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LEGAL SUPPLEMENT — B

GUYANA No. 27 of 2024

GUYANA CIVIL AVIATION AUTHORITY

REQUIREMENTS FOR COMMUNICATION, NAVIGATION AND SURVEILLANCE 2024

Made under

THE CIVIL AVIATION ACT 2018

(Act No. 21 of 2018)

In exercise of the powers conferred upon the Guyana Civil Aviation Authority by section 142 of the Civil Aviation Act 2018, the Guyana Civil Aviation Authority prescribes the following Requirements which may be cited as the Civil Aviation Requirements for Communication, Navigation and Surveillance 2024.

These Requirements are prescribed in respect of the Civil Aviation (Air Navigation Services) Regulations 2024 and contain:

(a) applicable standards;

(b) rules and recommended practices of international aviation organisations; and

(c) other requirements of the Authority.

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ABBREVIATIONS AND ACRONYMS

ADS-B	–	Automatic dependent surveillance — broadcast
ADS-C	–	Automatic dependent surveillance — contract
AFTN	–	Aeronautical fixed telecommunication network
AIP	–	Aeronautical information publication
ANS	–	Air navigation services
ANSP	–	Air Navigation Service Provider
ATC	–	Air traffic control
ATS	–	Air traffic services
CNS	–	Communication, Navigation and Surveillance
DME	–	Distance measuring equipment
GNSS	–	Global navigation satellite system
HF	–	High frequency
ICAO	–	International Civil Aviation Organization
ILS	–	Instrument landing system
MET	–	Meteorological service for air navigation
MLS	–	Microwave landing system
MLS	–	Microwave landing system
NDB	–	Non-directional radio beacon
PAR	–	Precision approach radar
PSR	–	Primary surveillance radar
SSR	–	Secondary surveillance radar
VHF	–	Very high frequency
VOR	–	VHF omnidirectional radio range

DEFINITIONS

When the following terms are used in these Requirements, they have the following meanings:

Aeronautical broadcasting service. A broadcasting service intended for the transmission of information relating to air navigation.

Aeronautical fixed service. A telecommunication service between specified fixed points provided primarily for the safety of air navigation and for the regular, efficient and economical operation of air services.

Aeronautical fixed telecommunication network. A worldwide system of aeronautical fixed circuits provided, as part of the aeronautical fixed service, for the exchange of messages and/or digital data between aeronautical fixed stations having the same or compatible communications characteristics.

Aeronautical mobile service. A mobile service between aeronautical stations and aircraft stations, or between aircraft stations, in which survival craft stations may participate; emergency position-indicating radiobeacon stations may also participate in this service on designated distress and emergency frequencies.

Aeronautical radio navigation service. A radio navigation service intended for the benefit and for the safe operation of aircraft.

Note.— The following Radio Regulations are quoted for purposes of reference and/or clarity in understanding of the above definition of the aeronautical radio navigation service:
Radio navigation: Radiodetermination used for the purpose of navigation, including obstruction warning.
Radiodetermination: The determination of the position, velocity and/or other characteristics of an object, or the obtaining of information relating to these parameters, by means of the propagation properties of radio waves.

Air Navigation Service Provider. An air navigation service provider designated or approved under Regulation 5 of the Civil Aviation (Air Navigation Services) Regulations 2024.

Air navigation service. An air navigation service specified in Regulation 3 of the Civil Aviation (Air Navigation Services) Regulations 2024.

Air traffic control service. A service provided for the purpose of:

a) preventing collisions:

1) between aircraft, and

2) on the manoeuvring area between aircraft and obstructions; and

b) expediting and maintaining an orderly flow of air traffic.

Air traffic control unit. A generic term meaning variously, area control centre, approach control unit or aerodrome control tower.

Air traffic service. A generic term meaning variously, flight information service, alerting service, air traffic advisory service, air traffic control service (area control service, approach control service or aerodrome control service).

Air traffic services unit. A generic term meaning variously, air traffic control unit, flight information centre or air traffic services reporting office.

Air-ground communication. Two-way communication between aircraft and stations or locations on the surface of the earth.

Air-to-ground communication. One-way communication from aircraft to stations or locations on the surface of the earth.

Authority. Refers to the Guyana Civil Aviation Authority as established under the Civil Aviation Act.

