

CIVIL AVIATION [(NO. 19) UNMANNED AIRCRAFT SYSTEMS]  
REGULATIONS, 2016

Arrangement of Regulations

PART I

GENERAL

*Regulation*

1. Citation
2. Interpretation
3. Applicability of these Regulations

PART II

REGISTRATION

4. Registration of an unmanned aircraft system
5. Application for a Certificate of Registration for an unmanned aircraft system
6. Application requirements for registration of an unmanned aircraft system
7. Issue of Certificate of registration
8. Conditions for registration
9. Deregistration for the purpose of registration in Trinidad and Tobago
10. Requirements for deregistration of an unmanned aircraft system
11. Unamnned aircraft system register

PART III

OPERATIONS CERTIFICATE

12. Unmanned Aircraft Operator Certificate
13. Application for an Unmanned Aircraft Operator Certificate
14. Issue of an Unmanned Aircraft Operator Certificate
15. Requirements for granting an Unmanned Aircraft Operator Certificate
16. Suspension or revocation of an Unmanned Aircraft Operator Certificate

PART IV

OPERATOR REQUIREMENTS

17. Requirement to obtain an Operator's Licence
18. Operator to establish and maintain training and operation records for commercial operations
19. Prohibition on operation of an unmanned aircraft system due to a medical condition, medication or under the influence of alcohol or drug

## PART V

### NATIONALITY AND REGISTRATION MARKINGS

20. Requirement for the display of nationality and registration markings
21. Requirement to display nationality and registration markings
22. Nationality and Registration markings
23. Removal of nationality and registration markings after sale of unmanned aircraft system

## PART VI

### AIRWORTHINESS

24. Airworthiness of an unmanned Aircraft system

## PART VII

### OPERATIONS

25. Documents for inspection by the Authority
26. Operator to inform Air Traffic Control if control of the unmanned aircraft system is lost
27. Operator to make accident report
28. Responsibilities of operator during operations
29. Operator required to keep unmanned aircraft in visual sight
30. Use of an observer
31. Operator may apply to the Authority to conduct BVLOS operations
32. Operation of multiple unmanned aircraft systems
33. Operations over person
34. Operational Areas
35. Operations over private property
36. Operations by persons exercising law enforcement
37. Operations over public property

## PART VIII

### UNMANNED AIRCRAFT CLUB

38. Registration of an Unmanned Aircraft Club
39. Application for the formation of an Unmanned Aircraft Club
40. Requirements for registering as an Unmanned Aircraft Club
41. Issue, suspension and revocation of an Unmanned Aircraft Club Certificate
42. Authority to conduct surveillance on unmanned aircraft club activities
43. Unmanned Aircraft Club

## PART IX

### RECREATIONAL USE OF UNMANNED AIRCRAFT SYSTEMS

44. Exemptions
45. Category 1 UAS for recreational use exempted from registration
46. Category 1, 2, 3 or 4 UAS for recreational use exemptions

## PART X

### PENALTIES

47. Authority to take action against persons contravening these Regulations
48. Authority may suspend or revoke approvals, authorizations or certificates
49. Fine and imprisonment

## PART XI

### EXEMPTIONS

50. Application for an exemption to these Regulations
51. Alternate means of compliance for general exemption or certificates

LEGAL NOTICE NO. 183

REPUBLIC OF TRINIDAD AND TOBAGO

THE CIVIL AVIATION ACT, CHAP. 49:03

REGULATIONS

MADE BY THE AUTHORITY WITH THE APPROVAL OF THE MINISTER  
UNDER SECTION 33 OF THE CIVIL AVIATION ACT AND SUBJECT TO  
NEGATIVE RESOLUTION OF PARLIAMENT

THE CIVIL AVIATION [(NO. 19) UNMANNED AIRCRAFT  
SYSTEMS] REGULATIONS, 2016

PART I

GENERAL

1. These Regulations may be cited as the Civil Aviation [(No. 19) Citation  
Unamnned Aircraft Systems] Regulations, 2016.

