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BARBADOS

S.I. 2026 No. 42

**CIVIL AVIATION (UNMANNED AIRCRAFT SYSTEMS)
REGULATIONS, 2026**

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**CIVIL AVIATION (UNMANNED AIRCRAFT SYSTEMS)
REGULATIONS, 2026**

The Minister, in exercise of the powers conferred on him by section 140(1) (d) of the *Civil Aviation Act*, makes the following Regulations:

PART I

GENERAL

Citation

1. These Regulations may be cited as the *Civil Aviation (Unmanned Aircraft Systems) Regulations, 2026*.

Definitions

2. In these Regulations

“accident” means an accident associated with the operation of an aircraft which, in the case of a manned aircraft, takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, or in the case of an unmanned aircraft, takes place between the time the aircraft is ready to move with the purpose of flight until such time as it comes to rest at the end of the flight and the primary propulsion system is shut down, in which

- (a) a person is fatally or seriously injured as a result of
 - (i) being in the aircraft; or

- (ii) direct contact with any part of the aircraft, including parts which have become detached from the aircraft, or
 - (iii) direct exposure to jet blast, except when the injuries are from natural causes, self-inflicted or inflicted by other persons, or when the injuries are to stowaways hiding outside the areas normally available to the passengers and crew; or
- (b) the aircraft sustains damage or structural failure which
- (i) adversely affects the structural strength, performance or flight characteristics of the aircraft; and
 - (ii) would normally require major repair or replacement of the affected component, except for engine failure or damage, when the damage is limited to a single engine (including its cowlings or accessories), to propellers, wing tips, antennas, probes, vanes, tires, brakes, wheels, fairings, panels, landing gear doors, windscreens, the aircraft skin (such as small dents or puncture holes), or for minor damages to main rotor blades, tail rotor blades, landing gear, and those resulting from hail or bird strike (including holes in the radome); or
- (c) the aircraft is missing or is completely inaccessible;

“aerial work” means an aircraft operation in which an aircraft is used for specialized services such as agriculture, construction, photography, surveying, observation and patrol, search and rescue, aerial advertisement;

“aerodrome” means a defined area on land or water (including any buildings, installations and equipment) intended to be used either wholly or in part for the arrival, departure and surface movement of aircraft;

“aircraft” means any machine that can derive support in the atmosphere from the reaction of the air other than the reactions of the air against the earth’s surface;

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- “approved person or organisation” or “AAO” means a person referred to in regulation 34;
- “approved Unmanned Aircraft (UA) area” means a defined area as approved under Part I;
- “air traffic services” 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);
- “Authority” means the Civil Aviation Authority of Barbados;
- “beyond visual line of sight (BVLOS)” means any operation which does not meet the definition of a visual line of sight operation;
- “commercial operation” means operation for hire or reward;
- “C2 Link” means the data link between an unmanned aircraft and a remote pilot station or control station that is used in the management of a flight;
- “Director General” means the Director General of the Barbados Civil Aviation Authority, who is the Chief Executive Officer of the Authority;
- “maximum certificated takeoff mass (MCTOM)” means the maximum total mass at which an Unmanned aircraft is certified as safe to take-off and still be controlled effectively while in flight;
- “observer” means the person designated by the operator to carry out the activities required to maintain a visual line of sight of the aircraft;
- “operator” means the person who manipulates the flight controls or manages the flight command instructions for the aircraft;
- “detect and avoid (DAA)” means the capability to see, sense or detect conflicting traffic or other hazards and take the appropriate action;
- “first-person view device” means a device that generates and transmits a streaming video image to a control station display or monitor that gives the pilot of a Unmanned aircraft the illusion of flying the aircraft from an on-board pilot’s perspective;

- “flight termination system” means a system that when activated, terminates the flight of an unmanned aircraft;
- “fly-away” means in respect to an Unmanned aircraft, an interruption or loss of the C2 link such that the remote pilot is no longer controlling the aircraft and the unmanned aircraft is not flying its preprogrammed procedures in the predicted manner;
- “handover” means the act of passing piloting control from one remote pilot station to another;
- “incident” means an occurrence, other than an accident, associated with the operation of an aircraft that affects or could affect the safety of operation;
- “instrument meteorological conditions (IMC)” means Meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling, less than the minima specified for visual meteorological conditions (VMC);
- “Notice to Airmen” or “NOTAM” means a notice distributed by means of telecommunication containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations;
- “property” means but is not limited to land, vessels, or vehicles;
- “recreational operation” means any operation conducted for the operator’s personal and private purposes and where there is no commercial outcome, interest or gain;
- “remote pilot” means a person charged by the operator with duties essential to the operation of an unmanned aircraft and who manipulates the flight controls, as appropriate, during flight time;
- “remote pilot-in-command” means the remote pilot designated by the operator as being in command and charged with the safe conduct of a flight;

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- “risk mitigation” means the process of incorporating defence mechanisms or preventive controls to lower the severity and/or likelihood of a hazard and the projected consequences;
- “safety” means the state in which risks associated with aviation activities, related to, or in direct support of the operation of aircraft, are reduced and controlled to an acceptable level;
- “safety management system (SMS)” means a systematic approach to managing safety, including the necessary organizational structures, accountability, responsibilities, policies and procedures;
- “segregated airspace” means airspace of specified dimensions allocated for exclusive use to a specific user(s);
- “shielded operation” means an operation of an aircraft within 100 m of, and below the top of, a natural or man-made object;
- “specified frequency” for a particular airspace means a frequency specified from time to time in AIP or by ATC as a frequency for use in the airspace;
- “specified information” for a particular airspace means information specified from time to time in AIP or by ATC as information that must be broadcast in the airspace;
- “specified interval” means for a particular airspace means the interval specified from time to time in AIP or by ATC as the interval at which broadcasts must be made while in that airspace;
- “state safety programme (SSP)” means an integrated set of regulations and activities aimed at improving safety;
- “Unmanned Aircraft (UA)” means an aircraft where the pilot controlling the aircraft is not on board the aircraft;
- “Unmanned Aircraft System (UAS)” includes the aircraft, its associated remote pilot station(s), command and control links, and any other equipment or

components that may be specified in its Type Design, or Operator's Instructions and shall be categorised as follows

(a) MCTOM weighing:

- (i) 25 kilogrammes or less;
- (ii) 25 to 150 kilogrammes;
- (iii) greater than 150 kilogrammes;

(b) operation

- (i) "Open" category (low risk) MCTOM 25 kilogrammes or less to be operated in segregated Barbados airspace only;
- (ii) "Specific" category (medium risk) MCTOM 25 kilogrammes or less or 25 to 150 kilogrammes to be operated in segregated Barbados airspace only; or
- (iii) "Certified" category (higher risk) MCTOM greater than 150 kilogrammes to be operated in segregated airspace worldwide;

"visual line of sight (VLOS)" means any operation conducted where the operator or observer maintains visual contact with the unmanned aircraft, without the use of any device other than corrective lenses, and is able to determine the aircraft's attitude, altitude, direction and location;

"visual meteorological conditions (VMC)" means Meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling, equal to or better than specified minima.

Application

3.(1) These Regulations shall apply to any

- (a) Unmanned Aircraft System (UAS), to be operated in Barbados;
- (b) person operating an Unmanned Aircraft System (UAS), in Barbados;

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- (c) any operation associated with the use of an unmanned aircraft system within and above the territory of Barbados;
 - (d) any operation associated with the use of an unmanned aircraft system within and above the territory of Barbados;
 - (e) exemptions entered on the operations specifications of the registration of certificate.
- (2) An Unmanned Aircraft System (UAS), to be operated in Barbados is not to be not classified as remote piloted aircraft for the purpose of these regulations where the Unmanned Aircraft System (UAS)
- (a) weighs less than 25 kilogrammes;
 - (b) operates below 120 metres or 400 feet above ground level;
 - (c) operates outside 5000 metres or 5 kilometres of an operating airfield;
 - (d) operates to a maximum range of 500 metres with visual line of sight (VLOS); and
 - (e) would not jeopardise the safety of people on the ground.
- (3) Model aircraft unable to comply with subsection (1), shall be required to be authorised under Part II.

PART II

REGISTRATION

Registration of an owner of an unmanned aircraft system

4.(1) No person shall operate an Unmanned Aircraft System (UAS) in Barbados unless the owner has a Certificate of Registration, issued by the Director General, for that aircraft, or the Director General has issued a temporary exemption to the application of the Regulations to the owner.

(2) The Director General has the power to exempt an owner of an Unmanned Aircraft System (UAS) from the application of Part II of these Regulations for the purposes of an emergency or in the interests of law enforcement or national security.

Application for a certificate of registration for an unmanned aircraft system

5. A person who seeks to operate an Unmanned Aircraft System (UAS) shall

- (a) apply to the Director General in the approved form for the specific category and type rating;
- (b) submit all required documents as specified by the Director General;
- (c) pay the relevant fee set out in the *Schedule*; and
- (d) meet the applicable requirements of these Regulations.

Requirements for registration of an unmanned aircraft system

6.(1) An application under regulation 5 may be made in respect of an Unmanned Aircraft System (UAS) which is owned by a

- (a) CARICOM national;
- (b) resident of the Republic of Barbados as defined in the *Immigration Act*, Cap. 190; or
- (c) a body incorporated within a member State of CARICOM.

