



CAR OPS 4E -UAS

UNMANNED AIRCRAFT SYSTEM (UAS) AND OPERATIONS



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 SYSTEMS AND OPERATIONS

UAS.001 SCOPE

This CAR prescribes the requirements to be met by a person or organizations operating UA for the purpose of:

- (a) commercial and non-commercial activities;
- (b) experimentation and research and development activities;
- (c) UA event; and
- (d) demonstration flights.

GM to UAS.001

GENERAL

This CAR does not apply to:

- a) recreational operations of UA (Recreational activities are regulated by CAR OPS 4A-UAR);
- b) UA operated by military; and
- c) UA intended for carriage of passengers.

COMMERCIAL AND NON-COMMERCIAL ACTIVITIES

This category is for all organizations/operators intending to operate UAS/drones in The Bahamas for commercial purposes or for special operations (non-commercial) e.g. photography, aerial survey, etc.

EXPERIMENTATION AND RESEARCH & DEVELOPMENT

Experimentation and research and development includes the following activities:

- (a) UA Research & Development;
- (b) Conduct UA flights to develop new technology;
- (c) Install new equipment;
- (d) Experiment new use of UA; and
- (e) Scientific and academic research purposes.

UA EVENT

For the purposes of this CAR, a UA Event includes:

- (a) Competitions held by organizations to award developers of novel UA technologies.



- (b) Drone flight shows.

DEMONSTRATION FLIGHT

A demonstration flight may be required for marketing and selling purposes related to UA.

UAS.005 MEANS OF COMPLIANCE

When a person or organization wishes to use an alternative means of compliance to the acceptable means of compliance (AMC), it shall, prior to implementation, provide for CAA-B's acceptance, a full description of the alternative means of compliance.

UAS.010 ABBREVIATIONS AND DEFINITIONS

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

(a) Abbreviations

- (1) TRA: Telecommunications Regulatory Authority
- (2) UA: Unmanned Aircraft
- (3) VLOS: Visual Line of Sight
- (4) UOA: UA Operator Authorisation
- (5) FIR: Flight Information Region
- (6) VMC: Visual Meteorological Condition

(b) Definitions

- (1) **Commercial activities:** an UA operation conducted for remuneration or hire.
- (2) **Competent Authority:** any organization that has the legal capacity to perform a designated function, including but not limited to the following: CAA-B, BANSAs, National Security.
- (3) **Congested area:** any area of a city, town or settlement which is substantially used for residential, industrial, commercial or public recreational purposes.
- (4) **Controlled airspace:** An airspace of defined dimensions within which air traffic control service is provided in accordance with the airspace classification.
- (5) **Non-segregated Airspace:** Any airspace other than segregated airspace.
- (6) **Operational Control:** The exercise of authority over the initiation, continuation, diversion or termination of a flight in the interest of safety.
- (7) **Operator:** An organization engaged in the operation of a UA, other than for recreation.



- (8) **Prohibited area:** An Airspace of defined dimensions designated by the Competent Authority, above the territory of The Bahamas, within which the flight of any aircraft, including UA, is prohibited.
- (9) **Restricted area:** An airspace of defined dimensions, within the Commonwealth of The Bahamas, within which the flight of aircraft is restricted in accordance with certain specified conditions.
- (10) **Segregated Airspace:** Airspace of specified dimensions allocated for exclusive use to specific user(s).
- (11) **Sense and avoid:** The capability to sense or detect conflicting traffic or other hazards and take the appropriate avoiding action.
- (12) **Unmanned Aircraft (UA):** An aircraft operated with no pilot on board. A UA may be remotely piloted or autonomously piloted. Radio Controlled (RC) Aircraft fall also under this definition.
- (13) **UA Pilot:** The person who manipulates the flight and engine controls of a UA during flight time.
- (14) **Visual Meteorological Conditions (VMC):** Meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling, equal to or better than specified minima.
- (15) **Visual Line of Sight (VLOS) operation:** An operation in which the UA Operating Crew maintains direct visual contact with the UA to manage its flight and meet separation and collision avoidance responsibilities.
- (16) **Flight Information Region (FIR):** An airspace of defined dimensions within which flight information service and alerting service are provided.

UAS.015 APPLICATION FOR UOA

- (a) The application for a UA Operator Authorization (UOA) or an amendment to an existing UOA shall be made in a form and manner established by the CAA-B.
- (b) Applicants for an initial UOA shall provide the CAA-B with documentation demonstrating how they will comply with this CAR.

