

BELIZE DEPARTMENT OF CIVIL AVIATION



OPERATIONAL DIRECTIVE UNMANNED AIRCRAFT SYSTEMS OD UAS

Issue: 01
Revision: 00
Date: 01/06/2025



Issue and Revision System

ISSUE AND REVISION SYSTEM

REVISION TO THIS OPERATIONAL DIRECTIVE WILL BE INDICATED BY A VERTICAL BAR ON THE LEFT SIDE, IN FRONT OF THE LINE, SECTION, OR FIGURE THAT HAS BEEN AFFECTED. AN ISSUE WILL BE THE REPLACEMENT OF THE COMPLETE DOCUMENT.

REVISIONS MUST BE RECORD, OF REVISIONS TABLE OF THIS DOCUMENT INDICATING THE RESPECTIVE NUMBER, DATE IT WAS ENTERED AND SIGNED BY THE PERSON ENTERNG THE REVISION.



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Record of Revisions

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Preamble

This Operational Directive was developed based on the conclusions of the workshops held in March 2022 and April 2024 at the headquarters of the Central American Agency for Aeronautical Safety (ACSA) in Alajuela, Costa Rica. The conclusions and opinions agreed upon at the aforementioned workshops are compiled in such a manner to provide UAS operators with a convenient and comprehensive regulatory framework encompassing domestic UAS operations in Belize.

The references used in the making of the following Operational Directive are:

- a) ICAO Model Regulations, Part 101, Part 102 and Part 149
- b) EU Commission Regulation 2019/947
- c) FAA Part 107
- d) Results of the ACSA regional workshops

This Operational Directive will take effect from its publication by the Belize Department of Civil Aviation, and completely replaces current provisions for UAS operations in Belize and provides for the conversion of previously issued approvals, licenses, certificates, authorizations or any of the like in relation to UAS.

For operators with current approvals in force, or for those requests for approval made before the date of publication of this Operational Directive, six months after it is officially approved. For new requests for approval of drone operators, or modifications to existing approvals, from the date of official publication of this Operational Directive.

The editing practices used in this document are as follows:

- a) 'Shall' and 'Will' is used to indicate a mandatory requirement.
- b) 'Should' is used to indicate a recommendation.
- c) 'May' is used to indicate discretion by the BDCA, the industry or the applicant, as appropriate.

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Subpart A GENERAL PROVISIONS

OD UAS 1.001 Applicability

- (a) This Operational Directive shall apply to the –
- (1) the registration of civil UAS, to be operated only within the territory of Belize in the open or specific category;
 - (2) the remote pilot certification of persons operating a civil UAS, within the territory of Belize in the open or specific category; and
 - (3) operations associated with the use of civil UAS only within and above the territory of Belize in the open or specific category.
- (b) This Operational Directive does not apply to-
- (1) UAS operated by the state for operations conducted by the military, customs or police.
 - (2) UA that has been issued an airworthiness certificate in accordance with BCAR 21.
 - (3) UA that are operated solely indoors.

OD UAS 1.003 Definitions

In this Operational Directive the following definitions apply unless otherwise specified:

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

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



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Aerial work: An aircraft operation in which an aircraft is used for specialized services such as agriculture, construction, photography, surveying, observation and patrol, search and rescue, aerial advertisement.

Aerodrome: A defined area on land or water (including any buildings, installations and equipment) intended to be used either wholly or in part for the arrival, departure and surface movement of aircraft.

Aeronautical Information Circular (AIC): A publication issued by or with the authority of a State and containing aeronautical information of a lasting character essential to air navigation.

Aircraft: Any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth's surface.

Air traffic service: A generic term meaning variously, flight information service, alerting service, air traffic advisory service, air traffic control service (area control service, approach control service or aerodrome control service).

Approved UA area: (also U-space) A defined area as approved under OD UAS 1.50.

C2 Link: The data link between an Unmanned Aircraft and a remote pilot station or control station that is used in the management of a flight.

Detect and avoid (DAA): The capability to see, sense or detect conflicting traffic or other hazards and take the appropriate action.

First-person view (FPV) device: A device that generates and transmits a streaming video image to a control station display or monitor that gives the pilot of an Unmanned Aircraft the illusion of flying the aircraft from an on-board pilot's perspective.

Flight termination system: A system that when activated, terminates the flight of an Unmanned Aircraft.

