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FIRST SUPPLEMENT

LEGAL SUPPLEMENT

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THURSDAY 28TH NOVEMBER, 2024

GUYANA

REQUIREMENTS

Made Under

THE CIVIAL AVIATION ACT 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:

Citation.

1. These Requirements, which amend –

(a) the Civil Aviation Requirements for Meteorological Services for Air Navigation 2024;
(b) the Civil Aviation Requirements for Aeronautical Charts 2024;
(c) the Civil Aviation Requirements for Air Traffic Services 2024;
(d) the Civil Aviation Requirements for Search and Rescue 2024; and
(e) the Civil Aviation Requirements for Aeronautical Information Services 2024,

may be cited as the Civil Aviation (Amendment) Requirements 2024.

Amendment of Requirements.

2. The provisions of the Requirements listed in the first and second columns of the table in the Schedule are amended in the manner as specified in the corresponding entry in the third column of the table.

SCHEDULE **Reg 2**

REQUIREMENTS	PROVISIONS	HOW AMENDED
Civil Aviation Requirements for Meteorological Services for Air Navigation 2024	New paragraph 1.2.9 and notes	Insert immediately after paragraph 1.2.9 the following paragraph and notes: "1.2.10 The MET Provider shall ensure that the meteorological information supplied to the users listed in 1.1.2 is provided through information services. *Note 1.— In the context of system-wide information management (SWIM), the notion of information service addresses machine-to-machine interaction in a service-oriented architecture.* *Note 2.— Procedures on information services are contained in the Procedures for Air Navigation Services Information Management (PANS-IM, Doc 10199).* *Note 3.— Guidance material on information services can be found in the Manual on System-wide Information Management Implementation (Doc 10203)."*
Civil Aviation Requirements for Aeronautical Charts 2024	Paragraph 8.9.4.1.1	Substitute for paragraph 8.9.4.1.1 h) the following: "for PBN procedures, a PBN requirements box; *Note.— Refer to the ICAO Procedures for Air Navigation Services — Aircraft Operations (PANS-OPS, Doc 8168), Volume II, Part III, Section 5 for information on a PBN requirements box."*
	Paragraph 9.9.4.1.1	Substitute for paragraph 9.9.4.1.1 g) the following: "for PBN procedures, a PBN requirements box; *Note.— Refer to the ICAO Procedures for Air Navigation Services — Aircraft Operations (PANS-OPS, Doc 8168), Volume II, Part III, Section 5 for information on a PBN requirements box."*
	New paragraph 10.10.8.10	Insert immediately after paragraph 10.10.8.9 the following paragraph and note:

		"10.10.8.10 For approach procedures having PBN segments, a PBN requirements box shall be included. *Note.— Refer to the ICAO Procedures for Air Navigation Services — Aircraft Operations (PANS-OPS, Doc 8168), Volume II, Part III, Section 5 for information on a PBN requirements box.*"
	Paragraph 12.6.2	Substitute for 12.6.2 the following: "For aerodromes accommodating aeroplanes with folding wing tips, the areas where it is safe for aeroplanes with folding wing tips to operate with wing tips extended, shall be shown on the chart."
	Paragraph 13.6.2	Substitute for 13.6.2 the following: "For aerodromes accommodating aeroplanes with folding wing tips, the areas where it is safe for aeroplanes with folding wing tips to operate with wing tips extended, shall be shown on the chart."
Civil Aviation Requirements for Air Traffic Services 2024	New definitions	Insert the following definitions, along with their accompanying notes, in the relevant alphabetical order: (a) "**Current flight plan (CPL).** The flight plan that reflects changes to the filed flight plan, if any, by subsequent ATC clearances." (b) "**Filed flight plan (FPL or eFPL).** The latest flight plan as submitted by the pilot, an operator or a designated representative, for use by ATS units. *Note.— The FPL denotes a filed flight plan exchanged using aeronautical fixed service while eFPL denotes a filed flight plan exchanged using FF-ICE services. The eFPL allows for the exchange of additional information not contained within the FPL."* (c) "**FPL**. The symbol used to designate a filed flight plan exchanged via aeronautical fixed service (AFS)." (d) "Preliminary flight plan (PFP). The information related to a flight submitted by