(2) The Director General may approve in writing that an Unmanned Aircraft System (UAS) registered in another State may be permitted to operate, for a specified period of time, without being registered in Barbados.

Issue of certificate of registration

7.(1) When the Director General is satisfied that an application under regulation 5 has met all the requirements of these Regulations, the Director General may

- (a) register the Unmanned Aircraft System (UAS); and
- (b) issue a Certificate of Registration in the form approved by the Authority.

(2) The owner of an Unmanned aircraft system which was issued with a Certificate of Registration under paragraph (1), shall ensure that such certificate is readily available for inspection by the Director General at any time.

Conditions for registration

8.(1) The owner of an Unmanned Aircraft System (UAS) registered under these Regulations shall

- (a) be subject to the applicable requirements of these Regulations;
- (b) comply with all prescribed conditions, limitations and directions issued by the Director General with respect to operating such Unmanned Aircraft System (UAS);
- (c) allow access by the Director General, or his designate, at any reasonable time to inspect
 - (i) the Unmanned Aircraft System (UAS);
 - (ii) any documents associated with the Unmanned Aircraft System (UAS); and
 - (iii) the equipment needed for the operation of the Unmanned Aircraft System (UAS).

(2) An operator shall obtain public liability insurance as a condition for operations.

Deregistration for purpose of registration in Barbados

9. Where the owner of an Unmanned Aircraft System (UAS) wishes to register the Unmanned Aircraft System (UAS) in Barbados and the Unmanned aircraft system is registered in another State, that owner shall ensure that the Unmanned Aircraft System (UAS) is deregistered by that State and shall provide proof of such deregistration to the Director General before attempting to have the aircraft registered in Barbados.

Requirements for deregistration of an unmanned aircraft system

10.(1) An owner of an Unmanned Aircraft System (UAS) shall notify the Director General to deregister his Unmanned Aircraft System (UAS), where the Unmanned Aircraft System (UAS)

- (a) is lost or permanently destroyed; or
- (b) has been sold or transferred to a new owner.

(2) Where the owner of an Unmanned Aircraft System (UAS) wishes to deregister that aircraft system, he shall

- (a) apply to the Director General in the form approved by the Director General; and
- (b) pay the relevant fee set out in the *Schedule*.

(3) Where the purpose of an application for deregistration of a remotely piloted aircraft system under paragraph (2) is to facilitate registration of the aircraft in another State, the Director General may deregister the Unmanned Aircraft System (UAS).

(4) Where the Director General has deregistered an Unmanned Aircraft System (UAS) in accordance with these Regulations, the owner of such aircraft shall

- (a) return the Certificate of Registration to the Authority; and

- (b) remove all nationality and registration markings from the Unmanned aircraft system.

Register of Unmanned Aircraft Systems (UAS)

11. The Director General shall maintain a Register of Unmanned Aircraft Systems (UAS) which shall contain records of each Unmanned Aircraft System (UAS) registered in Barbados as follows:

- (a) the registration number assigned to the owner and the Unmanned Aircraft System (UAS);
- (b) the registration markings assigned to by the Director General;
- (c) the name of the manufacturer of the Unmanned Aircraft System (UAS) and its type design;
- (d) the serial number of the Unmanned Aircraft System (UAS); and
- (e) the name and address of the registered owner of the Unmanned Aircraft System (UAS).

PART III

OPEN CATEGORY OPERATING RULES

Application of Part III and open category

- 12.** This Part applies to
- (a) the operation of a civil Unmanned Aircraft System (UAS); and
 - (b) operation of an Unmanned Aircraft System (UAS) in the open category using an unmanned aerial vehicle with a maximum gross take-off mass of 25 kg or less throughout the duration of each operation under this category, including all items that are on board or otherwise attached to the aircraft and operated in accordance with regulation 13.

Standard Unmanned Aircraft System (UAS) operating conditions

13. An Unmanned Aircraft System (UAS) is operated in standard unmanned aircraft operating conditions if, during the operation

- (a) the aircraft is operated within the visual line-of-sight of the person operating the controls of the Unmanned Aircraft System (UAS);
- (b) the aircraft is operated at or below 120 metres or 400 feet above ground level by day;
- (c) the aircraft is not operated within 30 metres of a person, measured horizontally, who is not directly associated with the operation of the Unmanned Aircraft System (UAS); and
- (d) the aircraft is not operated
 - (i) in a prohibited area;
 - (ii) in a restricted area;
 - (iii) over a populated area; or
 - (iv) within 5 kilometres of the movement area of a controlled aerodrome;
 - (v) at night, when night is defined as the period lasting from 30 minutes after sunset through 30 minutes before sunrise;
 - (vi) over an area where a fire, police, military, or other public safety or emergency operation is being conducted without the approval of a person in charge of the operation; and
 - (vii) the person operating the Unmanned Aircraft System (UAS) operates only that aircraft.

Approval of areas for operation of unmanned aircraft

14.(1) A person may apply to the Director General for the approval of an area as an area for the operation of Unmanned Aircraft System (UAS), or a particular category of Unmanned Aircraft System (UAS).

(2) An approval has effect from the time written notice is issued to the applicant, or a later day, or day and time stated in the approval.

(3) An approval may be expressed to have effect for a particular period, including a period of less than one day, or indefinitely.

(4) The Director General may impose conditions on the approval in the interests of the safety of air navigation.

(5) If the Director General approves an area under paragraph (1), he shall publish details of the approval, including any condition, in a NOTAM or on an aeronautical chart.

(6) The Director General may revoke the approval of an area, or change the conditions that apply to such an approval, in the interests of the safety of air navigation, but the Director General shall publish details of any revocation or change in a NOTAM or on an aeronautical chart.

(7) The Director General shall also give written notice of the revocation or change

(a) to the person who applied for the approval of the area; or

(b) if that person applied for that approval as an officer of an organization concerned with Unmanned Aircraft System (UAS) and no longer holds that office, to the person who now holds the office.

Segregated airspace

15. A person shall not operate a Unmanned Aircraft System (UAS) within segregated airspace unless the person has approval to do so from the Director General, and from Air Traffic Control.

Controlled airspace

16.(1) A person shall not operate a Unmanned Aircraft System (UAS) in controlled airspace without authorization from the Air Traffic Control unit responsible for that airspace.

(2) A person shall not operate a Unmanned Aircraft System (UAS) in controlled airspace unless he

- (a) holds a relevant qualification for the use of an aeronautical radio;
- (b) maintains a listening watch on a specified frequency or frequencies specified in the authorisation from the Air Traffic Control unit; and
- (c) makes broadcasts on a specified frequency or frequencies and or maintains other ways of communication requested by the Air Traffic Control unit at the specified interval giving the specified information in the direction.

(3) In paragraph 2(a), relevant qualification means any of the following qualifications:

- (a) an aeronautical radio operator certificate;
- (b) a remote pilot licence or flight crew licence;
- (c) an air traffic control licence;
- (d) a military qualification equivalent to a licence mentioned in paragraph (2)(c) or (3)(c); or
- (e) a Flight Dispatcher licence.

(4) The Director General may direct, in regard to a particular Unmanned Aircraft System (UAS) or type of Unmanned Aircraft System (UAS), that a person shall not operate the Unmanned Aircraft System (UAS), or a Unmanned Aircraft System (UAS) of that type, unless he

- (a) holds a relevant qualification for the use of an aeronautical radio;

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- (b) maintains a listening watch on a specified frequency or frequencies specified in the direction; and
 - (c) makes broadcasts on a specified frequency or frequencies and or maintains other ways of communication requested by the Air Traffic Control unit at the specified interval giving the specified information in the direction.
- (5) An authorised person operating in controlled airspace shall comply with all conditions specified by the Director General and all directions issued by Air Traffic Control.

Airspace knowledge

17. A person who operates an Unmanned Aircraft System (UAS) shall
- (a) ensure that before each flight, that person is aware of the airspace designation and of any applicable airspace restrictions in place in the area of intended operation; or
 - (b) conduct the operation under the direct supervision of a person who is aware of the airspace designation and any applicable airspace restrictions in place in the area of intended operation.

Hazard and risk minimization

18. A person operating an Unmanned Aircraft System (UAS) shall take all practicable steps to minimize hazards to persons, property and other aircraft.

Dropping of articles

19. A person operating an Unmanned Aircraft System (UAS) shall not allow any object to be dropped in flight if such action creates a hazard to other persons or property.

Operator required to keep unmanned aircraft in visual line of sight

- 20.(1)** An operator of an Unmanned Aircraft System (UAS) shall
- (a) keep the Unmanned aircraft in line of sight at all times while in operation; or
 - (b) maintain visual line-of-sight with the Unmanned Aircraft System (UAS) or be in direct communications with a Unmanned Aircraft System (UAS) observer that maintains visual line-of-sight with the Unmanned Aircraft System (UAS); and
 - (c) be able to see the surrounding airspace in which the Unmanned Aircraft System (UAS) is operating; and
 - (d) operate the Unmanned Aircraft (UA) below any cloud base at all times.
- (2) For the purposes of this Regulation, visual line-of-sight means a straight line along which the remote pilot or an Unmanned Aircraft (UA) observer has a clear view and which may be achieved with the use of
- (a) spectacles, contact lenses, or a similar device used for vision correction of the user to no better than normal vision but not the use of an electronic, mechanical, electromagnetic, optical, or electro-optical instrument; or
 - (b) a first person view system and a trained and competent Unmanned Aircraft (UA) observer who maintains
 - (i) visual line-of-sight of the Unmanned Aircraft (UA);
 - (ii) sight of the surrounding airspace in which the Unmanned Aircraft (UA) is operating; and
 - (iii) has direct communication with the person who is operating the Unmanned Aircraft (UA).

