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THE OFFICIAL GAZETTE 7TH FEBRUARY, 2025
LEGAL SUPPLEMENT — B

GUYANA No. 1 of 2025

REQUIREMENTS

Made Under

THE CIVIAL 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 PRESCRIBE THE FOLLOWING REQUIREMENTS:

Citation.

1. These Requirements, which amend the Civil Aviation Requirements for Operations 2024 may be cited as the Civil Aviation (Amendment) Requirements for Operations 2025.

Amendment of Requirements.

2. The provisions of the Civil Aviation Requirements for Operations 2024 listed in the first column of the table in the Schedule are amended in the manner as specified in the corresponding entry in the second column of the table.

SCHEDULE

PROVISIONS	HOW AMENDED
New Paragraph 8.2.1.11	Insert immediately after paragraph 8.2.1.10 the following: "8.2.1.11 AIRCRAFT OPERATED UNDER AN ARTICLE 83 *BIS* AGREEMENT (a) An aircraft, when operating under an Article 83 bis agreement, entered into between the State of Registry and the State of the principal location of a general aviation operator, shall carry a certified true copy of the agreement summary, in either an electronic or hard copy format. When the summary is issued in a language other than English, an English translation shall be included. *Note.— Guidance regarding the agreement summary is contained in Doc 10059.* (b) The agreement summary of an Article 83 bis agreement shall be accessible to a civil aviation safety inspector to determine which functions and duties are transferred by the State of Registry to the

	State of the principal location of a general aviation operator under the agreement, when conducting surveillance activities such as ramp checks. *Note — Guidance for the civil aviation safety inspector conducting an inspection of an aeroplane operated under an Article 83 bis agreement is contained in the Manual of Procedures for Operations Inspection, Certification and Continued Surveillance (Doc 8335).* (c) The agreement summary shall be transmitted to ICAO together with the Article 83 bis Agreement for registration with the ICAO Council by the State of Registry or the State of the principal location of a general aviation operator. *Note— The agreement summary transmitted with the Article 83 bis agreement registered with the ICAO Council contains the list of all aircraft affected by the agreement. However, the certified true copy to be carried on board as per paragraph (a) will need to list only the specific aircraft carrying the copy.* (d) The agreement summary should contain the information in ICAO Annex 6, Part III, Appendix 6, paragraph 3."
Paragraph 8.4.1.7.1	Insert after paragraph (a), the following – "Specific approvals shall follow the layout and contain at least the information listed in ICAO Annex 6, Part III, Appendix 5"
Paragraph 8.4.1.9	Insert as sub-paragraph (d) the following - "When a pilot-in-command or a co-pilot is flying several variants of the same type of aircraft or different types of aircraft with similar characteristics in terms of operating procedures, systems and handling, the State shall decide under which conditions the requirements of paragraph (a) for each variant or each type of aircraft can be combined."
Paragraph 8.5.1.1 (e)	Insert immediately after the words "shut down" the words "and rotor blades stopped."
Paragraph 8.5.1.7 (c)	Substitute for the word "aeroplane" the word "aircraft".
Paragraph 8.5.1.26	Insert as paragraphs (e) and (f) the following: (e) "The PIC shall ensure that cabin crew shall be safeguarded so as to ensure reasonable probability of their retaining consciousness during any emergency descent which may be necessary in the event of loss of pressurization and, in addition, they should have such means

	of protection as will enable them to administer first aid to passengers during stabilized flight following the emergency. (f) The PIC shall ensure that passengers shall be safeguarded by such devices or operational procedures as will ensure reasonable probability of their surviving the effects of hypoxia in the event of loss of pressurization."
Paragraph 8.6.2.2	Substitute for subparagraph (a) the following: "No person shall commence a flight unless it has been determined by every reasonable means possible that the ground and/or water facilities (including communication facilities and navigation aids) available and directly required on such flight, for the safe operation of the aircraft and the protection of the passengers, are adequate for the type of operation under which the flight is to be conducted and are adequately operated for this purpose." Insert immediately after subparagraph (a) the following: "(b) the operator shall ensure that any inadequacy of facilities observed in the course of operations is reported to the Authority, without undue delay."
Paragraph 8.6.2.6 (a)	Substitute for the word "aeroplane" wherever it appears the word "aircraft"
Paragraph 8.6.2.8	Renumber the first two subparagraphs (a) and (b) as 1(a) and 1(b) Substitute for subparagraph (a) where it appears the second time, the following - 2 "(a) Suitable offshore alternates may be specified subject to the following - 1. the offshore alternates shall be used only after passing a PNR. Prior to a PNR, onshore alternates shall be used; 2. mechanical reliability of critical control systems and critical components shall be considered and taken into account when determining the suitability of the alternate; 3. one engine inoperative performance capability shall be attainable prior to arrival at the alternate; 4. to the extent possible, deck availability shall be guaranteed; and 5. weather information must be reliable and accurate. *Note: The landing technique specified in the flight manual following control system failure may preclude the nomination of certain helidecks as alternate heliports.*