		an operator or a designated representative to conduct collaborative planning of a flight, prior to filing a flight plan."
	Paragraph 2.6.1	Substitute for the heading at paragraph 2.6.1 the following heading: "General"
	Paragraph 2.6.2.1.2	Substitute for paragraph 2.6.2.1.2 the following: "The ATS Provider shall ensure that a flight plan submitted prior to departure is submitted to the ATS reporting office at the departure aerodrome or, when applicable, to any other unit(s) serving the departure aerodrome as prescribed by the ATS Provider."
	Paragraph 5.8.3.1	Substitute for paragraph 5.8.3.1 a) the following: "*advise* the aircraft to depart at the time specified and to cruise at the levels indicated in the filed flight plan if it does not foresee any conflict with other known traffic;"
	New paragraphs 6.1.4 - 6.1.4.1	Insert immediately after paragraph 6.1.3.1: "6.1.4 In the event of a state of emergency arising to an aircraft while it is under the control of an aerodrome control tower or approach control unit, such unit shall notify immediately the flight information centre or area control centre responsible which shall in turn notify the rescue coordination centre, except that notification of the area control centre, flight information centre, or rescue coordination centre shall not be required when the nature of the emergency is such that the notification would be superfluous. 6.1.4.1 Nevertheless, whenever the urgency of the situation so requires, the aerodrome control tower or approach control unit responsible shall first alert and take other necessary steps to set in motion all appropriate local rescue and emergency organizations which can give the immediate assistance required."
	6.3.4	Substitute for paragraph 6.3.4 the following:

		"In obtaining the necessary information as required under 6.4.2.1 and 6.4.3, attention shall particularly be given to informing the relevant rescue coordination centre of the distress frequencies available to survivors, as listed in the corresponding item of the flight plan, such as Item 19 of the FPL but not normally transmitted."
	Paragraph 6.4.1	1. Substitute for the opening part of paragraph 6.4.1 the following: "Without prejudice to any other circumstances that may render such notification advisable, air traffic services units shall, except as prescribed in 6.7.1, notify rescue coordination centres immediately an aircraft is considered to be in a state of emergency in accordance with the following: 2. Substitute for sub-paragraph b) 3) of paragraph 6.4.1 the following: "3) information has been received which indicates that the operating efficiency of the aircraft has been impaired, but not to the extent that a forced landing is likely or where the likelihood of a forced landing has not been determined,"
	Paragraph 6.4.2.1	Substitute for paragraph 6.4.2.1 the following paragraph and note: "6.4.2.1 Such part of the information specified in 6.4.2, which is not available at the time notification is made to a rescue coordination centre, shall be sought by an ATS unit prior to the declaration of a distress phase, if there is reasonable certainty that this phase will eventuate. *Note.— Information on the position of an aircraft in a distress condition may be accessible from the Location of an Aircraft in Distress Repository (LADR). Guidance on use of LADR is contained in the Manual on Global Aeronautical Distress and Safety System (GADSS) (Doc 10165).* "

Civil Aviation Requirements for Search and Rescue 2024	New paragraph 1.3.5	Insert immediately after paragraph 1.3.4 the following paragraph and note: "1.3.5 Each rescue coordination centre and, as appropriate, rescue subcentre shall maintain up-to-date contact details in the OPS Control Directory. 1.3.6 Each rescue coordination centre and, as appropriate, rescue subcentre shall subscribe and maintain access to the location of an aircraft in distress repository (LADR). *Note.— Guidance on the use of the OPS Control Directory and the LADR is contained in the ICAO Manual on Global Aeronautical Distress and Safety System (GADSS) (Doc 10165).*"
	Paragraph 1.6.5	Substitute for the note to paragraph 1.6.5 the following notes: "*Note 1.— Until 25 November 2026, many vessels can communicate with aircraft on 2182 kHz, 4125 kHz and 121.5 MHz. However, these frequencies, and in particular 121.5 MHz, may not be routinely monitored by vessels.* *Note 2.— As of 26 November 2026, many vessels can communicate with aircraft on 2182 kHz, 4125 kHz, 121.5 MHz and 123.1 MHz. However, these frequencies, and in particular 121.5 MHz and 123.1 MHz, may not be routinely monitored by vessels. Rather, vessels monitor Channel 16 (156.8 MHz), the international maritime distress, safety and calling frequency.*"
	New paragraph 1.6.9	Insert immediately after paragraph 1.6.8 the following paragraph: "1.6.9 As of 26 November 2026, each search and rescue aircraft, when used for search and rescue over maritime areas, shall carry a droppable device for measuring actual surface drift."
	Paragraph 2.1.8	Substitute for paragraph 2.1.8 the following: "2.1.8 Until 25 November 2026, the SAR Provider shall make arrangements for joint training exercises involving their search and rescue units, those of other States and operators, in order to promote search and rescue efficiency.

