



CAR OPS 4C -UAD

**UNMANNED AIRCRAFT
DEMONSTRATION 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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LIST OF EFFECTIVE PAGES

I	01 Aug 25
Iii	01 Aug 25
V	01 Aug 25
Vii	01 Aug 25
1-1	01 Aug 25
1-2	01 Aug 25
1-3	01 Aug 25
1-4	01 Aug 25
1-5	01 Aug 25
1-6	01 Aug 25
1-7	01 Aug 25
1-8	01 Aug 25
1-9	01 Aug 25
1-10	01 Aug 25

CAR OPS 4C



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CONTENTS

CAR OPS 4C - UAD

UNMANNED AIRCRAFT DEMONSTRATION OPERATIONS (UAD)

Foreword.....	i
Revision Record.....	iii
List of Effective Pages.....	v
Contents.....	vii
FOREWORD	iii
UNMANNED AIRCRAFT DEMONSTRATION FLIGHTS	1
UAD. 001 Abbreviations and Definitions.....	1
UAD.005 Applicability	2
UAD.010 Application for UOA	3
AMC UAD.010 (c) Application for UOA.....	3
UAD.015 UA Operators Responsibilities	4
UAD.020 UA pilot license	5
UAD.025 Airspace Approval for UA Operations	5
AMC to UAD.025 Airspace Approval for UA Operations.....	6
UAD.030 Security Rules	6
UAD.035 Occurrence Reporting	6
AMC to UAD.035 Occurrence Reporting.....	6
UAD.040 UA TECHNICAL SPECIFICATIONS AND EQUIPMENT	7
UAD.045 UA Operator Authorisation Continued Validity	7
UAD.050 Oversight and Findings.....	7
GM to UAD.050 Oversight and Findings	7
UAD.055 Law Enforcement Action.....	8
UAD.060 Appeal process.....	8
Appendix A – Sample Letter of Conformity	9



UNMANNED AIRCRAFT DEMONSTRATION FLIGHTS

UAD. 001 Abbreviations and Definitions

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

(a) Abbreviations

- (1) AMC: Acceptable Means of Compliance
- (2) CAA-B: Civil Aviation Authority Bahamas
- (3) LAA: Local Appropriate Authority
- (4) LoC: Letter of Conformity
- (5) MOTIA: Ministry of Tourism, Investment and Aviation
- (6) UA: Unmanned Aircraft
- (7) UOA: UA Operator Authorisation
- (8) VLOS: Visual Line of Sight

(b) Definitions

- (1) **Acceptable Means of Compliance:** Are standards adopted by the CAA-B to illustrate means to establish compliance with the CAR's. An entity/or a person wishing not to comply with the AMC must comply using other means accepted by the Authority.

***Note:** Alternative means of compliance are those that propose an alternative to an existing AMC or those that propose new means to establish compliance with the CAR's for which no associated AMC have been adopted by the CAA-B.*

- (2) **Airspace Approval:** An Authorisation issued by the CAA-B or LAA, as the case, to conduct an UA flight operation at a specific time and at a specific location and route.
- (3) **Demonstration Operation:** A special flight may be used when conducting customer demonstration flights of a new production aircraft and or other business related purposes.



- (4) **Local Appropriate Authority¹:** The local authority responsible with regards to the civil aviation affairs in the Commonwealth of the Bahamas.
- (5) **Operator:** An operator engaged in the operation of UA for Demonstration purposes only.
- (6) **Special operation approval:** special approval issued by the CAA-B or LAA, as the case, to conduct an Unmanned Aircraft flight operation exceeding operation limitation.
- (7) **UA Operator Authorisation:** is a document issued by the CAA-B that authorizes the operator to conduct UA operation for the registered purpose. This document includes a list of authorized UAS.
- (8) **UA Pilot:** means a natural person responsible for safely conducting the flight of a UA by operating its flight controls, either manually or, when the UA flies automatically, by monitoring its course and remaining able to intervene and change its course at any time.
- (9) **Unmanned Aircraft (UA):** An aircraft operated with no pilot on board. A 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.*

- (10) **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 purpose of avoiding collisions.

UAD.005 Applicability²

- (a) This CAR prescribes the requirements to be met by operators operating UA for Demonstration purposes.