AMC to UAS.015

(1) COMMERCIAL AND NON-COMMERCIAL ACTIVITIES

The required process and documents are as following:

- (a) Apply for security clearance (if applicable) for the organization through the CAA-B website.
www.caabahamas.com
- (b) Submit a Letter of Intent to dronesupport@caabahamas.com along with the following details:
 - A description of the proposed operation.



- Management Commitment Statement (Appendix A – Sample).
- List of the unmanned aircraft type with serial number, color and mass in KG.

Note: The Letter of Intent should be formatted in company letterhead signed by an authorized representative.

(2) EXPERIMENTATION AND RESEARCH & DEVELOPMENT

The required process and documents are as following:

- Apply for security clearance (if applicable) for the organization through the CAA-B website. www.caabahamas.com
- Letter of Intent to be submitted to dronesupport@caabahamas.com along with the following details:
 - A description of the proposed operation.
 - Management Commitment Statement (Appendix A).
 - List of the unmanned aircraft type with serial number, color and mass in KG.

Note: The Letter of Intent should be formatted in company letterhead signed by an authorized representative.

(3) UA EVENT ORGANISER

The required process and documents are as following:

- Apply for necessary approvals for the organization through the CAA-B website www.caabahamas.com
- Letter of Intent to be submitted to dronesupport@caabahamas.com along with the following details:
 - A description of the proposed operation.
 - Statement of compliance with CAA-B requirements (Appendix B).

Note: The Letter of Intent should be formatted in company letterhead signed by an authorized representative.

(4) DEMONSTRATION FLIGHT

4.1 Organizations based in The Bahamas wishing to perform ad-hoc demonstration flights to show the capabilities (for example to potential buyers) of an unmanned aircraft are required to:

- Apply for all necessary approvals including security clearance (if applicable) for the organization through the CAA-B website. www.caabahamas.com



(b) Letter of Intent to be submitted to dronesupport@caabahamas.com along with the following details:

- A description of the proposed operation.
- Management Commitment Statement.
- List of the unmanned aircraft type with serial number, color and mass in KG.
- Business License/ Company Incorporation Documents.
- Commercial Operations Insurance.
- Drone Pilot License.

Note: The Letter of Intent should be formatted in company letterhead signed by an authorized representative.

4.2 Organizations not based in The Bahamas and wishing to perform ad-hoc demonstration flights to demonstrate the capabilities (for example to potential buyers) of an unmanned aircraft should submit their application and the following by email to dronesupport@caabahamas.com:

(a) A Letter of Intent along with the following details:

- A description of the proposed operation.
- Statement of compliance with CAA-B requirements.
- List of the unmanned aircraft type with serial number, color and mass in KG.

Note: The Application Letter should be formatted in company letterhead signed by an authorized representative.

(b) A copy of trade license of the organization or equivalent.

(c) Invitation from a local potential buyer.

(d) UA registration certificate from the foreign authority if available.

(e) Applicant's passport copy.

GM to UAS.015

CAA-B may authorize The Bahamas based organizations to contract a non-Bahamas based UA Operator if there is no Bahamas UA operator capable of performing the requested mission. In such case, the Bahamas based organizations should apply for a UOA and it will hold full responsibility over the contracted non-Bahamas UA operator.

UAS.020 OPERATORS' RESPONSIBILITIES

(a) The Operator shall establish procedures and instructions for the safe operation of UA.

(b) Operators shall ensure that every flight is conducted in accordance with the provisions of this CAR and applicable laws (including the Civil Aviation Act of The Bahamas) this includes but not limited to the following requirements:



- (i.) Operators shall ensure that all UA are appropriately insured before commencement of any operation;
 - (ii.) Operators shall not operate UA in a manner which may cause safety risks to other individuals/properties or aircraft;
 - (iii.) Operators shall ensure that the UA Pilot gives way to other aircraft at all times and land the UA whenever hearing or sighting another aircraft in the vicinity of the UA operation;
 - (iv.) Operators shall ensure that no flight contravenes the privacy of others;
 - (v.) Operators shall determine and maintain a defined Minimum Safety Distance for operation of any UA from persons not directly involved in flying the UA and from 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;
 - (vi.) No UA shall be used to carry persons;
 - (vii.) Operators shall ensure that no flights is for recreational purposes; and
 - (viii.) Operators shall ensure that no flights is for commercial activities unless authorized.
- (c) Operators shall obtain the necessary agreement from the owner(s) of a property that the UA will overfly or fly nearby. In the case of a public area or residential area, approval from any relevant local authority shall be obtained.
- (d) Operators shall ensure that UA(s) are stored securely, and released for pilots use in a controlled and documented manner.
- (e) Operators shall establish and maintain a system for exercising operational control over any flight operated under the terms of its UOA ensuring safe initiation, continuation, diversion and termination of flight.
- (f) Operators shall be responsible for ensuring that the UA is fit for the intended flight. Operators shall ensure that all instruments and equipment required for safe operation are available, serviceable and maintained in accordance with the manufacturer and operator's maintenance instructions. In the case of UA events, these responsibilities may be transferred to the UA pilot; if so then this transfer shall be documented.
- (g) Operators shall assess and authorize UA Pilots before they can operate under their UOA. The assessment shall determine if UA Pilots:
- (i.) are fit for operating the UA safely;
 - (ii.) are qualified for the intended operation;
 - (iii.) can operate with strict adherence to applicable laws, regulations and procedures;
 - (iv.) have minimum required age of:



- (1) 21 years-old when engaged in commercial/non-commercial activities or UA event; or
 - (2) 16 years-old when engaged in other activities.
- (h) Operators shall ensure that all personnel assigned to, or directly involved in operations, remain free from any conditions which may impair their capacity to perform their duties.
- (i) Operators shall notify changes concerning accountable person, operator name, address or contact details, type of UA, fleet size or any change that could impact the safety of the operations to the CAA-B prior to implementing the change.
- (j) Operators shall ensure that no operation is undertaken unless:
- (i.) latest updated information about authorized flying airspaces (through The Bahamas drone application) is obtained;
 - (ii.) authorized flying airspaces are appropriately disseminated to the concerned persons;
 - (iii.) requirement of UAS.035 and UAS.040 are complied with; and
 - (iv.) public safety including emergency contingencies to cover failure scenarios is assured.
- (k) Operators shall retain for at least 24 months any records that could serve:
- (i.) as demonstration to their compliance with this CAR and applicable laws.
 - (ii.) The CAA-B and Operators in the course of an investigation.
 - (iii.) To establish responsibilities and hence liability between Operators, UA Pilots and other parties.

Records shall be stored in a manner that ensures protection from damage, alteration and theft.

GM to UAS.020(a)

The procedures should not contravene the requirements stipulated in this CAR. The procedures should be easily accessible to the staff concerned and should state clear roles and responsibilities of the operator and the UA Pilot.

For Operators engaged in other activities than Commercial/non-commercial Activities, the CAA-B may accept that such procedures and instructions are not documented as long as Operators can ensure that the above-mentioned principles are met.

GM to UAS.020(k)

Records could be but not limited to:

- (a) Flight missions' logs containing:



- (i.) Date of the flight
 - (ii.) Route information/ GPS coordinates
 - (iii.) Time of start and End of Flight
 - (iv.) Name of Pilot
 - (v.) Observations / incidents/ equipment failure
 - (vi.) CAA-B operation Approval, if applicable
 - (vii.) all Experimental Pilot Authorisations it has issued to its members.
 - (viii.) UA details under its responsibilities with the following characteristics: UA model, UA serial number, UA weight, UA main color.
- (b) UA Pilots authorisation and assessment.
- (c) Operators engaged in UA Event Organizer should in addition to (a) & (b), maintain the record of every event details. The details should at least contain the following: event type, date and location of the event, list of participated drones and pilots.

UAS.025 OCCURRENCE REPORTING

- (a) The operator shall report to the CAA-B, and to any other organizations required by the CAA-B to be informed of any accident, serious incident and occurrence as defined in applicable occurrence reporting regulations.
- (b) Without prejudice to paragraph (a) the organizations shall report to the CAA-B and to the organizations responsible for the design of the UA any incident, malfunction, technical defect, exceeding of technical limitations and any occurrence that would highlight inaccurate, incomplete or ambiguous information contained in the manufacturer data or other irregular circumstance that has or may have endangered the safe operation of the aircraft and that has not resulted in an accident or serious incident.
- (c) Without prejudice to applicable accident and incident investigation and safety occurrence reporting regulations, the reports referred to in paragraphs (a) and (b) shall be made in a form and manner established by the CAA-B and contain all pertinent information about the condition known to the organizations.
- (d) Reports shall be made as soon as practicable, but in any case, within 72 hours of the organizations identifying the condition to which the report relates, unless exceptional circumstances prevent this.
- (e) Where relevant, the organizations shall produce a follow-up report to provide details of actions it intends to take to prevent similar occurrences in the future, as soon as these actions have been identified.

