

REGULATIONS

Made Under

THE CIVIL AVIATION ACT

(Act No. 21 of 2018)

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

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PART I
PRELIMINARY

Citation. 1. These Regulations may be cited as the Civil Aviation (Unmanned Aerial Vehicles) Regulations 2022.

Interpretation. 2. In these Regulations—

Act No. 21 of
2018.

“Accident” means an event 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

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

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

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

- adversely affects the structural strength, performance or flight characteristics of the aircraft, and
- would normally require major repair or replacement of the affected

component, except for engine failure or damage, when the damage is limited to a single engine (including its cowlings or accessories), to propellers, wing tips, antennas, probes, vanes, tires, brakes, wheels, fairings, panels, landing gear doors, windscreens, the aircraft skin (such as small dents or puncture holes), or for minor damages to main rotor blades, tail rotor blades, landing gear, and those resulting from hail or bird strike (including holes in the radome); or

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

“Act” means the Civil Aviation Act 2018;

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

“Aerodrome” means a defined area on land or water (including any buildings, installations and equipment) intended to be used either wholly or in part for the arrival, departure and movement of aircraft.

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

“Authority” means the Guyana Civil Aviation Authority

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

“Commercial Operations” mean an operation where the UAV flight is being conducted for business purposes (mapping, security surveillance wildlife survey, aerial application, etc.) other than commercial air transport, in

return for specific remuneration or form of valuable consideration.

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

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

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

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

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

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

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

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

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

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

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

“Unmanned Aerial Vehicles Air Operator Certificate (UOC)” means the approval granted by the Authority to an operator allow it use UAVs for commercial operations.

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

“Visual Line-of-Sight Operations (VLOS)” means an operation in which the remote crew maintains direct visual contact with the aircraft to manage its flight and meet separation and collision avoidance responsibilities.

Applicability of these Regulations.

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

PART II

AUTHORIZATION TO IMPORT AND OPERATE AN UNMANNED AERIAL VEHICLE

4. APPLICATION REQUIREMENTS

- (1) No person or organization shall operate a UAV in Guyana’s airspace without having first received written permission from the Authority,

unless such an aircraft is operating in accordance with Part VI (Model Aircraft).

- (2) A person or organization that wishes to operate a UAV, other than in accordance with Part VI (Model Aircraft), shall apply to the Authority in writing for permission and the application shall be accompanied by an appropriate fee as is specified in the Second Schedule.
- (3) The application referenced in Sub Regulation (2) shall include the following information—
 - (i) the name and address of the applicant and the name of the organisation where applicable;
 - (ii) a drawing or map reference showing the geographical area over which that person intends to operate the UAV;
 - (iii) details of the UAV to be used, including the model, serial number and dimensions, as well as the type of power plant installed;
 - (iv) the date and time period during which the applicant wishes to operate the UAV;
 - (v) the purpose for which the UAV will be used and purpose for which the information collected by the UAV will be used;
 - (vi) proof that the owner has liability insurance, where required;
 - (vii) security clearance for the applicable operation; and
 - (viii) any other information requested by the Authority.
- (4) Nothing in these Regulations shall prevent the prosecution, conviction or punishment of any person or organization for the breach of any other Laws of Guyana.
- (5) Any person who contravenes this section shall be guilty of an offence and may be subject to either of the following:

- (a) seizure of the aircraft by the relevant authority for such time as deemed necessary.
- (b) liable upon summary conviction to the following fines:
 - (i) In the case of an individual, a fine of two hundred and fifty thousand Guyana dollars (GYD \$250,000); or
 - (ii) In the case of an organisation /company, a fine of five hundred thousand Guyana dollars (GYD \$500,000).
- (c) Imprisonment for a period not exceeding two (2) years or to both such fine and imprisonment.

