2/navigation performance, lighting failure or a safety-critical system warning makes continued operation unsafe.

23.0 UAS Operating standards and limitations

23.1 Open Category operating standards

An Open Category operation shall comply with every condition in paragraph 4.3.1 and shall—

- (a) remain within direct unaided VLOS of the remote pilot or a visual observer in direct communication with the remote pilot;

- (b) remain at or below 150 metres (500 feet) AGL;
- (c) remain within 500 metres horizontal distance of the remote pilot;
- (d) be conducted during daylight and not in low-visibility conditions;
- (e) remain outside prohibited/restricted areas and the aerodrome-related limits in requirement 15 unless separately authorised;
- (f) not carry dangerous goods or drop, discharge, spray or release an object/substance; and
- (g) comply with the separation distances in requirement 22.

23.2 The remote pilot shall not commence or continue a VLOS operation where the UA cannot be continuously seen sufficiently to determine its position, attitude, altitude, direction and movement and to observe surrounding airspace for collision avoidance.

23.3 Specific Category operating standards

23.3.1 A Specific Category operation shall not commence without the operational authorisation required by paragraph 4.4 and a Remote Pilot Licence carrying the applicable privilege.

23.3.2 The operation shall remain within the approved operational volume, altitude, operating period, VLOS/BVLOS status, UA configuration, weather minima, C2 limitations, observer arrangements, traffic-mitigation method and contingency procedures on which the authorisation is based.

23.3.3 The operator shall maintain an operations file for each authorised Specific Category operation containing the authorisation, risk assessment, operating-area map, remote-pilot licence/privileges, UA registration, technical configuration, insurance evidence where required, normal/emergency procedures and coordination/permission records.

23.4 Certified Category operating standards

23.4.1 A Certified Category operation shall not commence unless—

- (a) the UA/UAS holds the required airworthiness/design approval;
- (b) the operator holds a valid UAS Operator Certificate;

- (c) the remote pilot holds a Remote Pilot Licence with the applicable type/class and operational privilege;
- (d) the maintenance programme is current;
- (e) the operations manual and safety-management procedures applicable to the flight are current; and
- (f) required insurance is valid.

23.4.2 The operator shall conduct Certified Category operations in accordance with the approved operations manual, aircraft limitations, maintenance programme, flight-crew limitations and ATS/airspace requirements applicable to the operation.

23.5 Before each flight, the remote pilot shall verify the operational category, airspace/geographical restrictions, weather, authorisation validity where required, UA serviceability, C2/navigation status, battery/fuel endurance, registration marking and all competency/licensing documents required for the operation.

24.0 Collision avoidance

24.1 The remote pilot shall maintain continuous awareness of conflicting air traffic by direct observation, visual observer, ATS information, traffic-awareness equipment or another method required by the applicable authorisation.

24.2 A UA shall give way to all manned aircraft and shall not pass over, under or ahead of an aircraft in a manner that creates a collision hazard.

24.3 On sighting or receiving information of conflicting traffic, the remote pilot shall immediately take action to increase separation, including descending, holding, rerouting or landing as appropriate.

24.4 Where traffic-awareness or detect-and-avoid equipment is required by an authorisation, the operator shall verify its serviceability before flight and shall not commence or continue the operation following a failure that removes the required collision-risk mitigation.

25.0 Interference of UAS operations

25.1 No person shall intentionally jam, spoof, obstruct, take control of, damage or otherwise interfere with the C2, navigation, remote identification or operation of an authorised UAS except under lawful authority.

25.2 Where interference is suspected, the remote pilot shall execute the applicable contingency procedure, including return-to-home, landing, route change or flight termination as appropriate.

25.3 A suspected interference event that results in loss of control, fly-away, airspace infringement, near collision, forced landing or other safety consequence shall be reported under paragraph 28.