AMC to UAS.025

The following list while not exhaustive includes types of incidents involving UA Operations, which shall be reported to the CAA-B on its website at www.caabahamas.com :

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- (a) Crashes resulting in any injury or fatality to a person, damage to property, damage to UA, interferences in signal or control of UA.
- (b) Experiences a near miss with a manned aircraft or other UA.
- (c) Collides with a building or structure.
- (d) Operates without appropriate CAA-B approval.
- (e) Penetrates controlled airspace without an ATC Clearance.
- (f) Conducts photography without an appropriate security approval.
- (g) Operation which results in a public nuisance.
- (h) Penetrates No flying Zone without appropriate CAA-B Approval.
- (i) Any other applicable occurrence.

UAS.030 UA OPERATING LIMITATIONS

The following limitations shall apply to any operation unless a specific approval is issued by the CAA-B:

- (a) Operations shall be limited to day time;
- (b) Operations shall be limited to VLOS operations and VMC;
- (c) Operations shall be limited to 400 ft height above the ground;
- (d) Operations shall be limited to UA with a maximum take-off mass of 25kg;
- (e) Operations shall not be conducted in:
 - (i.) prohibited, restricted or congested areas;
 - (ii.) the vicinity of crowds or above them;
 - (iii.) controlled airspace;
 - (iv.) zones declared as “No Fly Zone”; or
 - (v.) a perimeter within 3 miles of Bahamas airports outer fence, heliports, helicopter landing sites.
- (f) Operations shall be performed within the design capability and envelop of the UA.

UAS.035 AIRSPACE APPROVAL FOR UAS OPERATIONS

A UA operator intending to operate in Bahamas FIR shall obtain an UAS Operational Approval prior to any flight, unless the intended flight will be conducted within:

- (a) ***Interior Building space:*** Airspace inside a building, or within the interior area of a closed stadium, subject to obtaining prior approval from the building owner and relevant local authorities.



- (b) **Drone Fly Zone:** Airspace indicated on the CAA-B Bahamas Drone Map Application as Drone Fly Zone from surface to 400 feet, indicating that drones may be operated in this area, without CAA-B Approval, subject to following all CAA-B Regulations and obtaining prior approval from private land owners and relevant local authorities if necessary.

AMC to UAS.035

Any UA Airspace Approval Application should be submitted to the CAA-B at dronesupport@caabahamas.com and should include information related to:

- (a) Intended route/ coordinates
- (b) Maximum altitude of the operation
- (c) Date of the flight
- (d) Departure time and duration of the flight

Application should be provided 2 weeks before the intended flight/event.

GM to UAS.035

For UA Operations requiring an UAS Operational Approval, during the review process, the CAA-B will determine if segregated airspace is necessary, dependent on location, altitude and timing of requested UA Flights

UAS.040 SECURITY RULES

The Operators shall ensure compliance with any security requirement mandated by the CAA-B or any other agencies and in particular:

- (a) No Dangerous Good shall be transported by air unless permitted by the CAA-B.
- (b) The use of aerial photographic apparatus installed on the UA shall not be permitted without a prior authorization by the CAA-B.

UAS.045 UA TECHNICAL SPECIFICATIONS AND EQUIPMENT

- (a) The Operator shall demonstrate to CAA-B that the technical specifications and equipment of UA are appropriate for the intended flight.
- (b) The Operator shall ensure that based on the following UA weight categories, the minimum equipment is present and managed in a serviceable condition.

GM to UAS.045

The following technical specification/technology/equipment may be required:

- (a) Operation in Segregated Airspace
 - (i.) Geo-fencing technology software.



- (ii.) Frequency Band Restrictions (2.4GHz Wi-Fi, 2.4GHz Bluetooth and 5GHz Wi-Fi to be +13dBm).

(b) Operation in non-Segregated Airspace

- (i.) Geo-fencing technology and software
- (ii.) Surveillance System compatible with the ATM System
- (iii.) Voice Communication System Compatible with the ATM System
- (iv.) Sense and avoid equipment
- (v.) Frequency Band Restrictions (2.4GHz Wi-Fi, 2.4GHz Bluetooth and 5GHz Wi-Fi to be +13dBm).

Note: if operating outside the above specific frequency band and powers, approval from CAA-B is required.

UAS.050 UA OPERATOR AUTHORISATION CONTINUED VALIDITY

(a) The UA Operator Authorisation (UOA) shall be valid for one year and its validity is subject to:

- (i.) The operator remaining in compliance with the applicable requirements and conditions stipulated in the authorisation.
- (ii.) The CAA-B being granted access to the operator facilities and its records and documents; and
- (iii.) The UOA not being surrendered, suspended, or revoked.

(b) Upon revocation, the UOA shall be returned to the CAA-B without delay.