5. EXPEDITED AUTHORISATION FOR UAV OPERATIONS

- (1) First responders or other organizations responding to natural disasters, or other urgent circumstances may apply to the GCAA in writing for an expedited authorization to conduct UAV flight operations, and the application shall be accompanied by an appropriate fee as is specified in the Second Schedule.
- (2) Emergency operations/circumstances referred to in Sub Regulation
 - (1) shall include, but not be limited to:
 - (i) Firefighting
 - (ii) Search & Rescue
 - (iii) Law Enforcement
 - (iv) Utility or other critical infrastructure Registration
 - (v) Humanitarian Aid Deliveries
 - (vi) Damage Assessments supporting Disaster Recovery
 - (vii) Media Coverage providing critical information to the public

(3) An application referred to Sub Regulation (1) may only be granted approval if the applicant for the said authorisation is either:

- (i) an existing UAV pilot with a valid permit/authorization;
- (ii) has been granted prior approval from the GCAA or;
- (iii) has demonstrated to the authority that they are competent to operate the UAV safely by carrying out such maneuvers while in control of the UAV as the Authority may require.

6. IMPORTATION OF UNMANNED AERIAL VEHICLE

(1) A person who wishes to import a **‘small’, ‘medium’ or ‘large’** UAV shall apply to the Authority in writing for a ‘Letter of No Objection to Import’, and the application shall be accompanied by the appropriate fee as is specified in the Second Schedule.

(2) An application referred to in Sub Regulation (1) shall be made at least thirty (30) working days prior to the proposed date of importation, and shall include the following information-

- (i) full name and address of the owner or operator of the UAV;
- (ii) model, serial number and manufacturer of UAV;
- (iii) gross weight of the UAV;
- (iv) purpose for importation;
- (v) period of operation (for foreign applicants); and
- (vi) details of the proposed areas of operations.

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

(4) Any person who contravenes this section shall be guilty of an offence and may be subject to either of the following-

- (a) seizure of the UAV by the Authority for such time as deemed necessary.
- (b) liable upon summary conviction to the following fines-

- (i) in the case of an individual, a fine not exceeding one hundred and fifty thousand Guyana dollars (GYD \$150,000); or
- (ii) in the case of an organisation/company, a fine not exceeding three hundred thousand Guyana dollars (GYD \$350,000).

(5) Imprisonment for a period not exceeding one (1) year or to both such fine and imprisonment.

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

- (1) No person or organization shall make or cause to be made-
 - (a) any fraudulent or intentionally false application, record or report that is required to be made, kept, or used to show compliance with any requirement by the Authority; or
 - (b) any reproduction or alteration, for fraudulent purpose, of any certificate, authorization, record, or report under this part.
- (2) The commission by any person or organisation of an act prohibited under Sub Regulation (1) is the basis for any of the following-
 - (a) denial of an application for any UAV/remote pilot certificate or authorization;
 - (b) suspension or revocation of any certificate or authorization issued by the Authority under this part and held by that person;
 - (c) liable on summary conviction to the following fines-
 - (i) in the case of an individual, a fine of two hundred and fifty thousand Guyana dollars (GYD \$250,000); or
 - (ii) in the case of an organisation/company, a fine of five hundred thousand Guyana dollars (GYD\$500,000).

- (d) Imprisonment for a period not exceeding six (6) years or to both fine and imprisonment.

PART III

TRAINING & CERTIFICATION

8. CERTIFICATES & TRAINING REQUIREMENTS FROM APPROVED PERSONS/ORGANISATIONS

General
applicability of
Part III

- (1) A person who wishes to operate a ‘**small**, ‘**medium**’ or ‘**large**’ UAV as Pilot-in-Command shall apply to the Authority for authorization to do so, and the Authority may grant such authorization after the person has submitted a certificate issued by a person or organization approved by the Authority, confirming that the said person has been trained, tested, and found to be competent to operate as the Pilot-in-Command of a UAV.
- (2) The Authority may accept a certificate of training from another ICAO member State that has an acceptable framework of Regulations governing UAV operations and the training of pilots.
- (3) Where it is not practicable for a person to obtain a certificate of training from a person or organization approved by the Authority or from another ICAO member State, the person shall be required to demonstrate to the Authority, or a person approved by the Authority, that they are competent to operate the UAV safely by carrying out such manoeuvres while in control of the UAV as the Authority may require.
- (4) Notwithstanding the above, a person may be eligible for authorisation if he or she submits certified logbook evidence acceptable to the authority that he or she has operated similar UAVs

as PIC in another state and has accumulated at least two hundred (200) hours of flight-time.