2. In these Regulations—

Interpretation

“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;

“Authority” means the Civil Aviation Authority of Trinidad  
and Tobago;

“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;

“maximum takeoff mass” means the maximum mass an  
aircraft can takeoff 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;

“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;

“unmanned aircraft (UA)” means an aircraft which is intended to fly without a human pilot onboard and is categorized as follows:

“Category 1 UA” has a maximum takeoff mass of seven hundred and fifty grams (750 g) and less;

“Category 2 UA” has a maximum takeoff mass greater than seven hundred and fifty grams (750 g) and less than twenty kilograms (20 kg) with a maximum forward velocity up to forty meters (40 m) per second;

“Category 3 UA” has a maximum takeoff mass of seven hundred and fifty grams (750 g) and less than twenty kilograms (20 kg) with a maximum forward velocity greater than forty meters (40 m) per second;

“Category 4 UA” has a maximum takeoff mass of twenty kilograms (20 kg) and greater but less than one hundred kilograms (100 kg);

“Category 5 UA” is an unmanned aircraft that is not classified as a category 1, 2, 3 or 4 UA;

“unmanned aircraft system (UAS)” means an unmanned aircraft, its associated remote pilot station(s), the required command and control links and any other components as specified in the type design;

“visual line of sight” 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 aircrafts attitude, altitude, direction and location.

### ***Applicability of these Regulations***

Applicability  
of these  
Regulations

3. (1) These Regulations shall apply to any—
  - (a) unmanned aircraft system, as defined in these Regulations, to be operated within the territory of Trinidad and Tobago;

- (b) person operating an unmanned aircraft system, within the territory of Trinidad and Tobago; or
- (c) operation associated with the use of an unmanned aircraft system within and above the territory of Trinidad and Tobago.

## PART II

### REGISTRATION

#### ***Registration of an unmanned aircraft system***

4. (1) A person shall not operate an unmanned aircraft system within the territory of Trinidad and Tobago unless such unmanned aircraft has a Certificate of Registration issued by the Authority.

Registration of an unmanned aircraft system

(2) Application for registration may be made for the UAS registrations for the purpose of commercial, recreation, scientific purposes and experimental.

#### ***Application for a Certificate of Registration for an unmanned aircraft system***

5. The owner of an unmanned aircraft system who wishes to register his unmanned aircraft system shall—

Application for a Certificate of Registration for an unmanned aircraft system

- (a) apply to the Authority on the prescribed form for the specific category and type rating;
- (b) submit all required documents as specified by the Authority;
- (c) pay the prescribed fee; and
- (d) meet the applicable requirements of these Regulations.

#### ***Application requirements for registration of an unmanned aircraft system***

6. (1) An application under regulation 5 may be made in respect of any unmanned aircraft system which is owned by a—

Application requirements for registration of an unmanned aircraft system

- (a) CARICOM national;
- (b) resident of Trinidad and Tobago as defined in section 5 of the Immigration Act; or
- (c) body incorporated within a member State of CARICOM.

(2) With the specific approval of the Authority a UAS registered in another State may be permitted to operate without registration in Trinidad and Tobago.

***Issue of Certificate of Registration***Issue of  
Certificate of  
Registration

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

- (a) register the unmanned aircraft system; 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 subregulation (1), shall ensure that such certificate is readily available for inspection by the Authority or its designate at any time.

***Conditions for registration***Conditions for  
registration

8. (1) The owner of an unmanned aircraft 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 Authority with respect to operating such unmanned aircraft system;
- (c) allow access by the Authority or its designate, at any reasonable time to inspect—
  - (i) the unmanned aircraft system;
  - (ii) any documents associated with the unmanned aircraft system; and
  - (iii) any equipment needed for the operation of the unmanned aircraft.

(2) An operator shall obtain Public liability insurance as a condition for commercial operation.