26.0 Manufacture, assembly, and testing of UAS

26.1 An application for UAS Manufacturer, Assembler, Tester or Dealer Authorisation shall include—

- (a) certificate of incorporation/business registration and tax/business identification where applicable;
- (b) physical business and activity location(s);
- (c) responsible person's full name, identification, position and contact details;
- (d) activities sought: manufacture, assembly, modification, testing, sale or dealing;
- (e) UA/UAS types and components involved;
- (f) technical staff and qualifications relevant to manufacture/assembly/testing;
- (g) facilities, tools and test equipment;
- (h) quality-control and product-identification procedures;
- (i) test-flight safety procedures and test area, where applicable; and
- (j) purchaser-verification, sales-record and weekly-report procedures for dealers.

26.2 Before transferring a registrable UA, a dealer shall record the purchaser's full legal name, identification/company-registration number, address/contact details, UA manufacturer/model/serial number, date of transaction and evidence of the aviation document required for the transaction.

26.3 A dealer shall submit the weekly transaction report no later than 16:00 hours on the first working day following the end of each calendar week. A nil return shall be submitted where no regulated sale or transfer occurred during that week.

26.4 Manufacturing, assembly, modification and test records shall identify the UA/component, serial or batch number, work performed, person performing and inspecting the work, date, test method and result.

26.5 A test flight shall be conducted only in an area where uninvolved persons can be excluded, within VLOS unless BVLOS is separately authorised, and within the altitude, distance and airspace limitations in requirements 15, 22 and 23.

27.0 Training

27.1 Approval requirement

A person or organisation shall not provide training leading to a Basic Remote Pilot Competency Certificate, Advanced Remote Pilot Competency Certificate, Remote Pilot Licence or an operational privilege/endorsement required by these Requirements unless the provider holds a UAS Training Provider Approval covering that course.

27.2 Application for UAS Training Provider Approval

The applicant shall submit to the Authority —

- (a) legal/business registration documents and each proposed training location;
- (b) name and qualifications of the accountable/responsible person;
- (c) instructor names, remote-pilot licences/competency certificates, UAS experience and proposed instructional privileges;
- (d) a separate syllabus for each course showing subjects, lesson hours, practical exercises and learning objectives;
- (e) trainee entry requirements;
- (f) UA/UAS, simulators and training equipment to be used;
- (g) classroom and practical-training facilities/areas;
- (h) examination and practical-assessment procedures, pass standards and re-test procedures;
- (i) safety, emergency and occurrence-reporting procedures; and

- (j) trainee, instructor and examination record systems.
- (k) Letter of intention and business proposal demonstrating adequate qualified personnel and capability for operating in a manner conducive to achieving required standards;
- (l) A UAS Training Procedures Manual with contents including the following –
 - (i) General information including the name of the organization, its certificate of registration/incorporation and the details (name, designation, address and contact numbers) of the accountable person(s).
 - (ii) Compliance Statement signed by the accountable person(s) on behalf of the applicant's organization which must include the means and methods for ensuring ongoing compliance with the UAS regulations and requirements.
 - (iii) List of Effective Pages, 'List of Amendments Page' and a section on the procedures to control the amending and distributing of the training and procedures manual.
 - (iv) Organizational Chart showing Management and staffing. This must show initial staffing plans, along with prospective growth benchmarks for additional personnel (if required).
 - (v) The duties and responsibilities of all personnel involved in the management and administration of the Training Centre and delivery of Training Courses.
 - (vi) Personnel policy and procedures, which should include, among other items, procedures for selecting, training and certifying the instructor to national standards.
 - (vii) Training plans, syllabi and duration for each module of training.
 - (viii) Review process of the contents of the syllabus and the frequency of the reviews to include new and emerging information and threats.
 - (ix) Examination/ Assessment policy and procedures for satisfactory completion of training courses, including the procedure for dealing with unsatisfactory performance on the training courses.
 - (x) Record and document management policy; and policy for confidentiality.
 - (xi) Layout of training facilities; list of equipment used in the training facilities; location of training facilities; tenancy agreements for use of training facility.

(xii) Training aids: the UAS Organization should ensure that sufficient training aids are available. These training aids should be available at all training locations used by the UAV Organization.

(xiii) Feedback policy to monitor the quality of course content; course materials and assessments; course delivery; and the learning environment.