AMC to UAS.050

For the purpose of determining compliance with the relevant requirements of this regulation, the Operator shall grant access at any time to any facility, equipment, document, records, data, procedures or any other material relevant to its activity.



Appendix A – Management Commitment Statement

At [Company Name], we are committed to ensuring the safe, responsible, and compliant operation of our unmanned aircraft systems (UAS) in accordance with all applicable aviation regulations, including those set forth by the Civil Aviation Authority Bahamas (CAA-B).

Our management fully recognizes the importance of maintaining the highest standards of safety, security, and operational integrity in both commercial and non-commercial UAS activities. To that end, we pledge to:

Regulatory Compliance – Ensure strict adherence to all CAA-B regulations, policies, and guidelines governing UAS operations. This includes obtaining necessary approvals, maintaining up-to-date documentation, and conducting operations within authorized airspace.

- (1) **Safety Culture** – Foster a proactive safety culture by implementing risk management strategies, conducting regular safety assessments, and ensuring that all personnel involved in UAS operations understand their responsibilities in mitigating risks.
- (2) **Training and Competency** – Ensure that all UAS pilots and support personnel receive appropriate training, certification, and recurrent assessments to maintain operational competency and awareness of best practices.
- (3) **Operational Oversight** – Maintain robust oversight of all UAS activities, including implementing standard operating procedures (SOPs), conducting pre-flight risk assessments, and ensuring proper maintenance of all equipment.
- (4) **Public and Environmental Responsibility** – Operate UAS in a manner that respects privacy, minimizes environmental impact, and prioritizes the safety of the public and other airspace users.
- (5) **Incident Reporting and Continuous Improvement** – Establish a transparent reporting system for safety occurrences and operational issues, ensuring that lessons learned are incorporated into ongoing operational improvements.

This commitment statement reflects our dedication to upholding the highest standards of UAS operations and ensuring compliance with the regulatory framework governing unmanned aircraft activities in The Bahamas.

Authorized Representative:

[Name]

[Title]

[Company Name]

[Date]



Appendix B - Statement of Compliance with CAA-B Requirements

Date: [DD/MM/YYYY]

To: Civil Aviation Authority Bahamas (CAA-B)

From: [Applicant's Name/Organization]

Address: [Applicant's Address]

Contact Information: [Phone Number / Email]

Subject: Statement of Compliance with Civil Aviation Authority Bahamas Regulations

I, [Full Name], acting as the [Position/Title] of [Company/Organization Name], hereby affirm that all drone/unmanned aircraft operations associated with the [Name of Event] scheduled to take place on [Date(s)] at [Location] will be conducted in full compliance with the Civil Aviation Authority Bahamas (CAA-B) regulations and all applicable aviation safety requirements.

In accordance with the requirements set forth by the CAA-B, I certify that:

1. Regulatory Compliance
 - All drone/unmanned aircraft operations will adhere to the Bahamas Civil Aviation (UAS) Regulations, including but not limited to airspace restrictions, operational limitations, and licensing requirements.
2. Operator and Equipment Requirements
 - All remote pilots operating drones/unmanned aircraft during the event will hold the necessary qualifications, permits, and authorizations as required by the CAA-B.
 - All drones/unmanned aircraft used in the event will be registered and maintained in accordance with the manufacturer's specifications and CAA-B guidelines.
3. Safety and Risk Mitigation
 - A comprehensive risk assessment has been conducted to ensure safe operations during the event.
 - Adequate safety measures, including crowd control, emergency response planning, and coordination with local authorities, will be implemented.
4. Airspace and Operational Coordination
 - Necessary permissions and approvals from relevant air traffic control and local authorities have been obtained for operations in controlled or restricted airspace.
 - Event operations will not interfere with manned aircraft operations or pose a hazard to persons or property on the ground.
5. Insurance and Liability Coverage
 - Adequate insurance coverage is in place for all drone/unmanned aircraft activities during the event, as required by CAA-B regulations.
6. Incident Reporting
 - Any incidents, accidents, or operational deviations will be promptly reported to the CAA-B as per regulatory requirements.

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By signing this document, I acknowledge that any non-compliance with the CAA-B regulations may result in enforcement actions, including but not limited to fines, suspension, or revocation of operational privileges.

Authorized Signatory:

[Full Name]

[Title/Position]

[Company/Organization Name]

Signature: _____

Date: _____

This Statement of Compliance is submitted as part of the [Name of Event] application for authorization of drone/unmanned aircraft operations under the jurisdiction of the Civil Aviation Authority Bahamas.