		2.1.8.1 As of 26 November 2026, the SAR Provider shall make arrangements for joint training exercises involving their RCCs, RSCs and search and rescue units, those of other States and operators, in order to promote search and rescue efficiency."
	Paragraph 2.2.5	Substitute for paragraph 2.2.5 the following: "2.2.5 Until 25 November 2026, the SAR Provider shall designate a search and rescue point of contact for the receipt of Cospas-Sarsat distress data. 2.2.6 As of 26 November 2026, the SAR Provider shall designate a 24-hour search and rescue point of contact available for the receipt and acknowledgement of Cospas-Sarsat distress alert data that ensures timely notification to the responsible RCC for the initiation of appropriate search and rescue response action."
	Paragraph 3.1.2	Substitute for paragraph 3.1.2 the following: "3.1.2 Each rescue coordination centre shall have readily available all other information of interest to search and rescue, including information regarding: a) the locations, call signs, hours of watch, and frequencies of all radio stations likely to be employed in support of search and rescue operations; b) the locations and hours of watch of services keeping radio watch, and the frequencies guarded; c) locations where supplies of droppable emergency and survival equipment are stored; d) objects which it is known might be mistaken for unlocated or unreported wreckage, particularly if viewed from the air; e) as of 26 November 2026, the position, course and speed of aircraft that may be able to provide assistance to aircraft in distress; and f) as of 26 November 2026, where the search and rescue region includes maritime areas, the position, course and speed of ships that may be able to provide assistance to aircraft in distress."
	Paragraph 3.1.3	Substitute for paragraph 3.1.3 the following:

		"3.1.3 Until 25 November 2026, each rescue coordination centre whose search and rescue region includes maritime areas shall have ready access to information regarding the position, course and speed of ships within such areas that may be able to provide assistance to aircraft in distress and information on how to contact them. *Note.— This information may either be kept in the rescue coordination centres or be readily accessible.*"
	Paragraph 3.2.4	Substitute for paragraph 3.2.4 i) the following: "as of 26 November 2026, the methods for obtaining approval to allow search and rescue units from an assisting State to enter into the territory of the State of the RCC;"
	Paragraph 3.4	Substitute for the text immediately after heading 3.4 the following paragraphs and note: "3.4.1 Until 25 November 2026, to achieve and maintain maximum efficiency in search and rescue, the SAR Provider shall provide for regular training of their search and rescue personnel and arrange appropriate search and rescue exercises. 3.4.2 As of 26 November 2026, to achieve and maintain maximum efficiency in search and rescue, the SAR Provider shall provide for regular training and exercises for their search and rescue personnel, which include both land and maritime environments as appropriate, containing both search and rescue elements, remote from an aerodrome. *Note.— The need for regular training and exercises may be moderated commensurate with the frequency of real search and rescue responses which demonstrate satisfactory and effective search and rescue performance.*"
	Paragraph 3.5	Substitute for heading 3.5 and the text immediately after heading 3.5 the following: "3.5 Accident sites and wreckage 3.5.1 The SAR Provider shall arrange with the applicable authorities for wreckage resulting from

		aircraft accidents within the Guyana Search and Rescue Region to be removed, obliterated or charted following completion of the accident investigation, if presence of the wreckage might constitute a hazard or confuse subsequent search and rescue operations. 3.5.2 As of 26 November 2026, the SAR Provider shall ensure that search and rescue personnel that may be required to respond to an aircraft accident site are trained in the management of related occupational health risks. *Note.— Guidance related to effective occupational health practices at aircraft accident sites is contained in the Manual of Aircraft Accident and Incident Investigation, Part I – Organization and Planning (Doc 9756) and Circular 315 – Hazards at Aircraft Accident Sites*."
	Paragraph 4.2.3	Substitute for the note to paragraph 4.2.3 f) 1) the following notes: "*Note 1.— Until 25 November 2026, the frequencies contained in the specifications for ELTs given in the ICAO Annex 10, Volume III, are 121.5 MHz and 406 MHz.* *Note.— As of 26 November 2026, the frequencies contained in the specifications for ELTs given in the ICAO Annex 10, Volume III, are 121.5 MHz and 406.0 to 406.1 MHz. The COSPAS-SARSAT 406 MHz channel assignment plan is contained in COSPAS-SARSAT Document C/S T.012*."
	Paragraph 4.6.2	Substitute for paragraph 4.6.2 c) the following: "c) as appropriate, report to the rescue coordination centre or air traffic services unit as much of the following information as possible: — type of craft in distress, its identification and condition; — its position, expressed in geographical or grid coordinates or in distance and true bearing from a distinctive landmark or from a radio navigation aid; — time of observation expressed in hours and minutes Coordinated Universal Time (UTC); — number of persons observed;

