

GUYANA

No. 6 of 2001

REGULATIONS

**Made Under
THE CIVIL AVIATION ACT
(No. 10 of 2000)**

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**IN EXERCISE OF THE POWERS CONFERRED UPON ME
BY SECTION 37 OF THE CIVIL AVIATION ACT 2000,
I HEREBY MAKE THE FOLLOWING REGULATIONS :-**

**PART I
PRELIMINARY**

- Citation.* 1. These Regulations may be cited as the Civil Aviation (Air Navigation) Regulations 2001.
- Application.* 2. (1) These Regulations shall apply to all aircraft registered in Guyana as well as foreign civil aircraft operating to, from or in transit over Guyana.
- (2) Pursuant to section 3 (3) of the Act, the provisions of the Chicago Convention and the Annexes, together with the Standards and Recommended Practices established by the International Civil Aviation Organisation (ICAO) and the Manuals of Guidance and Technical Instructions issued from time to time by the ICAO shall be adopted and implemented by the Authority in performing the functions conferred upon it by the Act and these Regulations.
- (3) In performing the functions conferred upon the Authority, it may adopt and apply in Guyana the provisions of generally accepted international practice and procedure, in particular the Joint Airworthiness Requirements (JAR) issued from time to time by the Joint Aviation Authorities (JAA) or any successor body or agency and the Civil Aviation Publications (CAP) issued from time to time by the United Kingdom Civil Aviation Authority in so far as the same shall be applicable to Guyana.
- (4) The Authority may, by agreement with the appropriate foreign aeronautical authority transfer to the aeronautical authority of a foreign operator all or part of the responsibility, for a Guyana registered aircraft operated by that foreign operator, that the Authority has under these Regulations or vest in the Authority, as the case may require, all or part of the responsibility for foreign registered aircraft operated by a Guyana operator that arises under these Regulations pursuant to Article 83bis to the Chicago Convention.
- Interpretation.* 3. (1) In these Regulations, unless the context otherwise requires -
- No. 10 of 2000.* (a) "the Act" means the Civil Aviation Act 2000;
- (b) "authorised person" means any person authorised by the Minister or the Authority either generally or in relation to a particular case or class of cases, and a reference to a person authorised by the Authority includes a reference to the holder for the time being of any office designated by the Authority, or to whom approval has been given by the Authority to undertake or discharge responsibilities either generally or in relation to a case or class of cases, for compliance with the provisions of these Regulations;

- (c) "Competent Authority" means in relation to Guyana, the Authority and in relation to any other country the authority responsible under the law of that country for promoting the safety of civil aviation;
 - (d) "Contracting State" means any state (including Guyana) which is a party to the Convention on International Civil Aviation signed at Chicago on the 7th December 1944 and which is herein referred to as the "Chicago Convention";
 - (e) "ICAO" means the International Civil Aviation Organisation formed by the Contracting States under the Chicago Convention;
 - (f) "JAA" means the Joint Aviation Authorities, an associated body of the European Civil Aviation Conference;
 - (g) "JAR" means a Joint Airworthiness Requirement of the JAA bearing a reference number;
 - (h) "maintenance", in relation to an aircraft, means the doing of any work, including modification or repair, on the aircraft that may affect the safety of the aircraft or cause the aircraft to become a danger to person or property or the making of a test or inspection for the purpose of ascertaining whether the aircraft is in a fit state to fly; and in relation to an aircraft component or aircraft material, means the doing of any work that may affect its soundness or functioning or the making of a test or an inspection for the purpose of ascertaining whether the component or material is sound and functioning correctly;
 - (i) "Type Certificate", in relation to an aircraft, engine or propeller, means a document issued by the manufacturer, and approved by the appropriate authority of the State of manufacture, certifying that the type design of the aircraft, engine or propeller and of the variants specified on the type data sheet, comply with the certification basis to which the certificate refers.
- (2) All words and expressions used but not defined in these Regulations but defined in the Act, Annexes to the Chicago Convention and the International Civil Aviation Organisation Guidance and Technical Manuals, shall have the meanings respectively assigned to them in that Act, Convention and Guidance and Technical Manual.
- (3) For the purposes of these Regulations an aircraft shall be deemed to fly for the purposes of providing "public air transport" if hire, remuneration or reward is given or promised for the carriage of passengers or cargo in the aircraft on that flight or if any passenger or cargo is carried gratuitously in the aircraft on that flight by an air transport undertaking who is not a person in the employment of the undertaking (including, in the case of a body corporate, its directors), persons with the authority of the Authority (either making any inspection or witnessing any training, practice or test for the purposes of these Regulations), or cargo intended to be used by any such passenger as aforesaid, or by the undertaking.

PART II

REGISTRATION AND MARKING OF AIRCRAFT

Aircraft to be registered.

4. (1) An aircraft shall not fly in or over Guyana unless it is registered in -
- (a) a Contracting State; or
 - (b) some other country in relation to which there is in force an agreement, between the Government of Guyana and the Government of that country, which makes provision for the flight in or over Guyana of aircraft registered in that country:

Provided that this paragraph shall not apply to any kite or captive balloon.

- (2) If an aircraft flies over Guyana in contravention of paragraph (1) in such manner or circumstances that if the aircraft had been registered in Guyana an offence against these Regulations would have been committed, the like offence shall be deemed to have been committed in respect of that aircraft.

Registration of aircraft in Guyana.

5. (1) The Authority shall be responsible for the registration of aircraft in Guyana, shall keep the register on its premises and shall record therein the particulars specified in paragraph (5) in a legible or a non-legible form so long as the recording is capable of being reproduced in a legible form.
- (2) Subject to the provisions of this regulation, an aircraft shall not be registered or continue to be registered in Guyana if it appears to the Authority that -
- (a) the aircraft is registered outside Guyana and that such registration does not cease by operation of law upon the aircraft being registered in Guyana;
 - (b) a person who is not qualified under paragraph (3) holds any legal or beneficial interest by way of ownership in the aircraft or any share therein;
 - (c) it would be detrimental to the public interest for the aircraft to be or to continue to be registered in Guyana.
- (3) The following persons and no others shall be qualified to hold a legal or beneficial interest by way of ownership in an aircraft registered in Guyana or a share therein -
- (a) citizens or permanent residents of Guyana or such other persons as the Minister may approve;
 - (b) bodies incorporated, and having their principal place of business, in Guyana or such other bodies incorporated as the Minister may approve; and

- (c) partnerships and voluntary associations whose principal place of business or recreation is in Guyana, or otherwise as the Minister may approve.
- (4) If any unqualified person residing or having a place of business in Guyana holds a legal or beneficial interest by way of ownership in an aircraft, or a share therein, or if an aircraft is chartered, leased or otherwise provided under the provisions of a credit sale agreement or mortgage to a person qualified as aforesaid, the Authority may, upon being satisfied that the aircraft may otherwise be properly so registered, register the aircraft in Guyana.
- (5) Application for the registration of an aircraft in Guyana shall be made in writing to the Authority, and shall include or be accompanied by such particulars and evidence relating to the aircraft and the ownership and chartering, leasing or hire purchase thereof as it may require to enable it to determine whether the aircraft may properly be registered in Guyana and to issue the certificate referred to in paragraph (6). In particular, the application shall include the proper description of the aircraft in accordance with the requirements of Annex 7 to the Chicago Convention.
- (6) The Authority shall furnish to the person in whose name the aircraft is registered (hereinafter in this regulation referred to as 'the registered owner') a certificate of registration, which shall include the particulars referred to in paragraph (5) and the date on which the certificate was issued.
- (7) Subject to paragraph (4), if at any time after an aircraft has been registered in Guyana and an unqualified person becomes entitled to a legal or beneficial interest by way of ownership in the aircraft or a share therein, or the aircraft is destroyed or withdrawn permanently from use, the registration of the aircraft shall thereupon become void and the certificate of registration shall forthwith be returned by the registered owner to the Authority.
- (8) Any person who is the registered owner of an aircraft registered in Guyana shall be responsible for compliance with these Regulations and shall forthwith inform the Authority in writing of -
- (a) any change in the particulars which were furnished to the Authority upon application being made for the registration of the aircraft;
- (b) the destruction of, or serious damage to, the aircraft, or its permanent withdrawal from use.
- (9) Any person who becomes the owner of an aircraft registered in Guyana shall within twenty-eight days from the date he becomes such owner inform the Authority in writing to that effect.
- (10) The registration of an aircraft which is the subject of an undischarged mortgage entered in the register kept by the Authority, shall not become void notwithstanding the provisions of paragraph (7), nor shall the Authority cancel the registration of such aircraft unless all persons shown in the register as mortgagees of that aircraft have consented to the cancellation.

Nationality and registration marks.

6. (1) An aircraft (other than an aircraft permitted by or under these Regulations to fly without being registered) shall not fly in or over Guyana unless it bears painted thereon or affixed by any other means ensuring a similar degree of permanency in a clean and clearly visibly manner, as required by the law of the country in which it is registered, the nationality and registration marks required by that law and has affixed in a prominent position near the main entrance a fireproof metal plate inscribed at least with the nationality and registration marks of the aircraft.
- (2) The nationality mark of an aircraft registered in Guyana shall be "8R" and the registration marks to be borne by aircraft registered in Guyana shall comply with the requirements of Annex 7 of the Chicago Convention.
- (3) An aircraft shall not bear any mark which purports to indicate that the aircraft -
- (a) is registered in a country in which it is not in fact registered;
 - (b) is a State aircraft (as defined in article 3 of the Chicago Convention) of a particular country if it is not in fact such an aircraft, unless the appropriate authority of that country has approved in writing the bearing of such mark.

PART III AIR OPERATORS' CERTIFICATES

Issue of air operators' certificates.

7. (1) An aircraft registered in Guyana shall not fly on any flight for the purpose of a public air transport service (or aerial work) otherwise than under and in accordance with the terms of an air operator's certificate granted to the operator of the aircraft pursuant to paragraph (2), certifying that the holder of the certificate is competent to secure that aircraft operated by him on such flights as that in question are operated safely.
- (2) The Authority shall grant to any person applying therefor an air operator's certificate if it is satisfied as to the applicant's resources and financial arrangements and furthermore if it is satisfied that the applicant is competent, having regard in particular to his previous conduct and experience (or that of its owners, directors and senior management in the case of a body corporate), his equipment, organisation, staffing, maintenance and other arrangements, to secure the safe operation of aircraft of the types specified in the certificate on flights of the description and for the purposes so specified. The certificate may be granted subject to such conditions as the Authority thinks fit and shall, subject to the provisions of regulation 77, remain in force for the period specified in the certificate.

PART IV AIRWORTHINESS REQUIREMENTS

8. Type certification. Any person who intends to operate an aircraft to be registered in Guyana for air transport service or aerial work shall apply to the Authority for the validation of a Type Certificate for that aircraft, in accordance with this regulation and the requirements of the Authority from time to time.

9. Certificate of airworthiness. (1) An aircraft shall not fly in or over Guyana unless it is airworthy and there is in force in respect thereof a certificate of airworthiness duly issued or rendered valid under the law of the country in which the aircraft is registered, and any conditions subject to which the certificate was issued or rendered valid are complied with.

Provided that the foregoing prohibition shall not apply to flights, beginning and ending in Guyana without passing over any other country, of an aircraft flying in accordance with the "A" Conditions or "B" Conditions set forth in Schedule 1.

(2) In the case of an aircraft registered in Guyana, the certificate of airworthiness referred to in paragraph (1) shall be a certificate issued or rendered valid in accordance with the provisions of these Regulations.

(3) The Authority shall issue in respect of any aircraft a certificate of airworthiness if it is satisfied that the aircraft is fit to fly having regard to -

- (a) the design, construction, workmanship and materials of the aircraft, and of any equipment carried in the aircraft which it considers necessary for the airworthiness of the aircraft;
- (b) save in respect of any special category aircraft, any Type Certificate issued in respect of such aircraft;
- (c) the results of flying trials, and such other tests of the aircraft as it may require; and
- (d) compliance with noise certification standards as required by Annex 16 to the Chicago Convention:

Provided that, if the Authority has issued a certificate of airworthiness in respect of an aircraft which, in its opinion, is a prototype aircraft or a modification of a prototype aircraft, it may dispense with flying trials in the case of any other such aircraft if it is satisfied that it conforms to such prototype or modification.

(4) Every certificate of airworthiness shall specify the category of aircraft in accordance with subparagraphs (a) to (e) and the certificate shall be issued subject to the condition that the aircraft shall be flown only for the purposes indicated in relation to those categories -

- (a) "transport category (passenger)", for any purpose;
 - (b) "transport category (cargo)", for any purpose other than the public transport of passengers;
 - (c) "aerial work category", for any purpose other than public transport;
 - (d) "private category", for any purpose other than public transport, aerial work or special category;
 - (e) "special category", for any purpose, other than public transport, which the certificate of airworthiness may specify, but not including the carriage of passengers unless expressly permitted.
- (5) The Authority may issue the certificate of airworthiness in such form and subject to such conditions relating to the airworthiness of the aircraft as it thinks fit.
- (6) The certificate of airworthiness may designate the performance group to which the aircraft belongs for the purposes of the requirements of regulation 32(1).
- (7) The Authority may, subject to such conditions as it thinks fit, accept or validate for the purposes of these Regulations an export certificate of airworthiness issued in respect of any aircraft under the law of any country other than Guyana and may, subject to such conditions as it thinks fit, issue a certificate of airworthiness for export in respect of an aircraft registered in Guyana, which shall be valid for a period not exceeding ninety days.
- (8) Subject to the provisions of this regulation and of regulation 77, a certificate of airworthiness or validation issued under this regulation shall remain in force for such period as may be specified therein, and may be renewed from time to time by the Authority for such further period as it thinks fit.
- (9) A certificate of airworthiness issued in respect of an aircraft shall cease to be in force -
- (a) after the date of expiry indicated in the certificate;
 - (b) if the aircraft, or such of its equipment as is necessary for the continued airworthiness of the aircraft, is overhauled, maintained, repaired or modified, or if any part of the aircraft or of such equipment is removed or is replaced, otherwise than in a manner and with material and components of a type approved by the Authority either generally or in relation to a class of aircraft or to the particular aircraft;
 - (c) until the completion of any inspection of the aircraft or of any such equipment referred to in subparagraph (b), being an inspection made for the purpose of ascertaining whether the aircraft remains airworthy and -
 - (i) classified as mandatory by the Authority; and

- (ii) required by a maintenance schedule and procedures approved by the Authority in relation to that aircraft;
 - (d) until the completion to the satisfaction of the Authority of any modification of the aircraft or of any such equipment referred to in subparagraph (b), being a modification required by the State of manufacture of the aircraft or the Authority for the purpose of ensuring that the aircraft remains airworthy;
 - (e) if the aircraft has sustained damage of such a nature that, in the opinion of a qualified maintenance engineer or person authorised, it is no longer fit to fly; or
 - (f) if any airworthiness directive issued by the State of manufacture or the Authority, or any mandatory service bulletin issued by the manufacturer, is not complied with.
- (10) Nothing in these Regulations shall oblige the Authority to accept an application for the issue of a certificate of airworthiness or validation or for the variation or renewal of any such certificate when the application is not supported by such reports from such approved persons as the Authority may specify (either generally or in a particular case or class of cases).

Airworthiness directives, modifications and repairs.

10. (1) In the interest of safety, the Authority may order that an aircraft registered in Guyana, aircraft engine, propeller or component shall be modified or undergo special inspections. Such orders shall constitute airworthiness directives and compliance is mandatory. Airworthiness directives, or their equivalent, issued by other Contracting States and mandatory service bulletins issued by an aircraft manufacturer shall be complied with.
- (2) Each owner, or operator, of a Guyana registered aircraft shall ensure that he receives and complies with all airworthiness directives and mandatory service bulletins that affect his aircraft and are issued by the Authority, the authority in the State of manufacture or the manufacturer.