Operator may apply to the Director General to conduct BVLOS operations

21. Notwithstanding regulation 20, an operator of an Unmanned Aircraft System (UAS) may apply to the Director General to conduct beyond visual line of sight (BVLOS) operations and the Director General shall as far as practicable, consider each application having regard to the intentions of the operator, in determining whether permission can be granted without safety being adversely affected.

Operations over and near persons

22.(1) An operator shall not operate an Unmanned Aircraft System (UAS) over another person except where that person

- (a) has consented to participate in the operation and have the aircraft fly over;
- (b) is located under a covered structure or inside a stationary vehicle that provides reasonable protection;
- (c) is directly associated with the operation of the Unmanned Aircraft System (UAS), or the Unmanned Aircraft System (UAS) is operating no closer than 30 metres, measured horizontally, from a second person not directly associated with the operation of the Unmanned Aircraft System (UAS).

(2) Paragraph 22(1)(c) does not apply if the second person is standing behind a fixed wing Unmanned Aircraft System (UAS) while the fixed wing Unmanned Aircraft System (UAS) is taking off.

Aerodromes

23.(1) A person shall not operate a Unmanned Aircraft System (UAS) on or within 5 kilometres of an uncontrolled aerodrome, unless

- (a) the operation is undertaken in accordance with an agreement with the aerodrome operator;
- (b) each remote pilot has a Unmanned Aircraft System (UAS) observer in attendance while the aircraft is in flight; and
- (c) the Unmanned Aircraft System (UAS) is not operated at a height of more than 120 metres or 400 feet above ground level unless the operator has been approved by the Director General to operate the Unmanned Aircraft System (UAS) to do so.

(2) A person shall not operate a Unmanned Aircraft System (UAS) on or within 5 kilometres of a controlled aerodrome, unless it is operated in accordance with an authorization from the Director General and permission from the relevant Air Traffic Control unit.

(3) A person shall not operate a Unmanned Aircraft System (UAS) on or within 5 kilometres of any aerodrome, unless that person

- (a) is the holder of, or is under the direct supervision of the holder of, a remote pilot qualification issued by an approved person or approved aviation organization;
- (b) is under the direct supervision of a person appointed to give instruction in the operation of a Unmanned Aircraft System (UAS) by an approved person or approved aviation organization; or
- (c) is the holder of a remote pilot licence or certificate issued under regulation 53.

(4) Paragraph (3) does not apply to an operation that is conducted

- (a) outside of the boundary of the aerodrome; and

-
- (b) in airspace that is physically separated from the aerodrome by a barrier that is capable of arresting the flight of the Unmanned Aircraft System (UAS).

Weather and day limitations

24.(1) Unless permitted by another provision of this Part, or in accordance with an air traffic control clearance, a person shall not operate a Unmanned Aircraft System (UAS)

- (a) in or into a cloud;
- (b) at night; or
- (c) in conditions other than visual meteorological conditions.

(2) Paragraph (1) does not apply if the person holds an authorization under regulation 58 allowing these operations.

Night operations

25. A person shall not operate an Unmanned Aircraft System (UAS) at night unless

- (a) the operation is indoors;
- (b) the operation is a shielded operation; or
- (c) the person holds an authorization under regulation 58 allowing these operations.

Right-of-way

26. A person who is operating an Unmanned Aircraft System (UAS) shall give way to and remain clear of, all manned aircraft on the ground and in flight.

Operations over private property

27.(1) An operator of an Unmanned Aircraft (UA) shall not conduct any operations over or within private property unless he has been granted permission by the owner of the property.

(2) Operations by members of the Police Service or Barbados Defence Force in the exercise of law enforcement or national security are exempt from the application of this regulation.

Operations over public property

28. An operator of an Unmanned Aircraft System (UAS) shall not conduct any operations within, or over public property, unless written permission has been sought and obtained from the Director General and from the Government Department or Agency with responsibility for the area in which the operator wishes to conduct operations prior to conducting the operation of the Unmanned Aircraft System (UAS).

Aircraft mass limits

29.(1) A person shall not operate an Unmanned Aircraft System (UAS) where the aircraft has a gross mass of more than 25 kilogram.

(2) A person shall not operate an Unmanned Aircraft System (UAS) with a gross mass of between 15 kilogram and 25 kilogram unless the aircraft, and any modification made to it, is

- (a) constructed under the authority of, or inspected and approved by, an approved person or approved aviation organization defined in regulation 34; and
- (b) operated under the authority of an approved person or approved aviation organization defined in regulation 34; or
- (c) meets the requirement of regulation 76.

Requirement for a remote pilot licence

30.(1) No pilot certification is required for operations under Part III unless flights are conducted on or within 5 kilometres of an aerodrome.

(2) An Unmanned Aircraft System (UAS) pilot shall not operate a flight within 5 kilom of an aerodrome unless that pilot has been trained to use of aeronautical charts and to correctly identify the airspace in which he will be operating, and has obtained the permission of Air Traffic Control to do so.

Prohibited UAS operations

31.(1) No person shall operate an Unmanned Aircraft System (UAS) in such a careless or reckless manner as to endanger or be likely to endanger aviation safety or the safety of any person or property.

(2) No person shall operate an Unmanned Aircraft System (UAS) while operating a moving vehicle, vessel, or manned aircraft.

Use of alcohol or drugs prohibited

32. No person shall act as a remote pilot, flight crew member or a Unmanned Aircraft (UA) observer

- (a) within 8 hours after consuming an alcoholic beverage;
- (b) while under the influence of alcohol; or
- (c) while using any drug that impairs the person's faculties to the extent that aviation safety or the safety of any person is endangered or likely to be endangered.

Accident reporting

33. A remote pilot shall report to the Director General, in a manner acceptable to the Director General and no later than 48 hours after the occurrence

of, an incident involving an Unmanned Aircraft System (UAS) that results in either

- (a) serious injury to any person; or
- (b) damage to any property other than the Unmanned Aircraft System (UAS) that exceeds \$100.

Approved person or organization (AAO)

34. A person or an organization, having satisfied the Director General that he or it has appropriate expertise in the design, construction, or operation of an Unmanned Aircraft System (UAS), or appropriate knowledge of airspace designations and restrictions, may be approved and designated by the Director General at his discretion, to perform one or more of the following specified functions as further defined in Part V:

- (a) issuing a remote pilot qualification for operating an Unmanned Aircraft System (UAS);
- (b) appointing persons to give instruction to operators of an Unmanned Aircraft System (UAS);
- (c) authorizing a person to notify the air navigation service provider, for the issuance of a NOTAM, of an Unmanned Aircraft System (UAS) operation.

PART IV

APPROVED AVIATION ORGANIZATION

Approved aviation organization certificate

35. This instrument sets out requirements to be met by an applicant for a self-administering AAO certificate under Part V of these Regulations to perform an aviation administration function

- (a) aviation administration functions for an AAO;
- (b) key personnel of an AAO;
- (c) requirements of an AAO's safety management system;
- (d) requirements of an AAO's audit and surveillance system; and
- (e) content of an AAO's application submission.

Application for an approved aviation organization certificate

36. An applicant for the formation of an AAO shall

- (a) complete and submit to the Director General the appropriate application form as approved by the Director; and
- (b) pay the relevant fee set out in the *Schedule*.

Requirements for registering as an AAO

37. An AAO shall administer the issuance of an aviation document required by these Regulations for the certification of personnel in accordance with the provisions of the AAO certificate issued by the Director General to that AAO under this Part.

Issue, suspension and revocation of an AAO certificate

38.(1) Where the Director General is satisfied that an application made under regulation 36 has met the requirements of these Regulations, and the assurance that aviation safety will not be compromised by the issuance of such certificate, he may issue an AAO Certificate to the operator.

(2) The Director General may suspend or revoke an AAO certificate where he has given written notice to the club administrator of the failure of one or more members of the club to comply with the requirements of these Regulations and the Director General is satisfied that the AAO has had sufficient time, but has failed to properly address the non-compliance.

Privileges of certificate holder

39. The holder of an AAO certificate may

- (a) administer the issuance of the personnel certificates and ratings that are specified on that AAO certificate;
- (b) appoint persons to give instruction to other persons operating the controls of an Unmanned Aircraft System (UAS);
- (c) authorize a person to notify the aeronautical information service provider for the issuance of a NOTAM of a Unmanned Aircraft System (UAS) operation;
- (d) organize aviation events, where that privilege is specified on the certificate; and
- (e) exercise any other privileges granted by the Director General and endorsed on the certificate or on the accompanying Operations Specifications.

Duration of certificate

40.(1) An AAO certificate may be issued or renewed for a period of up to 5 years.