Broadcast. A transmission of information relating to air navigation that is not addressed to a specific station or stations.

CNS Provider. An air navigation service provider designated or approved under Regulation 5 of the Civil Aviation (Air Navigation Services) Regulations 2024 to provide communication, navigation and surveillance systems.

Human Factors principles. Principles which apply to design, certification, training, operations and maintenance and which seek safe interface between the human and other system components by proper consideration to human performance.

MANSOPs. A Manual of Air Navigation Services Operations, detailing the procedures, processes and practices to be followed by the personnel of an Air Navigation Services Provider (ANSP) in the provision of the ANS being provided, and prepared in accordance with the Requirements of the Authority.

Radio navigation service. A service providing guidance information or position data for the efficient and safe operation of aircraft supported by one or more radio navigation aids.

Safety oversight. A function performed by the Authority to ensure that individuals and organizations performing an aviation activity comply with safety-related national laws.

CHAPTER 1 – GENERAL

1.1 STANDARD RADIO NAVIGATION AIDS

1.1.1 The CNS Provider shall identify those standard radio navigation aids for which it shall be responsible. The standard radio navigation aids are:

a. ILS

b. MLS

c. GNSS

d. VOR

e. NDB

f. DME; and

g. en-route VHF marker beacon.

1.1.2 The CNS Provider shall ensure that any activity, including installation, maintenance and operation, is conducted:

a. in accordance with Chapter 3, 3.1 of ICAO Annex 10, Volume 1 with respect to ILS;

b. in accordance with Chapter 3, 3.11 of ICAO Annex 10, Volume 1 with respect to MLS;

c. in accordance with Chapter 3, 3.7 of ICAO Annex 10, Volume 1 with respect to GNSS;

d. in accordance with Chapter 3, 3.3 of ICAO Annex 10, Volume 1 with respect to VOR;

e. in accordance with Chapter 3, 3.4 of ICAO Annex 10, Volume 1 with respect to NDB;

f. in accordance with Chapter 3, 3.5 of ICAO Annex 10, Volume 1 with respect to DME; and

g. in accordance with Chapter 3, 3.6 of ICAO Annex 10, Volume 1 with respect to en-route VHF marker beacons.

Note. – The following is a list of activities that may be conducted in respect of equipment for which the CNS Provider is responsible. This list is in no particular order and is not exhaustive:

i. system, operational or functional checks including associated parameter checks;
ii. system performance measurements;
iii. system, component or software inspection;
iv. testing;
v. calibration;
vi. installation and/or commissioning of new facilities;
vii. operationalization;
viii. repairs;
ix. restoration/return to service;
x. maintenance;
xi. modification;
xii. monitoring;
xiii. temporary removal;
xiv. permanent removal and/or decommissioning; or
xv. relocation.

1.1.3 The CNS Provider shall arrange for differences in radio navigation aids in any respect from the Standards of Chapter 3 of ICAO Annex 10, Volume 1 to be published in the Guyana AIP.

1.1.4 The CNS Provider shall ensure, wherever there is installed a radio navigation aid that is neither an ILS nor an MLS but which may be used in whole or in part with aircraft equipment designed for use with the ILS or MLS, full details of parts that may be so used are published in the Guyana AIP.

1.1.1 GNSS-Specific Provisions

1.1.1.1 It shall be permissible to terminate a GNSS satellite service provided by one of its elements (Chapter 3, 3.7.2 of ICAO Annex 10, Volume 1) on the basis of at least a six-year advance notice by a service provider.

1.1.1.2 Where Guyana has approved GNSS-based operations, the CNS Provider shall ensure that GNSS data relevant to those operations are recorded.

1.1.1.3 The CNS Provider shall ensure the recordings stated in 1.2.2 are retained for a period of at least 14 days. When the recordings are pertinent to accident and incident investigations, they shall be retained for longer periods until it is evident that they will no longer be required.

1.1.2 Precision Approach Radar

1.1.2.1 The CNS Provider shall ensure that a PAR system, where installed and operated as a radio navigation aid together with equipment for two-way communication with aircraft and facilities for the efficient coordination of these elements with air traffic control, conforms to the Standards contained in Chapter 3, 3.2 of ICAO Annex 10, Volume 1.