		— whether persons have been seen to abandon the craft in distress; — as of 26 November 2026, whether any distress signals, including distress beacon transmissions, have been received or observed; — on-scene weather conditions; — apparent physical condition of survivors; — until 25 November 2026, apparent best ground access route to the distress site; and — as of 26 November 2026, apparent best ground access route to the distress scene; — as of 26 November 2026, position and description of any other craft in the area that may assist; and”
	Paragraph 4.6.2.1	Substitute for paragraph 4.6.2.1 the following: “4.6.2.1 Until 25 November 2026, if the first aircraft to reach the scene of an accident is not a search and rescue aircraft, it shall take charge of on-scene activities of all other aircraft subsequently arriving until the first search and rescue aircraft reaches the scene of the accident. If, in the meantime, such aircraft is unable to establish communication with the appropriate rescue coordination centre or air traffic services unit, it shall, by mutual agreement, hand over to an aircraft capable of establishing and maintaining such communications until the arrival of the first search and rescue aircraft. 4.6.2.2 As of 26 November 2026, if the first aircraft to reach the distress scene is not a search and rescue aircraft, it shall take charge of on-scene activities of all other aircraft subsequently arriving until the first search and rescue aircraft reaches the distress scene. If, in the meantime, such aircraft is unable to establish communication with the appropriate rescue coordination centre or air traffic services unit, it shall, by mutual agreement, hand over to an aircraft capable of establishing and maintaining such communications until the arrival of the first search and rescue aircraft.”
	Paragraph 4.6.5	Substitute for paragraph 4.6.5, and the note immediately after it, the following:

		"4.6.5 When it is necessary for an aircraft to direct a surface craft to the place where an aircraft or surface craft is in distress, the aircraft shall do so by transmitting precise instructions by any means at its disposal. If no radio communication can be established, the aircraft shall make the appropriate visual signal. *Note 1.— Until 25 November 2026, air-to-surface and surface-to-air visual signals are published in Volume III of Doc 9731.* *Note 2.— As of 26 November 2026, air-to-surface and surface-to-air visual signals are published in Volume III of Doc 9731 the Appendix and in the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual, Volume III — Mobile Facilities (Doc 9731).*"
	New paragraph 4.6.6 and note	Insert immediately after the note following paragraph 4.6.5: "4.6.6 As of 26 November 2026, when carrying a device for measuring actual surface drift in accordance with 1.6.9, a search and rescue aircraft should drop the device as soon as it reaches the scene of an accident. *Note.— The deployment of such devices will assist with search area planning accuracy and, therefore, minimize search times.*"
	Paragraph 4.7	Substitute for the text under heading 4.7 the following paragraphs and note: "4.7.1 Whenever a distress transmission is intercepted by a pilot-in-command of an aircraft, the pilot shall, if feasible: a) acknowledge the distress transmission; b) record the position of the craft in distress if given; c) take a bearing on the transmission; d) inform the appropriate rescue coordination centre or air traffic services unit of the distress transmission, giving all available information; e) at the pilot's discretion, while awaiting instructions, proceed to the distress position; and

		f) attempt to establish communications with the person(s) in distress. 4.7.2 Whenever a pilot monitors 121.5 MHz, and intercepts a transmission from a distress beacon, the pilot shall also: a) record, and report as soon as possible, the position where the transmission was first received; b) not alter any settings for squelch on the aircraft's radio; and c) if feasible, continue to monitor the frequency until such time as the signal ceases, and inform the appropriate rescue coordination centre or air traffic services unit of such. *Note.— Retaining the existing settings for squelch from the time the transmission is first received until the signal ceases provides rescue coordination centres with the most accurate potential location of the distress beacon*."
Civil Aviation Requirements for Aeronautical Information Services 2024	Paragraph 1.1.2	Substitute for paragraph 1.1.2 the following paragraph and notes: "1.1.2 In precise geodetic applications and some air navigation applications, temporal changes in the tectonic plate motion and tidal effects on the Earth's crust shall be modelled and estimated. To reflect the temporal effect, an epoch shall be included with any set of absolute station coordinates. *Note 1.— The latest version of the WGS-84 G2139) reference frame is realized through coordinates of 17 GPS tracking stations which are part of the GPS Control Segment. They are aligned to IGb14 (considered to be equivalent to ITRF2014 (International Terrestrial Reference System 2014)) at epoch 2005.0.* *Note 2.— Another precise worldwide terrestrial coordinate system is the International Earth Rotation Service (IERS) Terrestrial Reference System (ITRS), and the realization of ITRS is the IERS Terrestrial Reference Frame (ITRF). Guidance material regarding the ITRS is provided in Appendix C of Doc 9674. WGS84 (G2139) is consistent with ITRF2014 and in practical realization the difference between these two*

