



CAR OPS 4A -UAR

**UNMANNED AIRCRAFT
RECREATIONAL FLIGHT**



FOREWORD

1. The Civil Aviation Authority Bahamas, known in these regulations as the “Authority” has implemented CAR OPS 4 (Civil Aviation Regulations – Unmanned Aircraft) as the technical requirements and administrative procedures applicable to use of Unmanned Aircraft (Drones). The regulations are made under the Civil Aviation Authority Act – 2021.
2. This suite of regulations relative to CAR OPS 4 Includes the following:
 - a) CAR OPS 4A-UAR Recreational Flight
 - b) CAR OPS 4B-UAC Commercial and Government
 - c) CAR OPS 4C-UAD Demonstration
 - d) CAR OPS 4D-UAM Urban Air Mobility Operations
 - e) CAR OPS 4E-UAS Systems and Operations
 - f) CAR OPS 4F-UAEX Experimental Operations
 - g) CAR OPS 4G-UAEV Event Operations
3. CAR OPS 4 includes Standards and Recommended Practices contained in ICAO Annex 6, Part IV – International Operations – Remotely Piloted Aircraft Systems, First Edition, July 2024.
4. Unless otherwise stated, applicable CAR DEF definitions and abbreviations are used throughout this document.
5. The editing practices used in this document are as follows:
 - (a) ‘Shall’ or ‘Will’ or ‘Must’ is used to indicate a mandatory requirement.
 - (b) ‘Should’ is used to indicate a recommendation.
 - (c) ‘May’ is used to indicate discretion by the Authority, the industry or the applicant, as appropriate.
6. The phrase “acceptable to the Authority” has been used throughout these regulations and acceptability shall be determined by the operator procedures specified in the operations manual.
7. Paragraphs and sub-paragraphs with new, amended and corrected text will be enclosed within square brackets until a subsequent amendment is issued.
8. Section 1 regulations are presented in “Times Roman” font and Section 2 guidance material is presented in “Arial” font.

The Director General, in exercise of the powers conferred by Section 17(1) of the Civil Aviation Authority Bahamas Act, 2021 (No. 2 of 2021) hereby issues the following amended regulation.

Issued the day of 2025

**DIRECTOR GENERAL
CIVIL AVIATION AUTHORITY BAHAMAS**



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**REVISION RECORD**

REVISION NO.	EFFECTIVE DATE	ENTERED BY <i>(Hard copy only)</i>
Initial issue		



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UNMANNED AIRCRAFT RECREATIONAL FLIGHTS

UAR. 001 Abbreviations and Definitions

For the purposes of this regulation, the following abbreviations and definitions apply:

(a) Abbreviations

- (1) CAA-B: Civil Aviation Authority Bahamas;
- (2) LoA: Letter of Authorisation;
- (3) MOTIA: Ministry of Tourism, Investment and Aviation;
- (4) UA: Unmanned Aircraft; and
- (5) VLOS: Visual Line of Sight.

(b) Definitions

- (1) **A recreational flight:** UA operation conducted for fun and enjoyment purposes only. Recreational flights do not include work, business, compensation or hiring purposes.
- (2) **Local Appropriate Authority (Civil Aviation Authority Bahamas (CAA-B)):** The local Authority responsible with regards to the civil aviation affairs in the Commonwealth of The Bahamas.
- (3) **Remote Pilot:** A person charged by the operator with duties essential to the operation of a remotely piloted aircraft and who manipulates the flight controls, as appropriate, during flight time.
- (4) **Unmanned Aircraft (UA):** An aircraft operated with no pilot on board. An UA may be remotely piloted or autonomously flown.

***Note:** UA includes a broad spectrum of aircraft, from drones, and model radio-controlled aircraft, to highly complex remotely piloted aircraft (RPA) and highly automated or autonomous UA.*

- (5) **VLOS operation:** Means a type of UAS operation in which, the remote pilot is able to maintain continuous unaided visual contact with the unmanned aircraft, allowing the remote pilot to control the flight path of the unmanned aircraft in relation to other aircraft, people and obstacles for the purposes of avoiding collisions.

CAA-B is the authority responsible for authorisation, approval and oversight of the UA operations performed within the Commonwealth of The Bahamas.

UAR.005 Applicability

- (a) This CAR prescribes the requirements to be complied with for the operation of UA for recreational

CAR OPS 4A



purposes.

(b) This CAR does not apply to:

- (1) UA operated by military or law enforcement agencies (state UA).
- (2) UA intended for carriage of passengers.