1.1.2.2 When a radio navigation aid is provided to support precision approach and landing, the CNS Provider shall ensure it is supplemented, as necessary, by a source or sources of guidance information which, when used in conjunction with appropriate procedures, will provide effective guidance to, and efficient coupling (manual or automatic) with, the desired reference path.

Note.— DME, GNSS, NDB, VOR and aircraft navigation systems have been used for such purposes.

1.2 ADDITIONAL EQUIPMENT

1.2.1 The CNS Provider shall identify those aeronautical equipment and associated facilities for which it shall be responsible. Such equipment and associated facilities shall also include those operated by other ANSPs in the discharge of their duties.

Note. – The following is a list of the types of additional equipment and/or facilities for which the CNS Provider may be responsible. This list is not exhaustive.

(a) VHF air-ground voice communication facilities;

(b) HF air-ground voice communication facilities;

(c) Flight data processing facilities;

(d) Flight information facilities;

(e) Radar data processing facilities;

(f) PSR facilities;

(g) SSR facilities;

(h) ADS-B and/or ADS-C facilities;

(i) Voice switching and control facilities;

(j) ATS point to point communication facilities;

(k) Air-ground data links;

(l) Ground-to-ground data inter-change networks;

(m) Human-Machine Interface systems, including Tower consoles, ATS work stations, and display facilities;

(n) Uninterruptible and emergency power supplies;

(o) Essential services in buildings and equipment housing facilities (electrical power supplies, air-conditioning, and security facilities);

(p) GNSS ground-based augmentation stations or facilities;

(q) Aeronautical databases used in or by a facility;

(r) Meteorological display systems used for ATS;

(s) Automatic Weather Observation Systems;

(t) Voice and data recording facilities; and

(u) Any other facilities supporting ATS.

1.2.2 The CNS Provider shall, when conducting any activity including installation, maintenance and operation, with any equipment for which the CNS Provider is responsible shall comply with the technical standards of ICAO Annex 10 that apply to that equipment.

Note. – See Note under 1.1.2.

1.2.3 Where the CNS Provider is responsible for equipment that is not governed by ICAO Annex 10 provisions, the CNS Provider shall determine the standard procedures that shall be employed by its personnel when conducting any installation, maintenance or operation with such equipment. Such procedures should not be in conflict with the manufacturer's specifications.

1.3 TECHNICAL PERSONNEL

1.3.1 Except as prescribed in 1.3.2, the CNS Provider shall ensure that its technical personnel engaged in any activity with any equipment for which the CNS Provider is responsible is adequately trained, qualified and competent.

1.3.2 The CNS Provider shall ensure that any personnel who undergoes on-the-job training, that involves any equipment for which the CNS Provider is responsible, is supervised by an On-the-Job Training Instructor who is adequately trained, qualified and competent for the equipment under consideration.

1.3.3 Where the CNS Provider has a need to hire, contract or otherwise engage external technical personnel, the CNS Provider shall ensure that such personnel are adequately trained, qualified and competent to perform activities to meet the requirements of 1.1 and 1.2.

1.4 TRAINING

Note. – In this Section, "ATSEP" refers to the technical personnel of the CNS Provider.

1.4.1 In addition to those provisions governing training contained in the Civil Aviation Requirements for Air Navigation Service Provider Administration 2024, the CNS Provider shall ensure training for its technical personnel includes:

i. Initial – Initial training is designed to provide underpinning knowledge and skills and is delivered in two parts: basic training applicable to all ATSEP and qualification training specific to ATSEP profiles.

ii. On-the-Job (OJT) – After successfully completing the initial training phase, ATSEP undergo OJT which is oriented to the tasks an ATSEP will perform in a specific environment. This may address theoretical and practical issues from equipment-specific and/or site-specific perspectives. It is in this phase that ATSEP competencies are developed and assessed.

iii. Specialized – This phase focuses on the development of additional competencies required by a change to or an evolution of an ATSEP's profile. It also includes system-specific training for that equipment for which the CNS Provider is responsible.

iv. Recurrent – This phase is designed to maintain competencies and prepare for system upgrades and/or modifications. It also includes emergency and conversion training.

Note. – Certain training may be provided by system manufacturers.

1.4.1.1 The CNS Provider's training programme shall be harmonized with the ICAO Doc 10057 – Manual on Air Traffic Safety Electronics Personnel Competency-based Training and Assessment.