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- (2) An AAO certificate shall remain in force until it expires or is suspended or revoked.
- (3) The holder of an AAO certificate that is revoked or suspended shall forthwith surrender the certificate to the Director General.

Renewal of certificate

- 41.(1) An application for the renewal of an AAO certificate shall be made on the approved form provided by the Director General.
- (2) The application shall be submitted to the Director General no less than 30 days before the application renewal date specified on the certificate or, if no such date is specified, not less than 30 days before the certificate expires.

PART V**PERSONNEL CERTIFICATION REQUIREMENTS****Personnel requirements**

- 42.(1) Each applicant for the issuance of an AAO certificate shall engage, employ, or contract
- (a) a qualified person identified as the Accountable Manager who has the authority within the applicant's organization to ensure that all activities undertaken by the organization can be carried out in accordance with the requirements prescribed by this Part;
 - (b) a qualified person or persons who will hold any delegation from the Director General for the issue of personnel certificates and ratings;
 - (c) a qualified person or group of qualified persons who are responsible for ensuring that the applicant's organization complies with the requirements of this Part. Such nominated person or persons shall be ultimately responsible to the Accountable Manager; and

- (d) secure sufficient personnel to carry out the activities listed in the applicant's submission.
- (2) The applicant shall
 - (a) establish procedures to assess and maintain the competence of those personnel who are responsible for carrying out the activities listed in the applicant's application;
 - (b) establish procedures for the exercise of any delegation held by a qualified person or persons; and
 - (c) provide personnel with responsibilities under these Regulations with written authorization to fulfill those responsibilities.

Facility requirements

43. Each applicant for the issuance of an AAO certificate shall ensure the provision of facilities and resources appropriate to the activities listed in the application submitted.

Documentation

44.(1) Each applicant for the issuance of an AAO certificate shall hold copies of all relevant equipment manuals, technical standards and practices, technical bulletins and instructions, legislation, and any other document that is necessary to establish procedures for the activities listed in the applicant's application. This documentation shall include human factors material relevant to management and organizations.

(2) The applicant shall establish a procedure to control and amend all applicable documents required by paragraph (1).

Records

45.(1) Each applicant for the issuance of an AAO certificate shall establish procedures to identify, collect, index, store safely and securely, maintain, and

dispose of the records that are necessary for the activities listed in the applicant's application.

- (2) The procedures shall ensure that the AAO retains
 - (a) a record of each internal safety management action performed by the applicant's organization in accordance with the procedures specified in regulation 48;
 - (b) a record of each certificate and rating issued by the organization; and
 - (c) a record for each person who conducts activities on behalf of the applicant's organization, which shall include details of the experience, qualifications, training, and competency assessments of the person.
- (3) All records shall be legible, written in black or dark blue ink, and shall be retained for a period of at least 3 years from the date of the last entry made on that record.

Personnel certification

46. Each applicant for the issuance of an AAO certificate shall establish procedures for

- (a) assessing the competency of persons, including holders of equivalent qualifications;
- (b) issuing the certificates and ratings listed in the applicant's submission; and
- (c) reviewing and maintaining the competency of persons holding certificates or ratings issued under delegated authority from the Director General.

Aviation events

47. An applicant for the issuance of an AAO certificate that authorizes them to organize aviation events shall establish procedures

- (a) for ensuring compliance with Part VII; and

- (b) for identifying any hazards to aviation safety and ensuring that the associated risks are evaluated and managed.

Internal safety management

48.(1) An applicant for the issuance of an AAO certificate shall establish an internal safety management system to ensure compliance with, and the adequacy of, the procedures required by this Part.

- (2) The safety management system shall include
 - (a) a safety policy and safety procedures that are relevant to the applicant's organizational goals and the expectations and needs of its members;
 - (b) a procedure to ensure quality indicators, including personnel and member feedback, are monitored to identify existing problems, or potential causes of problems, within the system;
 - (c) a procedure for corrective action, to ensure existing problems that have been identified within the system are corrected;
 - (d) a procedure for preventive action, to ensure that potential causes of problems that have been identified within the system are remedied;
 - (e) an internal audit programme to audit the applicant's organization for conformity with its safety policy; and
 - (f) procedures for management review to ensure the continuing suitability and effectiveness of the internal quality assurance of the safety management system in satisfying the requirements of this Part.
- (3) The safety policy procedures shall ensure that the safety policy is understood, implemented, and maintained at all levels of the organization.
- (4) The procedures for corrective action shall specify how
 - (a) existing problems are corrected;
 - (b) corrective action is reviewed to ensure the action is effective;
 - (c) procedures are amended as a result of corrective action; and

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- (d) management will review the effectiveness of any corrective action taken.
- (5) The procedure for preventive action shall specify how
- (a) potential problems are addressed;
 - (b) preventive action is reviewed to ensure the action is effective;
 - (c) procedures are amended as a result of preventive action; and
 - (d) a management review to determine the effectiveness of any preventive action taken will be documented.
- (6) The internal audit programme shall
- (a) specify the frequency and location of the audits taking into account the nature of the activity to be audited;
 - (b) ensure that audits are performed by trained persons who are independent of those having direct responsibility for the activity being audited;
 - (c) ensure that the results of audits are reported to the personnel responsible for the activity being audited and the manager responsible for internal audits;
 - (d) require preventive or corrective action to be taken by the personnel responsible for the activity being audited if problems are found by the audit; and
 - (e) ensure there are follow up audits to review the effectiveness of any preventive or corrective action taken.
- (7) The procedure for management review shall
- (a) specify the frequency of management reviews of the safety management system taking into account the need for the continuing effectiveness of the system;

- (b) identify the responsible manager who shall review the safety management system; and
 - (c) ensure that the results of the review are evaluated and recorded.
- (8) The qualified person who has the responsibility for internal safety management shall have direct access to the Chief Executive on matters affecting safety.

Approved aviation organization application

49.(1) An applicant for the issuance of an AAO certificate must provide the Director General with an application which must contain, where applicable

- (a) a statement signed by the chief executive on behalf of the applicant's organization confirming that the application and the contents of the accompanying manuals and documents
 - (i) define the organization and demonstrate its means and methods for ensuring ongoing compliance with this Part; and
 - (ii) are enforced at all times.
- (b) the titles and names of the qualified person or persons required by regulation 42(1)(a), (b), and (c);
- (c) the duties and responsibilities of the qualified person or persons specified in regulation 42(1)(a), (b), and (c), including matters for which they have responsibility to deal directly with the Director General on behalf of the organization;
- (d) an organization chart showing lines of responsibility of the qualified person or persons specified in regulation 42(2)(c) and extending to each location listed under paragraph (a)(6) of this Regulation;
- (e) a description of the activities to be conducted under the certificate;
- (f) the principal locations at which each activity will be conducted;
- (g) a description of the facilities required by regulation 43;

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- (h) details of the procedures required by
- (i) regulation 42(2)(a) regarding the competence of personnel;
 - (ii) regulation 42(2)(b) regarding the exercise of any delegation held by a qualified person or persons;
 - (iii) regulation 44(2) regarding the control and amendment of documentation;
 - (iv) regulation 45(1) regarding the identification, collection, indexing storage, maintenance, and disposal of records;
 - (v) regulation 46(a) regarding the assessment of personnel, the issuance of certificates and ratings, and the review and maintenance of competency of certificate and rating holders;
 - (vi) regulation 47 regarding the organization of aviation events including the processes for hazard identification and risk management; and
 - (vii) regulation 48 regarding the internal safety management of the organization.
- (2) The applicant's application must remain acceptable to the Authority.

PART VI

OPERATING REQUIREMENTS

Continued compliance

- 50.** A holder of an AAO certificate shall
- (a) hold at least one complete and current copy of the Certificate and its accompanying operations specifications at each principal location specified in their application;
 - (b) comply with all procedures detailed in the operations specifications;

- (c) make each applicable part of their operations specifications available to persons who require those parts to carry out their duties;
- (d) continue to meet the standards and comply with the requirements of Part V; and
- (e) notify the Director General forthwith of any change of address for service, telephone number, or facsimile number required, by completing the applicable form provided by the Director General.

Changes to a certificate holder's organization

51. The holder of an AAO certificate shall ensure that their Operations Manual is amended so as to include a current description of the holder's organization

- (a) the certificate holder shall ensure that any amendment made to the holder's organisation or operations, meets the applicable requirements of this part, is documented in the holder's Operations Manual and complies with the amendment procedures contained in the holder's application;
- (b) the certificate holder shall provide the Director General with a copy of each amendment to the holder's Operations Manual or Operations specifications, for approval before implementing the change;
- (c) subject to paragraph (e), where a certificate holder proposes to make a change to any of the following, prior notification to and acceptance by the Director General is required
 - (i) the Chief executive specified in regulation 42(1)(a), or Accountable Manager, if different from the Chief Executive Officer;
 - (ii) the listed qualified persons specified in regulation 42(1)(c);
 - (iii) the holder or holders of any delegation made by the Director General pursuant to regulation 42(1)(b);

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- (iv) the activities authorized by the certificate;
 - (v) the principal locations at which the activities may be carried out;
 - (vi) the procedures for personnel assessment and certification;
 - (vii) the procedures for organizing aviation events;
- (d) where a change to (c)(i) or (c)(ii), above, results from an election, the holder shall notify the Director General of the change within [7 days] of the election;
- (e) the Director General may prescribe conditions under which a certificate holder may operate during or following any of the changes specified in paragraph (d);
- (f) a certificate holder shall comply with any conditions prescribed under paragraph (e);
- (g) where any of the changes referred to in this Regulation requires an amendment to the certificate, the certificate holder shall forward the certificate to the Director General as soon as practicable;
- (h) the certificate holder shall make such amendments to the holder's application as the Director General may consider necessary in the interests of aviation safety.