Paragraph 8.6.2.8	Insert immediately after paragraph (e), the following: (f) "Training programmes should ensure that the requirements of 9.3.1.3 are complied with, such as, but not limited to, route qualification, flight preparation, concept of operations with offshore destination alternate heliports and criteria for their use. Training programme refers to the training for pilots and other relevant personnel (including, as required, meteorological observers and helideck personnel) involved in such operations. (g) The heliport operating minima for the offshore destination and offshore destination alternate heliport required under 9.3.1.29 shall make due allowance for the availability and reliability of weather information and the geographic environment. (h) The operator shall specify cloud ceiling and visibility criteria relevant to the helideck elevation and location."
Paragraph 8.6.2.9.2 (a) (2)	Substitute the following: "2 (i) The heliport or landing location of intended landing is isolated and no alternate heliport or landing location is available; and (ii) an instrument approach procedure is prescribed for the isolated heliport of intended landing; and (iii) a point of no return (PNR) is determined in case of an offshore destination."
Paragraph 8.6.2.14 to paragraph 8.6.2.17	Insert the words "and oil" immediately after the word "fuel" wherever they appear.
Paragraph 8.6.2.16	Insert immediately after the word "fuel" in the heading, and wherever in the paragraph it appears, the words "and oil". Substitute for subparagraph (a) the following - "No person shall commence a flight in an aircraft under VFR unless taking into account the meteorological conditions and any delays that are expected in flight, the aircraft carries sufficient fuel and oil to ensure to ensure it can safely complete the flight. In addition, a reserve shall be carried to provide for contingencies."
Paragraph 8.7.2.8.1	Substitute for the words "State of Operator" the words "the Authority."
Paragraph 8.7.2.11	Insert as sub-paragraph (e) the following - "A helicopter which has a maximum certificated take-off mass in excess of 3 175 kg or a maximum passenger seating configuration of more than 9 should be equipped with a vibration health monitoring system."

Paragraph 8.8.1.7 (bb) 54	Substitute for the word "aeroplane" with the word "aircraft"
Paragraph 8.8.1.7 (cc)	Substitute the following: "No person may conduct instrument approach operations at an aerodrome, heliport or landing location operating minima below 800 m visibility unless RVR information or an accurate measurement or observation of visibility is provided."
Paragraph 8.8.1.7.1	In subparagraph (a) - - in the second line, substitute for the words "State in which the heliport is located" the word "Authority"; - substitute for the words "the territory of any State" the words "of Guyana". In subparagraph (b) - - in the second line, substitute for the words "State which is responsible for the heliport" the word "Authority"; - substitute for the words "the territory of any State" the words "of Guyana".
Paragraph 8.8.1.29	Substitute for paragraph 8.8.1.29 the following: "8.8.1.29 OVERWATER FLIGHTS All helicopters intended to be flown over water shall be fitted with a permanent or rapidly deployable means of flotation so as to ensure a safe ditching of the aircraft when – a) engaged in offshore operations, or other overwater operations as prescribed by the Authority; or b) flying over water in a hostile environment at a distance from land corresponding to more than 10 minutes at normal cruise speed when operating in performance Class 1 or 2; or *Note.— When operating in a hostile environment, a safe ditching requires an aircraft to be designed for landing on water or certificated in accordance with ditching provisions.* c) flying over water in a non-hostile environment at a distance from land specified by the appropriate authority of the responsible State when operating in performance Class 1; or *Note.— When considering the distance beyond which flotation equipment is required, the State should take into consideration the certification standard of the helicopter.*

	d) flying over water beyond autorotational or safe forced landing distance from land when operating in performance Class 3."
Paragraph 8.8.4.4	Substitute for paragraph 8.8.4.4 the following: "(a) The operator shall establish minimum flight altitudes for those routes flown for which minimum flight altitudes have been established by the State flown over or the responsible State, provided that they shall not be less than those established by that State, unless specifically approved. (b) The operator shall specify the method by which it is intended to determine minimum flight altitudes for operations conducted over routes for which minimum flight altitudes have not been established by the State flown over, or the State responsible, and shall include this method in the operations manual. The minimum flight altitudes determined in accordance with the above method shall not be lower than specified in Annex 2. (c) The method for establishing minimum flight altitudes shall be approved by the Authority. (d) Where minimum flight altitudes established by States over flown are higher than those established by the operator, the higher values shall apply. (e) The operator shall take into account the probable effects of the following factors on the safety of the operation in question when establishing minimum flight altitudes: (1) The accuracy and reliability with which the position of the aircraft can be determined; (2) The inaccuracies in the indications of the altimeters used; (3) The characteristics of the terrain (e.g. sudden changes in the elevation) along the routes or in the areas where operations are to be conducted; (4) The probability of encountering unfavourable meteorological conditions (e.g. severe turbulence and descending air currents); (5) Possible inaccuracies in aeronautical charts; and (6) airspace restrictions."
Paragraph 8.9.1.4 (a)	Substitute the following: "(a) The PIC shall ensure that crew members and passengers are made familiar with the location and the use of: (1) seatbelts or harnesses; (2) emergency exits; (3) life jackets, if the carriage of life jackets is prescribed; (4) oxygen dispensing equipment, if the provision of oxygen for the use of passengers is prescribed; and (5) other emergency equipment provided for individual use, including passenger emergency briefing cards.".