1.4.2 The CNS Provider shall ensure that the competency framework for its technical personnel are harmonized with the provisions governing ATSEP training as contained in ICAO Doc 9868 – PANS: Training.

1.5 POWER SUPPLY FOR RADIO NAVIGATION AIDS AND COMMUNICATION SYSTEMS

1.5.1 The CNS Provider shall ensure that radio navigation aids and ground elements of communication systems of the types specified in Annex 10 are provided with suitable power supplies and means to ensure continuity of service consistent with the use of the service(s) involved.

1.6 SAFETY RISK ASSESSMENTS

1.6.1 The CNS Provider, in conjunction with the ATS Provider, shall develop procedures for the conduct of safety risk assessments. Such procedures shall identify, at a minimum:

a. when safety risk assessments are conducted;

b. methodology used to conduct safety risk assessments;

c. personnel who will participate in such safety risk assessments; and

d. risk mitigation measures.

Note. – The need for safety risk assessments may be guided by the list contained in 1.2.1 above.

1.7 TESTING

1.7.1 The CNS Provider shall ensure that radio navigation aids of the types covered by the specifications in Chapter 3 of ICAO Annex 10, Volume 1, and available for use by aircraft engaged in international air navigation are subject to periodic ground and flight tests. Such ground and flight tests shall be conducted at intervals specified for the particular radio navigation aid in ICAO Doc 8071.

Note.— Guidance on the ground and flight testing of ICAO standard facilities, including the periodicity of the testing, is contained in Attachment C of Annex 10, Volume 1 and in the Manual on Testing of Radio Navigation Aids (Doc 8071).

1.7.2 The CNS Provider shall ensure that the system performance of any new aeronautical telecommunication facility has been validated by the necessary tests, and that all parties involved with the operations and maintenance of the facility, including any maintenance contractors, have accepted and are satisfied with the results of the tests. Such tests shall include, but are not limited to, Factory Acceptance Tests and Site Acceptance Test.

1.7.3 The CNS Provider shall ensure adequate availability of inspection, measuring and testing equipment. Such equipment shall be properly handled, preserved, and stored.

1.7.4 The CNS Provider shall ensure that all equipment used to inspect and test those aeronautical facilities for which the CNS Provider is responsible is appropriately calibrated. Details of such calibration including date and status shall be readily available.

1.7.5 Should harmful interference be detected or reported during the testing of a facility, the test shall be halted immediately and not resumed again until all necessary check have been conducted to minimize the risk of interference.

1.7.6 Where the CNS Provider intends to operate a temporary facility to conduct site tests, such temporary facility shall not cause any interference with any other operating aeronautical facility.

1.8 OPERATIONAL PLAN

1.8.1 The CNS Provider shall establish an operational plan for each facility for which it is responsible. Such plan shall include at a minimum:

i. the role or purpose of the facility;

ii. date of commissioning;

iii. conditions required to ensure optimum operation including fire prevention, temperature, humidity, pest control, grass cutting, lightning protection, decluttering;

iv. power supply configuration;

v. current system design architecture;

vi. location of the facility;

vii. operational instructions;

viii. list of software in use and its associated system;

ix. standards with which the facility is compliant;

x. list of interfaces with other systems;

xi. list of completed safety risk assessments associated with the facility, as necessary;

xii. list of acceptable system performance indicators;

xiii. list of service that support the operations and maintenance of the facility;

xiv. systems to detect errors, degradation and/or failure;

xv. troubleshooting;

xvi. repairs;

xvii. spare and/or replacement parts and their location;

xviii. intervals for periodic inspection of the facility;

1.8.2 Where the CNS Provider has ensured that the equipment has been manufactured in accordance with the applicable ICAO Annex 10 provisions, the manufacturer's specifications may be retained in their original form and referenced in the CNS Provider's documentation.

1.9 MAINTENANCE PLAN

1.9.1 The CNS Provider shall establish a maintenance plan for each facility for which it is responsible. Such plan shall include at a minimum:

a. maintenance schedule;

b. maintenance instructions;

c. procedures regarding preventive and corrective maintenance, including when repairs of modules and components are undertaken;

1.10 PROVISION OF INFORMATION ON THE OPERATIONAL STATUS OF RADIO NAVIGATION SERVICES

1.10.1 The CNS Provider shall provide aerodrome control towers and units providing approach control service with information on the operational status of radio navigation services essential for approach, landing and take-off at the aerodrome(s) with which they are concerned, on a timely basis consistent with the use of the service(s) involved.