Maintenance of aircraft.

11. (1) An aircraft registered in Guyana, in respect of which a certificate of airworthiness is in force, shall not fly unless -
- (a) the aircraft, together with its equipment and radio station, is maintained in accordance with a maintenance schedule and procedures recommended by the aircraft manufacturer and approved by the Authority, and all airworthiness directives issued by the State of manufacture of the aircraft, or by the Authority, and all mandatory service bulletins issued by the manufacturer, have been complied with;
 - (b) there is in force a certificate (in these Regulations referred to as a 'certificate of maintenance review') issued in respect of the aircraft in accordance with the provisions of this regulation

certifying that the maintenance has been carried out in accordance with the approved maintenance schedule and the date upon which such review was carried out as well as the date when the next review is due; and

- (c) there is flight manual (or other approved document) carried on, and available in, the aircraft, in such form as shall be approved by the Authority, for the use of the flight crew containing the limitations within which the aircraft is considered airworthy, together with such additional instructions and information as may be necessary to show compliance with these Regulations relating to performance and for the safe operation of the aircraft.
- (2) The holder of an air operator's certificate, or other operator of an aircraft, shall ensure that an aircraft registered in Guyana shall be maintained and periodically inspected in accordance with the requirements of the approved data and manuals issued by the manufacturer and in accordance with the maintenance schedule issued by the manufacturer and approved by the Authority and that all airworthiness directives and mandatory service bulletins are complied with, and shall ensure that an organisation, approved by the Authority under regulation 15, shall maintain its aircraft in an airworthy condition and in accordance with the approved maintenance schedule:

Provided that the Authority may grant a concession from, or an extension to, any such requirement as aforesaid in such circumstances and upon such conditions as it thinks fit.

- (3) A certificate of maintenance review may be issued only by -
- (a) the holder of an aircraft maintenance engineer's licence;
 - (b) a person whom the Authority has authorised to issue such a certificate in a particular case and in accordance with that authority; or
 - (c) a person approved by the Authority as being competent to issue such a certificate.
- (4) A person referred to in paragraph (3) shall not issue a certificate of maintenance review unless he has first verified that -
- (a) the maintenance has been carried out in accordance with the maintenance schedule approved for the aircraft;
 - (b) the inspections and modifications required by the Authority have been completed as certified in the certificate of release to service referred to in subparagraph (d);
 - (c) the defects entered into the technical log of the aircraft in accordance with regulation 12 have been rectified or the rectification thereof has been deferred in accordance with procedures approved by the Authority; and

(d) a certificate of release to service has been issued in respect of the aircraft.

(5) A certificate of maintenance review shall be issued in duplicate, one copy of the most recently issued certificate shall be carried in the aircraft and the other shall be kept by the operator elsewhere than in the aircraft.

(6) Subject to regulation 70, each certificate of maintenance review shall be preserved by the operator of the aircraft for a period of two years after it has been issued.

Technical Log. 12. (1) A technical log shall be kept in respect of an aircraft registered in Guyana being an aircraft in respect of which a certificate of airworthiness is in force.

(2) At the end of every flight by an aircraft to which the provisions of this regulation apply the commander of the aircraft shall enter in a technical log -

(a) the flight duration;

(b) particulars of any defect which is known to him and which affects the airworthiness or safe operation of the aircraft, or if no such defect is known to him, an entry to that effect;

(c) such other particulars in respect of the airworthiness or operation of the aircraft as the Authority may require:

Provided that in the case of a number of consecutive flights each of which begins and ends -

(i) within the same period of twenty-four hours;

(ii) at the same aerodrome, except where each such flight is for the purpose of dropping, spraying or projecting any material for agricultural, public health or other like purposes; and

(iii) with the same person as commander of the aircraft;

the commander of an aircraft may, except where he becomes aware of a defect during an earlier flight, make the entries as aforesaid in a technical log at the end of the last of such consecutive flights.

(3) Upon the completion of maintenance and the rectification of any defect which has been entered in a technical log in accordance with paragraph (2), a person issuing a certificate of release to service required by regulation 13 in respect of that defect shall enter the particulars of the certificate in the technical log in such a position as to be readily identifiable with the defect to which it relates.

- (4) The technical log referred to in this regulation, in such form as shall be approved by the Authority, shall be carried in the aircraft and copies of the entries shall be kept elsewhere.
- (5) Subject to the provisions of regulation 70, a technical log or such other approved record shall be preserved by the operator of the aircraft to which it relates until a date two years after the aircraft has been destroyed or has been permanently withdrawn from use, or for such shorter period the Authority may permit in a particular case.

*Certificate
of release
to service.*

- 13. (1) An aircraft registered in Guyana, being an aircraft in respect of which a certificate of airworthiness issued or rendered valid under these Regulations is in force, shall not fly unless there is in force a certificate of release to service issued in accordance with this regulation, if the aircraft or any part of the aircraft or such of its equipment as is necessary for the airworthiness of the aircraft has been overhauled, repaired, replaced, modified or maintained, or has been inspected under regulation 9 (9)(c), as the case may be:

Provided that if a repair or replacement of a part of an aircraft or its equipment is carried out when the aircraft is at such a place that it is not reasonably practicable -

- (a) for the repair or replacement to be carried out in such a manner that a certificate of release to service can be issued under this regulation in respect thereof; or
- (b) for such certificate to be issued while the aircraft is at that place,

it may fly under a permit to fly issued by the Authority to a place at which such a certificate can be issued, under such conditions and limitations as the Authority may impose and subject to a certificate of fitness for flight issued by a licensed aircraft maintenance engineer or person authorised.

- (2) In respect of any inspection, overhaul, repair, replacement and modification carried out on a Guyana registered aircraft, aircraft components or equipment (including radio apparatus) -
 - (a) all work shall be carried out by the holder of a current maintenance engineer's licence, maintenance authority holder or by a maintenance organisation approved by the Authority pursuant to regulation 15;
 - (b) the work shall be carried out in all respects in accordance with the design to which the aircraft was constructed, including such modifications as have been approved for embodiment therein or in accordance with a repair scheme approved in writing by the Authority or by the Competent Authority in the country of manufacture of the aircraft;

- (c) all materials used shall be appropriate to the design to which the aircraft was constructed;
 - (d) a certificate of release to service in accordance with paragraph (1) has been issued by the person effecting the work or a person or organisation mentioned in paragraph (4), or the authorised representative of a firm approved for the purpose or some other authorised person, giving details of such inspection, overhaul, repair, replacement or modification carried out;
 - (e) an aircraft may be inspected by any person or firm authorised by the Authority and a person or firm so authorised may give special instructions with regard to the inspection, overhaul, repair, replacement of parts and modification of any such aircraft, including all of its equipment, which appear to him to be essential for ensuring the safety of the aircraft;
 - (f) the particulars of such inspection, overhaul, repair, replacements and modification shall be recorded in the technical log pursuant to regulation 12 (3).
- (3) A certificate of release to service shall certify -
- (a) that the aircraft or any part thereof or its equipment has been overhauled, repaired, replaced, modified or maintained, as the case may be, in a manner and with material of a type approved by the Authority either generally or in relation to a class of aircraft or the particular aircraft and shall identify the overhaul, repair, replacement, modification or maintenance to which the certificate relates and shall include particulars of the work done; or
 - (b) in relation to any inspection required by the Authority that the aircraft or the part thereof or its equipment, as the case may be, has been inspected in accordance with the requirements of the Authority and that any consequential repair, replacement or modification has been carried out as required in subparagraph (a).
- (4) A certificate of release to service may be issued for the purposes of this regulation only by -
- (a) the holder of an aircraft maintenance engineer's licence granted under these Regulations, being a licence which entitles him to issue that certificate, or granted under the law of a country other than Guyana and rendered valid under these Regulations, in accordance with the privileges endorsed on the licence;
 - (b) a person approved by the Authority under regulation 15 as being competent to issue such certificate; or

- (c) a person whom the Authority has authorised to issue the certificate in a particular case.

Licensing of maintenance engineers.

14. (1) The Authority shall grant to any person an aircraft maintenance engineer's licence, subject to such conditions as it thinks fit, upon being satisfied that the applicant is a fit person to hold the licence and has furnished such evidence and passed such examinations and tests as the Authority may require of him for the purpose of establishing that he has sufficient knowledge, experience, competence and skill in aeronautical engineering. The Authority may include a rating in the licence limiting the licence to particular types of aircraft or equipment as detailed in accordance with requirements issued from time to time by the Authority.
- (2) An aircraft maintenance engineer's licence shall authorise the holder, subject to such conditions as may be specified in the licence, to sign certificates of -
- (a) release to service in respect of such overhaul, repair, replacement, modification, maintenance and inspection of such aircraft as may be so specified;
- (b) fitness for flight pursuant to regulation 13(1) and under "A" Conditions set out in Schedule 1 in respect of such aircraft as may be so specified; and
- (c) maintenance review referred to in regulation 11 (6).
- (3) A licence shall, subject to the provisions of regulation 77, remain in force for the period specified therein but may be renewed by the Authority from time to time upon its being satisfied that the applicant is a fit person and is qualified as required under paragraph (1).
- (4) The Authority may issue a certificate rendering valid for the purposes of these Regulations any licence as an aircraft maintenance engineer granted under the law of any country other than Guyana. Such certificate may be issued subject to such conditions, and for such periods, as the Authority thinks fit.

Approval of maintenance organisations.

15. (1) An organisation engaged, or intending to engage, in any stage of the design, manufacture, distribution or maintenance of aircraft, aircraft components or aircraft materials, or in training activities associated therewith (herein referred to as an "aircraft maintenance organisation"), may apply to the Authority for a certificate of approval in respect of those activities. An aircraft maintenance organisation within Guyana shall obtain the approval of the Authority before commencing operation.
- (2) An aircraft maintenance organisation outside Guyana shall not carry out maintenance or modify or repair an aircraft registered in Guyana unless approval for such work has been given by the Authority. In granting such approval the Authority may accept, in relation to such organisation, the possession of a certificate of approval issued by the manufacturer of the aircraft, aircraft

components or materials and by the Authority of the State in which the organisation is located.

- (3) The Authority shall issue a Certificate of Approval to an organisation which complies with its approved requirements as to facilities, resources, tools and equipment, data and documentations, and systems of quality control, adequate for the activities applied for, in accordance with JAR-145 for such period and subject to such conditions as shall be specified therein.

Approval of training.

16. Without prejudice to any other provision of these Regulations the Authority may, for the purpose of this regulation, and subject to such conditions as it thinks fit -
- (a) approve any course of training or instruction;
 - (b) authorise a person to conduct such examinations or tests as it may specify;
 - (c) approve a person to provide or conduct any course of training or instruction; and
 - (d) approve a person as qualified to furnish reports to it.

Maintenance authority.

17. (1) The Authority may grant to a person a maintenance authority conferring upon that person the right to exercise inspection or maintenance privileges (including special inspections, welding, non-destructive testing and weight and balance calculations) that are defined in the maintenance authority and which that person does not otherwise possess.
- (2) The maintenance authority shall be issued subject to such conditions as the Authority may consider appropriate and shall be valid for such period as shall be specified therein and may be renewed by the Authority from time to time.
- (3) A maintenance authority shall not entitle the holder to exercise the privileges of an aircraft maintenance engineer's licence and in particular shall not authorise the holder to sign a certificate of maintenance release or certificate of fitness for flight unless expressly authorised by the Authority.

Equipment of aircraft.

18. (1) An aircraft shall not fly in or over Guyana unless it is so equipped as to comply with the law of the country in which it is registered.
- (2) In the case of any aircraft registered in Guyana the equipment required to be provided (in addition to any other equipment required by or under these Regulations) shall be that specified in such parts of Chapter 6 of Annex 6 to the Chicago Convention or JAR-OPS 1 and 3 Sub-part K or both as are applicable in the circumstances and shall comply with the provisions thereof. The equipment shall be of a type approved by the Authority either generally or in relation to a class of aircraft or in relation to that aircraft and shall be installed in a manner as approved by the Authority.

- (3) In any particular case the Authority may direct that an aircraft registered in Guyana shall carry such additional or special equipment or supplies as it may specify for the purpose of facilitating the navigation of the aircraft, the carrying out of search and rescue operations, or the survival of the persons carried in the aircraft.
- (4) The equipment carried in compliance with this regulation shall be so installed or stowed (so as to prevent injury to passengers or crew in the event of an accident or severe turbulence) and kept securely stowed, and so maintained and adjusted, as to be readily accessible and capable of being used by the person for whose use it is intended.
- (5) The position of equipment provided for emergency use shall be indicated by clear markings in or on the aircraft. In particular in every public air transport aircraft registered in Guyana there shall be -
 - (a) provided individually for each passenger; or
 - (c) if the Authority so permits in writing, exhibited in a prominent position in every passenger compartment,

a notice relevant to the aircraft in question containing pictorial -

- (i) instructions on the brace position to be adopted in the event of an emergency landing;
 - (ii) instructions on the method of use of the safety belts and safety harnesses as appropriate;
 - (iii) information as to where emergency exits are to be found and instructions as to how they are to be used; and
 - (iv) information as to where the life-jackets, escape slides, life-rafts and oxygen masks, if required to be provided under paragraph (2), are to be found and instructions as to how they are to be used.
- (6) All equipment installed or carried in an aircraft, whether or not in compliance with this regulation, shall be so installed or stowed and so maintained and adjusted as not to be a source of danger in itself or to impair the airworthiness of the aircraft or the proper functioning of any equipment or services necessary for the safety of the aircraft.
19. (1) An aircraft shall not fly in or over Guyana unless it is so equipped with radio and radio navigation equipment as to comply with the law of the country in which the aircraft is registered and to enable communications to be made and the aircraft to be navigated, in accordance with the provisions of these Regulations.
- (2) Without prejudice to paragraph (1), the aircraft shall be equipped with radio and radio navigation equipment of a type approved by the Authority as required for the kind of operation being conducted.

*Radio
equipment of
aircraft.*

*Minimum
equipment
requirements.*

20. (1) This regulation shall not apply to equipment required to be carried under paragraphs (2) and (3) of regulation 43.
- (2) Subject to paragraph (1) the Authority may, subject to such conditions as it sees fit, grant in respect of any aircraft or class of aircraft registered in Guyana a permission permitting the pilot in command of such aircraft to commence a flight in specified circumstances notwithstanding that any specified item of equipment (including radio apparatus), required by or under a notice issued by the Authority pursuant to these Regulations, to be carried in the circumstances of the intended flight is not carried or is not in a fit condition for use in accordance with the provisions of paragraph (3)(c).
- (3) An aircraft registered in Guyana shall not commence a flight if any of the equipment (including radio apparatus) required by or under these Regulations to be carried in the circumstances of the intended flight is not carried or is not in a fit condition for use -
- (a) otherwise than under and in accordance with the terms of a permission under paragraph (2) which has been granted to the operator;
 - (b) unless in the case of an aircraft to which regulation 35 applies, the flight and operations manuals required thereby contain the particulars in a notice issued by the Authority pursuant to these Regulations; and
 - (c) in accordance with a minimum equipment list approved by the Authority pursuant to Attachment G to Annex 6 to the Chicago Convention identifying the minimum equipment and condition for an aircraft to maintain the certificate of airworthiness in force and defining operational procedures necessary to deal with inoperative equipment and prescribing maintenance procedures necessary to maintain the required level of safety and secure any inoperative equipment.

*Aircraft,
engine and
propeller
log books.*

21. (1) In addition to other log books required by or under these Regulations, the following log books shall be kept in respect of aircraft registered in Guyana -
- (a) an aircraft log book;
 - (b) a separate log book in respect of each engine fitted in the aircraft; and
 - (c) a separate log book in respect of each variable pitch propeller fitted to the aircraft,

and such log books shall be in such form as shall be approved by the Authority, including computerised records, and shall include the particulars respectively specified and be of a type approved by the Authority.