(xiv) Minimum list of items that should be included as appendices on each training course:

- Course Slides
- Tests and examinations
- Example of competency certificate(s)
- Example of instructor evaluation forms
- Example of Learner feedback form
- Example of training attendance register
- Training presentation slides
- Learner workbook
- Learner hand-out
- Instructor training guide.

(m) a 'Quality Assurance Manual' with contents including but not limited to the following –

- a) The organization's quality assurance policy.
- b) Allocation of responsibility for quality assurance.
- c) Resources, organizational and operational processes.
- d) Procedures to ensure conformity of training with the policy and the requirements of the Procedures Manual and UAS Regulations and Requirements.
- e) Procedures for identifying deviations from policy and standards and taking corrective action.
- f) The evaluation and analysis of experiences and trends concerning policy and training standards, to provide feedback into the system for the continual improvement of the quality of training.
- g) Appendices to include forms and checklists used.

(n) The name of the person appointed as the accountable person for ensuring compliance with the requirements; and

(o) Training profiles for UAS instructors.

27.2.1 Qualifications for UAS instructors

The following qualifications, knowledge and experience are required for a UAS Instructors:

- Holder of an academic degree or alternate qualifications in aviation safety.
- At least two (2) years' experience in UAS operations; or
- At least three (3) years' experience in any other aviation-related area such as airline or airport operations.
- Complete a course on Instructing Methodologies. If this is not satisfied, it must be completed within a timeframe determined by the GCAA.
- Experience in teaching/instructing will be an asset.
- Instructors should be exposed to formal initial and recurrent training on UAS operations conducted by a recognized institution such as ICAO, IATA, or SAA, so as to be efficient and effective in performing their duties.
- UAS instructors shall demonstrate skills capable to conduct UAS courses based on ICAO Standardized Training Packages (STP) - material based as well as instructor based.
- Training Instructor Certificate of Approval by other Civil Aviation Authorities (if any).
- At minimum, must possess knowledge of the following specific areas of UAS Operations which are proposed to be instructed and any other area which the GCAA specifies for the training course:
 - UAS General Knowledge
 - Rules of the Air
 - Aviation Safety
 - Human Factor/ Performance
 - Navigation
 - UAS Performance
 - Emergency Procedures
 - Privacy/security Considerations
 - Air Law/ Regulations
 - Airspace Classification
 - Meteorology
 - Communications

- Flight Planning
- Battery Management
- Risk Management
- Accident Reporting

27.2.2 Compliance:

All UAS training centers, schools and institutions are required to comply with the requirements of the UAS Regulations and Requirements. The Authority reserves the right to revoke any UAS Training Organisation's Approval for poor training standards or the breach of any requirements stated in their approval.

27.2.3 Training records

The UAS Training Organization shall maintain all training records with the appropriate dates for the duration of the applicant's training and for 10 years thereafter. The UAS Training Organization shall maintain records of training in respect of operatives, supervisors and participants as follows:

- a) Records of all training, including refresher training, must include:
- b) Individual's name and date they commenced training with the organization.
- c) Details of the training delivered, date of training and duration in hours.
- d) Name of trainer and signature of both trainer and trainee to confirm/acknowledge training.

The qualifications required for instructors and trainees should be recorded in the record-keeping system to ensure that those qualifications are monitored and current and available for inspection by the GCAA.

The record-keeping system should have the following characteristics:

- a) Completeness - The records kept by the training organization should be sufficient to provide documentary evidence of each training action and allow the reconstruction of the training history of each student or instructor in the organization.
- b) Integrity - It is important to maintain the integrity of records, ensuring that they are not removed or altered. A backup of the records is also necessary to ensure continuity in case of a major disaster.

27.3 Approved course standards

27.3.1 Basic Remote Pilot Competency training shall cover, at minimum: applicable UAS law; Open Category limitations; airspace/geographical restrictions; privacy/security; basic meteorology; human factors; manufacturer instructions; pre-flight inspection; battery/power safety; emergency action; and occurrence reporting.