Fly-away: In respect to a remotely piloted aircraft, an interruption or loss of the C2 link such that the remote pilot is no longer controlling the aircraft and the Unmanned Aircraft is not flying its preprogrammed procedures in the predicted manner.

Handover: The act of passing piloting control from one remote pilot station to another.

Incident: An occurrence, other than an accident, associated with the operation of an aircraft that affects or could affect the safety of operation.

Instrument meteorological conditions (IMC): Meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling, less than the minima specified for visual meteorological conditions (VMC).

Notice to Airmen, NOTAM: A notice distributed by means of telecommunication containing Information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations.

Operator: A person, organization or enterprise engaged in or offering to engage in an aircraft operation. Note—In the context of remotely piloted aircraft, an aircraft operation includes the remotely piloted aircraft system.



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Remote pilot: A person charged by the operator with duties essential to the operation of an Unmanned Aircraft and who manipulates the flight controls, as appropriate, during flight time.

Remote pilot-in-command: The remote pilot designated by the operator as being in command and charged with the safe conduct of a flight.

Remotely piloted aircraft (RPA): An Unmanned Aircraft that is piloted from a remote pilot station.

Remotely piloted aircraft system (RPAS): A remotely piloted aircraft, its associated remote pilot stations, the required command and control links and any other components as specified in the type design.

Risk mitigation: The process of incorporating defenses or preventive controls to lower the severity and/or likelihood of a hazard and the projected consequences.

Safety: The state in which risks associated with aviation activities, related to, or in direct support of the operation of aircraft, are reduced and controlled to an acceptable level.

Safety management system (SMS): A systematic approach to managing safety, including the necessary organizational structures, accountability, responsibilities, policies and procedures.

Segregated airspace: Airspace of specified dimensions allocated for exclusive use to a specific user(s) such as unmanned aircraft.

Shielded operation: means an operation of an aircraft within 100 m of, and below the top of, a natural or man-made object.

State safety programme (SSP): An integrated set of regulations and activities aimed at improving safety.

Unmanned Aircraft (UA): an aircraft that is intended to be operated with no pilot onboard.

Unmanned Aircraft (UA) observer: A trained and competent person designated by the operator who, by visual observation of the Unmanned Aircraft, assists the remote pilot in the safe conduct of the flight.

Unmanned Aircraft System (UAS): An Unmanned Aircraft and its associated components. May be used interchangeably with RPAS.

Visual line-of-sight (VLOS): An operation in which the pilot or UA observer maintains direct unaided visual contact with the Unmanned Aircraft.

Visual meteorological conditions (VMC): Meteorological conditions expressed in terms of visibility,



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distance from cloud, and ceiling, equal to or better than specified minima.

OD UAS 1.005 Falsification, Reproduction or Alteration

- (a) No person shall make or cause to be made:
 - (1) Any fraudulent or intentionally false record or report that is required to be made, kept, or used to show compliance with any requirement under this Operational Directive; or
 - (2) Any reproduction or alteration, for fraudulent purpose, of any certificate, authorization, record or report under this Operational Directive.
- (b) The commission by any person of an act prohibited under paragraph (a) of this section is a basis for any of the following:
 - (1) Denial of an application for any remote pilot certificate and UAS operations authorization; or
 - (2) Suspension or revocation of any certificate or authorization issued by the BDCA under this Operational Directive and held by that person.
 - (3) A civil penalty in accordance with Section 30 of the Civil Aviation Act, Cap 239 of Belize.

OD UAS 1.007 Inspection, Testing, and Demonstration of Compliance.

- (a) A remote pilot in command, owner or person manipulating the flight controls of an Unmanned Aircraft shall, upon request, make available to the BDCA:
 - (1) The remote pilot certificate and authorization, where applicable, when exercising the privileges of that remote pilot certificate; and
 - (2) Any other document, record, or report required to be kept under this Operational Directive.
- (b) The remote pilot, visual observer, owner, operator, or person manipulating the flight controls of a UAS shall, upon request, allow the BDCA to make any test or inspection of the UAS, the remote pilot in command, the person manipulating the flight controls of a UAS, and, if applicable, the visual observer to determine compliance with this Operational Directive.
- (c) Any person holding a BDCA accepted declaration of compliance must, upon request, make available to the BDCA:
 - (1) The declaration of compliance required; and
 - (2) Any other document, record, or report required to be kept under this Operational Directive.

