



SUBJECT:

**ISSUING OF PERMITS TO
DOMESTIC AERODROMES**

**INITIATED
BY:**

**DIRECTOR
AVIATION
SAFETY
REGULATION**

DIRECTIVE
**ISSUING OF PERMITS TO DOMESTIC
AERODROMES**

AUTHORITY:

THIS DIRECTIVE IS ISSUED PURSUANT TO:

1. Section 15 (4) of the Civil Aviation Act; and
2. Requirements for Licensing Cat. B & C Aerodromes (Domestic) 2026
3. Regulations 13 of the Civil Aviation (Aerodrome and Ground Aids) Regulations 2024.

PURPOSE:

The Purpose of this Directive is to:

1. Establish a consistent framework for assessing applications for Aerodrome Permits;
2. Ensure that aerodromes not meeting licensing requirements may operate safely under controlled conditions; and
3. Support safe continuation of domestic aviation operations, particularly in remote and hinterland locations.

APPLICABILITY:

This **DIRECTIVE** is applicable to all EXISTING Category B and Category C Aerodromes which do not meet the requirements for the issuance of an Aerodrome License but may be considered for the issuance of an Aerodrome Permit.

VALIDITY:

This **DIRECTIVE** is effective from May 11, 2026, and remains effective until cancellation or revocation by the Director General Guyana Civil Aviation Authority.

DIRECTIVE:

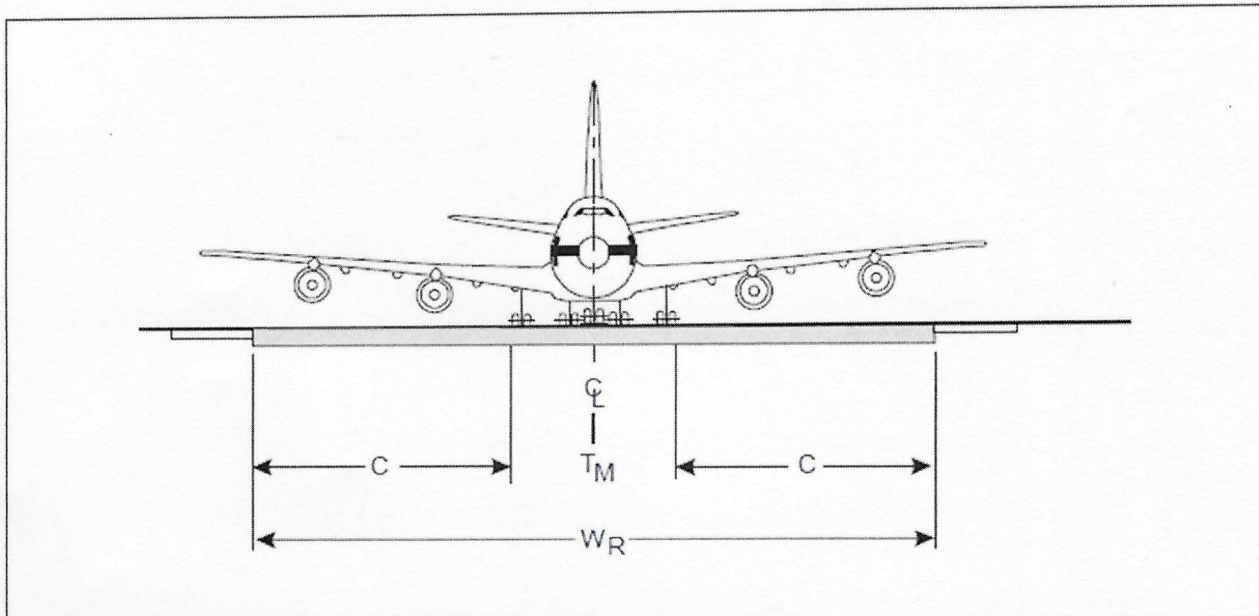
The following Directive is here issued:

1. All operators of Category B aerodromes i.e. aerodromes available for use by domestic air traffic and Category C aerodromes i.e. aerodromes available for use by domestic air traffic consisting of aircraft of maximum certificated take-off mass not exceeding five thousand seven hundred kilograms, are required to have an Aerodrome License or Aerodrome Permit, issued by the Authority, in order to operate said aerodrome.
2. For Aerodromes where the width and/or length of the runway do not comply with the Requirements for Licensing Cat. B & C Aerodromes (Domestic) 2026, the Authority may grant a Permit to the owner/operator.
3. In order to be granted a Permit, the below must be met by the aerodrome, its facilities and the owner/operator:
 - I. The length of the runway shall be at least the field length, corrected for temperature, slope, pressure, for the respective aircraft desirous of using the aerodrome.
 - II. The width of the runway must comply with the below.
$$W_R = T_M + 2C$$

Where:

 - W_R - is the width of the runway
 - T_M - is the outer main gear wheel span (OMGWS), and
 - C - is the clearance between the outer main gear wheel and the runway edge.

NB. The value of C in the equation above can be no lower than the OMGWS of the aircraft which the runway is intended to serve and can be increased depending on the other physical conditions of the aerodrome and meteorological conditions.