Paragraph 8.9.1.5	Renumber paragraph 8.9.1.5 and note as "(a)" Insert immediately after subparagraph (a), the following: "(b) The PIC shall ensure that, during take-off and landing and whenever considered necessary by reason of turbulence or any emergency occurring during flight, all passengers on board an aircraft shall be secured in their seats by means of the seat belts or harnesses provided."
Paragraph 8.9.1.6	In sub-paragraph (a) substitute for the word "effect" the word "affect" Substitute for sub-paragraph (b) the following - "(b) the PIC shall ensure that a flight to be operated at flight altitudes at which the atmospheric pressure in personnel compartments will be less than 700 hPa shall not commence unless sufficient stored breathing oxygen is carried to supply: (i) all crew members and 10 per cent of the passengers for any period in excess of 30 minutes that the pressure in compartments occupied by them will be between 700 hPa and 620 hPa; and (ii) the crew and passengers for any period that the atmospheric pressure in compartments occupied by them will be less than 620 hPa. *Note.— Approximate altitudes in the Standard Atmosphere corresponding to the values of absolute pressure used in the text are as follows:* Absolute pressure Metres Feet 700 hPa 3 000 10 000 620 hPa 4 000 13 000 376 hPa 7 600 25 000 Insert as sub-paragraph (d) the following - "(d) The PIC shall not commence a flight with a pressurized aircraft unless a sufficient quantity of stored breathing oxygen is carried to supply all the crew members and passengers, as is appropriate to the circumstances of the flight being undertaken, in the event of loss of pressurization, for any period that the atmospheric pressure in any compartment occupied by them would be less than 700 hPa. In addition, when the aircraft is operated at flight altitudes at which the atmospheric pressure is more than 376 hPa and cannot descend safely to a flight altitude at which the atmospheric pressure is equal to 620 hPa within four minutes, there shall be no less than a 10-minute supply for the occupants of the passenger compartment."

Paragraph 8.10.1.8	In subparagraph (a) delete the words "passenger-carrying" immediately after the words "schedule" In subparagraph (a) (3) substitute for the words "State of the Operator" the words "Authority" and substitute for the words "Annex 1" the words "the Requirements for Personnel Licensing" Insert immediately subparagraph (a) the following - "(b) No person shall be assigned to perform the duty of a flight operations officer/flight dispatcher unless that person has demonstrated to the operator a knowledge of: (i) the contents of the operations manual; (ii) the radio equipment in the aircraft used; and (iii) the navigation equipment in the aircraft used. (c) No person shall be assigned to perform the duty of a flight operations officer/flight dispatcher unless that person has demonstrated to the operator a knowledge of the following details concerning operations for which the officer is responsible and areas in which that individual is authorised to exercise flight supervision: (i) the seasonal meteorological conditions and the sources of meteorological information; (ii) the effects of meteorological conditions on radio reception in the helicopters used; (iii) the peculiarities and limitations of each navigation system which is used by the operation; and (iv) the helicopter loading instructions. (d) A flight operations officer/flight dispatcher assigned to duty shall maintain complete familiarization with all features of the operation which are pertinent to such duties, including knowledge and skills related to human performance. (e) A flight operations officer/flight dispatcher should not be assigned to duty after 12 consecutive months of absence from such duty, unless the provisions of paragraphs (b, c, d) above and paragraph 8.10.1.29 are met."
Paragraph 8.10.1.29	Renumber the paragraph as paragraph (a). Insert immediately after paragraph (a) as renumbered, the following - "(b) No person may serve nor may any AOC holder use a person as a flight operations officer unless that person demonstrated to the operator a knowledge of - 1) the contents of the operations manual described in ICAO Annex 6, Part III, Appendix 8; 2) the radio equipment in the helicopters used; and

	3) the navigation equipment in the helicopters used; (c) No person may serve nor may any AOC holder use a person as a flight operations officer unless that person demonstrated to the operator a knowledge of the following details concerning operations for which the officer is responsible and areas in which that individual is authorized to exercise flight supervision - 1) the seasonal meteorological conditions and the sources of meteorological information; 2) the effects of meteorological conditions on radio reception in the helicopters used; 3) the peculiarities and limitations of each navigation system which is used by the operation; and 4) the helicopter loading instructions (d) A flight operations officer/flight dispatcher assigned to duty should maintain complete familiarization with all features of the operations which are pertinent to such duties, including knowledge and skills related to human performance. (e) A flight operations officer/flight dispatcher should not be assigned to duty after 12 consecutive months of absence from such duty, unless the provisions of 8.3 are met."

Made this 7th day of February, 2025.

Director-General
For the Civil Aviation Authority