¹ The CAA-B and the LAA (if applicable) is the authority responsible for authorization, approval and oversight of the UA operations performed within the Commonwealth of the Bahamas. If there is no LAA in a specific Island or the LAA is not performing these tasks, the CAA-B will be the sole responsible for approval and oversight of the UA operations performed within the Commonwealth of the Bahamas.

NOTE: If the operator is based outside of New Providence; it must communicate and obtain required authorisation and permission from the LAA, otherwise the operator shall communicate and obtain required authorisation and permission from the CAA-B.

² Demonstration Operations may include but not limited to, capability for marketing purposes, UA prototype testing, piloting for goods delivery service.



(b) This CAR does not apply to:

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

Note: for Recreational, commercial, governmental, experimentation, event operation, or carriage of passengers, refer to:

- CAR UAR- UNMANNED AIRCRAFT RECREATIONAL FLIGHT
- CAR UAC- UNMANNED AIRCRAFT (UA) COMMERCIAL & GOVERNMENTAL OPERATIONS
- CAR UAEX - UNMANNED AIRCRAFT (UA) EXPERIMENTATION OPERATIONS
- CAR UAEV - UNMANNED AIRCRAFT (UA) EVENT OPERATIONS
- CAR-UAM - URBAN AIR MOBILITY OPERATIONS

UAD.010 Application for UOA

- (a) No operator shall perform Demonstration UA operation without a valid UA Operator Authorisation (UOA) issued by the CAA-B or LAA, as the case.
- (b) The application for UOA shall be made in a form and manner established by the CAA-B or LAA, as the case.
- (c) In order to obtain UOA the operator has to apply through the CAA-B registration platform.
- (d) Prior to applying for UOA the applicant shall obtain Letter of Conformity (LoC) for each UA from CAA-B.

AMC UAD.010 (c) Application for UOA

The required process and documents are as follows for UA Operator:

- (a) Invitation letter from commercial or government entity or copy of contract/agreement with government/commercial entity.
- (b) A description of the proposed operation in company letterhead addressed to the CAA-B or LAA (if applicable), as the case, and signed by an authorized representative together with a statement of compliance with CAA-B or LAA requirements, as the case. This document must also list the unmanned aircraft type with serial number, color and mass in KG.
- (c) A copy of company trade license (or equivalent).
- (d) Passport copy of the applicant.



UAD.015 UA Operators Responsibilities

(1) The operator shall:

- (a) appoint an accountable person who has corporate authority and access to funding, to ensure compliance with this CAR and relevant legislation and regulation;
- (b) ensure that every UA operation is conducted in accordance with this CAR, and applicable laws (including the Civil Aviation Regulations and any relevant publication issued by the CAA-B or LAA (if applicable));
- (c) ensure that all UA are registered and appropriately insured before commencement of any operation;
- (d) notify the CAA-B or LAA, as the case, in sufficient time for any changes concerning the accountable person, operator name, address or contact details, type of UA, fleet size or any change to the type of operations prior to implementing the change;
- (e) ensure that all UA instruments and equipment required for safe operation, are available and serviceable and maintained in accordance with the manufacturer and operator's maintenance instructions;
- (f) ensure that the UA Pilot(s) has attained a minimum age of 18 years or as agreed by CAA-B;
- (g) ensure that the UA Pilot(s) is competent to perform the intended operation and possess the skills and the knowledge about relevant law, regulations and procedures; and
- (h) establish and implement procedures for the safe operation including the following:
 - (1) The UA Pilot shall ensure Minimum UA Safe Distance from any persons and fixed or mobile objects. The Minimum Safety Distance shall not be less than 50 meters unless prior authorisation has been obtained from the CAA-B or LAA, as the case.
 - (2) Ensure that the UA is in a safe operating condition for the intended flight.
 - (3) Adhere to the conditions stipulated in flying zone map in "My Drone Hub" mobile application.

(2) The following activities are prohibited unless permission is obtained from CAA-B or LAA or government entities, as the case:

- (a) Any modification to the UA or its component or system which may affect its initial functionality and specification as found in the LoC from the Manufacturer.

**UAD.020 UA pilot license**

No one shall operate UA in Bahamas airspace without a pilot license issued by the CAA-B or other ICAO contracting State Issuing Authority, as the case. The following are the requirements to obtain a CAA-B UA license, but not limited to:

- (a) The applicant shall be a minimum of 18 years unless otherwise accepted by the CAA-B.
- (b) The applicant shall successfully complete UA training provided by UA training organization(s) approved by the CAA-B or other ICAO contracting State Issuing Authority, as the case.