Note: For purposes other than UA recreational use, refer to:

- (i.) CAR UAC- UNMANNED AIRCRAFT COMMERCIAL & GOVERNMENTAL OPERATIONS
- (ii.) CAR UAD- UNMANNED AIRCRAFT DEMONSTRATION OPERATIONS
- (iii.) CAR UAEV- UNMANNED AIRCRAFT EVENT OPERATIONS
- (iv.) CAR UAEX- UNMANNED AIRCRAFT EXPERIMENTATION OPERATIONS
- (v.) CAR UAM- URBAN AIR MOBILITY OPERATIONS

UAR.010 UA Registration

- (a) Prior to any Unmanned Aircraft (UA) activity or operation, the UA pilot shall register the UA through the CAA-B registration platform (<https://caabahamas.com/drone-registration/>) as the case, the UA pilot shall:
 - (1) Be aged at least 18 years old.
 - (2) Provide details of Make, Model and Serial Number of the drone.
 - (3) Provide copy of state issued identification (Passport, Driver's Licence, Voters Card, etc.).
 - (4) Provide copy of other States's drone registration licence (if applicable).
- (b) Once UA registration is completed, the owner shall mark the UA with the approval number (if one is not previously assigned by another state), provided in the registration certificate.
- (c) The owner may use permanent marker, label, or engraving to display Approval number on the UA.

UAR.015 UA Pilot Licence

No one shall fly UA in the Bahamas airspace without complying with the following requirements:

- (a) Be 18 years minimum unless otherwise accepted by the CAA-B.
- (b) Have successfully completed UA training provided by UA training organisation or completed the online training provided by the CAA-B.
- (c) No one shall operate UA in the Bahamas airspace unless he/she holds a UA pilot licence, or its equivalent issued by CAA-B or other States Regulatory Authority.



UAR.020 Registration Cancellation or Ownership Transfer

The UA pilot shall cancel or change the ownership of the UA registration through the CAA-B online platform at www.caabahamas.com/transfer-drone-registration/.

UAR.025 Flying Obligations

The UA pilot shall comply with the following flying conditions:

- (a) The unmanned aircraft weight shall not exceed 5 kilograms (11.0231 pounds).
- (b) Vertical Operations shall be limited to 400 ft. height AGL.
- (c) Operations **shall** be limited to daytime, visual flight rules and conditions.
- (d) Horizontally operation range is restricted to within VLOS.
- (e) Direct radio control links shall be maintained between UA Pilot and the UA.
- (f) UA pilots **shall not** violate individual's privacy.
- (g) No Goods **shall** be transported by air.
- (h) A flight **shall** be restricted to the fly zone indicated in the "Flying zone Map" which is available in the "My Drone Hub" mobile application".
- (i) UA **shall not** be operated above people or near public or residential areas and private properties and installations.
- (j) UA pilot **shall not** operate a UA in a manner which may cause safety risks to any other individuals, properties, or aircraft.
- (k) UA pilot **shall** take all possible steps to avoid the air traffic and immediately ground the UA.

UAR.030 Emergency

In case of any accident or safety incident involving the UA, the UA pilot shall inform the CAA-B via 242-397-4700 immediately or the aircraft accident investigation authority at 242-376-8334.

UAR.035 Prohibited Activities

- (a) Any modification to the UA or its component or system which may affect its initial functionality and specifications.
- (b) Installing or equipping UA with cameras or any other devices or equipment that may be used for filming or recording.
- (c) Flying over prohibited or restricted areas as indicated in fly zone in "My Drone Hub" mobile application.

UAR.040 UA Greater than 5 KG

For use of unmanned aircraft having a mass greater than 5kg or fixed wings, a flight shall be restricted to the approved flying zones.



UAR.045 Law Enforcement Action

During oversight inspection by CAA-B or any law enforcement agency or any report, if the evidence indicates that the UA pilot has violated the provision of relevant Bahamian Law, civil aviation law or CAA-B regulation or relevant CAA-B publication, an enforcement action decision and deterrent action **shall** be applied against the violator.

If violation and non-compliance are detected, the UA pilot may be subject to one of the following deterrent actions:

- (a) An administrative action may be taken where an authorized person violates a provision of this regulation. Administrative action can be:
 - Oral Counselling
 - Warning Letter
 - Suspension
 - Revocation
 - Applicable fines
 - Detention, confiscation or Grounding of Unmanned Aircraft
- (b) A Judicial action which involves the prosecution of an alleged offender in Civil Court. This usually involves contraventions under the Civil Aviation Act and/or regulations.

UAR.050 Appeal Process

The appeal process initiated to allow applicants (UA pilots) who feel aggrieved by a decision (Administrative and/or Judicial action) made against them by the CAA-B, the right to apply for an appeal against that decision.

Note: The scope of this process excludes any appeal related to aviation security (AVSEC)

The applicant (UA pilot) may appeal pursuant to the provisions of the Civil Aviation Act 2021 section 34 *Objections to Proposed Decisions* and section 44 *Appeals to the Director General against Enforcement Action*.