- (5) All applicants for authorisation must satisfy the Authority that they are knowledgeable of the applicable rules or regulations for operating UAVs in Guyana.

PART IV

INSURANCE REQUIREMENTS

9. APPLICABLE CATEGORIES FOR INSURANCE

- (1) No person shall operate a UAV within Guyana's airspace without proof of possession of the necessary Liability Insurance, unless the flight operation is conducted for recreational or private purposes and the maximum take-off mass of the UAV is confined to either of the following categories:

a) Micro

b) Very Small

- (2) No person shall operate a UAV for commercial operations unless the operator has presented to the Authority proof of possession of the necessary Liability Insurance.
- (3) An organization/company or person that fails to comply with any requirements in this section commits an offence and is liable upon summary conviction to the following fines-
 - (a) in the case of an individual, a fine of two hundred and fifty thousand Guyana dollars (GYD \$250,000); or
 - (b) in the case of an organization/company, a fine of five hundred thousand Guyana dollars (GYD \$500,000).

PART V

OPERATION OF UNMANNED AERIAL VEHICLES

10. GENERAL REQUIREMENTS FOR THE OPERATION OF UAVS

General applicability of Part V.

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

General requirements for the operation of unmanned aerial vehicles.

(2) No person shall drop, cause to be dropped, or permit another person to drop any article or animal, whether or not attached to a parachute, from a UAV which may endanger any person or property.

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

(4) The Pilot-in-Command of a UAV shall maintain direct, unaided visual contact with the UAV, while it is in flight, sufficient to monitor its flight path in relation to other aircraft, persons, vehicles, vessels, and structures for the purpose of avoiding collisions, unless specific authorization to the contrary has been granted in writing by the Authority (**Visual Line-of-Sight**).

(5) The Pilot-in-Command of a UAV shall not operate the UAV-

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

(b) at a height of more than 150 metres above the terrain;

(c) at a distance greater than 500 metres from the point at which he is positioned;

(d) at night or in low visibility conditions;

- (e) over or near to private or public property, unless written permission is sought and obtained from the relevant owner/stakeholders with responsibility for the area, prior to the commencement of the UAV operations.
 - (f) in a reckless or unsafe manner;
 - (g) within 2000 meters of a helipad; or
 - (h) under BVLOS conditions, unless approved by the Authority.
- (6) The Pilot-in-Command of a UAV shall not fly the UAV for the purposes of aerial work except in accordance with the Authorization granted by the Authority.
- (7) A Pilot-in-Command of a UAV shall not operate the UAV in any of the circumstances below without obtaining approval from the Authority-
- (a) over or within 150 metres of any congested area, or organised open air assembly;
 - (b) within 100 metres of any vessel, vehicle, or structure, which is not under the control of the person who received approval from the Authority to operate the UAV, or a person who contracted the services of the UAV operator; or
 - (c) subject to Regulation (12), within 50 metres of any person, either vertically or horizontally.
- (8) No person shall operate a UAV as the Pilot-in-Command of that UAV, unless that person has in his possession the necessary UAV Permit/Flight Authorization issued by the Authority.
- (9) No person shall, during take-off or landing, operate a UAV within 30 meters of any person, other than the Pilot or another person assisting in the operation and under the supervision of the Pilot.
- (10) Non-conformity with the conditions of a Permit or UAV Flight Authorization, operations outside of the limitations specified in these Regulations, or failure to comply with the conditions in an approved

UAV Operations Manual, shall lead to the suspension or revocation of the Permit or Flight Authorization and shall be considered a breach of these Regulations.