- (2) Entry in the log book shall be made --
 - (a) as soon as practicable after each occurrence to which it relates, and in relation to maintenance within seven days of the completion of maintenance; and
 - (b) upon each occasion that any maintenance, overhaul, repair, replacement, modification or inspection is undertaken on the aircraft, engine or propeller as the case may be.
- (3) Entries in a log book may refer to other documents, which shall be clearly identified, and any other document so referred to shall be deemed, for the purposes of these Regulations, to be part of the log book.
- (4) It shall be the duty of the owner or operator of every aircraft in respect of which log books are required to be kept as aforesaid to keep them or cause them to be kept in accordance with the preceding provisions of this regulation.
- (5) Subject to the provisions of regulation 70, every log book shall be preserved by the operator of the aircraft until a date two years after the aircraft, the engine or the variable pitch propeller, as the case may be, has been destroyed or has been permanently withdrawn from use.

Aircraft weight schedule.

22. (1) Every aircraft in respect of which a certificate of airworthiness issued or rendered valid under these Regulations is in force shall be weighed, and the position of its centre of gravity determined, at such times and in such manner as the Authority may require or approve in the case of that aircraft.
- (2) Upon the aircraft being weighed as aforesaid the operator of the aircraft shall prepare a weight schedule showing either -
 - (a) the basic weight of the aircraft, that is to say, the weight of the aircraft empty together with the weight of unusable fuel, oil and other fluids in the aircraft and of such items of equipment as are indicated in the weight schedule, or such other weight as may be approved by the Authority in the case of that aircraft; and
 - (b) the position of the centre of gravity of the aircraft when the aircraft contains only the items included in the basic weight or such other position of the centre of gravity as may be approved by the Authority in the case of that aircraft.
- (3) Subject to the provisions of regulation 74, the weight schedule shall be preserved by the operator of the aircraft until the expiration of a period of six months following the next occasion on which the aircraft is weighed for the purposes of this regulation.

Access and inspection for airworthiness purposes.

23. (1) The Authority may cause such inspections, investigations, tests, experiments and flight trials to be made as it deems necessary for the purposes of this Part and any

person authorised to do so in writing by the Authority may at any reasonable time inspect any part of, or material intended to be incorporated in or used in the manufacture of any part of, an aircraft or its equipment or any documents relating thereto and may for that purpose go upon any aerodrome or enter any aircraft factory.

- (2) The Authority or any authorised person shall, without prejudice to the generality of regulation 91 (3) have the right of access at all reasonable times -
- (a) to any aerodrome for the purpose of inspecting the aerodrome or any aircraft on the aerodrome or any document which it has power, in terms of these Regulations, to demand, or for the purpose of detaining the aircraft under of these Regulations;
 - (b) to any place, whether public or private, where an aircraft is located for the purpose of inspecting the aircraft or any document which it or such person has power, in terms of these Regulations, to demand or for the purpose of detaining the aircraft under these Regulations;
 - (c) to any aircraft, for the purpose of checking, whilst in flight, the performance of the aircraft or any of its equipment and the efficiency of flight crew members in the performance of their duties:

Provided that the commercial operations of the aircraft shall not be unduly prejudiced by the exercise of the right of access under this regulation.

PART V AVIATION PERSONNEL LICENSING

- Composition of crew of aircraft.* 24. (1) An aircraft shall not fly in or over Guyana unless it carries a flight crew of the number and description required by the law of the country in which it is registered.
- (2) An aircraft registered in Guyana shall carry a flight crew (including cabin attendants) adequate in number and description to ensure the safety of the aircraft and of at least the number and description specified in the certificate of airworthiness issued or rendered valid under these Regulations or, if no certificate of airworthiness is required to be in force, the certificate of airworthiness, if any, last in force under these Regulations, in respect of that aircraft.

*Members of
flight crew -
requirement
of licences.*

25. (1) Subject to the provisions of this regulation, a person shall not act as a member of the flight crew of an aircraft registered in Guyana unless he is the holder of an appropriate licence (and rating) granted or rendered valid under these Regulations .
- (2) A person shall not act as a member of the flight crew in an aircraft registered in a country other than Guyana unless -
- (a) in the case of an aircraft flying for the purpose of public air transport service or aerial work, he is the holder of an appropriate licence granted or rendered valid under the law of the country in which the aircraft is registered; or
 - (b) in the case of any other aircraft, he is the holder of an appropriate licence granted or rendered valid under the law of the country in which the aircraft is registered or under these Regulations, and the Authority does not in the particular case give a direction to the contrary.
- (3) For the purposes of this regulation, a licence granted under the law of a Contracting State other than Guyana purporting to authorise the holder thereof to act as a member of the flight crew of an aircraft, not being a licence purporting to authorise him to act as a student pilot only, shall, unless the Authority in the particular case gives a direction to the contrary, be deemed to be a licence rendered valid under these Regulations, provided that the other Contracting State shall render valid on a reciprocal basis a licence granted by the Authority.
- (4) Notwithstanding the provisions of paragraph (1), a person may -
- (a) unless the certificate of airworthiness in force in respect of the aircraft otherwise requires, act as pilot of an aircraft registered in Guyana for the purpose of undergoing training or tests for the grant or renewal of a pilot's licence or for the inclusion, renewal or extension of a rating therein without being the holder of an appropriate licence upon such conditions as shall be specified; or
 - (b) act as a member of the flight crew (otherwise than as a pilot) of an aircraft registered in Guyana for the purposes of undergoing training or tests for the grant or renewal of a flight engineer's licence or for the inclusion, renewal or extension of a rating therein, without being the holder of an appropriate licence if he acts under the supervision and in the presence of another person who is the holder of the type of licence or rating for which the person undergoing the training or tests is being trained or tested.
- (5) For the purposes of this regulation "an appropriate licence" means a licence which entitles the holder to perform the functions which he undertakes in relation to the aircraft concerned and the flight on which it is engaged.

*Grant,
renewal
and effect
of flight
crew
licences.*

26. (1) The Authority shall grant licences, subject to such ratings and conditions as it thinks fit, of any of the classes specified in Annex 1 to the Chicago Convention and Sub-Parts B – H of JAR-FCL authorising the holder to act as a member of the flight crew of an aircraft registered in Guyana, upon it being satisfied that the applicant is a fit person to hold the licence, and is qualified by reason of his knowledge, experience, competence, skill, physical and mental fitness to act in the capacity to which the licence and rating relates, and for that purpose the applicant shall furnish such evidence and undergo such examinations and tests (including in particular medical examinations) and undertake such courses of training as the Authority may require of him.
- (2) No licence of any class shall be granted to any person who is under the minimum age specified for a class of licence or unable to read, write and converse fluently in English.
- (3) A licence granted under this regulation shall not be valid unless it bears thereon the ordinary signature of the holder in ink.
- (4) Subject to paragraph (1) and the provisions of regulation 81, a licence shall remain in force for the period indicated in the licence and may be renewed by the Authority from time to time upon it being satisfied that the applicant is a fit person and fulfils the qualifications specified under paragraph (1).
- (5) Subject to paragraph (6), the holder of a pilot's licence or a flight engineer's licence shall not be entitled to enjoy the privileges or perform the functions of an aircraft rating, instrument rating or flying instructor, contained in the licence on a flight unless the licence bears a valid certificate of test or a valid certificate of experience, which certificate shall in either case be appropriate to the functions he has to perform on that flight.
- (6) The holder of a private pilot's licence shall not be entitled to exercise the privileges of an aircraft rating contained in the licence on a flight unless the certificate of test or certificate of experience required by paragraph (5) is included in the personal flying log book required to be kept by him under regulation 28.
- (7) A person who, on the last occasion when he took a test for the purposes of paragraphs (5) and (6), failed that test shall not be entitled to fly in the capacity for which that test would have qualified him had he passed it.
- (8) The holder of a licence, granted under this regulation, shall not be entitled to perform any of the functions to which his licence relates unless it includes a valid medical certificate.
- (9) Every applicant for or holder of a licence referred to in paragraphs (5) and (6) shall upon such occasions as the Authority may require submit himself to medical examination by a person approved by the Authority either generally or in a particular case or class of case who shall make a report to the Authority in such form as the Authority may require.

- (10) On the basis of such medical examination, the Authority or any person approved by it as competent to do so may issue a medical certificate subject to such conditions as it or he thinks fit to the effect that it or he has assessed the holder of the licence as fit to perform the functions to which the licence relates. The certificate shall be valid for such period as is therein specified and shall be deemed to form part of the licence.
- (11) A person shall not be entitled to act as a member of the flight crew of an aircraft registered in Guyana if he knows, or suspects, that his physical or mental condition renders him temporarily or permanently unfit to perform such functions or to act in such capacity.
- (12) Where any provision of these Regulations, or any instructions issued hereunder, permits or requires a test to be conducted in a flight simulator approved by the Authority, that approval may be granted subject to such conditions as the Authority thinks fit.
- (13) Without prejudice to any other provision of these Regulations the Authority may, for the purpose of this regulation, either absolutely or subject to such conditions as it thinks fit, approve -
 - (a) any course of training or instruction, and any institution at which instruction is provided;
 - (b) a person to conduct such examinations or tests as it may specify;
 - (c) a person to provide any course of training or instruction; and
 - (d) a person as qualified to furnish reports to the Authority.

*Validation
of licences.*

- 27. The Authority may issue a certificate of validation rendering valid for the purposes of these Regulations any licence as a member of the flight crew of aircraft granted under the law of any country other than Guyana, provided that the other country shall render valid on a reciprocal basis a licence granted by the Authority. A certificate of validation may be issued subject to such conditions and for such periods as the Authority thinks fit.

*Personal
flying log
book.*

- 28. (1) Every member of the flight crew of an aircraft registered in Guyana and every person who engages in flying for the purpose of qualifying for the grant or renewal of a licence under these Regulations shall keep a personal flying log book in which the following particulars shall be recorded -
 - (a) the name and address of the holder of the log book;
 - (b) particulars of the holder's licence (if any) to act as a member of the flight crew of an aircraft; and
 - (c) the name and address of his employer (if any).

- (2) Particulars of each flight during which the holder of the log book acted either as a member of the flight crew of an aircraft or for the purpose of qualifying for the grant or renewal of a licence under these Regulations, as the case may be, shall be recorded in the log book at the end of each flight or as soon thereafter as is reasonably practicable.
- (3) For the purposes of this regulation, a helicopter shall be deemed to be in flight from the moment the helicopter first moves under its own power for the purpose of taking off until the rotors are next stopped.
- (4) Particulars of any test or examination undertaken whilst in a flight simulator shall be recorded in the log book.
- Instruction in flying.* 29. (1) A person shall not give any instruction in flying to which this regulation applies unless -
- (a) he holds a licence, granted or rendered valid under these Regulations, entitling him to act as pilot in command of the aircraft for the purpose and in the circumstances under which the instruction is to be given; and
- (b) his licence includes a flying instructor's rating entitling the holder to give the instruction.
- (2) This regulation applies to instruction in flying given to any person flying or about to fly an aircraft or glider for the purpose of becoming qualified for -
- (a) the grant of a pilot's licence; and
- (b) the inclusion or variation of any rating in his licence.
- Flight despatcher.* 30. A person shall not act as a flight despatcher in accordance with regulation 38 (1) and (4) unless he has been licensed or approved by the Authority on the basis of his training, qualifications and experience as determined from time to time by the Authority.

PART VI OPERATION OF AIRCRAFT

- Operations manual.* 31. (1) This regulation shall apply to public air transport service aircraft registered in Guyana.
- (2) (a) The operator of every aircraft to which this regulation applies shall -
- (i) make available an operations manual to each member of his operating staff;

- (ii) ensure that each copy of the operations manual is kept up to date; and
- (iii) ensure that on each flight every member of the crew has access to a copy of every part of the operations manual which is relevant to his duties on the flight.

- (b) Each operations manual shall be in the form required by Annex 6 to the Chicago Convention and ICAO Document 9376-AN/914 and by JAR-OPS Parts I, II – Subpart P and contain all such information and instructions as may be necessary to enable the operating staff to perform their duties as such:

Provided that the operations manual shall not be required to contain any information or instructions available in a flight manual accessible to the persons by whom the information or instructions may be required.

- (3) (a) The operator of an aircraft to which this regulation applies, shall submit not less than thirty days prior to the commencement of operation by that aircraft, a copy of the whole of the operations manual for the time being in effect in respect of the aircraft; and
- (c) such aircraft shall not commence operation until the operations manual has been approved by the Authority.
- (4) Any amendment or addition to the operations manual shall be furnished to and approved by the Authority before they come into effect:

Provided that where an amendment or addition relates to the operation of an aircraft to which the operations manual did not previously relate, that aircraft shall not fly for the purpose of air transport service until the amendment or addition has been furnished to and approved by the Authority.

- (5) Without prejudice to the preceding paragraphs, the operator shall make such amendments or additions to the operations manual as the Authority may require for the purpose of ensuring the safety of the aircraft or of persons or property carried therein or the safety, efficiency or regularity of air navigation.

Training manual.

- 32. (1) The operator of every aircraft registered in Guyana and flying for the purpose of public air transport service shall -
 - (a) make a training manual available to every person appointed by the operator to give or to supervise the training, practice or periodical tests required under regulation 33 (2); and
 - (b) ensure that each copy of that training manual is kept up to date.

- (2) Each training manual shall contain all such information and instructions as may be necessary to enable a person appointed by the operator to give or to supervise the training, practice and periodical tests required under regulation 33 (2) to perform his duties as such.
- (3) (a) The operator of an aircraft to which this regulation applies shall submit, not less than thirty days prior to commencement of operation of that aircraft, a copy of the whole of the training manual relating to the crew of the aircraft; and
- (b) such aircraft shall not commence operation until the training manual has been approved by the Authority.
- (4) Any amendments or additions to the training manual shall be furnished by the operator to the Authority and approved by the Authority before they come into effect:

Provided that where an amendment or addition relates to training, experience, practice or periodical tests on an aircraft to which the training manual did not previously relate, that aircraft shall not fly for the purpose of public transport until the amendment or addition has been furnished to and approved by the Authority.

- (5) Without prejudice to the preceding paragraphs the operator shall make such amendments or additions to the training manual as the Authority may require for the purpose of ensuring the safety of the aircraft or of persons or property carried therein or the safety, efficiency or regularity of air navigation.

*Public air
transport service
- operator's
responsibilities.*

33. (1) The operator of an aircraft registered in Guyana shall not permit the aircraft to fly for the purpose of public air transport service without first -
- (a) designating from among the flight crew a pilot to be the commander of the aircraft for the flight;
- (b) satisfying himself by every reasonable means that the aeronautical radio stations and navigational aids serving the intended route or any planned diversion therefrom are adequate for the safe navigation of the aircraft; and
- (c) satisfying himself by every reasonable means that the aerodromes at which he is intended to take off or land and any alternate aerodrome at which a landing may be made are suitable for the purpose and in particular are adequately manned and equipped to ensure the safety of the aircraft and its passengers:

Provided that the operator of the aircraft shall not be required to satisfy himself as to the adequacy of fire-fighting, search, rescue or other services which are required only after the occurrence of an accident.

- (2) The operator of an aircraft registered in Guyana shall not permit any person to be a member of the crew thereof during any flight for the purpose of public air transport service unless such person has had the training, experience, practice and periodical tests as may be specified by the Authority in respect of the duties which he is to perform and unless the operator has satisfied himself that such person is competent to perform his duties, and in particular to use the equipment provided in the aircraft for that purpose. The operator shall maintain, preserve, produce and furnish information respecting records relating to the foregoing matters.

*Loading of
public air
transport
service
aircraft.*

34. (1) The operator of an aircraft registered in Guyana shall not cause or permit the aircraft to be loaded for a flight for the purpose of public air transport service, or any load to be suspended therefrom, except under the supervision of a flight despatcher whom he has caused to be furnished with written instructions as to the distribution and securing of the load so as to ensure that -

- (a) the load may safely be carried on the flight; and
- (b) any conditions subject to which the certificate of airworthiness in force in respect of the aircraft was issued or rendered valid, being conditions relating to the loading of the aircraft, are complied with.