27.3.2 Advanced Remote Pilot Competency training shall additionally cover: principles of flight; UAS flight performance; navigation; detailed meteorology; operational planning; ground/air risk; C2 and navigation systems; abnormal/emergency procedures; and practical flight exercises.

27.3.3 Remote Pilot Licence training shall additionally cover: aeronautical communications; controlled-airspace procedures; flight planning; operational risk assessment; automation management; C2 failure; navigation failure; contingency management; crew coordination/handover; decision-making; and the practical competencies applicable to the privileges sought.

27.3.4 BVLOS training shall include C2 coverage and redundancy, lost-link response, traffic-awareness/detect-and-avoid methods, operational-volume containment, contingency landing/recovery, flight termination and BVLOS scenario-based practical assessment.

27.3.5 Night-operation training shall include visual illusions, lighting requirements, orientation, obstacle identification, night meteorology and night emergency procedures.

27.4 Instructor standard

An instructor shall hold the competency certificate or Remote Pilot Licence applicable to the level taught. A practical-flight instructor shall have at least 100 hours of logged UA flight time, including at least 20 hours in the category/privilege being instructed.

27.5 Practical flight training shall not exceed one instructor supervising two trainees simultaneously operating UA, and each trainee shall remain under direct instructor supervision.

27.6 The pass mark for each theoretical knowledge examination shall be 70 per cent. A trainee who fails shall receive documented remedial instruction before re-examination.

27.7 A practical assessment shall be graded satisfactory/unsatisfactory against a written checklist covering pre-flight planning and inspection, normal manoeuvres, situational awareness, airspace compliance, abnormal/emergency response, landing/recovery and post-flight actions.

27.8 Training records shall identify trainee, course, dates/hours, subjects and practical exercises completed, instructor, examination/assessment scores, attempts and final outcome and shall be retained for at least ten years from the date of the last entry.

27.9 A training provider shall issue a course-completion record only where the trainee has completed all required theoretical instruction, practical training and assessments for that course.

28.0 Incident and accident reporting

28.1 The following occurrences are reportable:

- a) accident;
- b) serious incident;
- c) fatal or serious injury;
- d) collision or near collision;
- e) fly-away or loss of control;
- f) C2 loss causing a safety risk; unintended entry into prohibited/restricted/controlled airspace;
- g) dangerous-goods release;
- h) fire or battery thermal event affecting safety;
- i) significant property damage;
- j) and failure of a safety-critical system resulting in emergency landing or flight termination.

28.2 An accident involving fatal or serious injury, collision with a manned aircraft, fire, dangerous-goods release, or substantial property damage shall be notified to the Authority immediately by the fastest available means.

28.3 All other reportable occurrences shall be notified within 72 hours of the operator becoming aware of the occurrence.

28.4 The initial notification shall state, to the extent known: date/time, location/coordinates, owner/operator, remote pilot, UA registration number and serial number, type of operation, occurrence description, injuries/damage, other aircraft involved and immediate safety action.

28.5 A written occurrence report shall be submitted within seven calendar days and shall include the sequence of events, weather, flight/telemetry data available, C2/navigation

status, probable/contributing factors identified by the operator, corrective action and supporting photographs/documents.

28.6 The owner/operator shall preserve the UA, relevant components, flight logs, telemetry, controller logs, imagery and maintenance records until released by the Authority or investigating body, except where movement is necessary to protect life, property or the evidence itself.

29.0 Record retention

29.1 The following records shall be maintained—

- (a) owner/operator: registration certificates, authorisations, flight/operation logs, risk assessments, permissions/no-objections, maintenance/defect records and occurrence reports;
- (b) training provider: trainee, instructor, course, attendance, examination and practical-assessment records;
- (c) manufacturer/assembler/tester: production, assembly, modification, test and quality-control records; and
- (d) dealer: purchaser, UA identification, sale/transfer and weekly-report records.

29.2 Each record shall identify the relevant person/UA, activity, date and responsible person and shall be legible and retrievable for inspection.

29.3 Electronic records shall be backed up to a separate physical or cloud storage location at least once every seven days and immediately after any safety-critical maintenance, occurrence or registration/ownership change record is created.