***Deregistration for purpose of registration in Trinidad and Tobago***Deregistration  
for purpose of  
registration  
in Trinidad  
and Tobago

9. Where the owner of an unmanned aircraft system wishes to register the unmanned aircraft system in Trinidad and Tobago and the unmanned aircraft system is registered in another State, that owner shall ensure that the unmanned aircraft system is deregistered and provide to the Authority proof of deregistration before proceeding to have the unmanned aircraft system registered in Trinidad and Tobago.

***Requirements for deregistration of an unmanned aircraft system***

10. (1) An owner of an unmanned aircraft system shall notify the Authority to deregister his unmanned aircraft system, where the unmanned aircraft system—

Requirements  
for  
deregistration  
of an  
unmanned  
aircraft system

- (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 wishes to deregister an unmanned aircraft system, he shall—

- (a) apply to the Authority in the prescribed form; and
- (b) pay the prescribed fee.

(3) Where the purpose of an application for deregistration of an unmanned aircraft system under subregulation (2) is to facilitate re-registration of the aircraft in another State, the Authority may deregister the unmanned aircraft system.

(4) Where the Authority has deregistered an unmanned aircraft system 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.

***Unmanned aircraft system register***

11. The Authority shall maintain a current Register of unmanned aircraft systems which shall contain records of each unmanned aircraft system registered in Trinidad and Tobago as follows:

Unmanned  
aircraft  
system  
register

- (a) the number of the Certificate of Registration for the unmanned aircraft system;
- (b) the registration markings assigned to it by the Authority;
- (c) the name of the manufacturer of the unmanned aircraft system and its type design;
- (d) the serial number of the unmanned aircraft system; and
- (e) the name and address of the registered owner of the unmanned aircraft system.

PART III

OPERATORS CERTIFICATE

***Unmanned Aircraft Operator Certificate***

12. A person shall not operate an unmanned aircraft system in commercial operation unless such person has been issued with an Unmanned Aircraft Operator Certificate by the Authority.

Unmanned  
Aircraft  
Operator  
Certificate



**Application for an Unmanned Aircraft Operator Certificate**

Application for an Unmanned Aircraft Operator Certificate

13. (1) A person who wishes to obtain an Unmanned Aircraft Operator Certificate shall—

- (a) apply to the Authority on the prescribed form;
- (b) submit all required documents as specified by the Authority;
- (c) pay the prescribed fee; and
- (d) comply with the requirements set out in these Regulations.

(2) For commercial or experimental UAS be at least eighteen years of age.

Issue of an Unmanned Aircraft Operator Certificate

14. Where the Authority is satisfied that the application under regulation 13 has met the requirements of these Regulations, it may issue to that person an Unmanned Aircraft Operator Certificate.

**Requirements for Granting an Unmanned Aircraft Operator Certificate**

Requirements for granting an Unmanned Aircraft Operator Certificate

15. (1) An application under regulation 13, may be made in respect of any Trinidad and Tobago registered unmanned aircraft system which is to be operated by a—

- (a) CARICOM national;
- (b) resident of Trinidad and Tobago as defined in section 5 of the Immigration Act; or
- (c) body incorporated within a member State of CARICOM.

(2) Documents submitted under regulation 13, shall be reviewed and approved by the Authority, before an Unmanned Aircraft Operator Certificate is granted.

**Suspension or revocation of an Unmanned Aircraft Operator Certificate**

Suspension or revocation of an Unmanned Aircraft Operator Certificate

16. The Authority may suspend or revoke the Unmanned Aircraft Operator Certificate of an operator where the Authority is satisfied that the holder of the Unmanned Aircraft Operator Certificate has failed to comply with the requirements of these Regulations.