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

PART VI

MODEL AIRCRAFT

11. OPERATION OF MODEL AIRCRAFT

(1) A person operating a UAV, weighing seven (7) kg or less, which is considered to be a model aircraft, and which is not being used for aerial work or any other commercial activity, and is not carrying any equipment capable of transmitting or receiving any information other than that required to control the vehicle in flight:

- (a) shall not be required to obtain a permit to operate the vehicle, but shall comply with all other restrictions and limitations of these Regulations; and
- (b) shall not operate the UAV BVLOS of the operator.

PART VII AERIAL WORK

12. REQUIREMENTS FOR UAVs CONDUCTING AERIAL WORK OPERATIONS

- (1) A person or organization intending to operate a UAV with a maximum take-off mass of 10kg or greater for aerial works, shall apply to the Authority for a UAV Operator Certificate (UOC) and shall be required to present for approval, an Operations Manual, prior to commencing operations.
- (2) An application for the issuing of UOC as referred to in Sub Regulation (1) shall be accompanied by an appropriate fee specified in the Second Schedule.
- (3) The Operations Manual referred to in Sub Regulation (1) shall contain policies and procedures for which the organization intends to use the UAV and shall be developed in accordance with the requirements outlined in Third Schedule.
- (4) Any person who contravenes any requirements in this section shall be guilty of an offence and liable to a fine not exceeding five hundred

thousand Guyana dollars (GYD \$500,000) or to imprisonment for a period not exceeding two (2) years or to both such fine and such imprisonment.

PART VIII
PROHIBITED/RESTRICTED AIRSPACES

13. NO-FLY AREAS

- (1) The operator of a UAV shall not fly the aircraft over any establishment or area designated in a Government Notice or Aeronautical Information Publication as a prohibited area or within 1000 meters of any restricted area, Official residences (President, Prime Minister, Vice President, etc), Office of President, Office of the Prime Minister, Parliament Building, Embassies, Army Camps, Army Bases, Police Headquarter buildings & Divisional Command Center buildings, Prisons, Guyana Fire Service Headquarters and the Guyana Elections Commission buildings.
- (2) Any person who contravenes any requirements in this section shall be guilty of an offence and liable to a fine not exceeding one million Guyana dollars (GYD \$1,000,000) or to imprisonment for a period not exceeding two (2) years or to both such fine and such imprisonment.

PART IX
OPERATIONS AROUND AERODROMES

**14. OPERATIONS OF UAVS WITHIN THE VICINITY OF
AERODROMES/AIRSTRIPS**

- (1) The operator of a UAV shall not fly the aircraft within 5km of the Eugene F. Correia International Airport (EFCIA) or Cheddi Jagan

International Airport (CJIA) unless special written permission is obtained from the Authority.

- (2) The pilot or operator of a UAV shall apply to the Authority, if the need to conduct UAV flights within the vicinity of any uncontrolled or hinterland aerodrome/airstrip arises and the application shall be accompanied by an appropriate fee as specified in the Second Schedule.
- (3) The application referred to in Sub Regulation (2) shall be made to the Authority at least three (3) working days prior to the proposed date of operation.
- (4) The applicable Air Traffic Control Unit shall be informed at least two (2) hours prior to the commencement of any flight operation referred to in Sub Regulation (2), and immediately after the cessation/completion of same.
- (5) The applicable Air Traffic Control unit shall be informed prior to each planned flight and as soon as possible after its completion.
- (6) Permission shall also be required from the Authority prior to operations within the vicinity of any of the domestic aerodromes/airstrips.
- (7) Any person who contravenes any requirements in this section shall be guilty of an offence and liable to a fine not exceeding one million Guyana dollars (GYD \$1,000,000) or to an imprisonment for a period not exceeding two (2) years or to both such fine and such imprisonment.