- (2) The instructions shall indicate the weight of the aircraft prepared for service, that is to say the aggregate of the weight of the aircraft (shown in the weight schedule referred to in regulation 22) and the weight of such additional items in or on the aircraft as the operator thinks fit to include; and the instructions shall indicate the additional items included in the weight of the aircraft prepared for service, and show the position of the centre of gravity of the aircraft at that weight :

Provided that this paragraph shall not apply in relation to a flight if -

- (a) the aircraft's maximum total weight authorised does not exceed one thousand one hundred and fifty kilograms;
 - (b) the aircraft's maximum total weight authorised does not exceed two thousand seven hundred and thirty kilograms and the flight is intended not to exceed sixty minutes in duration and is either -
 - (i) a flight solely for training persons to perform duties in an aircraft; or
 - (ii) a flight intended to begin and end at the same aerodrome; or
 - (c) the aircraft is a helicopter the maximum total weight authorised of which does not exceed three thousand kilograms, and the total seating capacity of which does not exceed five persons.
- (3) The operator of an aircraft shall not cause or permit the aircraft to be loaded in contravention of the instructions referred to in paragraph (1).

- (4) The flight despatcher supervising the loading of the aircraft shall, before the commencement of any such flight, prepare and sign a load sheet in duplicate conforming to the requirements under paragraphs (1) and (2), and shall (unless he is himself the commander of the aircraft) submit the load sheet for examination by the commander of the aircraft who shall sign his name thereon:

Provided that the preceding requirements of this paragraph shall not apply if -

- (a) the load and the distributing and securing thereof upon the next intended flight are to be unchanged from the previous flight and the commander of the aircraft makes and signs an endorsement to that effect upon the load sheet for the previous flight, indicating the date of the endorsement, the place of departure upon the next intended flight and the next intended place of destination; or
- (b) paragraph (2) does not apply in relation to the flight.
- (5) One copy of the load sheet shall be carried in the aircraft when regulation 70 so requires until the flights to which it relates have been completed and one copy of that load sheet and of the instructions referred to in this regulation shall be preserved by the operator until the expiration of a period of six months thereafter but it shall not be carried in the aircraft.
- (6) The operator of an aircraft registered in Guyana and flying for the purpose of the public air transport of passengers shall not cause or permit baggage to be carried in the passenger compartment of the aircraft unless such baggage can be properly secured and, in the case of an aircraft capable of seating more than 30 passengers, such baggage shall not exceed the capacity of the spaces in the passenger compartment approved by the Authority for the purpose of stowing baggage unless carried in accordance with the terms of a written permission granted by the Authority which permission may be granted subject to such conditions as the Authority thinks fit.

*Public air
transport
service -
operating
conditions.*

35. (1) An aircraft registered in Guyana shall not fly for the purpose of public air transport service, except for the sole purpose of training persons to perform duties in aircraft, unless such requirements as may be specified by the Authority in respect of its weight and related performance and flight in specified meteorological conditions, or at night, are complied with.
- (2) The assessment of the capability of an aircraft to comply with paragraph (1) shall be based on the information as to its performance contained in the certificate of airworthiness relating to the aircraft. In the event of the information given therein being insufficient for that purpose such assessment shall be based on the best information available to the commander of the aircraft.
- (3) An aircraft registered in Guyana when flying over water for the purpose of public air transport service shall fly, except as may be necessary for the purpose of

take-off or landing, at such an altitude as would enable the aircraft to reach a place at which it can safely land at a height sufficient to enable it to do so -

- (a) if it has one engine only, in the event of the failure of that engine; or
- (b) if it has more than one engine, in the event of the failure of one of those engines and with the remaining engine or engines operating within the maximum continuous power conditions specified in the certificate of airworthiness relating to the aircraft.

- (4) An aircraft registered in Guyana when being operated on extended range twin engine operations shall be operated in accordance with ICAO Annex 6 Part I Paragraph 4.7 and Attachment E or such other requirements issued from time to time by ICAO or by the JAA.

Aerodrome operating minima for aircraft registered in Guyana.

- 36. (1) The operator of every aircraft to which regulation 26 applies shall establish and include in the operations manual relating to the aircraft such particulars of such aerodrome operating minima as are appropriate to every aerodrome of intended departure or landing and every alternate aerodrome:

Provided that in relation to any flight wherein it is not practicable to include such information in the operations manual the operator of the said aircraft shall, prior to the commencement of the flight, cause to be furnished in writing, to the commander of the aircraft such particulars of the aerodrome operating minima referred to above and calculated in accordance with the specified method; and the operator shall cause a copy of the said particulars to be retained outside the aircraft for a minimum period of three months.

- (2) The operator of every aircraft referred to in paragraph (1) shall include in the operations manual relating to that aircraft such data and instructions as will enable the commander of the aircraft to calculate such aerodrome operating minima as are appropriate to aerodromes the use of which could not reasonably have been foreseen by the operator prior to the commencement of the flight.
- (3) The aerodrome operating minima specified shall not, in respect of any aerodrome, be less favourable than any declared in respect of that aerodrome by the competent Authority, unless that Authority otherwise permits in writing.

Aerodrome operating minima for aircraft not registered in Guyana.

- 37. (1) A public transport aircraft registered in a country other than Guyana shall not fly in or over Guyana unless the operator thereof shall have furnished to the Authority such particulars as the Authority may from time to time have required relating to the aerodrome operating minima specified by the operator in relation to aerodromes in Guyana for the purpose of limiting their use by the aircraft for take-off or landing, including any instructions given by the operator in relation to such aerodrome operating minima. The aircraft shall not fly in or over Guyana unless the operator shall have made such amendments or additions to the aerodrome operating minima so specified and any instructions so given as the

Authority may require for the purpose of ensuring the safety of the aircraft or the safety, efficiency or regularity of air navigation.

- (2) The aircraft shall not take off or land at an aerodrome in Guyana in contravention of the specified aerodrome operating minima or the specified instructions.

*Aerodrome
operating
minima for
non-public
air transport
aircraft.*

38. (1) This regulation shall apply to any aircraft which is not a public transport aircraft.
- (2) An aircraft to which this regulation applies when making a descent at an aerodrome to a runway in respect of which there is a notified instrument approach procedure shall not descend from a height of 1000 feet or more above the aerodrome to a height less than 1000 feet above the aerodrome if the relevant runway visual range for that runway is at the time less than the specified minimum for landing.
- (3) An aircraft to which this regulation applies when making a descent to a runway in respect of which there is a notified instrument approach procedure shall not -
- (a) continue an approach to landing on such a runway by flying below the relevant specified decision height; or
 - (b) descend below the relevant specified minimum descent height,
- unless in either case from such height the specified visual reference for landing is established and is maintained.
- (4) In this regulation "specified" in relation to aerodrome operating minima, means such particulars of aerodrome operating minima as have been notified in respect of the aerodrome or if the relevant aerodrome operating minima have not been notified such minima as are ascertainable by reference to the notified method for calculating aerodrome operating minima.

*Pre-flight action
by commander of
aircraft.*

39. The commander of an aircraft registered in Guyana shall reasonably satisfy himself before the aircraft takes off -
- (a) that the flight can safely be made, taking into account the latest information available as to the route and aerodromes to be used, the weather reports and forecasts available, and any alternative course of action which can be adopted in case the flight cannot be completed as planned;
 - (b) that the equipment (including radio apparatus) required by or under these Regulations to be carried in the circumstances of the intended flight is carried and is in a fit condition for use;
 - (c) that the flight may commence under and in accordance with the terms of a permission granted to the operator pursuant to regulation 20;

- (d) that the aircraft is in every way fit for the intended flight, and that where a certificate of maintenance is required by regulation 11 (1) to be in force, such certificate is in force and will not cease to be in force during the intended flight;
- (e) that the load carried by the aircraft is of such weight, and is so distributed and secured, that it may safely be carried on the intended flight;
- (f) in the case of an aircraft or airship, taking into account meteorological conditions and any delays that are expected in flight, that sufficient fuel, oil and engine coolant (if required) are carried to enable it to complete the intended flight. In addition that a safe margin (as determined in accordance with the appropriate part of Chapter 4.3.6. of Annex 6 to the Chicago Convention) has been allowed for contingencies, and, in the case of a flight for the purpose of public transport, the instructions in the operations manual relating to fuel, oil and engine coolant have been complied with;
- (g) in the case of an airship or balloon, that sufficient ballast is carried for the intended flight;
- (h) in the case of an aircraft, that having regard to the performance of the aircraft in the conditions to be expected on the intended flight, and to any obstructions at the places of departure and intended destination and on the intended route, it is capable of safely taking off, reaching and maintaining a safe height thereafter, and making a safe landing at the place of intended destination; and
- (i) that any pre-flight check system established by the operator and set forth in the operations manual or elsewhere has been complied with by each member of the crew of the aircraft.

Pilots to remain at controls.

- 40. (1) The commander of an aircraft registered in Guyana, being an aircraft or glider, shall cause one pilot to remain at the controls at all times while the aircraft is in flight. If the aircraft is required by or under these Regulations to carry two pilots, the commander shall cause both pilots to remain at the controls during take-off and landing. If the aircraft carries two or more pilots (whether or not it is required to do so) and is engaged on a flight for the purpose of the public transport of passengers the commander shall remain at the controls during take-off and landing.
- (2) Each pilot at the controls shall be secured in his seat by either a safety belt with or without one diagonal shoulder strap, or a safety harness except that during take-off and landing a safety harness shall be worn if it is required by regulation 18 to be provided.

Wearing of survival suits by crew.

- 41. Each member of the crew of an aircraft registered in Guyana shall wear a survival suit if such suit is required by regulation 18 to be carried.

*Duties of
commander in
public air
transport.*

42. (1) This regulation applies to flights for the purpose of the public air transport of passengers by aircraft registered in Guyana.
- (2) In relation to every flight to which this regulation applies the Commander of the aircraft shall -
- (a) before the aircraft takes off, take all reasonable steps to ensure that all passengers are made familiar with the position and method of use of emergency exits, safety belts, safety harnesses, and (where required to be carried) oxygen equipment, life jackets and the floor path lighting system and all other devices required by or under these Regulations and intended for use by passengers individually in case of an emergency occurring to the aircraft.
 - (b) if the aircraft is not a seaplane but is intended in the course of the flight to reach a point more than thirty minutes flying time (while flying in still air at the speed specified in the relevant certificate of airworthiness as the speed for compliance with regulations governing flights over water) from the nearest land, take all reasonable steps to ensure that before take-off, all passengers are given a demonstration of the method of use of the lifejackets required by or under this regulation for the use of passengers;
 - (c) if the aircraft is not a seaplane but is required by regulation 24(2) to carry cabin attendants, take all reasonable steps to ensure that, before the aircraft takes off on a flight which is intended to proceed beyond gliding distance from land or on which in the event of any emergency occurring during the take-off or during the landing at the intended destination or any likely alternate destination it is reasonably possible that the aircraft would be forced to land onto water, all passengers are given a demonstration of the method of use of the lifejackets required by or under this regulation for the use of passengers:

Provided that where the only requirement to give such a demonstration arises because it is reasonably possible that the aircraft would be forced to land onto water at one or more of the likely alternate destinations the demonstration need not be given until after the decision has been taken to divert to such a destination;
 - (d) if the aircraft is a seaplane, take all reasonable steps to ensure that before the aircraft takes off all passengers are given a demonstration of the method of use of the equipment referred to in subparagraph (a);
 - (e) before the aircraft takes off, and before it lands, take all reasonable steps to ensure that the crew of the aircraft are properly secured in their seats and that any persons carried in compliance with regulation 24 (5) are properly secured in seats

which shall be in a passenger compartment and which shall be so situated that those persons can readily assist the passengers;

(f) before the aircraft takes-off, and before it lands, and whenever by reason of turbulent air or any emergency occurring during the flight he considers the precaution necessary –

(i) take all reasonable steps to ensure that all passengers of two years of age or more are properly secured in their seats by safety belts (with diagonal shoulder strap, where required to be carried) or safety harnesses and that all passengers under the age of two years are properly secured by suitable means; and

(ii) take all reasonable steps to ensure that those items of baggage in the passenger compartment which he reasonably considers ought by virtue of their size, weight or nature to be properly secured are properly secured and, in the case of an aircraft capable of seating more than thirty passengers, such baggage is either stowed in the passenger compartment stowage spaces approved by the Authority for the purpose of stowing baggage or carried in accordance with the terms of a written permission granted by the Authority which permission may be granted subject to such conditions as the Authority thinks fit;

(g) in an emergency, take all reasonable steps to ensure that all passengers are instructed in the emergency action which they should take.

*Operation
of radio in
aircraft.*

43. (1) The radio station in an aircraft shall not be operated, whether or not the aircraft is in flight, except in accordance with the conditions of the licence issued in respect of that station under the law of the country in which the aircraft is registered, and by a person duly licensed or otherwise permitted to operate the radio station under that law.

(2) Whenever an aircraft is in flight in such circumstances that it is required by or under this regulation to be equipped with radio communications apparatus, a continuous radio watch shall be maintained by a member of the flight crew listening to the signals transmitted upon the frequency notified, or designated by a message received from an appropriate aeronautical radio station, for use by that aircraft -

Provided that -

(a) the radio watch may be discontinued or continued on another frequency to the extent that a message as referred to above so permits; and

- (b) the watch may be kept by a device installed in the aircraft if -
 - (i) the appropriate aeronautical radio station has been informed to that effect and has raised no objection; and
 - (ii) that station is notified, or in the case of a station situated in a country other than Guyana, otherwise designated as transmitting a signal suitable for that purpose.
- (3) Whenever an aircraft is in flight in such circumstances that it is required by or under this regulation to be equipped with radio or radio navigation equipment a member of the flight crew shall operate that equipment in such a manner as he may be instructed by the appropriate air traffic control unit or as may be notified in relation to any notified airspace in which the aircraft is flying.
- (4) The radio station in an aircraft shall not be operated so as to cause interference which impairs the efficiency of aeronautical telecommunications or navigational services.

*Minimum
navigation
performance.*

44. An aircraft registered in Guyana shall not fly in airspace specified for the purposes of this regulation unless -
- (a) it is equipped with navigation systems which enable the aircraft to maintain the prescribed navigation performance capability;
 - (b) the navigation systems required by paragraph (a) are approved by the Authority and installed and maintained in a manner approved by the Authority;
 - (c) the operating procedures for the navigation systems required by paragraph (a) are approved by the Authority; and
 - (d) the equipment is operated in accordance with the approved procedures while the aircraft is flying in the said airspace.

*Use of flight
recording
systems and
preservation
of records.*

45. (1) On any flight on which a flight data recorder or a cockpit voice recorder is required to be carried in an aircraft, it shall always be in use from the beginning of the take-off run to the end of the landing run.
- (2) The operator of the aircraft shall at all times, subject to the provisions of regulation 70, preserve -
- (a) the last twenty-five hours of recording made by any flight data recorder required by or under these Regulations to be carried in an aircraft; and
 - (b) a record of not less than one representative flight, that is to say, a recording of a flight made within the last twelve months which

includes a take-off, climb, cruise, descent, approach to landing and landing, together with a means of identifying the record with the flight to which it relates,

and shall preserve such records for such period as the Authority may in a particular case direct.