1.11 COORDINATION WITH AERONAUTICAL INFORMATION SERVICES

1.11.1 The CNS Provider shall arrange for information regarding those aeronautical facilities for which the CNS Provider is responsible to be published by the AIS Provider. The AIS Provider shall determine the publication to be promulgated based on the circumstances.

1.12 DECOMMISSIONING

1.12.1 The CNS Provider shall take all reasonably practicable measures to ensure that the permanent decommissioning and removal from service of an aeronautical facility is performed safely. Such decommissioning shall be preceded by a safety risk assessment

1.13 HUMAN FACTORS CONSIDERATIONS

1.13.1 The CNS Provider shall ensure that Human Factors principles are observed in the design and certification of radio navigation aids.

1.14 SECURITY

1.14.1 The CNS Provider shall enter with arrangements with other agencies to ensure the security of those facilities, including adjacent areas, for which the CNS Provider is responsible. Such security measures shall ensure protection against intentional damage, destruction, sabotage or interference.

1.14.2 Critical sites of any aeronautical facilities for which the CNS Provider is responsible shall:

a. be clearly identified on site drawings for the aeronautical facilities;

b. physical protected by suitable signposts on the site;

c. protected by arrangements with the site owner, aerodrome operator, air traffic control unit, as appropriate, to ensure that site restrictions are not infringed by buildings, fences, vehicles, machinery or aircraft;

1.15 INCIDENTS

Note 1. – For the purpose of this Section, an incident shall be defined as any situation involving an aeronautical facility for which the CNS Provider is responsible that:

a. affects the safe provision of any air navigation service;

b. affects the safe navigation of aircraft;

c. results in the broadcast, transmission or release of incorrect, inaccurate, incomplete or unreliable signals from the aeronautical facility;

d. results in the interruption of service that is expected from the aeronautical facility under normal circumstances; or

e. is subject to interference from an external entity.

Note 2. – With respect to Note 1 a., an incident may result in an impairment to the safe provision of other air navigation services. For example:
i. a VOR that is subject to an incident may impair an ATC unit's ability to implement a horizontal separation minimum between aircraft; or
ii. an AFTN system/AMHS that is subject to an incident may impair a MET Provider's ability to disseminate necessary MET information.

1.15.1 The CNS Provider shall establish procedures for the reporting, collection and notification of incidents. All incidents shall be reported to the Director General within 24 hours of occurrence and investigated by the CNS Provider.

1.15.2 The CNS Provider shall:
a. take all necessary steps to determine the cause of incidents and determine any adverse trends;
b. implement the necessary corrective actions and preventive measures to prevent recurrence of the incident;
c. implement any measures to improve the safety performance of the equipment and/or facility.

1.15.3 A copy of the investigation report shall be forwarded to the Authority within 2 weeks of occurrence. Appropriate details of the investigation report, such as recommendations to prevent recurrence shall be disseminated to technical staff to improve their safety awareness.

1.15.4 Based on the circumstances, the Authority may conduct its own investigation to determine if there were any safety or regulatory violations.

1.16 PROCEDURES

1.16.1 The CNS Provider shall establish procedures to enable compliance with all areas captured in these Requirements. Such procedures shall form part of the CNS Provider's MANSOPs.

1.17 RECORD-KEEPING

1.17.1 Records relating to all areas captured in these Requirements shall be maintained by the CNS Provider for at least 7 years. Such records may serve to:

a. improve service provision;

b. aid in determining the cause of incidents; or

c. detect any adverse or undesirable trends.

1.18 REGULATORY COMPLIANCE

1.18.1 The CNS Provider shall provide evidence of compliance with any aspect of these Requirements during the conduct of safety oversight activities by the Authority. Such evidence may include, but are not limited to, established procedures, reports from testing activities, safety risk assessments, etc.

1.18.2 The CNS Provider shall arrange for participation by the Authority to observe any activity captured in these Requirements.