Authority to conduct surveillance on AAO activities

52.(1) The Director General may request permission from the AAO to inspect equipment, documents and land areas used by the club in order to conduct surveillance and inspection activities to ensure compliance with these Regulations.

(2) Where the Director General is refused permission to inspect as set out in regulation 52, the Director General may suspend or revoke the AAO's Certificate.

PART VII

UNMANNED AIRCRAFT REMOTE PILOT CERTIFICATION

Application of Part VII

53. This Part applies to airmen certification for civil Unmanned Aircraft System (UAS).

Eligibility for remote pilot licence

54.(1) The Director General may issue a remote pilot licence to the applicant if he or she is 18 years of age and has passed

- (a) an aeronautical knowledge examination within the meaning of the *Civil Aviation (General Application and Personnel Licensing) Regulations, 2026* (S.I. 2026 No.);
- (b) an aviation licence theory examination taken to be an equivalent requirement for the issuance of a remote pilot licence;
- (c) the theory component of a remote pilot training course; or
- (d) the theory component of a course conducted in an ICAO Member State which the Director General is satisfied is equivalent to the theory component of a remote pilot training course.

(2) The Director General may issue a remote pilot licence to the applicant if he or she has completed

- (a) a remote pilot training course in the operation of a category of Unmanned Aircraft System (UAS) that he proposes to operate;
- (b) a training course in the operation of a category of Unmanned Aircraft System (UAS) that he proposes to operate conducted by the manufacturer of an Unmanned Aircraft System (UAS) or an agent of the manufacturer; or

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- (c) a flight test conducted by the Director General for the purposes of this subparagraph; and
 - (d) has demonstrated to the Director General the competencies required for the safe operation of the applicable type of Unmanned Aircraft System (UAS) and associated Unmanned Aircraft System (UAS) control station, under standard Unmanned Aircraft System (UAS) operating conditions.
- (3) A person is taken to have satisfied the conditions in paragraph (1)(a) who holds or has held
- (a) a flight crew licence;
 - (b) a military qualification equivalent to a flight crew licence;
 - (c) a foreign remote pilot licence and qualification equivalent to that issued by the United States, Canada, the United Kingdom and EASA, and meets the security requirements of Barbados; or
 - (d) an air traffic control licence or a military qualification equivalent to an air traffic control licence.
- (4) An application may be made to the Director General for review of
- (a) a decision refusing to issue, cancelling, suspending or varying a licence; or
 - (b) a decision imposing a condition on a licence.

Application for a remote pilot licence

55.(1) An individual may apply to the Director General, for a remote pilot licence to operate an Unmanned Aircraft (UA).

(2) An application for a remote pilot licence shall include the following information:

- (a) details of any flight crew licence, air traffic control licence or flight service licence that the applicant holds including details of ratings, endorsements and qualifications;
- (b) details of any military qualification the applicant holds that is equivalent to a licence mentioned in paragraph (a);
- (c) details of any aeronautical experience of the applicant;
- (d) details of any of the following examinations the applicant has passed other than any examination passed in gaining a licence mentioned in paragraph (2):
 - (i) an aeronautical examination within the meaning of Part X ; or
 - (ii) an aviation licence theory examination that is taken as an equivalent requirement for the issuance of a remote pilot licence under regulation [cite specific regulation, if applicable];
- (e) if the applicant does not hold a licence mentioned in paragraph (2), he may provide
 - (i) details of any aeronautical radio operator certificate that the applicant holds;
 - (ii) details of the applicant's experience in operating UA; or
 - (iii) evidence of the completion of any training course in UAS operation that the applicant has undertaken.

Notice to holder of remote pilot licence to show cause

56.(1) The Director General, may give a show cause notice to the holder of a remote pilot licence if there are reasonable grounds for believing that there are facts or circumstances that would justify the cancellation of the licence under regulation 57.

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- (2) A show cause notice shall
- (a) tell the holder of the licence of the facts and circumstances that, in the opinion of the Director General, would justify the cancellation of the licence under regulation 57; and
 - (b) invite the holder of the licence to show in writing, within a reasonable time stated in the notice, why the licence should not be cancelled.
- (3) A show cause notice may state that the licence is suspended if the Director General reasonably considers that there may be a serious risk to the safety of air navigation if the licence were not suspended.
- (4) If a show cause notice states that the licence is suspended, the licence is suspended from when the notice is given to the holder.
- (5) The Director General, may, at any time, revoke the suspension.
- (6) If the approval is suspended and the Director General, has not dealt with it under regulation 57 within 90 days after the day it is suspended, the suspension lapses at the end of that period.

Cancellation of remote pilot licence

57.(1) The Director General may cancel a remote pilot licence by written notice to the holder of the licence, if

- (a) the Director General has given to the holder a show cause notice under regulation 56 in relation to it;
- (b) the Director General has taken into account any representations made, within the period stated in the notice, by or on behalf of the holder; and
- (c) there are reasonable grounds for believing that the holder
 - (i) has operated an Unmanned Aircraft in contravention of these Regulations or of a condition of the licence;
 - (ii) has operated the Unmanned Aircraft (UA) negligently or carelessly; or

(iii) in operating the Unmanned Aircraft (UA), has recklessly endangered human life or property.

(2) If the Director General has given a show cause notice under regulation 56 to the holder of a remote pilot licence and the Director General decides not to cancel the licence, the Director General

(a) shall tell the holder in writing of the decision; and

(b) shall, if the holder's licence is suspended under that regulation, revoke the suspension.

PART VIII

UNMANNED AIRCRAFT SYSTEM AUTHORIZATION OR UNMANNED AIRCRAFT SYSTEM OPERATOR CERTIFICATION

Application of Part VIII

58. This Part applies to the following:

(a) a person who operates an Unmanned Aircraft (UA) other than in accordance with Part III; and

(b) a person who operates an Unmanned Aircraft (UA) in accordance with Part III and who wishes to apply for an Unmanned Aircraft System Operator Certificate.

Requirement for certificate

59. A person shall not operate a UA other than in accordance with Part III except under the authority of and in accordance with the terms of a valid Unmanned Aircraft System (UAS) authorization or Unmanned Aircraft System Operator Certificate issued by the Director General in accordance with this Part.

Functions and duties of the chief remote pilot

- 60.** A chief remote pilot shall
- (a) ensure the operator's an Unmanned Aircraft (UA) operations are conducted in accordance with the civil aviation regulations;
 - (b) maintain a record of the qualifications held by each person operating an Unmanned Aircraft (UA) for the operator;
 - (c) monitor the operational standards and proficiency of each person operating an Unmanned Aircraft (UA) for the operator; and
 - (d) maintain a complete and up-to-date reference library of operational documents required by the Director General for the types of operations conducted by the operator.

Specific category operations

- 61.(1)** A remote pilot conducting operations in the specific category, shall hold a valid and current remote pilot licence.
- (2) An Unmanned Aircraft System (UAS) conducting operations in the specific category, shall
- (a) have been designed, produced, or modified, such that it does not contain any safety defects identifiable by the Director General;
 - (b) display a label indicating eligibility to conduct operations in the specific category in English, legible, and permanently affixed to the Unmanned Aircraft (UA);
 - (c) have current remote pilot operating instructions that apply to the operation of the Unmanned Aircraft System (UAS).
- (3) The person who designed, produced, or modified the Unmanned Aircraft System (UAS) shall make available the instructions upon sale, or transfer, of the

Unmanned Aircraft System (UAS) to the new owner and such instructions shall address, at a minimum

- (a) a system description that includes the required Unmanned Aircraft System (UAS) components, any system limitations, and the declared category or categories of operation;
 - (b) modifications that will not change the ability of the Unmanned Aircraft System (UAS) to meet the requirements for the category or categories of operation the Unmanned Aircraft System (UAS) is eligible to conduct; and
 - (c) instructions that explain how to verify and change the mode or configuration of the Unmanned Aircraft (UA), if they are variable.
- (4) A remote pilot conducting operations in the specific category shall operate only after the person who designed, produced, or modified the Unmanned Aircraft System (UAS) has received notification that the Director General has accepted the Declaration of Compliance for that Unmanned Aircraft System (UAS), in accordance with regulation 79, or has received an such a declaration from the regulatory authority of another ICAO member State and have a current aircraft registration in accordance with regulation 13.

Authorization to operate unmanned aircraft

- 62.(1)** Before operating an Unmanned Aircraft (UA) other than in accordance with Part III, a person shall apply for an Unmanned Aircraft System (UAS) authorization or Unmanned Aircraft System Operator Certificate.
- (2) A person who operates an Unmanned Aircraft (UA) in accordance with Part VIII may apply for an Unmanned Aircraft System Operator Certificate.
- (3) A person in paragraph (2) shall apply by
- (a) submitting an application to the Director General in accordance with the specified requirements as determined by the Director General; and
 - (b) paying the relevant fee set out in the *Schedule*.