- (3) On any flight on which a cockpit voice recorder or a flight data recorder or a combined cockpit voice recorder or flight data recorder is required to be carried in a helicopter, it shall always be in use from the time the rotors first turn for the purpose of taking off until the rotors are next stopped.
- (4) The operator of the helicopter shall at all times, subject to regulation 70 preserve -
 - (a) the last eight hours of recording made by any flight data recorder specified in these Regulations and required by or under these Regulations to be carried in the helicopter;
 - (b) in the case of a combined cockpit voice recorder or flight data recorder required by or under these Regulations to be carried in a helicopter either -
 - (i) the last eight hours of recording; or
 - (ii) the last five hours of recording or the duration of the last flight, whichever is the greater, (together hereinafter referred to in this Regulation as the 'required recording'), together with an additional period of recording for either
 - (A) the period immediately preceding the required recording; or
 - (B) such period or periods as the Authority may permit generally or in any particular case or class of cases.
- (5) The additional recording retained pursuant to sub-paragraphs (b)(ii) of paragraph (4) shall, together with the required recording total a period of eight hours and shall be retained in accordance with arrangements approved by the Authority.
- (6) An approval granted by the Authority for the purposes of this regulation shall be in writing and may be subject to such conditions as the Authority thinks fit.
- (1) An aircraft in flight shall not tow a glider unless the certificate of airworthiness issued or rendered valid in respect of the towing aircraft under the law of the country in which that aircraft is registered includes an express provision that it may be used for that purpose.

*Towing
of gliders.*

46.

- (2) The length of the combination of towing aircraft, tow rope and glider in flight shall not exceed 150 metres.

*Towing,
picking up
and raising
of persons
and articles.*

47. (1) Subject to the provisions of this regulation, an aircraft in flight over Guyana shall not, by means external to the aircraft, tow any article, other than a glider, or pick up or raise any person, animal or article, unless the certificate of airworthiness issued or rendered valid in respect of that aircraft under the law of the country in which the aircraft is registered includes an express provision that it may be used for that purpose.
- (2) An aircraft shall not launch or pick up tow ropes, banners or similar articles other than at an aerodrome.

*Dropping of
animals and
articles.*

48. (1) Articles and animals (whether or not attached to a parachute) shall not be dropped, or permitted to drop, from an aircraft in flight so as to endanger persons or property.
- (2) Except under and in accordance with the terms of an aerial application certificate granted under regulation 50, articles and animals (whether or not attached to a parachute) shall not be dropped, or permitted to drop, to the surface from an aircraft flying over Guyana:

Provided that this paragraph shall not apply to the dropping of articles by, or with the authority of, the commander of the aircraft in any of the following circumstances -

- (a) the dropping of articles for the purpose of saving life;
- (b) the jettisoning, in case of emergency, of fuel or other articles in the aircraft;
- (c) the dropping of ballast in the form of fine sand or water;
- (d) the dropping of articles solely for the purpose of navigating the aircraft in accordance with ordinary practice or the provisions of these Regulations;
- (e) the dropping at an aerodrome of tow ropes, banners, or similar articles towed by aircraft;
- (f) the dropping of articles for the purposes of public health or as a measure against weather conditions, surface icing or oil pollution, or for training for the dropping of articles for any such purposes, if the articles are dropped with the permission of the Authority and in accordance with any conditions subject to which that permission may have been given;
- (g) the dropping of wind drift indicators for the purpose of enabling parachute descents to be made if the wind drift indicators are

dropped with the permission of the Authority and in accordance with any conditions subject to which that permission may have been given.

- (3) For the purposes of this regulation dropping includes projecting and lowering.
- (4) Nothing in this regulation shall prohibit the lowering of any article or animal from a helicopter to the surface, if the certificate of airworthiness issued or rendered valid in respect of the helicopter under the law of the country in which it is registered includes an express provision that it may be used for that purpose.

*Dropping
of persons.*

- 49. (1) A person shall not drop, be dropped or permitted to drop to the surface or jump from an aircraft flying over Guyana except under and in accordance with the terms of a written permission granted by the Authority under this regulation.
- (2) For the purposes of this regulation dropping includes projecting and lowering.
- (3) Notwithstanding the grant of a permission under paragraph (1), a person shall not drop, be dropped or be permitted to drop from an aircraft in flight so as to endanger persons or property.
- (4) An aircraft shall not be used for the purpose of dropping persons unless the certificate of airworthiness issued or rendered valid in respect of that aircraft under the law of the country in which the aircraft is registered includes an express provision that it may be used for that purpose and the aircraft is operated in accordance with the written permission granted by the Authority under this regulation.

*Issue of aerial
application
certificates.*

- 50. (1) An aircraft shall not be used for the dropping of articles for the purposes of agriculture, horticulture or forestry or for training for the dropping of articles for any of such purposes, otherwise than under and in accordance with the terms of an aerial application certificate granted to the operator of the aircraft under paragraph (2).
- (2) The Authority shall grant to any person applying therefor an aerial application certificate if it is satisfied that person is a fit person to hold the certificate and is competent, having regard in particular to his previous conduct and experience, his equipment, organisation, staffing and other arrangements, to secure the safe operation of the aircraft specified in the certificate on flights for the purposes specified in paragraph (1). The certificate may be granted subject to such conditions as the Authority thinks fit including without prejudice to the generality of the foregoing, conditions for ensuring that the aircraft and any article dropped from it do not endanger persons or property in the aircraft or elsewhere, and shall, subject to the provisions of regulation 81, remain in force for the period specified in the certificate.
- (3) Every applicant for (and holder of) an aerial application certificate shall make available to the Authority upon application and to every member of his operating staff upon the certificate being granted, an aerial application manual which shall

contain all such information and instructions as may be necessary to enable the operating staff to perform their duties as such. The holder of an aerial application certificate shall make such amendments of or additions to the manual as the Authority may require.

*Carriage of
weapons and
of munitions
of war.*

51. (1) An aircraft shall not carry any munitions of war unless -
- (a) such munitions of war are carried with the written permission of the Authority and in accordance with any conditions relating thereto; and
 - (b) the commander of the aircraft is informed in writing by the operator before the flight commences of the type, weight or quantity and location of any such munitions of war on board or suspended beneath the aircraft and any conditions of the permission of the Authority.
- (2) Notwithstanding paragraph (1) it shall be unlawful for an aircraft to carry any weapon or munitions of war in any compartment or apparatus to which passengers have access.
- (3) It shall be unlawful for a person to carry or have in his possession or take or cause to be taken on board an aircraft, to suspend or cause to be suspended beneath an aircraft or to deliver or cause to be delivered for carriage thereon any weapon or munitions of war unless -
- (a) the weapon or munitions of war -
 - (i) are either part of the baggage of a passenger on the aircraft or consigned as cargo to be carried thereon;
 - (ii) are carried in a part of the aircraft, or in any apparatus attached to the aircraft inaccessible to passengers;
 - (iii) in the case of a firearm, is unloaded; and
 - (b) particulars of the weapon or munitions of war have been furnished by that passenger, or by the consignor, to the operator before the flight commences; and
 - (c) without prejudice to paragraph (1) of this regulation the operator consents to the carriage of such weapon or munitions of war by the aircraft.
- (4) Nothing in this regulation shall apply to any weapon or munitions of war taken or carried on board an aircraft in Guyana registered in a country other than Guyana, if the weapon or munitions of war, as the case may be, may under the law of the country in which the aircraft is registered, be lawfully taken or carried on board for the purpose of ensuring the safety of the aircraft or of persons on board.

- (5) For the purposes of this regulation a “munitions of war” means any weapon, ammunition or article containing an explosive or any noxious liquid, gas or other thing which is designed or made for use in warfare or against persons, including parts, whether components or accessories, for such weapon, ammunition or regulation.

Carriage of dangerous goods.

52. (1) Without prejudice to any other provisions of these Regulations, the conditions for the carriage of dangerous goods issued from time to time by Annex 18 of ICAO shall be complied with.
- (2) It shall be an offence to contravene or permit the contravention of or fail to comply with any regulations made hereunder including the instructions contained in ICAO Document 9284 (Technical Instructions for the Safe Transport of Dangerous Goods).²
- (3) The provisions of this regulation and of any instructions issued thereunder shall be in addition to and not in derogation to the provisions of regulation 51.

Method of carriage of persons.

53. A person shall not be in or on any part of an aircraft in flight which is not a part designed for the accommodation of persons and in particular a person shall not be on the wings or undercarriage of an aircraft. A person shall not be in or on any object, other than a glider or aircraft, towed by or attached to an aircraft in flight:

Provided that a person may have temporary access to -

- (a) any part of an aircraft for the purpose of taking action necessary for the safety of the aircraft or of any person, animal or goods therein; and
- (b) any part of an aircraft in which cargo or stores are carried, being a part which is designed to enable a person to have access thereto while the aircraft is in flight.

Exits and break-in markings.

54. (1) This regulation shall apply to every public air transport aircraft registered in Guyana.
- (2) Whenever an aircraft to which this regulation applies is carrying passengers, every exit therefrom and every internal door in the aircraft shall be in working order, and during take-off and landing and during any emergency, every such exit and door shall be kept free of obstruction and shall not be fastened by locking or otherwise so as to prevent, hinder or delay its use by passengers and shall be clearly marked in a manner as specified in Schedule 2.

Schedule 2

Imperilling safety of aircraft.

55. A person shall not recklessly or negligently act in a manner likely to endanger an aircraft, or any person therein.

Imperilling safety of any person or property.

56. A person shall not recklessly or negligently cause or permit an aircraft to endanger any person or property.

- Drunkenness in aircraft.* 57. (1) A person shall not enter any aircraft when drunk, or be drunk in any aircraft.
- (2) A person shall not, when acting as a member of the crew of any aircraft or being carried in any aircraft for the purpose of so acting, be under the influence of drink or a drug to such an extent as to impair his capacity so to act, or consume alcohol within a minimum period of eight hours prior to reporting for duty for the purposes of operating a flight.
- Smoking in aircraft.* 58. (1) Notices indicating when smoking is prohibited shall be exhibited in every aircraft registered in Guyana so as to be visible from each passenger seat therein.
- (2) A person shall not smoke in any compartment of an aircraft registered in Guyana at a time when smoking is prohibited in that compartment by a notice to that effect exhibited by or on behalf of the commander of the aircraft.
- Authority of commander of aircraft.* 59. Every person in an aircraft registered in Guyana shall obey all lawful commands which the commander of that aircraft may give for the purpose of securing the safety of the aircraft and of persons or property carried therein, or the safety, efficiency or regularity of air navigation and the commander shall be entitled to authorise the restraining by the cabin attendants of any passenger who is in breach of any of the provisions of regulations 55, 56, 57 (1) or 61 (1) and (2).
- Stowaways.* 60. A person shall not secrete himself for the purpose of being carried in an aircraft without the consent of either the operator or the commander thereof or of any other person entitled to give consent to his being carried in the aircraft.
- Safeguarding against acts of unlawful interference.* 61. (1) No person shall interfere in any manner with the performance of the duties of a member of the flight crew of an aircraft in Guyana.
- (2) No person on board an aircraft shall carry or have in his charge any weapons, except that a weapon that is not a munition of war may be carried as passenger's baggage provided that it is declared to the operator's staff and is stowed so as to be inaccessible to passengers during flight and, if it is a firearm, it is unloaded.
- (3) A public air transport aircraft registered in Guyana that has a flight crew compartment separate from the passenger compartment and fitted with a door shall have a lock on that door which is operated from within the flight crew compartment.
- (4) The holder of an air operator certificate issued in Guyana shall provide the flight crew with a check-list to be followed in searching for a bomb or other device when sabotage is suspected.
- (5) The holder of an air operator certificate issued in Guyana shall establish and maintain a training programme designed to assist flight crew members to minimise the consequences of acts of unlawful interference.

- (6) The pilot in command of an aircraft registered in Guyana which is subjected to an act of unlawful interference shall submit, as soon as practicable, a full report on the incident to the Authority and to such other authority as the Authority may designate.
- (7) The pilot in command of an aircraft which is being subjected to unlawful interference shall endeavour to notify the appropriate air traffic services unit of this fact, together with such information regarding deviation from the current flight plan as will enable the air traffic services unit to minimise the risk of conflict with other aircraft.

**PART VII
AIRCREW FATIGUE AND FLIGHT LIMITATIONS**

*Application
and
interpretation
of Part VII.*

62. (1) Regulations 63 and 64 shall apply in relation to any aircraft registered in Guyana which is either -
- (a) engaged on a flight for the purpose of public air transport; or
 - (b) operated by an air transport undertaking:

Provided that these Regulations shall not apply in relation to a flight made only for the purpose of instruction in flying given by or on behalf of a flying club or flying school, or a person who is not an air transport undertaking.

- (2) In this Part, except where the context otherwise requires -
- (a) "flight duty period", in relation to any person, means a continuous period of duty which includes a flight or series of flights together with all duties that a flight crew member may be required to carry out from the moment that he reports at his place of employment on the day of the flight until he is relieved of his duties, having completed the flight or series of flights as a member of the crew thereof;
 - (b) "day" means a continuous period of twenty-four hours beginning at midnight co-ordinated universal time.
- (3) For the purposes of this Part, a helicopter shall be deemed to be in flight from the moment the helicopter first moves under its own power for the purpose of taking off until the rotors are next stopped.

*Fatigue of
crew -
operator's
responsibilities.*

63. (1) The operator of an aircraft to which this regulation applies shall not cause or permit that aircraft to make a flight unless -

- (a) he has established a scheme for the regulation of flight duty and minimum periods for every person flying in that aircraft as a member of its crew in accordance with the provisions of paragraph 4.2.10.3 and Attachment A of Annex 6 to the Chicago Convention;
- (b) the scheme is approved by the Authority subject to such conditions as it thinks fit and either the scheme is incorporated in the operations manual required by regulation 35 or, in any case where an operations manual is not required by that regulation, the scheme is incorporated in a document, a copy of which has been made available to every person flying in that aircraft as a member of its crew; and
- (d) he has taken all such steps as are reasonably practicable to ensure that the provisions of the scheme will be complied with in relation to every person flying in that aircraft as a member of its crew.

(2) The operator of an aircraft to which this regulation applies shall not cause or permit any person to fly therein as a member of its crew if he knows or has reason to believe that the person is suffering from, or, having regard to the circumstances of the flight to be undertaken, is likely to suffer from, such fatigue while he is so flying as may endanger the safety of the aircraft or of its occupants.

(8) The operator of an aircraft to which this regulation applies shall not cause or permit any person to fly therein as a member of its flight crew unless the operator has in his possession an accurate and up-to-date record in respect of that person and in respect of the twenty-eight days immediately preceding the flight showing -

- (a) all his flight duty periods; and
- (b) brief particulars of the nature of the functions performed by him in the course of his flight duty periods.

(4) The record referred to in paragraph (3) shall, subject to the provisions of regulation 61, be preserved by the operator of the aircraft until a date twelve months after the flight referred to in that paragraph.

*Fatigue
of crew -
responsibilities
of crew.*

64. (1) A person shall not act as a member of the crew of an aircraft to which this regulation applies if he knows or suspects that he is suffering from, or, having regard to the circumstances of the flight to be undertaken, is likely to suffer from, such fatigue as may endanger the safety of the aircraft or of its occupants.

(2) A person shall not act as a member of the flight crew of an aircraft to which this regulation applies unless he has ensured that the operator of the aircraft is aware

of his flight duty periods during the period of twenty-eight days preceding the flight.

Flight times - responsibilities of flight crew.

65. A person shall not act as a member of the flight crew of an aircraft registered in Guyana if at the beginning of the flight the aggregate of all his previous flight duty periods -

- (a) during the period of twenty-eight consecutive days, expiring at the end of the day on which the flight begins, exceeds one hundred hours unless expressly authorised by the Authority; or
- (b) during the period of twelve months expiring at the end of the previous month exceeds twelve hundred hours:

Provided that this regulation shall not apply to a flight made in an aircraft not flying for the purpose of public air transport nor operated by an air transport undertaking, if at the time when the flight begins the aggregate of all the flight times of the aforesaid person since he was last medically examined and found fit by a person approved by the Authority for the purpose of regulation 26(10) does not exceed twenty-five hours.

PART VIII DOCUMENTS AND RECORDS

Documents to be carried.