UAD.025 Airspace Approval for UA Operations

- (a) Any UA Airspace Approval Application should be:
 - a. submitted through the CAA-B or LAA, as the case; and
 - b. provided 2 weeks minimum before the intended operation/flight.
- (b) All UOA holders must comply with CAA-B or LAA rules and conditions, as the case.
- (c) The UA operator shall obtain a UA Airspace Approval prior to any UA operation, unless the flight is intended to be conducted within:
 - (1) **Interior Building space:** Airspace inside a building, or within the interior area of a closed stadium or a facility.
 - (2) **Exterior Building Airspace:** Airspace within 10 meters off the facade or 5 meters above the roof of a building provided the building is located outside airports boundaries/fences and further boundaries defined by Air Navigation Service Provider. If the building is associated with heliport, then a prior approval from the heliport operator shall be obtained.
 - (3) **Drone Fly Zone:** Up to date UA fly zone as indicated in the map guidance in “My Drone Hub” mobile application.
- (d) Following airspace approval, the following limitations shall apply to any UA operation, unless a special operation approval is issued by the CAA-B or LAA, as the case:
 - (1) Operations shall be limited to daytime;
 - (2) Operations shall be limited to VLOS operations;
 - (3) Operations shall be limited to 400 ft. height above ground level (AGL);
 - (4) Operations shall be limited to UA with a maximum take-off mass of 25kg;



- (5) No Dangerous Goods shall be transported by air.

AMC to UAD.025 Airspace Approval for UA Operations

- (a) In order to obtain special operation approval, the operator should submit a Specific Operations Risk Assessment (SORA) to CAA-B or LAA, as the case, to evaluate and authorize the operations.
- (b) Through SORA, the operator should demonstrate that the operation can be conducted with an acceptable level of safety.

UAD.030 Security Rules

- (a) The operator shall ensure compliance with any security requirement mandated by the CAA-B, LAA, or any other security agencies.
- (b) The use of aerial photographic apparatus installed on the UA shall not be permitted without a prior authorization from the Security Sector within the CAA-B or LAA, as the case.

UAD.035 Occurrence Reporting

- (a) The operator shall report to the CAA-B, any accident and/or serious incident, through the following hotline: 1 (242) 397-4700 and website at www.caabahamas.com
- (b) Any accident or incident(s) resulting in injury and/or fatality, shall be also reported to the Aircraft Accident Investigation Authority (AAIA) at www.baaaid.org
- (c) The report shall contain all pertinent information, known to the operator, about the accident or serious incident. Reports shall be made within 48 hours from the accident/serious incident occurrence.
- (d) Where relevant, the operator shall produce a follow-up report to provide details of actions it intends to take to prevent similar occurrences in the future.

AMC to UAD.035 Occurrence Reporting

The following list while not exhaustive includes types of occurrences involving UA Operations, which should be reported to the CAA-B via www.caabahamas.com and the LAA (if applicable):

- (a) Crashes.
- (b) Interferences in signal or control of UA.
- (c) Near miss with a manned aircraft or other UA.
- (d) Collisions with other objects.
- (e) Operation which results in a public nuisance.



- (f) Operations out of the area assigned for UA operation.
- (g) A serious or fatal injury (third parties and own personnel).
- (h) UA lost while in operation.

UAD.040 UA TECHNICAL SPECIFICATIONS AND EQUIPMENT

The operator shall demonstrate to CAA-B that the technical specification and equipment of UA are appropriate and safe for the intended flight.

UAD.045 UA Operator Authorisation Continued Validity

- (a) The UA Operator Authorisation (UOA) shall be granted as one-off operation authorisation for specific time, as accepted by the CAA-B or LAA as the case.
 - (1) The operator remaining in compliance with the applicable requirements and conditions stipulated in the authorisation and in this CAR or any relevant publication issued by the CAA-B or LAA, as the case.
 - (2) The validity of CAA-B or LAA Security Clearance, as the case.
 - (3) The CAA-B or LAA, as the case, is granted access, at any time, to the operator's facility, equipment, document, records, data, procedures, or any other material relevant to its activity.
 - (4) The UOA not being surrendered, suspended, or revoked.
- (b) Upon suspension or revocation, the UOA shall be returned to the CAA-B without delay.