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- (4) An application shall include
- (a) the name and address of the applicant;
 - (b) the details of the operation for the Unmanned Aircraft System (UAS) authorization or ARO;
 - (c) the completed application form as required by the Director General; and
 - (d) any other information relating to the application as may be required by the Director General.
- (5) A person who operates an Unmanned Aircraft (UA) in accordance with (a) or (b) shall apply for an Unmanned Aircraft System (UAS) authorization or an Unmanned Aircraft System Operator Certificate in accordance with regulation 63.

Application for an Unmanned Aircraft System (UAS) authorization or Unmanned Aircraft System Operator Certificate

63.(1) An applicant for an Unmanned Aircraft System (UAS) authorization or Unmanned Aircraft System Operator Certificate shall provide the Director General with an application that is acceptable to the Director General

- (a) the application shall address the following matters, having regard to the nature, degree and risk of the intended operation:
 - (i) the identification of a person who will have primary responsibility for any part of the operation;
 - (ii) the identification of any person who is to have or is likely to have control over the exercise of the privileges under the certificate;
 - (iii) details of the physical locations to be used in the operation;
 - (iv) an operational risk assessment that identifies the known and likely consequences to hazards to people, property and other

- aircraft of the proposed operation and includes a description of the measures that will be implemented to mitigate or manage the risk;
- (v) procedures for reporting information to the Director General including incidents and accidents;
 - (vi) operating requirements for personnel licensing, qualifications, training and competency including remote pilot and remote flight crew qualifications, training or medical requirements;
 - (vii) details of the number and specifications of the aircraft to be used, including any identification system used on the aircraft including colour schemes, unique identification numbers or marking;
 - (viii) details of the control system to be used to pilot the aircraft;
 - (ix) procedures for the maintenance of aircraft and measures to ensure continued airworthiness;
 - (x) inflight procedures, including minimum distances from persons or property;
 - (xi) procedures for handling cargo, including dangerous goods, or dropping items, if such operations are intended;
 - (xii) the manufacturer's Declaration of Compliance or approval from an AAO;
 - (xiii) procedures for controlling, amending and distributing the application; and
 - (xiv) any other approvals that are required to conduct the proposed operation.
- (b) the Director General may require only those matters in paragraph (1) (a) that the Director General considers are appropriate in the particular circumstances to be contained in the application.

- (2) The application shall remain acceptable to the Director General.

Issuance of Unmanned Aircraft System (UAS) authorization or Unmanned Aircraft System Operator Certificate

64.(1) The Director General may issue an Unmanned Aircraft System (UAS) authorization or a Unmanned Aircraft System Operator Certificate to a person who has applied under regulation 64.

(2) When issuing an Unmanned Aircraft System (UAS) authorization or an Unmanned Aircraft System Operator Certificate under paragraph (1), the Director General may

- (a) impose requirements on the Unmanned Aircraft System (UAS) and may specify procedures to be followed by the operator of any Unmanned Aircraft (UA) that are operated under the authority of the Unmanned Aircraft System (UAS) authorization or an Unmanned Aircraft System Operator Certificate;
- (b) specify any additional conditions that the Director General considers necessary in the interest of aviation safety; and
- (c) after considering the type of Unmanned Aircraft (UA) to be used, determine that any Unmanned Aircraft (UA) to be operated under the Unmanned Aircraft System (UAS) authorization or an Unmanned Aircraft System Operator Certificate shall display identification markings in accordance with the *Civil Aviation (Aircraft Registration) Regulations, 2026* (S.I. 2026 No.) if the Director General considers that it is necessary in the interest of aviation safety.

Unmanned Aircraft System (UAS) authorization or an Unmanned Aircraft System Operator Certificate

65.(1) If the Director General issues an Unmanned Aircraft System Operator Certificate under regulation 64, the certificate shall be issued with an authorization containing the details described in paragraph (2).

- (2) The an Unmanned Aircraft System Operator Certificate shall include
- (a) details of the physical location of the certificate holder's principal base of operations;
 - (b) the certificate holder's address for service in Barbados;
 - (c) a list of any business names under which the certificate holder is approved to operate;
 - (d) the privileges and operations that the operator is permitted to perform, including
 - (i) the number, type and description, including, if applicable, the serial number and registration, of every Unmanned Aircraft (UA) that is authorized for use;
 - (ii) identification of the geographical areas of operations approved by the Director General;
 - (iii) any exemption issued from any requirement of this or any other Part; and
 - (iv) any additional condition that the Director General determines is necessary in the interest of aviation safety.

Privileges of authorization or operator certificate holder

66.(1) The holder of a Unmanned Aircraft System (UAS) authorization or an Unmanned Aircraft System Operator Certificate is authorized to perform the operations specified in the accompanying Unmanned Aircraft System (UAS) authorization or an Unmanned Aircraft System Operator Certificate.

(2) Unless the application required by regulation 63 specifies otherwise, the holder of an Unmanned Aircraft System (UAS) authorization or an Unmanned Aircraft System Operator Certificate is not required to comply with the regulations made under the Act that are applicable to manned aviation.

Duration of Unmanned Aircraft System Operator Certificate

67.(1) When issuing or renewing an Unmanned Aircraft System Operator Certificate under this Part, the Director General shall specify a date on which the Unmanned Aircraft System Operator Certificate will expire.

(2) The Director General shall not specify an expiry date under paragraph (1) for an Unmanned Aircraft System Operator Certificate that is later than 3 years after the date on which the certificate was issued.

Conditions for operation for an Unmanned Aircraft System (UAS) authorization or an Unmanned Aircraft System Operator Certificate

68.(1) A holder of an Unmanned Aircraft System (UAS) authorization or an Unmanned Aircraft System Operator Certificate shall comply with

- (a) part III, to the extent the requirements of Part III are consistent with the operations specified in the Unmanned Aircraft System (UAS) authorization or an Unmanned Aircraft System Operator Certificate;
- (b) the conditions imposed by the Authority on the Unmanned Aircraft System (UAS) authorization or an Unmanned Aircraft System Operator Certificate; and
- (c) the application required by regulation 63.

(2) The certificate holder is responsible for ensuring that any personnel involved in an operation conducted under the authority of the Unmanned Aircraft System (UAS) authorization or an Unmanned Aircraft System Operator Certificate are notified of and comply with the requirements of paragraph (1).

Changes to operations specifications

69.(1) A holder of an Unmanned Aircraft System (UAS) authorization or an Unmanned Aircraft System Operator Certificate shall

- (a) ensure that the operations specifications issued with the certification is amended when necessary, so that it remains a current description of the authorization or operator certificate holder's operation;
- (b) to ensure continued compliance with any regulations that have been adopted under regulation 63;
- (c) provide the Director General with a request for an amendment to the operations specifications as soon as practicable after the need for an amendment is identified; and
- (d) make such changes to the organization or its operations as the Director General considers necessary in the interest of aviation safety.

(2) If a holder of an Unmanned Aircraft System (UAS) authorization or an Unmanned Aircraft System Operator Certificate proposes to change any of the following, prior acceptance by the Director General is required:

- (a) the identification of any person who is to have or is likely to have control over the exercise of the privileges under the authorization or operator certificate; and
- (b) the identification of any locations from which the authorization or operator certificate holder conducts Unmanned Aircraft (UA) operations.

Renewal of certificate

70. A holder of a current Unmanned Aircraft System Operator Certificate who wishes to continue to exercise the privileges of the operator certificate beyond its date of expiration shall apply for the renewal of the operator certificate by completing the application in accordance with regulation 63.

Record retention of Unmanned Aircraft System Operator Certificate

71.(1) Each holder of Unmanned Aircraft System Operator Certificate shall maintain

- (a) a record containing the names of the remote pilots and other crew members involved in each flight, in respect of the system, the time of each flight or series of flights; and
- (b) a record containing maintenance action, modification or repair performed on the system, including
 - (i) name of person performing the work;
 - (ii) the dates work was performed;
 - (iii) in the case of modification, the manufacturer, model and description of parts or equipment modifying the system; and
 - (iv) if applicable, any instruction provided to complete the work.

(2) Each owner of an Unmanned Aircraft System Operator Certificate who transfers ownership to another person shall, at the time of transfer, deliver to that person all records referred to in paragraph (1)(b).

(3) Each owner of an Unmanned Aircraft System Operator Certificate shall ensure that the records referred to in subsection (1)(a) and (1)(b) are made available to the Authority on request and are retained for a period of

- (a) for the records referred to in paragraph (1)(a), 12 months after the day they are created;
- (b) for records referred to in paragraph (1)(b), 24 months after the day they are created.

Notice to certified Unmanned Aircraft System (UAS) operator to show cause

72.(1) The Director General may give a show cause notice to a certified Unmanned Aircraft System (UAS) operator if there are reasonable grounds for believing that there are facts or circumstances that would justify the cancellation of the authorization under regulation 31.

(2) A show cause notice shall

- (a) tell the holder of the facts and circumstances that, in the opinion of the Director General, would justify the cancellation of the certification under regulation 31; and
- (b) invite the operator to show in writing, within a reasonable time stated in the notice, why the certification should not be cancelled.