66. (1) An aircraft shall not fly in or over Guyana unless it carries the documents which it is required to carry under the law of the country in which it is registered.

Schedule 3

(2) An aircraft registered in Guyana shall, when in flight, carry documents specified in Schedule 3 :

Provided that, if the flight is intended to begin and end at the same aerodrome and does not include passage over the territory of any country other than Guyana, the documents may be kept at that aerodrome instead of being carried in the aircraft.

Records to be kept.

67.

The operator of a public transport aircraft registered in Guyana shall, in respect of any flight by that aircraft during which it may fly at an altitude of more than 49,000 feet, keep a record in a manner specified of the total dose of cosmic radiation to which the aircraft is exposed during the flight together with the names of the members of the crew of the aircraft during the flight.

Production of documents and records.

68. (1) The commander of an aircraft shall, within a reasonable time after being requested to do so by an authorised person, cause to be produced to that person -
- (a) the certificates of registration and airworthiness in force in respect of the aircraft;
 - (b) the licences of its flight crew; and
 - (c) such other documents as the aircraft is required by regulation 66 to carry when it is in flight.
- (2) The operator of an aircraft registered in Guyana, or the pilot in command thereof, shall, within a reasonable time after being requested to do so by an authorised person, cause to be produced to that person such documents or records as may have been requested by that person being documents or records which are required, by or under these Regulations, to be in force or to be carried, preserved or made available and which are related to flight operations or maintenance.
- (3) The holder of a licence granted or rendered valid under these Regulations shall, within a reasonable time after being requested to do so by an authorised person, cause to be produced to that person his licence, including any certificate of validation. The requirements of this paragraph shall be deemed to have been complied with, except in relation to licences required by regulation 66 to be carried in the aircraft or kept at an aerodrome, if the licence requested is produced within five days after the request has been made to the Authority.
- (4) The preceding provisions of this paragraph shall apply to a medical certificate issued pursuant to regulation 26 (10) as they apply to a licence granted or rendered valid under these Regulations.
- (5) Every person required by regulation 28 to keep a personal flying log book shall cause it to be produced within a reasonable time to an authorised person after being requested to do so by him within two years after the date of the last entry therein.

Power to inspect and copy documents and records.

69. An authorised person shall have the power to inspect and copy any certificate, licence, log book, document or record which he has the power pursuant to these Regulations to require to be produced to him.

Preservation of documents.

70. A person required by these Regulations to preserve any document or record by reason of his being the operator of an aircraft shall, if he ceases to be the operator of the aircraft, continue to preserve the document or record as if he had not ceased to be the operator, and in the event of his death the duty to preserve the document or record shall fall upon his personal representative:

Provided that if -

- (a) another person becomes the operator of the aircraft the first-mentioned operator, or his personal representative, shall deliver

to that person upon demand the certificates of maintenance release and compliance, the log books and the weight schedule and any record made by a flight data recorder and preserved in accordance with regulation 45 (2) which are in force or required to be preserved in respect of that aircraft;

- (b) an engine or variable pitch propeller is removed from the aircraft and installed in another aircraft operated by another person, the first-mentioned operator or his personal representative shall deliver to that person upon demand the log book relating to that engine or propeller; or
- (d) any person in respect of whom a record has been kept by the first mentioned operator in accordance with regulation 63 (4) becomes a member of the flight crew of a public transport aircraft registered in Guyana and operated by another person, the first-mentioned operator or his personal representative shall deliver those records to that other person upon demand,

and it shall be the duty of that other person referred to in provisos (a), (b) and (c) to deal with the document or record delivered to him as if he were the first-mentioned operator.

PART IX AERODROMES

*Aerodromes
- public air
transport of
passengers
and
instruction in
flying.*

71. (1) An aircraft to which this paragraph applies shall not take off or land at a place in Guyana other than an aerodrome licensed for the take off and landing of such aircraft or a Government aerodrome notified as available for the take off and landing of such aircraft, or in respect of which the person in charge of such aerodrome has given his permission for the particular aircraft to take off and land and in accordance with such conditions subject to which the aerodrome has been licensed or to which such permission may have been given.
- (2) Paragraph (1) applies to aircraft which are flying for the purpose of public air transport of passengers or for the purpose of instruction in flying given to any person for the purpose of becoming qualified for the grant of a pilot's licence or the inclusion of an aircraft rating or a night rating in a licence or for the purpose of carrying out flying tests in respect of the grant of a pilot's licence or the inclusion of an aircraft rating or night rating in such licence.

*Use of
Government
aerodromes.*

72. The Authority may cause to be notified subject to such conditions as it thinks fit any aerodrome owned or managed by the Government as an aerodrome available for the take off and landing of aircraft engaged on flights for the purpose of public air transport of passengers or for the purpose of instruction in flying or of any classes of such aircraft.

*Licensing of
aerodromes.*

73. (1) The Authority shall grant to any person applying therefor a licence in respect of any aerodrome in Guyana if it is satisfied that the applicant is competent, having regard to his previous conduct and experience, his equipment, organisation, staffing, maintenance and other arrangements to secure that the aerodrome and the airspace within which its visual traffic pattern is normally contained, are safe for use by aircraft, having regard in particular to the physical characteristics of the aerodrome and its surroundings and the adequacy of the provisions of the aerodrome manual submitted pursuant to paragraph (7).
- (2) An aerodrome licence may be granted subject to such conditions as the Authority thinks fit and shall, subject to the provisions of regulation 77, remain in force for the period specified in the licence.
- (3) Without prejudice to the generality of paragraph (2), if the applicant so requests or if the Authority considers that the aerodrome should be available for the take-off or landing of aircraft to all persons on equal terms and conditions, it may grant a licence for public use which shall be subject to the condition that the aerodrome shall at all times be so available to all persons on equal terms and conditions.
- (4) The holder of an aerodrome licence granted under these Regulations shall publicly display the licence and amendments thereto and furnish to any person on request information concerning the terms of the licence and, in the case of a licence for public use, cause to be notified the times during which the aerodrome will be available for the take-off and landing of aircraft engaged on flights for the purpose of public air transport of passengers or instruction in flying.
- (5) The holder of an aerodrome licence shall not contravene or cause or permit to be contravened any condition of the aerodrome licence at any time in relation to such aircraft engaged on such flights as are specified in regulation 71 (2), but the licence shall not cease to be valid by reason only of such a contravention.
- (6) An aerodrome licence holder shall take all reasonable steps to secure that the aerodrome and the airspace within which its visual traffic pattern is normally contained are safe at all times for use by aircraft.
- (7) Upon making an application for an aerodrome licence the applicant shall submit to the Authority for approval an aerodrome manual for that aerodrome which shall contain all such information and instructions as may be necessary to enable the aerodrome operating staff to perform their duties as such, including in particular information and instructions relating to the matters specified in Schedule 4, and shall furnish to the Authority any additions or amendments to the manual before, or immediately after, they come into effect and make such amendments or additions to the manual as the Authority may require for the purpose of ensuring safe operation of aircraft at the aerodrome.
- (8) Every aerodrome licence holder shall make available to each member of the aerodrome operating staff a copy of the aerodrome manual, or that part thereof relevant to his duties, and shall ensure that each such copy is kept up to date and

Schedule 4

that each member of the aerodrome operating staff is aware of the contents and undertakes his duties in conformity with the provisions thereof.

- (9) For the purposes of this regulation -
- (a) "aerodrome operating staff" means all persons, whether or not the aerodrome licence holder and whether or not employed by the aerodrome licence holder, whose duties are concerned either with ensuring that the aerodrome and airspace within which its visual traffic pattern is normally contained are safe for use by aircraft, or whose duties require them to have access to the aerodrome manoeuvring area or apron;
 - (b) "visual traffic pattern" means the aerodrome traffic zone of the aerodrome or the airspace which would comprise the aerodrome traffic zone of an aerodrome.

*Aeronautical
radio
stations.*

74. (1) A person shall not cause or permit any aeronautical radio station to be established or used unless its purpose has been approved by the Authority and the equipment thereof is of a type approved by the Authority.
- (2) The person in charge of the aeronautical radio station, the purpose of which is to provide a navigational aid by radio or radar to an aircraft making an approach to land or landing at an aerodrome, shall cause or permit that aeronautical radio station to provide such navigational aid unless all aeronautical radio stations operated by that person at that aerodrome are installed, maintained or modified in a manner approved by the Authority and flight checked by the Authority on such occasions as the Authority may require. The provisions of this paragraph shall not apply to any aeronautical radio station which is used solely for the purpose of enabling communications to be made by or on behalf of the operator of an aircraft and the commander thereof.
- (3) The person in charge of an aeronautical radio station at an aerodrome for which a licence for public use has been granted shall cause to be notified in relation thereto the type and hours of operation of any service which is available for use by any aircraft, and in approving the purpose for which an aeronautical radio station is to be used at any other aerodrome the Authority may, if it thinks fit, require the person in charge to cause such information as aforesaid to be notified.
- (4) For the purpose of this regulation an approval shall be in writing and may be granted subject to such conditions as the Authority thinks fit.
- (5) The provisions of this regulation shall not apply in respect of any aeronautical radio station of which the person in charge is the Authority.
- (6) The person in charge of any aeronautical radio station shall keep a written record of functional tests, flight checks and particulars of any overhaul, repair, replacement or modification thereof and shall preserve the record for a period of one year or such longer period as the Authority may, in a particular case, direct and shall produce that record when requested to do so by an authorised person.

- (7) The person in charge of an aeronautical radio station which is used for the provision of an air traffic control service by an air traffic control unit shall provide apparatus which is capable of recording the terms or content of any radio message or signal transmitted to any aircraft either alone or in common with other aircraft or received from any aircraft by the air traffic control unit, which apparatus shall be of a type the specification of which is approved by the Authority and which shall be installed, modified and maintained in a manner approved by the Authority and shall be in operation at all times when the aeronautical radio station is in operation for providing an air traffic control service.
- (8) If at any time the apparatus provided in compliance with paragraph (7) ceases to be capable of recording the matters required by this regulation to be recorded the person in charge of an aeronautical radio station shall ensure that a written record is kept in which the particulars required are recorded together with a summary of communications exchanged between the aeronautical radio station and aircraft.
- (9) The particulars required to be recorded or kept under paragraphs (7) and (8) include -
- (a) the identification of the aeronautical radio station;
 - (b) the date or dates on which the record was made;
 - (c) a means of determining the time at which each message or signal was transmitted;
 - (d) the identity of the aircraft to or from which and the radio frequency on which the message or signal was transmitted or received; and
 - (e) the time at which the record started and finished.
- (11) Such record required to be kept under paragraphs (7), (8) and (9) shall be preserved by the person in charge of an aeronautical radio station for a period of thirty days from the date upon which the message or signal was recorded, or for such longer period as the Authority may in a particular case direct, and shall be produced within a reasonable time upon the request of an authorised person.

*Charges at
and use of
aerodromes
licensed for
public use.*

75. (1) The licensee of an aerodrome in respect of which a licence for public use has been granted shall, when required by the Minister or the Authority furnish such particulars as may be required of the charges established by the licensee for the use of the aerodrome or of any facilities provided at the aerodrome for the safety, efficiency or regularity of air navigation. The Authority shall be entitled to disallow such charges if the same have been established without consultation between the licensee and representatives of users or if such charges are not based upon the ICAO Principles as such charges should be cost-related, transparent and non-discriminatory, or both.
- (2) The person in charge of an aerodrome in Guyana which is open for public use by aircraft registered in Guyana shall cause the aerodrome, and all air navigation facilities provided thereat, to be available for use by aircraft registered in other Contracting States on the same terms and conditions as for use by aircraft registered in Guyana.

- Aeronautical lights.* 76. Except with the permission of the Authority and in accordance with any conditions subject to which the permission may be granted, a person shall not establish, maintain or alter the character of an aeronautical beacon within Guyana or any aeronautical ground light at an aerodrome licensed under these Regulations or which forms part of the lighting system for use by aircraft taking-off from or landing at such an aerodrome and a person shall not intentionally or negligently damage or interfere with any aeronautical ground light established by or with the permission of the Authority.

**PART X
ENFORCEMENT AND OFFENCES**

- Revocation, suspension and variation of certificates, licences and other documents.* 77. (1) The Authority may, in the interest of safety, provisionally suspend (for a period of up to thirty days) or vary any certificate, licence, approval, permission, exemption, authorisation or other document issued, granted or having effect under these Regulations, pending inquiry into or consideration of the case or pending examination. The Authority may, on sufficient ground being shown to it's satisfaction after due inquiry, revoke, suspend or vary any such certificate, licence, approval, permission, exemption, authorisation or other document.
- (2) The holder or any person having the possession or custody of any certificate, licence, approval, permission, exemption or other document which has been revoked, suspended or varied under these Regulations shall surrender it to the Authority within a reasonable time after being required to do so by the Authority.
- (3) The breach of any condition subject to which any certificate, licence, approval, permission, exemption, or other document, has been granted or issued, or which has effect under these Regulations shall, in the absence of provision to the contrary in the document, render the document invalid during the continuance of the breach.
- (4) Where it is proposed to refuse, revoke, suspend or vary a certificate, licence, approval, authorisation, validation or rating otherwise than on the application of the holder, the Authority shall serve on the person concerned notice of the proposal together with the reasons for it and the person concerned may within fourteen days of the date of service of that notice request that the case be decided by the Board of the Authority and not by a person authorised on its behalf. The Board of the Authority shall sit with such technical assessors to advise it as the Board may appoint, but the Board shall not appoint as an assessor any person who participated in the decision or proposal or in giving or assessing the test or examination which is to be the subject of the Board's decision and the Board shall issue a determination of the application within thirty days.

- (5) Notwithstanding paragraph (1), a flight manual, performance schedule or other document incorporated by reference in the certificate of airworthiness may be varied on sufficient ground being shown to the satisfaction of the Authority.

*Offences in
relation to
documents
and records.*

78. (1) A person shall not with intent to deceive -
- (a) use any certificate, licence, approval, permission, exemption or other document issued or required by or under these Regulations which has been forged, altered, revoked or suspended, or to which he is not entitled;
 - (b) lend any certificate, licence, approval, permission, exemption or other document issued or having effect or required by or under these Regulations to, or allow it to be used by, any other person; or
 - (c) make any false representation for the purpose of procuring for himself or any other person the grant, issue, renewal or variation of any such certificate, licence, approval, permission or exemption or other document,

and in this paragraph a reference to a certificate, licence, approval, permission, exemption or other document includes a copy or purported copy thereof.

- (2) A person shall not intentionally damage, alter or render illegible any log book or other record required by or under these Regulations to be maintained or any entry made therein, or knowingly make, or procure or assist in the making of, any false entry in or material omission from any such log book or record or destroy any such log book or record during the period for which it is required under these Regulations to be preserved.
- (3) All entries made in writing in any log book or record referred to in paragraph (2) shall be made in ink or indelible pencil. Any entries requiring correction shall be deleted in ink and re-written in ink or indelible pencil.
- (4) A person shall not knowingly make in a load sheet any entry which is incorrect in any material particular, or any material omission from such a load sheet.
- (5) A person shall not purport to issue any certificate for the purposes of these Regulations or instructions issued by the Authority unless he is authorised to do so under these Regulations.
- (6) A person shall not issue any such certificate under paragraph (5) unless he has satisfied himself that all statements in the certificate are correct.