CHAPTER 2 – ADMINISTRATIVE PROVISIONS RELATING TO THE INTERNATIONAL AERONAUTICAL TELECOMMUNICATION SERVICE

2.1 GENERAL

2.1.1 The provisions of this Chapter shall be applied in respect of the international aeronautical telecommunication service which is divided into 4 parts:

i. aeronautical fixed service, which is comprised of the following systems and applications that are used for ground-to-ground (i.e. point-to-point and/or point-to-multipoint) communications in the international aeronautical telecommunication service:

a) ATS direct speech circuits and networks;

b) meteorological operational circuits, networks and broadcast systems;

c) the common ICAO data interchange network (CIDIN);

d) the air traffic services (ATS) message handling services; and

e) the inter-centre communications (ICC);

ii. aeronautical mobile service;

iii. aeronautical radio navigation service; and

iv. aeronautical broadcasting service.

2.1.2 Where the CNS Provider is required by:

a. these Requirements;

b. any other Requirements promulgated by the Authority in respect of an air navigation service;

c. the Civil Aviation (ANS) Regulations 2024;

d. the Civil Aviation Act 2018;

e. the ANSP's operational documents, including operational plans; or

f. arrangements with other ANSPs;

to conduct any activity, including installation, maintenance or operation, that involves any equipment that forms a part of any of the services listed in 7.1.1, the CNS Provider

shall ensure that such activity is conducted in order to permit compliance with the applicable provisions of the ICAO Annex 10, Volume 2.

CHAPTER 3 – COMMUNICATION SYSTEMS

3.1 GENERAL

3.1.1 The provisions of this Chapter shall be applied in respect of digital data communication systems and voice communication systems.

3.1.2 Where the CNS Provider is required by:

a. these Requirements;

b. any other Requirements promulgated by the Authority in respect of an air navigation service;

c. the Civil Aviation (ANS) Regulations 2024;

d. the Civil Aviation Act 2018;

e. the ANSP's operational documents, including operational plans; or

f. arrangements with other ANSPs;

to conduct any activity, including installation, maintenance or operation, that involves any equipment that forms a part of digital data communication systems and voice communication systems, the CNS Provider shall ensure that such activity is conducted in order to permit compliance with the applicable provisions of the ICAO Annex 10, Volume 3.

CHAPTER 4 – SURVEILLANCE AND COLLISIONS AVOIDANCE SYSTEMS

4.1 GENERAL

4.1.1 The provisions of this Chapter shall be applied in respect of surveillance and collision avoidance systems.

4.1.2 Where the CNS Provider is required by:

a. these Requirements;

b. any other Requirements promulgated by the Authority in respect of an air navigation service;

c. the Civil Aviation (ANS) Regulations 2024;

d. the Civil Aviation Act 2018;

e. the ANSP's operational documents, including operational plans; or

f. arrangements with other ANSPs;

to conduct any activity, including installation, maintenance or operation, that involves any equipment that forms a part of surveillance and collision avoidance systems, the CNS Provider shall ensure that such activity is conducted in order to permit compliance with the applicable provisions of the ICAO Annex 10, Volume 4.

CHAPTER 5 – AERONAUTICAL RADIO FREQUENCY SPECTRUM UTILIZATION

5.1 General

5.1.1 The provisions of this Chapter shall be applied in respect of the aeronautical radio frequency spectrum.

5.1.2 Where the CNS Provider is required by:

a. these Requirements;

b. any other Requirements promulgated by the Authority in respect of an air navigation service;

c. the Civil Aviation (ANS) Regulations 2024;

d. the Civil Aviation Act 2018;

e. the ANSP's operational documents, including operational plans; or

f. arrangements with other ANSPs;

to conduct any activity, including installation, maintenance or operation, that involves any equipment that utilizes a frequency on the aeronautical radio frequency spectrum, the CNS Provider shall ensure that such activity is conducted in order to permit compliance with the applicable provisions of the ICAO Annex 10, Volume 5.

5.1.3 The CNS Provider shall enter into arrangements with the appropriate National authorities responsible for aeronautical frequency allocation and management to ensure such frequencies remain dedicated to civil aviation operations in accordance with ICAO Annex 10, Volume 5. Such arrangements shall also include procedures regarding radio frequency interference.

Made this 16th day of May 2024.

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Director-General

For the Guyana Civil Aviation Authority