(3) A show cause notice may state that the certification is suspended if the Director General reasonably considers that there may be a serious risk to the safety of air navigation if the authorization were not suspended.

(4) If a show cause notice states that the certification is suspended, the certification is suspended from when the notice is given to the holder.

(5) The Director General may at any time revoke the suspension.

(6) If the approval is suspended and the Director General has not dealt with it under regulation 31 within 90 days after the day it is suspended, the suspension lapses at the end of that period.

Cancellation of Unmanned Aircraft System Operator Certificate

73.(1) The Director General may cancel an Unmanned Aircraft System Operator Certificate by written notice to the operator, if

- (a) the Director General has given to the operator a show cause notice under regulation 30 in relation to it;

-
- (b) the Director General has taken into account any representations made, within the period stated in the notice, by or on behalf of the operator; and
- (c) there are reasonable grounds for believing that
- (i) the operator has operated an Unmanned Aircraft (UA) in contravention of these Regulations or of a condition of the certification;
 - (ii) a person engaged or employed by the operator has operated an Unmanned Aircraft (UA) negligently or carelessly; or
 - (iii) a person engaged or employed by the operator, in operating an Unmanned Aircraft (UA), has recklessly endangered human life or property.
- (2) If the Director General has given a show cause notice under regulation 72 to a certified Unmanned Aircraft System (UAS) operator and determines to revoke the show cause notice
- (a) the operator will receive notification in writing of the decision; and
 - (b) shall, if the operator's certification is suspended under that regulation, revoke the suspension.

Compliance with Unmanned Aircraft System (UAS) operator's practices and procedures

74. Persons who are employed by an operator or who assist with an operator's operation shall comply with the operator's documented practices and procedures.

Safety management system

75.(1) An Unmanned Aircraft System (UAS) operator shall have a system for safety management that includes

- (a) a safety policy on which the system for safety management is based;

- (b) a process for risk management that identifies hazards to aviation safety and that evaluates and manages the associated risks;
- (c) safety assurance measures to ensure that
 - (i) hazards, incidents and accidents are internally reported and analysed and action is taken to prevent recurrence;
 - (ii) goals for the improvement of aviation safety are set and the attainment of these goals are measured;
 - (iii) there is a safety management program that includes conducting internal audits and regular reviews of the system for safety management; and
 - (iv) a training programme that produces personnel competent to fulfill their safety responsibilities.
- (2) The operator shall document all processes required to establish and maintain the system for safety management.
- (3) The operator's system for safety management shall be commensurate with the size of the organization, the nature and complexity of the activities undertaken by the operator, and the hazards and associated risks inherent in the activities undertaken by the operator.

PART IX

REQUIREMENTS FOR OPERATOR

Means of compliance

76. This requirement applies to any operator wishing to conduct any Unmanned Aircraft System (UAS) demonstrated capabilities of their Unmanned

Aircraft (UA) to the Director General for any Unmanned Aircraft System (UAS) operation

- (a) to meet the requirements of regulation 77(a)(1)(ii) for operations of Unmanned Aircraft System (UAS), the means of compliance shall consist of data including tests, analysis, industry consensus standards and the results or justification used to demonstrate the Unmanned Aircraft System (UAS) meets the predetermined level of safety the Director General has established as acceptable;
- (b) an applicant requesting Authority acceptance of a means of compliance shall submit the following information to the Director General in a manner specified by the Authority:
 - (i) detailed description of the means of compliance; and
 - (ii) justification, including any substantiating material, showing that the means of compliance establishes achievement of or equivalent to the level of safety.

Operator's declaration

77. For each model of Unmanned Aircraft System (UAS) that is intended for use by the operator to conduct any operation, the operator shall provide the Director General with a manufacturer's declaration in accordance with subsection (1)

- (a) the declaration shall
 - (i) specify the manufacturer of the Unmanned Aircraft System (UAS), the model of the system, the maximum take-off weight of the Unmanned Aircraft (UA), the operations that the Unmanned Aircraft (UA) is intended to undertake and the category of Unmanned Aircraft (UA), such as fixed-wing aircraft, rotary-wing aircraft, hybrid aircraft or lighter-than-air aircraft; and
 - (ii) specify that the system meets the means of compliance applicable to the operations for which the declaration was made;

- (b) the declaration is invalid if
- (i) the Director General has determined that the model of the Unmanned Aircraft (UA) does not meet the terms set out in the means of compliance; or
 - (ii) the manufacturer has notified the Authority of an issue related to the design of the model under regulation 78.

Notice to the Director General

78. An operator shall make a declaration to the Director General under regulation 77 notify the Authority of any issue related to the design of the model of the Unmanned Aircraft (UA) that results in the system no longer meeting the technical requirements set out in the means of compliance referred in subparagraph 76(b)(ii), as soon as possible after the issue is identified.

PART X

ENFORCEMENT

The Director General to take action against persons contravening these Regulations

79. The Director General may take such actions as to ensure that persons operating Unmanned Aircraft System (UAS) comply with the requirements of these Regulations.

Director General may suspend or revoke approvals, authorizations or certificates

80. Where the Director General has determined that an operator has conducted an unsafe flight operation, the Director General may suspend or revoke any or all approvals, authorizations or certificates issued to him.

Offences

81.(1) A person who uses an Unmanned Aircraft System (UAS) with the intent to disrupt or endanger civil aviation or any public or private property commits an offence and is liable to a fine of \$350 000 and imprisonment for 5 years.

(2) A person who contravenes a provision of these regulations shall be liable to a fine of \$100 000 where a penalty has not been stated.

PART XI**EXEMPTIONS****Application for an exemption to these Regulations**

82. A person who cannot comply with the general requirements of these Regulations may apply to the Director General for an exemption showing good reasons why compliance is not possible.

Alternate means of compliance for general exemption or certificates

83. Where an application is made for a general exemption under regulation 82, an applicant shall submit an equivalent safety case stating an alternate means of compliance with the Regulations.

Exemption certificate

84. The Director may issue an exemption certificate to exempt a person from the general application of these Regulations and the certificate shall include the alternate means of compliance with the Regulations as approved by the Director.

SCHEDULE

(Regulations 5, 10, 36 and 62)

Unmanned Aircraft System (UAS) Fees

Unmanned Aircraft System (UAS) including Remotely Piloted Aircraft Systems (RPAS), Drones and other Unmanned Piloted Aircraft are divided into three (3) major categories, Open Category (Lower Risk), Specific Category (Medium Risk) and Certified Scale (Higher Risk).

The flat registration fee encourages entities to register while the operational fees are scaled according to the level of supervision needed depending on the operational risk (low, medium, high). The manual review fees are also for the overhead cost of ensuring safety and compliance for other UAS operations that are under the Specific and Certified categories.

No.	Subject Matter	Description	Fees
1.	Registration Fee (Per Device)	It applies across two risk categories. (Open and Specific)	50
2.	Expedition fee	Fast track the review process.	25
3.	Open Category	Low-risk operations, such as hobbyist flying in uncontrolled airspace (residents).	75
4.		One month fee for non-residents.	75
5.	Specific Category	Initial fees covers the cost of reviewing specific operational risks and issuing the necessary authorization.	200
		Renewing the authorization, acknowledging that the initial review is more intensive.	150
		For the issuance of a duplicate certificate of registration.	80

Schedule - (Cont'd)

No.	Subject Matter	Description	Fees
5.	Specific Category - (Cont'd)	Upon application for, and issue of, a De-Registration Certificate.	75
		For change of ownership.	40
		For cancellation of registration.	40
		Upon application for, and issue of, a UAS Air Operator Certificate.	200
		Upon application for, and renewal of, a UAS Air Operator Certificate.	90
		Upon application for, and amendment of, a UAS Air Operator Certificate.	90
		For each addition of an aircraft placed on the Operating Certificate.	100
		For renewal in respect of each additional aircraft.	100
		For removal of an aircraft from the (UAS) Operating Certificate.	50
		Upon application for the approval of, or the review of, a UAS Operations Manual for medium risk operations consisting up to forty pages in volume.	100
		Upon application for the approval of, or the review of, a UAS Operations Manual for medium risk operations consisting up to forty-one pages up to one hundred pages in volume.	80
		An additional sum of \$20 for each page exceeding forty pages up to one hundred pages in volume.	20

Schedule - (Cont'd)

No.	Subject Matter	Description	Fees
5.	Specific Category - (Cont'd)	Upon application for the approval of, or the review of, a UAS Operations Manual for medium risk operations, consisting of one hundred and one pages up to two hundred pages in volume.	400
		Upon application for the approval of, or the review of, a UAS Operations Manual for medium risk operations, consisting of two hundred and more pages in volume.	800
		Upon application for the approval of an initial, or the renewal of, an approval for operation of a UAS above 400ft and beyond visual line of sight (BVLOS).	250
		Upon application for the approval of an initial, or the renewal of, an approval for night operation of a UAS.	250
		Upon application for the approval of an initial, or the renewal of, a UAS pilot licence.	150
		Upon application for the testing (written and skill examinations) for a UAS pilot licence.	50
		Upon application for an initial, or the renewal of, a UAS instructor rating. (Note: An applicant for an instructor rating must be the holder of a current UAS pilot licence).	75
		Upon application for an amendment of a UAS pilot or instructor licence.	75
		Upon application for an initial issue of, or the renewal of, a UAS Approved Training Organisation Certificate.	600

