



CIVIL AVIATION AUTHORITY
of the Cayman Islands

Cayman Island Aviation Circular

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| CIAC | How to obtain Permission to operate a Small Unmanned Aircraft (SUA) |
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GENERAL

Cayman Islands Civil Aviation Authority (CAACI) Circulars are issued to provide advice, guidance and information on standards, practices and procedures necessary to support Overseas Territory Aviation Requirements (OTARS). They are not in themselves law but may amplify a provision of the Air Navigation (Overseas Territories) Order (AN (OT) O) or provide practical guidance on meeting a requirement contained in the OTARS.

RELATED REQUIREMENTS

This Bulletin relates Article 73 of the Air Navigation (Overseas Territories) Order 2013.

CHANGE INFORMATION

Re- Issue

ENQUIRIES

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Circular 25-15 Small Unmanned Aircraft

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1 Introduction

- 1.1 Small Unmanned Aircraft (SUA) is the generic term used in the aviation legislation to encompass a variety of similar names including, but not limited to, drones, mini-copters, quad-copters, radio control model aircraft, remotely piloted aircraft and (small) unmanned aerial vehicles.
- 1.2 The current legislation relating to small unmanned aircraft is contained in Article 73 of the Air Navigation (Overseas Territories) Order 2013 [AN (OT) O 2013].
- 1.3 For the purposes of the AN (OT) O 2013, an SUA is deemed, by definition, to be an “aircraft” and the operator of a small unmanned aircraft is similarly deemed to be its “pilot” for the purposes of accountability and responsibility, regardless of age and experience.
- 1.4 Essentially, the operation of SUAs fall into two categories either:
 - a) flying for commercial gain, known as Aerial Work or;
 - b) recreational flying.

The applicable regulations are identified, in brief, as follows:

2 Aerial Work

- 2.1 An organisation or individual offering services involving the use of a SUA (of any weight) in exchange for financial reward or commercial advantage must be in possession of a current Permission issued by the Civil Aviation Authority of the Cayman Islands. A Permission will ensure the competence of the operator to provide a safe service and will require him/her to hold “adequate third-party liability insurance”.
With regard to the Controller in Command (CIC) qualifications, in order to grant a permission, a valid class 3 medical certificate must be presented and completion of an Air Law Exam administered by the CAACI. Also proof that the CIC has received training at a credible third party training organisation. **This is not to obtain a ‘Civil Pilots License’**, this is for CAACI to ensure that everyone has at least the same basic knowledge and be able to operate safely.
- 2.2 An organisation or individual undertaking aerial work without a Permission required by Article 73 of the AN (OT) O 2013 may be guilty of an offence and liable on summary conviction to a fine.

3 Obtaining a Permission to Undertake Aerial Work

- 3.1 An application for a Permission to undertake aerial work should be made to the CAACI by completing an application form.
- 3.2 The completed application form should be submitted to the CAACI together with a detailed Operations Manual, a completed evaluation checklist compiled in accordance with the guidance material provided during the application.

4 Other Agencies or Approvals

- 4.1 A CAACI Permission to undertake aerial work only meets the requirements of aviation legislation. It does not absolve the applicant from the responsibility of complying with the requirements of other national agencies. Other interested parties might include:
 - a) The Information & Communications Technology Authority and;
 - b) Lands & Surveys Department

5 Recreational Flying

- 5.1 If the SUA weighs less than 7kg (15lbs) and is being flown recreationally the requirement is:
 - a) for the pilot to fly safely and responsibly without endangering other people or causing damage to property.
- 5.2 If the SUA weighs between 7kg (15lbs) and 20kgs (44lbs) the aircraft **may not** be flown:
 - a) within 12 miles of an international airport without the permission of the appropriate air traffic control unit;
 - b) at a height of more than 400 feet above ground level.

6 Cayman Islands Model Flying Association

- 6.1 The Cayman Islands Model Flying Association (CIMFA) is an organisation of recreational flyers that may be able to provide information and training to those new to the sport.

7 Code of Conduct

It is incumbent upon the pilot of a SUA, to fly the aircraft in a safe and considered manner. The following code of conduct is provided as essential guidance.

"Dos:"

- Do - fly an SUA at the local model aircraft club
- Do - take lessons and learn to fly safely
- Do - be aware of the risk of low flying aircraft
- Do - respect the privacy and tranquility of others

"Don'ts:"

- Don't - fly in the vicinity of aircraft or airports
- Don't - fly beyond line of sight of the operator
- Don't - fly an SUA weighing more than 20kg (44 lbs)
- Don't – undertake aerial work unless you hold a current Permission

~END~