Runway Width Geometry

- III. The aerodrome and all other facilities must comply with all other standards - Requirements for Licensing Cat. B & C Aerodromes (Domestic) 2026.
4. The owner/operator of the aerodrome shall submit an application for the Aerodrome Permit to the Authority using the prescribed form and pay any applicable fees.
5. The application shall be accompanied by an aeronautical assessment outlining all risks and appropriate mitigation measures for risks identified.
4. Once the aeronautical study is acceptable to the Authority, an inspection of the Aerodrome and its facilities shall be carried out by the Authority to ensure they comply with the other requirements of item 3 above and the Requirements for Licensing Cat. B & C Aerodromes (Domestic) 2026.
6. All costs for the inspections including travelling and any other contingency expenses incurred by the Inspectors of the Authority shall be borne by the owner/operator of the aerodrome.
7. The Authority will issue an Aerodrome Permit once it is satisfied that the proposed mitigation measures will ensure that safety is maintained on the aerodrome and the other requirements of the Requirements for Licensing Cat. B & C Aerodromes (Domestic) 2026 are met by the operator.
8. The Director General may refuse to grant an aerodrome permit where:
 - In the case of a Category B & C aerodrome intended for commercial use, if it does not have operations in support of commercial activities;

- The aerodrome is located in a remote area and is deemed by the Director General or his representative not in the interest of public safety; or
 - The operator of the aerodrome does not meet the requirements of Chapters (2) to (5) of the Requirements for Licensing Cat. B & C Aerodromes (Domestic) 2026; or provide alternatives acceptable to the Authority; and
 - Using the aerodrome is likely to be hazardous to safety.
9. The Aerodrome Permit shall have a cost of twenty thousand Guyana dollars (GYD\$ 20,000) and be valid for a period of one year.
10. The Authority may cancel or deny the renewal of the Aerodrome Permit if it is found that the mitigation measures are not being implemented by the aerodrome owner/operator.
11. This application for the renewal of the Aerodrome Permit shall be submitted to the Authority at least 60 days prior to the expiration of the Permit.
12. A permit granted by the GCAA is not transferable. If the aerodrome comes under new management, the new owner/operator shall be required to apply for a new Aerodrome Permit.
13. Failure to comply with this Directive, or any condition imposed pursuant to it, may result in enforcement action being taken by the Authority in accordance with the Civil Aviation Act and applicable Regulations, including the suspension, revocation, or imposition of conditions on an aviation document, or such other measures as may be necessary in the interest of aviation safety.


Lt. Col. (Ret'd) Egbert Field, A.A.
Director General
Guyana Civil Aviation Authority

ATTACHMENT - CALCULATION OF MINIMUM RUNWAY DIMENSIONS REQUIREMENTS

A. Runway length corrections for elevation, temperature and slope.

When the appropriate flight manual is not available, the runway length must be determined by applying general correction factors. As a first step, a basic length should be selected for the runway and must be adequate to meet the operational requirements of the aircraft for which the runway is intended. This basic length (reference field length) is a runway length selected for aerodrome planning purposes which is required for take-off or landing under standard atmospheric conditions for zero elevation, zero wind and zero runway slope.

The corrections are then applied as follows:

- 1) Length corrected for elevation: The basic length selected for the runway should be increased at the rate of 7 percent per 300 m elevation of the runway.
- 2) Length corrected for elevation and temperature: The length of runway, corrected for elevation, should be further increased at the rate of 1 percent for every 1°C by which the aerodrome reference temperature exceeds the temperature in the standard atmosphere for the aerodrome elevation (see Table below).

Note: If the total correction for elevation and temperature exceeds 35 percent, the required corrections should be obtained by means of a specific study.

- 3) Length corrected for elevation, temperature, and slope: The length calculated in 2 above should further increased at the rate of 10 percent for each 1 percent of the runway slope defined.

A. Examples of the application of runway length corrections

The following examples illustrate the application of the runway length corrections.

Data for aerodrome and aircraft:

Length of runway	445 m
Width of runway	13 m
Aircraft model	BN2A
Outer main Gear wheel span	4.0 m
Runway length required for take-off at a level site at sea level in standard atmospheric conditions	353 m
Aerodrome elevation	100 m
Aerodrome reference temperature	29 °C
Temperature in the standard atmosphere for 100 m	14.35 °C
Runway slope	0.25 %

B. Applying corrections to runway take-off length

Runway take-off length corrected for elevation= $\left[353 \times 0.07 \times \frac{100}{300} \right] + 353 =$	361.23 m
Runway take-off length corrected for elevation and temperature = $[361.23 \times (29 - 14.35) \times 0.01] + 361.23 =$	414.15
runway take-off length corrected for elevation, temperature and slope = $[414.15 \times 0.25 \times 0.10] + 414.15 =$	424.50 m

Minimum length of runway needed, at this aerodrome, for take-off of the BN2A is 425 m.

Calculation of minimum width of runway needed for the BN2A.

$$W_R = T_M + 2C$$

$$T_M = 4.0 \text{ m}$$

$$C^* = 4 \text{ m}$$

$$W_R = 4 \text{ m} + 2 \times 4 \text{ m}$$

$$W_R = 12 \text{ m}$$

*Consider that the runway has the required strip and the cross-wind component at the aerodrome is less than 5 m/s.

In this example the runway dimensions (440 m X 13 m) are less than the required under sections 5.1 and 5.2 of TP 09.

This aerodrome will not qualify for an Aerodrome License under TP 09. However, an Aerodrome Permit can be granted to the Aerodrome Operator so that the BN2A, which would require a runway with dimensions of at least 425 m X 12 m, to operate safely.