OD UAS 1.009 Occurrence Reporting

- (a) No later than 48 hours after an operation that meets the criteria of either paragraph (1) or (2) of this article, a remote pilot shall report, using BDCA-FORM-UAS-005, any safety occurrence related to UAS operations in which:
 - (1) A person suffered serious or fatal injury; or
 - (2) Damage to any property other than the UA unless one of the following conditions is satisfied:
 - (i) The cost of repair (including materials and labor) does not exceed \$500 BZ; or
 - (ii) The fair market value of the property does not exceed \$1000 BZ in the event of total



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loss.

- (b) In addition to the mandatory reporting required in (a), any UAS operator or entity involved in UAS operation, any person, including aviation personnel, shall be authorized to voluntarily submit UAS safety-related occurrence reports via BDCA-FORM-UAS-005 or any other means acceptable to the BDCA.

OD UAS 1.011 Exemptions

- (a) The BDCA may exceptionally and temporarily grant an exemption from the provisions of OD UAS when satisfied that there is a need, and subject to compliance with any supplementary condition the BDCA considers necessary in order to ensure an acceptable level of safety in the particular case. The granting of exemptions will be awarded for a period of up to 180 days, granted only by the Director of Civil Aviation.
- (b) The exemptions granted by the BDCA in accordance with subparagraph (a) above shall be listed in the UAS operations authorization as well as in the operations manual, where applicable.

OD UAS 1.013 Civil Penalties

- (a) Under Section 30 of the Civil Aviation Act of Belize, Cap 239, the BDCA is empowered to impose civil penalties upon remote pilots that operate UA in an unsafe manner or in any other manner that contravenes the provisions established in OD UAS.
- (b) Hazardous and/or unauthorized operations are considered reasonable cause for the suspension or revocation of Remote Pilot Certificates of Competence to operate UA either recreationally, non-commercially or commercially. Hazardous and/or unauthorized operations may include operating a UA beyond visual line of sight without authorization, airspace violations, and any other careless and reckless operations as determined by the BDCA.
- (c) In the event of a complaint of collection and dissemination of any video or photograph, the Government of Belize cannot be held liable for dissemination in the absence of public interest. However, the BDCA reserves the right to cancel any certificate or authorization issued under this Directive irrespective of any legal action taken by the courts of Belize. Remote Pilots, owners and operators of UAS must comply with the provisions of the national legal framework in relation to data protection and the right to privacy. Specifically, the following provisions established by the Constitution of Belize:
- (1) Section 3 (c) - Fundamental rights and freedoms;
 - (2) Section 9 - Protection from arbitrary search or entry; and
 - (3) Section 14 - Protection of right of privacy.



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Subpart B UAS REGISTRATION

OD UAS 1.01 Applicability

- (a) This Subpart applies to the registration of civil UAS subject to this Operational Directive.

OD UAS 1.05 Unmanned Aircraft Classification

- (a) Unmanned Aircraft shall be classified based on their mass in accordance with Table 1.1 below.

Class	Weight
Micro UA	$W \leq 250$ grams (0.55 lbs)
Small UA	$250 \text{ g} < W \leq 2 \text{ Kg}$ (4.4 lbs)
Light UA	$2 \text{ kg} < W \leq 25 \text{ Kg}$ (55 lbs)
Heavy UA	$W > 25 \text{ kg}$

Table 1.1 – Classification of UAS

OD UAS 1.10 Unmanned Aircraft Registration

- (a) No person shall operate a UAS unless the UA has been registered in accordance with this Subpart.
- (b) No person shall be allowed to be the registered owner of an Unmanned Aircraft unless that individual is at least 18 years of age.
- (c) Subject to (b) above, a person is qualified to be the registered owner of a UAS if they are:
- (1) A citizen of Belize;
 - (2) A permanent resident of Belize; or
 - (3) A company or organization operating under the laws of Belize.
- (d) Every person lawfully entitled to the possession of a UA who will operate in Belize shall register that UA and hold a valid certificate of registration for that aircraft from:
- (1) The BDCA in compliance with OD UAS; or
 - (2) the appropriate aeronautical authority of a contracting State of ICAO that is party to an agreement with the Government of Belize which provides for the acceptance of each other's registrations; or
 - (3) the appropriate aeronautical authority of another State that is party to an agreement with the Government of Belize which provides for the acceptance of each other's registrations.