Schedule - (Cont'd)

No.	Subject Matter	Description	Fees
5.	Specific Category - (Concl'd)	Upon application for an amendment of a UAS Approved Training Organisation Certificate.	200
6.	Heavier Scale-Medium (Higher Risk Category-UAS weighing above 25kgs up to 150kgs)	Upon application for, and issue of, an initial or the renewal of, a Registration Certificate.	120
		Upon application for, and an amendment of, a Registration Certificate.	90
		For the issuance of a duplicate certificate of registration.	80
		Upon application for, and issue of, a De-Registration Certificate.	100
		For change of ownership.	100
		For cancellation of registration.	100
		Upon application for, and issue of, a RPAS Air Operator Certificate.	500
		Upon application for, and renewal of, a RPAS Air Operator Certificate.	250
		Upon application for, and amendment of, a RPAS Air Operator Certificate.	200
		For each addition of an aircraft placed on the Operating Certificate.	100
		For renewal in respect of each additional aircraft.	100
		For removal of an aircraft from the (RPAS) Operating Certificate.	50

Schedule - (Cont'd)

No.	Subject Matter	Description	Fees
6.	Heavier Scale-Medium (Higher Risk Category-UAS weighing above 25kgs up to 150kgs)- (Cont'd)	Upon application for the approval of, or the review of, a RPAS Operations Manual for operations consisting up to forty pages in volume.	200
		Upon application for the approval of, or the review of, a RPAS Operations Manual for operations, consisting of forty-one pages up to one hundred pages in volume.	90
		For the first forty pages and an additional sum of \$20 for each 200 page exceeding forty pages up to one hundred pages in volume.	20
		Upon application for the approval of, or the review of, a RPAS Operations Manual for operations, consisting of one hundred and one pages up to two hundred pages in volume.	400
		Upon application for the approval of, or the review of, a RPAS Operations Manual for operations, consisting of more than two hundred pages in volume.	800
		Upon application for the approval of an initial, or the renewal of, an approval for operation of a RPAS above 400ft and beyond visual line of sight (BVLOS).	400
		Upon application for the approval of an initial, or the renewal of, an approval for night operation of a RPAS.	400
		Upon application for the approval of an initial, or the renewal of, a RPAS pilot licence.	150

Schedule - (Cont'd)

No.	Subject Matter	Description	Fees
6.	Heavier Scale-Medium (Higher Risk Category-UAS weighing above 25kgs up to 150kgs)- (Concl'd)	Upon application for the testing (written and skill examinations) for a RPAS pilot licence.	120
		Upon application for an initial, or the renewal of, a RPAS instructor rating. (Note: An applicant for an instructor rating must be the holder of a current RPAS pilot licence).	95
		Upon application for an amendment of a RPAS pilot or instructor licence.	95
		Upon application for an initial issue of, or the renewal of, a RPAS Approved Training Organisation Certificate.	900
		Upon application for an amendment of a RPAS Approved Training Organisation Certificate.	300
		Upon application for an amendment of a RPAS Approved Training Organisation Certificate.	500
7.	Heavier Scale-Large (Higher Risk Category-UAS weighing above 150kgs)	Upon application for, and issue of, an initial or the renewal of, a Registration Certificate.	125
		Upon application for, and an amendment of, a Registration Certificate.	100
		For the issuance of a duplicate certificate of registration.	80
		Upon application for, and issue of, a De-Registration Certificate.	125

Schedule - (Cont'd)

No.	Subject Matter	Description	Fees
7.	Heavier Scale-Large (Higher Risk Category-UAS weighing above 150kgs) - (Cont'd)	For the amendment of a certificate of registration.	100
		For change of ownership.	100
		Upon application for, and issue of, a RPAS Air Operator Certificate.	900
		Upon application for, and renewal of, a RPAS Air Operator Certificate.	400
		Upon application for, and amendment of, a RPAS Air Operator Certificate.	250
		For each addition of an aircraft placed on the Operating Certificate.	100
		For renewal in respect of each additional aircraft.	100
		For removal of an aircraft from the (RPAS) Operating Certificate.	50
		Upon application for the approval of, or the review of, a RPAS Operations Manual for operations consisting up to forty pages in volume.	95
		Upon application for the approval of, or the review of, a RPAS Operations Manual for operations, consisting of forty-one pages up to one hundred pages in volume.	95
		For the first forty pages and an additional sum of \$20 for each page exceeding forty pages up to one hundred pages in volume.	20

Schedule - (Cont'd)

No.	Subject Matter	Description	Fees
7.	Heavier Scale-Large (Higher Risk Category-UAS weighing above 150kgs) - (Cont'd)	Upon application for the approval of, or the review of, a RPAS Operations Manual for operations, consisting of one hundred and one pages up to two hundred pages in volume.	400
		Upon application for the approval of, or the review of, a RPAS Operations Manual for operations, consisting of more than two hundred pages in volume.	800
		Upon application for the approval of an initial, or the renewal of, an approval for night operation of a RPAS.	900
		Upon application for the approval of an initial, or the renewal of, a RPAS pilot licence.	200
		Upon application for the testing (written and skill examinations) for a RPAS pilot licence.	125
		Upon application for an initial, or the renewal of, a RPAS instructor rating. (Note: An applicant for an instructor rating must be the holder of a current RPAS pilot licence).	120
		Upon application for an amendment of a RPAS pilot or instructor licence.	125
		Upon application for an initial issue of, or the renewal of, a RPAS Approved Training Organisation Certificate.	2,500
		Upon application for an amendment of a RPAS Approved Training Organisation Certificate.	800

Schedule - (Concl'd)

No.	Subject Matter	Description	Fees
7.	Heavier Scale-Large (Higher Risk Category-UAS weighing above 150kgs) - (Concl'd)	Upon application for an amendment of a RPAS Approved Training Organisation Certificate.	1,500
8.	Aviation Personnel Standards	Initial designation of examiner. Radio telephone operator examiner.	100 120
9.	(UAS) Special Flight Operation Certificate	For issuing of a certificate of approval with UAS and operating areas. For issuing in respect of each additional aircraft and/or operating areas.	100 50
10.	(UAS) Maintenance Technician Letter of Authorization	For the issuing/reissuing of (UAS) Maintenance Technician Letter of Authorization. For the amendment of (UAS) Maintenance Technician Letter of Authorization.	100 60
11.	Hourly Rate	For services provided by the Regulatory Authority for which no specific fee has been set out, the following fee will apply per hour.	150

Made by the Minister this 16th day of January, 2026.

G. P. I. GOODING-EDGHILL
Minister responsible for Civil Aviation



BARBADOS

S.I. 2026 No. 43

Minimum Wage Act, 2017

(Act 2017–4)

**MINIMUM WAGE (NATIONAL AND SECTORAL MINIMUM WAGE)
ORDER, 2026**

The Minister, in exercise of the power conferred on him by section 6(1) of the *Minimum Wage Act, 2017*, makes the following Order:

1. This Order may be cited as the *Minimum Wage (National and Sectoral Minimum Wage) Order, 2026*.
2. The national minimum wage is set out in the *First Schedule*.
3. The minimum sectoral wage for security guards is set out in the *Second Schedule*.
4. The *Minimum Wage (National and Sectoral Minimum Wage) Order, 2025* (S.I. 2025 No. 55) is revoked.
5. This Order shall come into operation on the 21st day of January, 2026.

FIRST SCHEDULE*(Paragraph 2)***NATIONAL MINIMUM WAGE**

Minimum Time Rates	National Minimum Rate of Pay \$
<p>PART I</p> <p>General Minimum Wage Rates</p> <ol style="list-style-type: none"> 1. The minimum rate of wages payable weekly for a 40 hour work-week 2. The minimum rate of wages payable daily, for an 8 hour workday where an employee is not employed on a weekly basis 3. The minimum rate of wages payable hourly where an employee is not employed on a weekly or daily basis <p>PART II</p> <p>Minimum Overtime Rates</p> <ol style="list-style-type: none"> 1. The minimum overtime rate of wages payable for ordinary working days 2. The minimum overtime rate of wages for Public Holidays 	<p>428.40 per week</p> <p>85.68 per day</p> <p>10.71 per hour</p> <p>time and one half the employee's ordinary rate</p> <p>twice as much as the employee's ordinary rate</p>

SECOND SCHEDULE*(Paragraph 3)***SECTORAL MINIMUM WAGE FOR SECURITY GUARDS**

Minimum Time Rates	Sectoral Minimum Rate of Pay for Security Guards \$
<p>PART I</p> <p>General Minimum Wage Rates</p> <p>1. The minimum rate of wages payable hourly</p> <p>2. For the avoidance of doubt, this Order does not affect the normal working hours of Security Guards.</p> <p>PART II</p> <p>Minimum Overtime Rates</p> <p>1. The minimum overtime rate of wages payable for ordinary working days</p> <p>2. The minimum overtime rate of wages for Public Holidays</p>	<p>11.66 per hour</p> <p>time and one half the employee's ordinary rate</p> <p>twice as much as the employee's ordinary rate</p>

Made by the Minister this 20th day of January, 2026.

COLIN JORDAN

Minister responsible for Labour