PART IV

OPERATOR REQUIREMENTS

***Requirement to obtain an Operator's Licence***

17. An operator of an unmanned aircraft system shall—

Requirement  
to obtain an  
Operator's  
Licence

(a) be required to apply for and obtain from the Authority an operator's licence in regard to the category of unmanned aircraft system he wishes to operate;

(b) not operate a Category 1 UA unless that person has obtained a valid UAS 1 licence;

(c) not operate a Category 2 UA unless that person has obtained a valid UAS 2 licence;

(d) not operate a Category 3 UAS unless the operator has successfully completed—

(i) manufacturer training; or

(ii) training under the supervision of a licenced and qualified pilot,

and has obtained a valid Category 3 UAS licence;

(e) not operate a Category 4 or 5 UAS unless the operator has successfully completed—

(i) manufacturer training; or

(ii) training under the supervision of a licenced and qualified pilot,

and has obtained a valid Category 4 or 5 UAS licence;

(f) comply with any other requirements specified by the Authority on application; and

(g) be a person holding a licence in a higher class is authorized to operate aircraft in a lower class provided he is trained and competent in the type and class of aircraft.

***Operator to establish and maintain training and operation records for commercial operations***

18. An operator of an unmanned aircraft system shall establish and maintain a record of his training and operation activities and make such records available upon request to the Authority for inspection.

Operator to  
establish and  
maintain  
training and  
operation  
records for  
commercial  
operations

***Prohibition on operation of an unmanned aircraft system due to a medical condition, medication or under the influence of alcohol or drug***Prohibition  
on operation  
of an  
unmanned  
aircraft  
system

19. An operator of an unmanned aircraft shall not operate an unmanned aircraft system where the operator—

- (a) knows or has reason to believe that an existing medical condition may interfere with the safe operation of the unmanned aircraft system;
- (b) is taking medication or receiving treatment for a medical condition which the operator knows or has reason to believe may interfere with the safe operation of the unmanned aircraft system; or
- (c) is under the influence of alcohol or any controlled substance that might impair the operator's judgment.

## PART V

## NATIONALITY AND REGISTRATION MARKINGS

***Requirement for the Display of Nationality and Registration Markings***Requirement  
for the  
display of  
nationality and  
registration  
markings

20. This Part prescribes the requirements for the display of nationality and registration markings on unmanned aircrafts.

***Display of Nationality and Registration Markings***Requirement  
to display  
nationality  
and  
registration  
markings

21. (1) A person shall not operate an unmanned aircraft unless the aircraft displays the nationality and registration markings in accordance with this Part. A UAS in the racing and/or experimental class may not be subject to this requirement.

(2) A person shall not place on an unmanned aircraft, any design, mark or symbol that modifies or confuses the nationality and registration markings required under these Regulations unless otherwise authorized by the Authority.

(3) The nationality and registration markings on an unmanned aircraft under subregulation (1), shall be—

- (a) painted on the outer surface of the aircraft or affixed by other means ensuring a similar degree of permanence;
- (b) in—
  - (i) capital letters in Roman characters without ornamentation; and
  - (ii) numbers in Arabic numerals without ornamentation;
- (c) in clear and distinct contrast with the colour of the background;

- (d) large and legible; and
- (e) kept clean and visible at all times.

(4) The operator of an unmanned aircraft shall ensure that the nationality and registration markings on his unmanned aircraft are attached permanently to the back section of a high-visibility vest which shall be worn by the operator while operating the unmanned aircraft.

***Nationality and registration markings***

22. (1) The operator of an unmanned aircraft shall ensure that the unmanned aircraft is marked with a group of characters representing—

Nationality  
and  
registration  
markings

- (a) the nationality markings assigned by the Authority for unmanned aircraft; and
- (b) the registration markings of the unmanned aircraft as a group of letters or numbers assigned by the Authority.

(2) The nationality mark of Trinidad and Tobago under subregulation (1)(a), shall be the National flag.

(3) Where, as a result of the configuration of an unmanned aircraft, it is not possible to mark such aircraft in accordance with subregulation (1), the owner or operator, where applicable, shall apply to the Authority to use a different display.

(4) The nationality markings under subregulation (1) shall precede the registration mark.

(5) The Authority shall, as far as practicable advise where the nationality and registration markings shall be placed on the unmanned aircraft.