29.4 Minimum retention periods shall be—

- (a) flight and crew records: 12 months after creation;
- (b) maintenance, modification and repair records: 24 months after creation or transfer with the UA to the new owner, whichever occurs first;
- (c) training and competency records: ten years after the last entry;

(d) dealer sale/transfer and weekly-report records: two years after the transaction; and

(e) registration and operational-authorisation records held by the owner/operator: for the period of validity and for 24 months after expiry, cancellation or transfer.

29.5 Records requested during an inspection or active operation shall be produced immediately where reasonably accessible; other records shall be produced within two working days of a written request.

30.0 Fraud and falsification

30.1 Every application, declaration, log, report and supporting document required under the Regulations shall be complete and accurate to the best of the signatory's knowledge at the time it is submitted or entered.

30.2 No person shall forge, alter, counterfeit, lend, transfer, reproduce for fraudulent use, or knowingly use an aviation document, registration number, record or approval so as to misrepresent its holder, UA, privileges, validity or conditions.

30.3 A person who discovers a material error in information previously submitted to the Authority shall immediately notify the Authority in writing, identifying the affected application/document/record, and provide the corrected information and reason for correction.

31.0 Insurance and liability

31.1 A person shall not conduct a commercial, aerial work, Specific Category or Certified Category UAS operation, or operate a Medium or Large UA, unless there is in force third-party liability insurance covering bodily injury, death and damage to third-party property arising from the operation.

31.2 For the purposes of these Requirements, the minimum third-party liability coverage shall be GYD 20,000,000 for any one occurrence.

31.3 The policy shall cover, at a minimum—

(a) bodily injury to or death of a third party;

(b) loss of or damage to third-party property;

(c) liability arising from collision or impact involving the UA; and

- (d) liability arising from the dropping, discharge or detachment of an authorised payload where that activity forms part of the insured operation.

31.4 The policy shall identify the insured owner or operator, the UA/UAS or class of UA/UAS covered, the permitted type of operation, the territorial scope of coverage, the period of insurance, the limit of liability per occurrence and any applicable aggregate limit.

31.5 An applicant for an operational authorisation or other aviation document for which insurance is mandatory shall submit a current certificate of insurance or other documentary evidence issued by the insurer confirming the coverage required under paragraphs 31.1 to 31.4.

31.6 Insurance shall remain valid throughout every operation for which it is required. The operator shall not conduct an operation after cancellation, expiry, suspension or material reduction of the required coverage.

31.7 A policy relied upon for compliance shall not contain an exclusion that has the effect of removing third-party liability coverage for the category or type of UAS operation specifically authorised by the Authority.

31.8 Private or recreational Open Category operations using a Micro or Very Small UA are not required by these Requirements to maintain third-party liability insurance, unless insurance is imposed as a condition of an operational authorisation or another applicable law. Such operators remain responsible for liability arising from their operations.

31.9 The minimum monetary coverage prescribed in paragraph 31.2 shall be subject to final policy determination following consultation with relevant insurers, operators, legal and financial stakeholders. Consideration shall be given to whether higher minimum limits should apply to Medium and Large UA, Certified Category operations, carriage of dangerous goods, operations over or near assemblies of persons, and other operations presenting increased third-party risk.

32.0 Directives

32.1 A mandatory directive issued under the Regulations shall state—

- (a) directive number and title;
- (b) legal authority;

- (c) persons, UA/UAS, operations or geographical area to which it applies;
- (d) mandatory action or restriction;
- (e) effective date/time;
- (f) expiry date/time or cancellation condition, where temporary; and
- (g) contact point for operational clarification.

32.2 Before flight, an operator shall check for current directives applicable to the UA, operation or location and incorporate every mandatory action or restriction into the flight plan/operating procedure.

32.3 Where a directive conflicts with an existing operational authorisation, the more restrictive requirement applies for the duration of the directive unless the directive expressly provides otherwise.

Made this day of April 2026.

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Director-General

For the Guyana Civil Aviation Authority