		systems is statistically insignificant for most applications, meaning WGS-84 (G2139) and ITRF 2014 are essentially identical."
	Paragraph 3.2	Substitute heading 3.2 with the following: "Data quality requirements"
	Paragraph 3.2.3	Substitute for paragraph 3.2.3.2 b) and c) the following sub-paragraphs and note: "b) for essential data: ensure corruption does not occur at any stage of the data processing life cycle (e.g. collection, processing, storing, integration, exchange and delivery) and include additional measures or steps as needed to address potential risks in the overall processing of aeronautical data to further assure ensure data integrity at this level; and c) for critical data: ensure corruption does not occur at any stage of the data processing life cycle (e.g. collection, processing, storing, integration, exchange and delivery) and include additional data integrity assurance processes to mitigate the of faults risk of errors. *Note.— Guidance concerning measures to ensure data integrity is contained in the Aeronautical Information Service Manual (Doc 8126), Part II, 4.1 and 6.2.*"
	Paragraph 3.3.1	Substitute for paragraph 3.3.1 the following: "3.3.1 Aeronautical data and aeronautical information to be published as part of an aeronautical information product shall be checked before being submitted to the AIS in order to ensure that all necessary information has been included and that it is correct."
	Paragraph 12.2	Substitute, in paragraph 12.2, for the words "Enroute chart", the words "En-route chart".
	New paragraph 12.7	Insert immediately after 12.6.3 the following: "12.7 Data set information services 12.7.1 When provided, the digital data sets specified in Chapter 10 shall be made available through information services.

		Note 1.— In the context of system-wide information management, the notion of information service addresses machine-to-machine interaction in a service-oriented architecture. *Note 2.— Procedures on information services are contained in the Procedures for Air Navigation Services — Information Management (PANS-IM, Doc 10199).* *Note 3.— Guidance material on information services can be found in the Manual on System-wide Information Management Implementation (Doc 10203).* 12.7.1.1 A data set information service shall provide, as a minimum, the ability to query and retrieve as a whole each of the digital data sets specified in Chapter 10. 12.7.1.2 A data set information service should provide the ability to query and retrieve selected elements of the digital data sets specified in Chapter 10. Note.— Guidance material on how to query digital data sets is contained in the Aeronautical Information Services Manual (Doc 8126), Part IV. 12.7.1.3 A data set information service shall provide the option to subscribe to notifications on data set updates."
	Paragraph 13.4	Substitute for paragraph 13.4 the following: "13.4 Within the context of the established quality management system, the competencies and the associated knowledge, skills and attitudes required for each function shall be identified, and personnel assigned to perform those functions shall be appropriately trained. Processes shall be in place to ensure that personnel possess the competencies required to perform specific assigned functions. Appropriate records shall be maintained so that the qualifications of personnel can be confirmed. Initial and periodic assessments shall be established that require personnel to demonstrate the required competencies. Periodic assessments of personnel shall be used as a means to detect and correct shortfalls in knowledge, skills and attitudes."

	Paragraph 3.3.1	Substitute for paragraph 3.3.1 the following paragraphs and notes: "13.5. Each quality management system shall include the necessary policies, processes and procedures, including those for the use of metadata, to ensure and verify that aeronautical data is traceable throughout the aeronautical information data chain so as to allow any data anomalies or errors detected in use to be identified by root cause, corrected and communicated to affected users." 13.5.1 The training methodology established in accordance with 13.4 shall follow the competency-based training and assessment methodology. *Note 1.— Provisions related to the competency-based training and assessment methodology are contained in the Procedures for Air Navigation Services — Training (PANS-TRG, Doc 9868) and in the Procedures for Air Navigation Services — Aeronautical Information Management (PANS-AIM, Doc 10066).* *Note 2.— Additional guidance concerning a competency-based training and assessment methodology to ensure the competency of personnel in accordance with the Procedures for Air Navigation Services — Training (PANS-TRG, Doc 9868) is contained in the Manual on Aeronautical Information Services Training (Doc 9991).*"

Made this 28th day of November, 2024.

Director-General
For the Civil Aviation Authority