PART X

ACCIDENT & INCIDENT REPORTING

15. CONDITIONS FOR REPORTING ACCIDENTS & INCIDENTS

- (1) A UAV pilot or operator shall immediately report to the Authority, in a manner deemed acceptable, any UAV accident involving any of the following:
 - (a) serious injury or death to a person;
 - (b) damage to any property other than the UAV;
 - (c) airspace incursion; or
 - (d) destruction of the UAV beyond economical repair.
- (2) Any person who contravenes any requirements under Sub Regulation (1) shall be guilty of an offence and liable to a fine not exceeding five hundred thousand Guyana dollars (GYD \$500,000) or to an imprisonment for a period not exceeding one (1) year or to both such fine and such imprisonment.
- (3) Any serious incident involving a UAV, including but not limited to Loss of Control Datalink, fly away UAV; UAV fire, pilot incapacitation, or loss of power, shall be reported to the Authority and applicable Air Traffic Control Unit without delay.
- (4) Any person who contravenes any requirements in Sub Regulation (3) shall be guilty of an offence and liable to a fine not exceeding fifty thousand Guyana dollars (GYD \$50,000.00) or to an imprisonment for a period not exceeding three (3) months or to both such fine and such imprisonment.

PART XI

EMERGENCY PROCEDURES

16. ESTABLISHMENT OF EMERGENCY PROCEDURES & CONTINGENCY PLAN BY THE UAV OPERATOR

- (1) The operator of a **small, medium or large** UAV seeking approval to conduct flight operations shall:
 - (a) establish and adhere to procedures to be followed in the event that control of the UAV can no longer be maintained.
 - (b) establish and adhere to an emergency contingency plan, normal, lost link and emergency procedures, including those established by the manufacturer of the UAV.
- (2) Any person who contravenes any requirement in this section shall be guilty of an offence and liable to a fine not exceeding three hundred and fifty thousand Guyana dollars (GYD \$350,000) or to an imprisonment for a period not exceeding two (2) years or to both such fine and such imprisonment.

PART XII

GENERAL

17. GROUPING & CLASSIFICATION

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

18. AUTHORITY MAY GIVE DIRECTIVES

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

FIRST SCHEDULE (SPECIFICATIONS)

[REGULATION 17]

UNMANNED AERIAL VEHICLE CLASSIFICATION TABLE

INTRODUCTION

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

CLASSES	MAXIMUM TAKE-OFF MASS	DOCUMENTS TO BE ISSUED BY THE AUTHORITY
<i>Class 1 (Micro)</i>	<i>UAV \leq 100g- without a camera</i>	<i>1. No Objections Letter to import (if required)</i>
	<i>UAV \leq 100g- with a camera</i>	<i>1. No Objections Letter to import (if required) 2. UAV Permit/Flight Authorisation</i>
<i>Class 2 (Very Small)</i>	<i>100g < UAV \leq 2kg</i>	<i>1. No Objections Letter to import (if required) 2. UAV Permit/Flight Authorisation</i>
<i>Class 3 (Small)</i>	<i>2kg < UAV \leq 25kg</i>	<i>1. No Objections Letter to import 2. UAV Permit/Flight Authorisation</i>
<i>Class 4 (Medium)</i>	<i>25kg < UAV \leq 150kg</i>	<i>1. No Objections Letter to import 2. UAV Permit/Flight Authorisation</i>
<i>Class 5 (Large)</i>	<i>UAV > 150kg</i>	<i>1. No Objections Letter to import 2. UAV Permit/Flight Authorisation</i>

SECOND SCHEDULE
[REGULATIONS 4(2); 5(1); 6 (1); 12(2); 14(2)]
FEES & CHARGES

INTRODUCTION

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

	FLIGHT AUTHORIZATIONS/UOC/FLIGHT RATINGS/APPROVALS TO IMPORT	CURRENCY (GYD)
1.	ISSUE/RENEWAL OF LETTER OF IMPORTATION	
	<i>The following fees shall be payable upon application</i>	
	a. Micro & Very Small	\$4,000.00
	b. Small	\$6,000.00
	c. Medium & Large	\$10,000.00
2.	UAV PERMIT/FLIGHT AUTHORIZATION	
	<i>The following fees shall be payable upon application for issue and reissuance</i>	
	a) Micro & Very Small	\$4,000.00
	b) Small	\$8,000.00
	c) Medium	\$10,000.00
	d) Large	\$15,000.00
3.	UAV OPERATOR'S CERTIFICATE	
	<u>NB:</u> Upon making application for the issue or renewal of a UAV Operator's Certificate (UOC), the applicant shall pay a non-refundable deposit equal in value to fifty percent (50%) of the basic fee	
	<i>The basic fee of a UOC</i>	
	a) Issue	\$200,000.00
	b) Renewal	\$100,000.00