***Removal of Nationality and registration markings after sale of unmanned aircraft system***

23. (1) When an unmanned aircraft system is sold by the owner to a purchaser who is not a citizen of Trinidad and Tobago or a person under regulation 6, the owner shall—

Removal of  
Nationality  
and  
registration  
markings  
after sale of  
unmanned  
aircraft  
system

- (a) deregister such aircraft in accordance with regulation 10;
- (b) remove all nationality and registration markings before the unmanned aircraft is delivered to the purchaser; and
- (c) return the Certificate of Registration for the unmanned aircraft to the Authority.

(2) Where an unmanned aircraft system is sold by the owner to a purchaser who is a citizen of Trinidad and Tobago or to a person under regulation 6, the owner shall—

- (a) inform the Authority of such sale and change of ownership; and
- (b) return the Certificate of Registration for the unmanned aircraft system to the Authority.

## PART VI

### AIRWORTHINESS

#### ***Airworthiness of an Unmanned Aircraft System***

Airworthiness  
of an  
unmanned  
Aircraft  
system

24. (1) An operator of an unmanned aircraft system shall—

- (a) maintain such system according to the manufacturers' design specifications and follow the manufacturers' specifications for all modifications to the system;
- (b) conduct a pre-flight inspection to ensure such unmanned aircraft system is in a condition that ensures safe operation; and
- (c) conduct a post flight inspection for any damage that may have occurred in flight.

(2) Notwithstanding subregulation (1), an operator shall follow all procedures outlined in any manual submitted and approved by the Authority.

(3) An operator shall follow all applicable airworthiness directives.

(4) An operator shall not operate an unmanned aircraft unless the conditions set out in subregulation (1) have been observed and the operator has determined that the unmanned aircraft is in a condition for safe operation.

## PART VII

### OPERATIONS

#### ***Documents for inspection by the Authority***

Documents  
for inspection  
by the  
Authority

25. An operator shall, when operating an unmanned aircraft system, have readily available for inspection by the Authority or its designate at any time the following documents:

- (a) the certificate of registration for the unmanned aircraft system;

- (b) an Unmanned Aircraft Operator Certificate;
- (c) the appropriate Unmanned Aircraft System Licence; and
- (d) any other document, records or reports as may be specified by the Authority from time to time that the operator shall be required to keep.

***Operator to inform Air Traffic Control Unit if control of the unmanned aircraft system is lost***

26. An operator shall immediately make a report to the closest Air Traffic Control Unit if the operator has lost control of the unmanned aircraft system and the unmanned aircraft continues to fly.

Operator to inform Air Traffic Control Unit if control of the unmanned aircraft system is lost

27. An operator shall make a report to the Authority within ten days if any operation has resulted in—

Operator to make accident report

- (a) any injury to a person or animal; or
- (b) damage to any property, not owned by the operator.

***Responsibilities of operator during operations***

28. (1) Unmanned aircraft systems shall not—

Responsibilities of operator during operations

- (a) be operated in a careless or reckless manner so as to endanger the life or property of another;
- (b) drop objects with the intent to endanger the life or property of another; or
- (c) be operated so as to pose a risk of damage to other aircraft, persons or property.

(2) An operator shall ensure that the unmanned aircraft yields the right of way to all manned aircraft operations and is restricted to the operational areas identified in regulation 33 so as to not create a collision hazard.

(3) The operator shall discontinue the flight of the unmanned aircraft if the operator knows or has reason to believe that continuing the flight could pose a hazard to other aircrafts, persons or property.

***Operator required to keep unmanned aircraft in visual sight***

29. An Operator of an unmanned aircraft system shall keep the unmanned aircraft in visual line of sight.

Operator required to keep unmanned aircraft in visual sight

- Use of an observer
30. An observer may be used to satisfy the requirement of regulation 29 provided—
- (a) the observer is also subject to the medical requirements set out for the operator in regulation 19;
  - (b) the operator and the observer are in clear continuous communication; and
  - (c) the unmanned aircraft remains close enough to the operator for the operator to be capable of seeing the aircraft with vision unaided by any other device other than corrective lenses.