**PART XI
GENERAL AND ADMINISTRATION**

- Restriction with respect to carriage for hire or reward in aircraft registered outside Guyana.*
79. (1) An aircraft registered in a country other than Guyana, shall not take on board or discharge any passengers or cargo in Guyana, being passengers or cargo carried or to be carried for hire or reward, except with the permission of the Authority granted under this regulation to the operator or charterer of the aircraft or to the government of the country in which the aircraft is registered, and in accordance with any conditions to which such permission may be subject.
- (2) Without prejudice to the provisions of paragraph (1), any breach by a person to whom a permission has been granted under this regulation of any condition to which that permission was subject shall constitute a contravention of this regulation.
- (3) The holder of an air operators certificate issued in Guyana shall not operate an aircraft registered in another Contracting State unless the Authority has been provided with information concerning -
- (i) the aircraft type and serial number;
 - (ii) the name and address of the registered owner;
 - (iii) the State of Registry and the registration marks;
 - (iv) the certificate of airworthiness together with a statement from the registered owner that the aircraft fully complies with the airworthiness requirements of the State of Registry;
 - (v) the name and address of the operator, or the person responsible for operational control of the aircraft under the agreement, including a statement that such person together with the other parties to the agreement fully understand their respective responsibilities under the applicable regulations;
 - (vi) a copy of the agreement;
 - (vii) the duration of the arrangements,

and an agreement has been reached between Guyana and the State of Registry of the aircraft which delineates the areas of responsibility of each State in the supervision of flight operations and the maintenance of airworthiness. Once the areas of responsibility of each State has been agreed upon, the State shall be relieved of responsibility in respect of the functions and duties transferred:

Provided that, in the case of an ad hoc or other charter of less than seven days duration, the operator shall provide such information as the Authority shall reasonably require.

- Restriction with respect to aerial photography and survey from aircraft registered outside Guyana.*
80. (1) An aircraft registered in a Contracting State other than Guyana or in a foreign country, shall not fly over Guyana for the purpose of aerial photography or aerial survey (whether or not hire or reward is given or promised in respect of the flight or the purpose of the flight) or for the purpose of any other form of aerial work except with the permission of the Authority granted under this regulation to the

operator or the charterer of the aircraft and in accordance with any conditions to which such permission may be subject.

- (2) Without prejudice to the provisions of paragraph (1), any breach by a person to whom a permission has been granted under this regulation of any condition to which that permission was subject shall constitute a contravention of this regulation.

*Flights over
any foreign
country.*

81. (1) The operator or commander of an aircraft registered in Guyana (or, if the operator's principal place of business or permanent residence is in Guyana, any other aircraft) which is being flown over any foreign country shall not allow that aircraft to be used for a purpose which is prejudicial to the security, public order or public health of, or to the safety of air navigation in relation to, that country.
- (2) A person shall not be deemed to contravene paragraph (1) if he neither knew nor suspected that the aircraft was being or was to be used for a purpose referred to in paragraph (1).
- (3) The operator or commander of an aircraft registered in Guyana (or, if the operator's principal place of business or permanent residence is in Guyana, any other aircraft) which is being flown over any foreign country shall comply with any directions given by the appropriate aeronautical authorities of that country unless the lives of persons on board or the safety of the aircraft would thereby be endangered.
- (4) A person shall not be deemed to contravene paragraph (3) if he neither knew nor suspected that directions were being given by the appropriate aeronautical authorities.
- (5) The requirement in paragraph (3) is without prejudice to any other requirement to comply with directions of an aeronautical authority.
- (6) In this regulation "appropriate aeronautical authorities" includes any person, whether a member of a country's military or civil authorities, authorised under the law of the foreign country to issue directions to aircraft flying over that country.

*Mandatory
reporting.*

82. (1) Subject to the provisions of this regulation, every person who is the owner, operator or commander of an aircraft registered in Guyana or carries on the business or maintaining, repairing or overhauling such an aircraft, or any equipment or part thereof, or signs a certificate of release to service in respect thereof or performs a function for which he requires an air traffic controllers licence or is the licensee of a licensed aerodrome shall -
- (i) make a report to the Authority of any notifiable occurrence of which he knows and which is of such a description as may be specified by the Authority; the report shall be made within such time, by such means, and shall contain such information as is so

specified and it shall be presented in such form as the Authority may in any particular case approve; and

- (ii) make a report to the Authority, within such time, by such means, and containing such information as the Authority may specify in a notice in writing served upon him, being information which is in his possession or control and which relates to a notifiable occurrence which has been reported by him to the Authority in accordance with this regulation.

(2) In this regulation “notifiable occurrence” means -

- (a) any incident relating to the aircraft referred to in paragraph (1) or any defect in or malfunctioning of such aircraft or any part, equipment or material of such an aircraft, being an incident, malfunctioning or defect endangering, or which if not corrected would endanger, the aircraft, its occupants, or any other person; and
- (b) any defect in or malfunctioning of any facility on the ground used or intended to be used for purposes of or in connection with the operation of such aircraft, being a defect or malfunctioning endangering, or which if not corrected would endanger, such aircraft or its occupants.

- (3) Subject to paragraph (1)(ii), nothing in this regulation shall require a person to report any occurrence which he has reason to believe has been or will be reported by another person to the Authority in accordance with this regulation.
- (4) A person shall not make any report under this regulation if he knows or has reason to believe that the report is false in any material particular.
- (5) Without prejudice to regulation 45(2), (3) and (4) and subject to the provisions of regulation 68, the operator of an aircraft shall, if he has reason to believe that a report has been or will be made in pursuance of this regulation, preserve any data from a flight data recorder or a combined cockpit voice recorder or flight data recorder relevant to the reportable occurrence for fourteen days from the date on which a report of that occurrence is made to the Authority or for such longer period as the Authority may in a particular case direct :

Provided that the record may be erased if the aircraft is outside Guyana and it is not reasonably practicable to preserve the record until the aircraft reaches Guyana.

Power to prevent aircraft flying.

- 83. (1) If it appears to the Authority or an authorised person that any aircraft is intended or likely to be flown -
 - (a) in such circumstances that any provision of these Regulations would be contravened in relation to the flight;

- (b) in such circumstances that the flight would be a cause of danger to any person or property whether or not in the aircraft; or
- (c) while in a condition unfit for the flight, whether or not the flight would otherwise be in contravention of any provision of these Regulations; the Authority or that authorised person may direct the operator or the commander of the aircraft that he is not to permit the aircraft to make the particular flight or any other flight of such description as may be specified in the direction, until the direction has been revoked by the Authority or by an authorised person, and the Authority or that authorised person may take such steps as are necessary to detain the aircraft.

(2) For the purposes of paragraph (1), the Authority or any authorised person may enter upon and inspect any aircraft.

*Obstruction
of persons.*

84. A person shall not intentionally obstruct or impede any person acting in the exercise of his powers or the performance of his duties under these Regulations.

*Power to
issue and
enforce
directions.*

85. The Authority may by means of Guyana civil aviation airworthiness requirements, aviation information circulars, airworthiness notices, aeronautical information publications, notices to airmen, notices of non compliance and other documents issue directions, requirements or instructions not inconsistent with the provisions of the Act and of these Regulations, relating to the operation, use, possession, maintenance or navigation of aircraft flying in or over Guyana or of aircraft registered in Guyana. The Authority shall, before issuing Guyana civil aviation airworthiness requirements, submit a draft thereof for consultation to representatives of those to whom such requirements are addressed and shall take into account representations made in the process of such consultation. Any person who without reasonable excuse fails to comply with any direction given to him under any provision of these Regulations or any requirements made thereunder shall be deemed for the purposes of these Regulations to have contravened that provision.

Penalties.

86. If any provision of these Regulations or any direction, requirement or instruction made or issued thereunder is contravened in relation to an aircraft, the operator of that aircraft, or any of his employees or agents, or other person responsible shall be liable to prosecution for any act or omission and on conviction shall be liable to a fine and imprisonment in accordance with section 36 of the Act.

*Extra-
territorial
effect of the
regulations.*

87. Except where the context otherwise requires, the provisions of these Regulations -

- (a) in so far as they apply (whether by express reference or otherwise) to aircraft registered in Guyana, shall apply to such aircraft wherever they may be;
- (b) in so far as they apply to an aircraft registered in Guyana shall apply to such other aircraft when they are within Guyana;

- (c) in so far as they prohibit, require or regulate (whether by express reference or otherwise) the doing of anything by persons in, or by any of the crew of, any aircraft registered in Guyana, shall apply to such persons and crew, wherever they may be; and
- (d) in so far as they prohibit, require or regulate the doing of anything in relation to any aircraft registered in Guyana by other persons shall, where such persons are citizens of Guyana apply to them wherever they may be.

Application of regulations to Guyana-controlled aircraft not registered in Guyana.

88. The Authority may direct that such of the provisions of these Regulations and of any direction made or having effect thereunder, as may be specified in the direction, shall have effect as if reference in those provisions to aircraft registered in Guyana included references to the aircraft specified in the direction, being an aircraft not so registered but for the time being under the management of a person who, or of persons each of whom, is qualified to hold a legal or beneficial interest by way of ownership in an aircraft registered in Guyana.

Exemption from regulations.

89. The Minister may exempt from any of the provisions of these Regulations (other than regulations 77 and 81 thereof) any aircraft or persons or classes of aircraft or persons, either absolutely or subject to such conditions as he thinks fit.

Directions by the Authority.

90. The Authority may issue such directions, establishing requirements, policies, standards and recommended practices and procedures as may be necessary for the administration of these Regulations.

*Setting of fees
Schedule 5*

91. (1) Subject to the provisions of paragraph (2) the provisions of Schedule 5 shall have effect with respect to fees to be charged in connection with the issue, validation, renewal, extension or variation of any certificate, licence, permit, or other document (including the issue of a copy) or the undergoing of any examination, test, inspection or investigation or the grant of any permission or approval, required by, or for the purpose of these Regulations.
- (2) Upon an application being made in connection with which any fee is chargeable under these Regulations, the applicant may be required, before the application is entertained, to pay the whole or to deposit a portion of the fee or fees so chargeable.

Authorised persons - powers and duties.

92. (1) The Authority, or any authorised person, shall have the right to carry out audits or surveillance or to require any person to produce documents or any other article for the purpose of detecting any contravention of these Regulations.
- (2) Any person who, having been required in terms of paragraph (3) to produce any document or other article, without lawful cause makes a statement that is false in any material particular, or fails to produce any document or other article which is in his possession or control or to which he has access, shall be guilty of an offence.

- (3) An authorised person shall have the right to enter and inspect any aerodrome, hanger or other place (at which an aircraft is located or stored), aircraft or any servicing or manufacturing organisation and to inspect any aircraft, aircraft equipment, component or material for the purpose of ensuring that the provisions of the Act and these Regulations have been, or are being complied with.
- (4) Where it appears to any authorised person that an aircraft is intended or likely to be flown in such circumstances that the flight would involve an offence against these Regulations or be a cause of danger to persons in the aircraft or to persons or property on the ground, he may take such action by way of detention of the aircraft or such other action necessary for the purpose of inspecting the aircraft or causing the circumstances of the flight to be investigated.
- (5) Where an aircraft has been detained pursuant to paragraph (4) such aircraft shall not be operated until the Authority, being satisfied that these Regulations are being complied with, approves or until such modifications or repairs have been effected as the Authority considers necessary to render the aircraft fit for flight.

*Approval of
persons to
furnish reports.*

92. In relation to any of its functions pursuant to any of the provisions of these Regulations the Authority may, either absolutely or subject to such conditions as it thinks fit, approve a person as qualified to furnish reports to the Authority.

Revocation.

93. (1) Subject to the provisions of the Act, regulations made under the United Kingdom Civil Aviation Act 1949 as applied to Guyana by the Colonial Civil Aviation (Application of Act) Order 1952 and any other applied Acts relating to civil aviation are hereby revoked.
- (2) Notwithstanding the revocation of the regulations mentioned in paragraph (1), all licences issued under those regulations shall remain in force.

SCHEDULE 1

reg.9.1

"A" CONDITIONS

1. The "A" conditions referred to in regulation 9(1) are as follows -
 - (1) The aircraft shall be either an aircraft in respect of which a certificate of airworthiness or validation has previously been in force either under these Regulations or the regulations revoked by these Regulations, or an aircraft identical in design with an aircraft in respect of which such a certificate is or has been in force.
 - (2) The aircraft shall fly in accordance with a permit to fly issued by the Authority and, unless otherwise specifically authorised by the Authority, only for the purpose of enabling the aircraft to -
 - (a) qualify for the issue or renewal of a certificate of airworthiness or of the validation thereof or the approval of a modification of the aircraft, after an application has been made for such issue, renewal, validation or approval, as the case may be;
 - (b) proceed to or from a place at which any inspection, approval, test or weighing of, or the installation of equipment in, the aircraft is to take place for a purpose referred to in sub-paragraph (a), after such an application has been made, or at which the installation of furnishings in, or the painting of, the aircraft is to be undertaken;
 - (c) proceed to or from a place at which the aircraft is to be or has been stored;
 - (d) demonstrate that aircraft with a view to the sale thereof; or
 - (e) test that aircraft and its equipment.
 - (3) The aircraft shall be certified as fit for flight by the holder of an aircraft maintenance engineer's licence granted under these Regulations, being a licence which entitles him to issue that certificate, or by a person approved by the Authority for the purpose of issuing certificates under this condition, and in accordance with that approval.
 - (4) The aircraft shall carry the minimum flight crew specified in any certificate of airworthiness or validation, which has previously been in force either under these Regulations or the regulations revoked by these Regulations in respect of the aircraft, or is or has previously been in force in respect of any other aircraft of identical design.
 - (5) The aircraft shall not carry any persons or cargo except persons performing duties in the aircraft in connection with the flight or persons who are carried in the aircraft to perform duties in connection with a purpose referred to in paragraph (2).

- (6) The aircraft shall not fly over any congested area of a city, town or settlement except to the extent that it is necessary to do so to take off from or land at a Government aerodrome or an aerodrome owned or managed by the Authority, or a licensed aerodrome, in accordance with normal aviation practice.
- (7) Without prejudice to the provisions of regulation 24 (2), the aircraft shall carry such flight crew as may be necessary to ensure the safety of the aircraft.

“B” CONDITIONS

2. The "B" conditions referred to in regulation 9(1) are as follows –

- (1) The flight shall be made under the supervision of a person approved by the Authority for the purposes of these Regulations, and subject to any additional conditions which may be specified in such approval.
- (2) If an aircraft is not registered in Guyana or under the law of any country which is a signatory to the Chicago Convention, the aircraft shall be marked in a manner approved by the Authority for the purposes of these conditions and the provisions of regulations 19, 21, 25, 39, 43, 66, and 68 shall be complied with in relation to the aircraft as if it was registered in Guyana so far as such provisions are applicable to the aircraft in the circumstances.
- (3) The aircraft shall fly only for the purpose of –
 - (a) experimenting with or testing the aircraft (including in particular its engines) and its equipment;
 - (b) enabling the aircraft to qualify for the issue or validation of a certificate of airworthiness or the approval of a modification of the aircraft; or
 - (c) proceeding to or from a place at which any experiment, test, inspection or weighing of the aircraft is to take place for a purpose referred to in subparagraph (a) or (b).
- (4) The aircraft shall carry such flight crew as may be necessary to ensure the safety of the aircraft.
- (5) The aircraft shall not carry any passengers or cargo except passengers performing duties in the aircraft in connection with the flight.
- (6) The aircraft shall not fly over any congested area or a city, town or settlement except to the extent that it is necessary to do so in order to take off from or land at a Government aerodrome, a licensed aerodrome or in accordance with normal aviation practice, or at a place approved by the Authority under condition (1).

**SCHEDULE 2
EXITS AND BREAK-IN MARKINGS**

reg. 54(2)

- Application.* 1. This schedule shall apply to every public transport aircraft registered in Guyana.
- No obstruction of exits.* 2. Whenever an aircraft to which regulation 54 applies is carrying passengers, every exit therefrom and every internal door in the aircraft shall, during take-off and landing and during any emergency, be kept free of obstruction and shall not be fastened by locking or otherwise so as to prevent, hinder or delay its use by passengers:

Provided that an exit may be obstructed by cargo if it is an exit which, in accordance with arrangements approved by the Authority, either generally or in relation to a class of aircraft or a particular aircraft, is not required for use by passengers.