UAD.050 Oversight and Findings

Upon obtaining UOA, the operator will be subject to the CAA-B or LAA, as the case, surveillance program on the scope, requirement and any provision promulgated in this CAR. Any Non-compliance with this regulation will result in findings which are divided into three levels.

GM to UAD.050 Oversight and Findings

Finding Classification and Definitions:

Level	Description	Timeline for completion of actions by Operator	Notes
Level 1	A significant non-compliance, which poses a hazard to UA operational safety or lowers safety standards. Non-compliance with the CAR, certification requirements, operating in violation of terms and conditions of the approval certificate and evidence of system failure and repeated level	Within 7 calendar days of detection to provide the appropriate corrective plan	Where a particular Level (1) finding requires an action on the spot, such as grounding an UA, the inspector shall notify verbally, followed by email to the operator pending formal notification from the CAA-B.



	2 findings shall fall under level 1 category.		
Level 2	A non-compliance with CAA-B rules, or a non-conformance with the operator's procedures, which could possibly be a hazard to the UA operational safety, or which could lower safety standards.	Within 60 Calendar Days	It is up to the inspector to reduce or extend the timeline based on the urgency of the CA/PAs or corrective action plan provided by the operator. Where practicable the target date should be coordinated and agreed with the auditees.
Level 3	Recommendations addressing opportunities for improvements or minor deficiencies, which may lead to potential non-conformances.	Within 90 Calendar Days	Not all Level (3) shall necessarily warrant corrective actions. This is dealt with on a case-to-case basis. The fact that the operator did take note of a particular Level (3) may be enough for the auditor to close it.

UAD.055 Law Enforcement Action³

During oversight inspection and audit, if the evidence indicates that the individual and/or operators has violated provisions of the Civil Aviation Act 2021 or the relevant Civil Aviation Regulation(s) or LAA publication(s), an enforcement action, decision and deterrent action shall be applied against the violator.

- (a) An administrative action may be taken where an authorized operator violates a provision of this regulation. Administrative action can be:
- Oral Counselling
 - Warning Letter
 - Restriction of privilege
 - Suspension
 - Revocation
- (b) A Judicial action involves the prosecution of an alleged offender in Civil or Criminal Court. This usually involves contraventions under the Civil Aviation Act 2021.

UAD.060 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*.

³ If violation and non-compliance detected, the operator may be subject to one of the following deterrent actions:



Appendix A – Sample Letter of Conformity

[Date]
[Recipient's Name]
[Recipient's Position]
[Company/Organization Name]
[Address]
[City, Country]
Dear [Recipient's Name],

Subject: Letter of Conformity for [Unmanned Aircraft/Drone Model Name]

The Civil Aviation Authority of the Bahamas (CAA-B) hereby certifies that the [Unmanned Aircraft/Drone Model Name], manufactured by [Manufacturer's Name], has been assessed and found to be in conformity with the applicable civil aviation regulations and safety requirements as prescribed under [Applicable Regulation or Standard, e.g., Bahamas Civil Aviation (Unmanned Aircraft) Regulations].

This conformity assessment was conducted based on a review of the submitted technical documentation, compliance test reports, and an evaluation of the aircraft's operational and safety features. The assessment confirms that the unmanned aircraft system (UAS) meets the following requirements:
Airworthiness Compliance – The aircraft meets the minimum safety and performance standards required for its intended operations.

Operational Limitations – The UAS is approved for operations within the parameters defined by the CAAB, including altitude restrictions, airspace classifications, and operational conditions.

Remote Pilot System – The aircraft's control and command systems are compliant with the required redundancy, reliability, and cybersecurity measures.

Safety Features – The aircraft is equipped with appropriate fail-safe mechanisms, geo-fencing capabilities, and emergency recovery procedures.

Marking and Identification – The UAS displays the required registration markings and identification in accordance with regulatory provisions.

This Letter of Conformity does not exempt the operator from obtaining the necessary authorizations or permits for specific operational use. It is the responsibility of the operator to ensure that all operational, environmental, and airspace requirements are met before conducting any flight activities.

Should you require any additional information or further clarification, please do not hesitate to contact the Civil Aviation Authority of the Bahamas at [contact email/phone number].

Sincerely,
[Your Name]
[Your Title]
Civil Aviation Authority Bahamas