- Operator may apply to the Authority to conduct BVLOS operations
31. Notwithstanding regulation 29, an operator of an unmanned aircraft system may apply to the Authority to conduct beyond visual line of sight (BVLOS) operations and the Authority shall as far as practicable, consider each application having regard to the intentions of the operator in granting permission.

#### ***Operation of multiple unmanned aircraft systems***

- Operation of multiple unmanned aircraft systems
32. A person shall not act as an operator or observer for more than one unmanned aircraft system at any given time.

#### ***Operations over persons***

- Operations over person
33. An operator shall not operate an unmanned aircraft system over another person except where that person—
- (a) has consented to participate in the operation and have the aircraft fly over; or
  - (b) is located under a covered structure that provides reasonable protection if the unmanned aircraft was to lose control and was given sufficient notice that an unmanned aircraft is conducting operations in the vicinity.

#### ***Operational Areas***

- Operational areas
34. (1) An operator shall not operate a Category 1 UA—
- (a) within two kilometers (2 km) from the boundary of an aerodrome, including the approach lighting system;
  - (b) within one kilometer (1 km) of a helipad or restricted fly zones as define in the Aeronautical Information Publication ENR5; or
  - (c) above thirty metres (30 m) or one hundred feet (100 ft).

- (2) An operator shall not operate a Category 2, 3, 4 or 5 UA—
- (a) within five kilometres (5 km) from the boundary of an aerodrome including the approach lighting system and any other manned aircraft operations;
  - (b) within two kilometres (2 km) of a helipad;
  - (c) within one kilometre (1 km) of any restricted fly zone as listed in the Aeronautical Information Publication ENR5; or
  - (d) above one hundred and twenty metres (120 m) or four hundred feet (400 ft).

***Operations over private property***

35. An operator of an unmanned aircraft shall not conduct any operations over or within private property unless he has been granted permission by the owner of the property.

Operations  
over private  
property

36. Operations by persons in the exercise of law enforcement are exempt from this provision.

Operations by  
persons  
exercising  
law  
enforcement

***Operations over Public Property***

37. An operator of an unmanned aircraft system shall not conduct any operations within, or over public property, unless written permission is sought and obtained prior to the operation of the unmanned aircraft system from the relevant Authority with responsibility for the area in which the operator wishes to conduct operations.

Operations  
over public  
property

PART VIII

UNMANNED AIRCRAFT CLUB

***Registration of an Unmanned Aircraft Club***

38. Where a—
- (a) person;
  - (b) group of persons; or
  - (c) nationally registered club,

Registration  
of an  
unmanned  
aircraft club

wishes to be registered as an Unmanned Aircraft Club for the recreational use of Unmanned Aircraft Systems, an application shall be made to the Authority to be registered as an Unmanned Aircraft Club.



***Application for the formation of an Unmanned Aircraft Club***

Application  
for the  
formation of  
an unmanned  
aircraft club

39. An application for the formation of an unmanned aircraft club shall—

- (a) be made to the Authority on the prescribed form;
- (b) in the case of a nationally registered club, also include with the application, documentation showing proof of registration;
- (c) specify the area of land to be used by the club for operations;
- (d) pay the prescribed fee;
- (e) submit an operations manual to the Authority detailing the types of unmanned aircraft systems it intends to operate and the manner of the operations to be conducted by the club;
- (f) provide any other documentation as required by the Authority; and
- (g) satisfy any other applicable requirements as set out in these Regulations.

***Requirements for registering as an Unmanned Aircraft Club***

Requirements  
for registering  
as an  
unmanned  
aircraft club

40. An application under regulation 38 may be made by a—

- (a) CARICOM national;
- (b) resident of Trinidad and Tobago as defined in section 5 of the Immigration Act; or
- (c) body incorporated within a member State of CARICOM.