	<i>Initial issue or renewal (in addition to the basic fee) per aircraft</i>	
	c) Small (from 10kg - 25kg)	\$15,000.00
	d) Medium	\$20,000.00
	e) Large	\$30,000.00
	<i>Operations Manual Amendment</i>	\$20,000.00
	a) Major Amendment	\$10,000.00
	b) Minor Amendment	\$5,000.00
	<i>Provisional Approval</i>	\$20,000.00
	<i>Amendment of UAV Permit/Flight Authorization</i>	\$4,000.00
	<i>Replacement/Reissuance of UAV Permit/ Flight Authorization</i>	\$4,000.00
	<i>Replacement of UAV Permit/Flight Authorization</i>	\$6,000.00
4.	TRANSPORTATION OF DANGEROUS GOODS BY AIR	
	<i>The following fees shall be payable upon application</i>	
	a) Micro, Very Small, Small	\$10,000.00
	b) Medium & Large	\$20,000.00
	<i>Approval for Airspace Authorization (Around an aerodrome and Prohibited areas)</i>	\$10,000.00
	<i>Any other approval, authorization or service provided by the Authority</i>	\$8,000.00
	<i>For all assessments/inspections outside Georgetown, the Organization must cover all costs: Airfares, meals and accommodation at the current rate</i>	

THIRD SCHEDULE
REGULATION [12(3)]
CONTENTS OF AN OPERATIONS MANUAL

INTRODUCTION

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

	CONTENTS OF A UAV OPERATIONS MANUAL
<p>General requirements for the contents of a UAV Operations Manual.</p>	<p>19. <u>PRELIMINARY SECTION</u></p> <p>List of Effective Pages</p> <p>Amendment Record</p> <p>Commitment of Accountable Manager</p> <p>Contents</p> <ul style="list-style-type: none"> • Purpose • Scope • Definitions and Abbreviations • Document Control and Amendment Process • Referenced Documents • Organization <p>PART A – SAFETY AND ORGANISATIONAL LAYOUT</p> <ul style="list-style-type: none"> • Safety Policy and National Perspective • Safety Goals • Safety Assurance • Organisational and Safety Training • Nominated Personnel • Responsibilities <p>PART B – AIRCRAFT AND OPERATIONAL CONTROL</p> <ul style="list-style-type: none"> • Aircraft Technical Specifications • Operating Limitations and Conditions • Types of Operation • Maintenance Principles and Regime

- Software and Firmware Update Policy
- Supervision of Remotely Piloted Aircraft System (RPAS)
- Incident Investigation and Mandatory Occurrence Reporting
- Incident Logging
- Investigation Procedure
- Mandatory Occurrence Reporting
- Flight Team Composition
- Flying In Low Light
- Qualification Requirements and Currency
- Crew Health
- Logs and Records

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

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

PART D – OPERATING PROCEDURES (ON-SITE)

- On-Site Assessment Survey
- Selection of Operating Areas and Alternative
- Weather Checks
- Crew Briefing
- Crew Clothing
- Cordon Procedure
- Aircraft Communications
- Charging and Fitting of Batteries
- Loading of Equipment
- Pre-Flight and Post-Flight Checks
- Flight Procedures
- Emergency Procedures
- Appendices
- Appendix A Permission / Exemption for Aerial Work
- Appendix B Insurance Document
- Appendix C Operational Forms

	<ul style="list-style-type: none">• Appendix D Checklists
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Hon. Juan Anthony Edghill, M.P.

Minister of Public Works