- Marking of exits.* 3 (1) Every exit from the aircraft, being an exit intended to be used by passengers in normal circumstances, shall be marked with the word "Exit" in capital letters and every exit intended to be used by passengers in an emergency only, shall be marked with the words "Emergency Exit" in capital letters.

(2) Every exit from the aircraft shall be marked with instructions in English and in such other language or languages, if any, as may be specified by the Authority, and with diagrams, to indicate the correct opening of the exit.

(3) The markings shall be placed on or near the inside surface of the door or other closure of the exit and, if it is openable from the outside of the aircraft, on or near the exterior surface.

- Marking of break-in areas.* 4. (1) Every aircraft to which regulation 54 applies, being an aircraft of which the maximum total weight authorised exceeds eight thousand pounds shall be marked upon the exterior surface of its fuselage with markings to show the areas (in this paragraph referred to as "break-in areas") which can, for purposes of rescue in an emergency, be most readily and effectively broken into by persons outside the aircraft.

(2) The break-in areas shall be rectangular in shape and shall be marked by right-angled corner markings, each arm of which shall be four inches in length along its outer edge and one inch in width.

(3) The words "Cut here in Emergency" shall be marked across the centre of each break-in area in capital letters.

- Visibility of markings.* 5. The markings required by this regulation shall —
- (1) be painted, or affixed by other equally permanent means;
- (2) be red in colour and, in any case in which the colour of the adjacent background is such to render red markings not readily visible, be outlined in white or some other contrasting colour in such a manner to render them readily visible;
- (3) be kept at all times clean and unobscured.

SCHEDULE 3
DOCUMENTS THAT MUST BE CARRIED BY AIRCRAFT
REGISTERED IN GUYANA

reg. 66(2)

1. Documents to be carried by aircraft registered in Guyana are as follows –
 - (1) on a flight for the purpose of public transport: documents A, B, C, D, E, F, H, K and, if the flight is international air navigation, documents G and I;
 - (2) on a flight for the purpose of aerial work: documents A, B, C, E, F, K and, if the flight is international air navigation, documents G and I;
 - (3) on a private flight, being international air navigation: documents A, B, C, G, I and K; and
 - (4) On a flight made in accordance with the terms of a permission granted to the operator pursuant to regulation 20(2): document J.

2. For the purposes of this Schedule –

document “A” means the licence in force in respect of the aircraft radio station installed in the aircraft;

document “B” means the certificate of airworthiness in force in respect of the aircraft,

Provided that, with the permission in writing of the Authority, which may be granted subject to such conditions as it thinks fit, an aircraft to which regulation 31 applies need not carry the flight manual as part of this document;

document “C” means the licences of the members of the flight crew of the aircraft;

document “D” means one copy of the load sheet, if any, required by regulation 34 in respect of the flight;

document “E” means one copy of each certificate of maintenance review, if any, in force in respect of the aircraft;

document “F” means the technical log, if any, in which entries are required to be made under regulation 12;

document “G” means the certificate of registration in force in respect of the aircraft;

document “H” means the operations manual, if any, required by regulation 31 to be carried on the flight;

document “I” means a copy of the notified procedures to be followed by the pilot in command of an intercepted aircraft, and the notified visual signals for use by intercepting and intercepted aircraft;

document "J" means the permission, if any, granted in respect of the aircraft pursuant to regulation 20;

document "K" means a certificate or document attesting to the noise certification of the aircraft,

Provided that, with the permission in writing of the Authority, which may be granted subject to such conditions as it thinks fit, an aircraft to which regulation 31 applies need not carry such a permission if it carries an operations manual which includes the particulars prescribed by the Authority;

"International air navigation" means any flight which includes passage over the territory of any country other than Guyana.

**SCHEDULE 4
AERODROME MANUAL - CONTENTS**

reg. 73(7)

Information and instructions relating to the following matters shall be included in the aerodrome manual referred to in regulation 73(7) –

- (1) the name and status of the official in charge of day to day operation of the aerodrome together with the names and status of other senior aerodrome operating staff and instruction as to the order and circumstances in which these may be required to act as the official in charge;
- (2) the system of aeronautical information services available;
- (3) procedures for promulgating information concerning the aerodrome's state;
- (4) procedures for the control of access, vehicles and work in relation to the aerodrome manoeuvring area and apron;
- (5) procedures for complying with regulation 82 and for the removal of disabled aircraft;
- (6)
 - (a) subject to paragraph (b) below, plans to a scale of one in two thousand five hundred depicting the layout of runways, taxiways and aprons, aerodrome markings, aerodrome lighting if such lighting is provided, and the siting of any navigational aids within the runway strip;
 - (c) in the case of copies of the manual or extracts thereof provided or made available to a member of the aerodrome operating staff, the plans shall be of a scale reasonably appropriate for the purposes of regulation 73(8);

- (7) in respect of an aerodrome in relation to which there is a notified instrument approach procedure, survey information sufficient to provide data for the production of aeronautical charts relating to that aerodrome;
- (8) description, height and location of obstacles which infringe standard obstacle limitation surfaces, and whether they are lit;
- (9) data for and method of calculation of declared distances and elevations at the beginning and end of each declared distance;
- (10) method of calculating reduced declared distances and the procedure for their promulgation;
- (11) details of surfaces and bearing strengths of runways, taxiways and aprons;
- (12) the system of the management of air traffic in the airspace associated with the aerodrome, including procedures for the co-ordination of traffic with adjacent aerodromes, except any such information or procedures already published in any manual of air traffic services;
- (13) operational procedures for the routine and special inspection of the aerodrome manoeuvring area and apron;
- (14) if operations are permitted during periods of low visibility, procedures for the protection of the runways during such periods;
- (15) procedures for the safe integration of all aviation activities undertaken at the aerodrome;
- (16) procedures for the control of bird hazards;
- (17) procedures for the use and inspection of the aerodrome lighting system, if such system is provided; and
- (18) the scale of rescue, first aid and fire service facilities, the aerodrome emergency procedures and procedures to be adopted in the event of temporary depletion of the rescue and fire service facilities.

SCHEDULE 5
FEEES TO BE CHARGED

reg. 91

The Authority shall charge the following fees for services provided -

- | | |
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| <i>Flight crew
licences.</i> | 1. (1) Upon making application for the issue, extension or renewal of a licence to act as a flight crew member, the applicant shall pay - |
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- (a) for the issue of an airline transport pilot's licence, a commercial pilot's licence or a flight engineer's licence, a sum of twenty-five thousand seven hundred and forty dollars;
 - (b) for the renewal of an airline transport pilot's licence, a commercial pilot's licence or a flight engineer's licence, a sum of two thousand three hundred dollars;
 - (c) for the issue of a private pilot's licence, a sum of eleven thousand dollars;
 - (d) for the renewal of a private pilot's licence, a sum of four thousand four hundred and twenty dollars;
 - (e) for the issue or renewal of a radio telephony operator's licence, four thousand four hundred dollars;
 - (f) for the issue or renewal of a student pilot's licence, a sum of six hundred and fifty dollars;
 - (g) for the inclusion of a second or subsequent type of aircraft after passing all examinations, a sum of eleven thousand seven hundred dollars;
 - (h) for the inclusion of an instructor's rating, assistant instructor's rating, or an instrument rating in a licence, a sum of thirteen thousand dollars;
- (2) Upon making application for the validation of a licence to act as a flight crew member, the applicant shall pay a sum of five thousand four hundred and sixty dollars.
- (3) Upon making application for the replacement of any licence to act as a flight crew member, the applicant shall pay a sum of five thousand four hundred and sixty dollars.
- (4) Upon making application for an examination for the issue or extension of a licence to act as a flight crew member or for the inclusion of a rating therein, or for any other purpose, the applicant shall pay the charge specified -
- (a) for an aircraft general examination, a sum of twelve thousand five hundred dollars per subject;
 - (b) for a type examination where the aircraft maximum take-off weight approved -
 - (i) does not exceed five thousand seven hundred kilograms (twelve thousand five hundred pounds), a sum of seven thousand eight hundred dollars;
 - (ii) exceeds five thousand seven hundred kilograms (twelve thousand five hundred pounds) but does not exceed thirty-four thousand kilograms (seventy-five thousand pounds), a sum of twenty-three thousand four hundred dollars;

- (iii) exceeds thirty-four thousand kilograms (seventy-five thousand pounds) but does not exceed ninety-one thousand kilograms (two hundred thousand pounds), a sum of twenty-three thousand four hundred dollars; and
- (iv) exceeds ninety-one thousand kilograms (two hundred thousand pounds), a sum of thirty thousand dollars;
- (c) for an air law and flight radio telephony examination, a sum of five thousand dollars;
- (d) for an aircraft performance examination, a sum of twenty-three thousand five hundred dollars;
- (e) for an aircraft loading examination, a sum of twelve thousand five hundred dollars;
- (f) for a human performance and limitation examination, a sum of twelve thousand five hundred dollars;
- (g) for examinations in navigation:
 - (i) at the commercial pilot's licence level, a sum of twelve thousand, five hundred dollars per subject; and
 - (ii) at the airline transport pilot's licence level, a sum of twenty-eight thousand dollars per subject.

*Aircraft
Maintenance
Engineer's
Licences.*

2. (1) Upon making application for the issue, renewal, extension or validation of a licence to act as an aircraft maintenance engineer or for the inclusion of a type rating in a licence, the applicant shall pay -
- (a) for the issue of a licence in a category or subdivision, a sum of eight thousand five hundred and eighty dollars per category or subdivision;
 - (b) for the inclusion of a type rating in a category or subdivision of a licence, a sum of eight thousand five hundred and eighty dollars per type rating;
 - (c) for the extension of a licence to include an additional category or subdivision, a sum of eight thousand five hundred and eighty dollars per category or subdivision;
 - (d) for the renewal of a licence, a sum of three thousand one hundred and twenty dollars;
 - (e) for the replacement of a licence, a sum of three thousand one hundred and twenty dollars;
 - (f) for the issue of validation of a licence, a sum of five thousand two hundred dollars; and

(g) on entering for the first sitting of an examination required in respect of the application, a charge of sixteen thousand three hundred and eighty dollars.

(2) Upon making application for the replacement of a licence, the applicant shall pay a sum of three thousand one hundred and twenty dollars.

(3) Upon application for the issue of a certificate of registration of an aircraft or for any changes made thereto, the applicant shall pay a sum of six thousand two hundred and forty dollars.

(4) For the replacement of a certificate, the applicant will pay a sum of three thousand one hundred and twenty dollars.

*Airworthiness
of aircraft.*

3.

(1) Upon making application for the issue or renewal of a certificate of airworthiness or for the issue of an export certificate of airworthiness, the applicant shall pay a sum based on the following, which represents a charge per five hundred kilograms (one thousand one hundred pounds) or part thereof, of the maximum take-off weight approved of the aircraft -

(a) for an aircraft maximum take-off weight approved not exceeding two thousand seven hundred and thirty kilograms (six thousand pounds), at the first time of issue, the sum of two hundred and two thousand eight hundred dollars in the case of a helicopter, and sixty-seven thousand dollars for other types of aircraft;

(b) for an aircraft maximum take-off weight approved not exceeding two thousand seven hundred and thirty kilograms (six thousand pounds), on renewal, the sum of fifty-seven thousand six hundred dollars in the case of a helicopter, and thirty-seven thousand one hundred and eighty dollars for other types of aircraft;

(c) for an aircraft maximum take-off weight approved exceeding two thousand seven hundred and thirty kilograms (six thousand pounds) but below five thousand seven hundred kilograms (twelve thousand five hundred pounds), at the first time of issue, the sum of two hundred and two thousand eight hundred dollars in the case of a helicopter, and ninety-seven thousand five hundred dollars for other types of aircraft;

(d) for an aircraft maximum take-off weight approved exceeding two thousand seven hundred and thirty kilograms (six thousand pounds) but below five thousand seven hundred kilograms (twelve thousand five hundred pounds), on renewal, the sum of ninety-seven thousand five hundred dollars in the case of a helicopter, and sixty-five thousand dollars for other types of aircraft;

(e) for an aircraft maximum take-off weight approved exceeding five thousand seven hundred kilograms (twelve thousand five hundred pounds), at the first time of issue, the sum of two hundred and two thousand eight hundred dollars in the case of a helicopter, and one hundred and twenty thousand dollars for other types of aircraft; and

- (f) for an aircraft maximum take-off weight approved exceeding five thousand seven hundred kilograms (twelve thousand five hundred pounds), on renewal, the sum of ninety-seven thousand five hundred dollars in the case of a helicopter, and eighty-five thousand dollars for other types of aircraft.
- (2) For the replacement of a document, the applicant shall pay three thousand one hundred and twenty dollars.
- (3) For an investigation required in connection with the airworthiness of an aircraft, the applicant shall pay a sum of forty-four thousand eight hundred and fifty dollars per man-hour, plus any additional costs for travel and accommodation and other expenses incurred in connection with the investigation.
- (4) For an investigation required in connection with the extension of the certificate of airworthiness of an aircraft, the applicant shall pay a sum equal to twenty percent of the applicable charge for the grant or renewal of the certificate of airworthiness.
- (5) For the issue of an aircraft maintenance schedule, the applicant shall pay a sum of one hundred and forty thousand dollars.
- (6) For an amendment to an aircraft maintenance schedule the applicant shall pay a sum of twenty-eight thousand dollars.
- (7) (a) For the initial approval of a maintenance organisation, the applicant shall pay a sum in accordance with the following -
- (i) for an A1 or a B1 rating, the sum of eight hundred thousand dollars for the initial approval and any renewal thereof;
 - (ii) for a C or D rating, the sum of four hundred dollars for the initial approval and any renewal thereof; and
 - (iii) for an A2, A3, B2, or B3 rating, the sum of two hundred thousand dollars for the initial approval and any renewal thereof.

- (b) For the purposes of this Schedule -

A1 means aircraft above five thousand seven hundred kilograms (twelve thousand five hundred pounds);

A2 means aircraft of five thousand seven hundred kilograms (twelve thousand five hundred pounds) and below;

A3 means helicopter;

B1 means turbine engine;

B2 means piston engine;

B3 means auxiliary power unit;

C means a component other than a complete engine or auxiliary power unit; and

D means a specialised service.

*Training
Institutions.*

4. For the initial approval of an organisation for the purpose of conducting training of pilots or engineers, or for the renewal of the approval, the charges shall be as follows:

- (a) for the issue or renewal of an approval which includes a single class or rating or limitation combination, the sum of five hundred thousand dollars;
- (b) for the addition of a class including a single rating or limitation combination, the sum of two hundred and fifty thousand dollars;
- (c) for the inclusion of each additional rating, the sum of eighty thousand dollars; and
- (d) for the renewal of an approval which includes more than one class, the sum of six hundred and fifty thousand dollars.

*Air Operator's
Certificate.*

5. (1) Upon making application for the issue or renewal of an air operator's certificate, the applicant shall pay a non-refundable deposit equal in value to fifty percent of the basic fee.

(2) Upon issue or renewal of the air operator's certificate, the operator shall pay the basic fee of eight hundred thousand dollars, plus an additional sum calculated according to the number of aircraft in the fleet and the weight class of the aircraft as follows:

- (a) for an aircraft maximum take-off weight approved not exceeding two thousand seven hundred and thirty kilograms (six thousand pounds), the sum of fifty thousand dollars per aircraft;
- (b) for an aircraft maximum take-off weight approved exceeding two thousand seven hundred and thirty kilograms (six thousand pounds) but less than five thousand seven hundred kilograms (twelve thousand five hundred pounds), the sum of seventy-five thousand dollars per aircraft; and
- (c) for an aircraft maximum take-off weight approved exceeding five thousand seven hundred kilograms (twelve thousand five hundred pounds), the sum of one hundred thousand dollars per aircraft.

Made this twenty-seventh day of September, 2001.



Minister of Transport and Hydraulics