***Issue, suspension and revocation of an Unmanned Aircraft Club Certificate***

Issue,  
suspension  
and  
revocation of  
an Unmanned  
Aircraft Club  
Certificate

41. (1) Where the Authority is satisfied that an application made under regulation 38 has met the requirements of these Regulations, it may issue to the operator an Unmanned Aircraft Club Certificate.

(2) The Authority may suspend or revoke the Unmanned Aircraft Club Certificate of an unmanned aircraft club where the Authority has given written notice to the club administrator of the failure by members of the club to comply with the requirements of these Regulations and the Authority is satisfied that the unmanned aircraft club has had sufficient time to comply.

***Authority to conduct surveillance on unmanned aircraft club activities***

42. (1) The Authority may request permission from the unmanned aircraft club 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.

Authority to  
conduct  
surveillance  
on unmanned  
aircraft club  
activities

(2) Where the Authority is refused permission as set out in subregulation (1), the Authority may suspend or revoke the Unmanned Aircraft Club Certificate of an unmanned aircraft club.

***Unmanned Aircraft Club***

43. (1) An unmanned aircraft club shall—

Unmanned  
aircraft club

- (a) be registered with the Authority before operations can begin;
- (b) confine operations to those areas specified in the club's application under regulation 39 and any other limitations imposed by the Authority in granting approval;
- (c) keep an updated registry of all persons who are members of the unmanned aircraft club and make such register available for the Authority's inspection upon request; and
- (d) comply with any other applicable requirements as set out in these Regulations.

(2) Notwithstanding subregulation (1), a registered unmanned aircraft club may apply to the Authority for exemption from any aspect of these Regulations and the Authority may, after having considered the request, grant the exemption.

(3) An exemption granted under subregulation (2) shall apply only to registered members of the unmanned aircraft club which requested the exemption and only within the area specified in the club's application under regulation 38.

**PART IX**

**RECREATIONAL USE OF UNMANNED AIRCRAFT SYSTEMS**

***Exemptions***

44. An operator of an unmanned aircraft system shall comply with these Regulations unless specifically exempted under this Part.

Exemptions

45. An operator, who operates a Category 1 UAS solely for recreational use as defined in these Regulations, shall not be required to register the unmanned aircraft.

Category 1  
UAS for  
recreational  
use exempted  
from  
registration

Category 1, 2, 3 or 4 UAS for recreational use exemptions

46. An operator who operates a Category 1, 2, 3 or 4 UAS, solely for recreational use, shall not be required to—

- (a) apply for an Unmanned Aircraft Operator Certificate;
- (b) keep a proficiency record; or
- (c) obtain an Unmanned Aircraft System licence,

provided the operator is—

- (i) operating under the designation of a registered unmanned aircraft club in the club's designated area; or
- (ii) under the direction of a qualified pilot; or
- (iii) over private land with the land owner's permission.

## PART X

### PENALTIES

Authority to take action against persons contravening these Regulations

47. The Authority may take such actions as to ensure that persons operating unmanned aircraft systems comply with the requirements of these Regulations.

Authority may suspend or revoke approvals, authorizations or certificates

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

Fine and imprisonment

49. The use of an unmanned aircraft system with the intent to disrupt or endanger civil aviation or any public or private property shall attract a fine of three hundred and fifty thousand dollars and imprisonment for five years.

## PART XI

### EXEMPTIONS

Application for an exemption to these Regulations

50. A person who cannot comply with the general requirements of these regulations may apply to the authority for an exemption showing good reasons why compliance is not possible.

Alternate means of compliance for general exemption or certificates

51. Where an application is made for a general exemption an applicant shall submit an equivalent safety case stating an alternate means in compliance with the regulations.

Made by the Trinidad and Tobago Civil Aviation Authority this  
21st day of October, 2016.

R. LUTCHMEDIAL  
*Civil Aviation Authority*

Approved by the Minister of Works and Transport this  
27th day of October, 2016.

F. E. HINDS  
*Minister of Works and Transport*