OD UAS 1.15 Registration Requirements



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- (a) Unmanned Aircraft weighing less than 250 grams (Micro UA) do not require registration unless the UA has an integrated onboard camera sensor; All other UA shall be registered in accordance with the procedures of the BDCA, so as to be assigned a registration number.
- (b) The owner of a UA registered under this Operational Directive shall–
 - (1) be subject to the applicable requirements of this Operational Directive;
 - (2) comply with all prescribed conditions, limitations and directions issued by the BDCA with respect to operating such Unmanned Aircraft;
 - (3) allow access to the BDCA or its designate, at any reasonable time to inspect–
 - (i) the Unmanned Aircraft;
 - (ii) any documents associated with the UAS; and
 - (iii) any equipment needed for the operation of the Unmanned Aircraft.
- (c) The owner of an Unmanned Aircraft who wishes to apply for a certificate of registration for his Unmanned Aircraft shall–
 - (1) apply to the BDCA on the prescribed form BDCA-FORM-UAS-001;
 - (2) submit any other required documents as specified by the BDCA;
 - (3) pay the prescribed fee; and
 - (4) meet the applicable requirements of this Operational Directive.
- (d) When the BDCA is satisfied that an application under OD UAS 1.15 (c) has met all the requirements of this Operational Directive, the BDCA may–
 - (1) register the Unmanned Aircraft; and
 - (2) issue a Certificate of Registration in a form approved by the BDCA.
 - (3) Issue a registration number for the UA with the nomenclature; V3-UAS-xxxxx

OD UAS 1.20 Deregistration of UAS

- (a) Where the owner of an Unmanned Aircraft wishes to register the Unmanned Aircraft in Belize and the Unmanned Aircraft is registered in another State, that owner shall ensure that the Unmanned Aircraft is deregistered, and provide to the BDCA proof of deregistration, before proceeding to have the UAS registered in Belize.
- (b) An owner of a UAS shall notify the BDCA to deregister his Unmanned Aircraft, where the Unmanned Aircraft–
 - (1) is lost or permanently destroyed; or
 - (2) has been sold or transferred to a new owner.
- (c) Where the BDCA has deregistered an UAS in accordance with this Operational Directive, the owner of such aircraft shall remove all BDCA approved markings from the Unmanned Aircraft.

OD UAS 1.25 National UAS Register

- (a) The BDCA shall maintain a current Register of UAS which shall contain records of each UAS registered in Belize as follows:



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- (1) the registration number on the Certificate of Registration for the UAS;
- (2) the name of the manufacturer of the UAS and its type design;
- (3) the serial number of the UAS; and
- (4) the name and address of the registered owner of the UAS.

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Subpart C REMOTE PILOT CERTIFICATION

OD UAS 1.30 Applicability

- (a) This subpart applies to the remote pilot certification of persons operating a civil UAS within the territory of Belize in the open or specific categories.

OD UAS 1.35 Requirement for a Remote Pilot Certificate of Competence

- (a) A Remote Pilot Certificate of Competence issued by the BDCA, is required for operations under the provisions of OD UAS Subpart E, Subpart F and for special UAS operations specified in Subpart G of this Operational Directive.
- (b) The remote pilot shall be issued a Certificate of Competence only when the following requirements have been fulfilled:
 - (1) Have completed a BDCA approved training module and passed the associated theoretical knowledge assessment.
- (c) No person may manipulate the flight controls of a UAS or act as a remote pilot in command unless that person has:
 - (1) A remote pilot certificate of competence issued pursuant to Subpart E of this Operational Directive; or
 - (2) A remote pilot certificate of competence issued pursuant to Subpart F of this Operational Directive and satisfies the requirements of OD UAS 1.225.
- (d) The Director of Civil Aviation may, consistent with international standards, authorize an airman to operate a civil Unmanned Aircraft in Belize without a BDCA issued remote pilot certificate of competence, in accordance with BDCA procedures.

OD UAS 1.40 Eligibility for Remote Pilot Certificate of Competence

- (a) The BDCA may issue a remote pilot certificate of competence, pursuant to Subpart E, to the applicant if he or she is 16 years of age and:
 - (1) Is able to read, speak, write and understand the English language.
 - (2) Has passed an aeronautical knowledge examination covering the areas of knowledge specified in Appendix 1 to OD UAS 1.65 and
 - (3) Presents a medical assessment certified by a licensed medical practitioner, demonstrating adequate vision and hearing.
- (b) The BDCA may issue a remote pilot certificate of competence, pursuant to Subpart F and Subpart G, to the applicant if he or she is 18 years of age and:
 - (1) Is able to read, speak, write and understand the English language.
 - (2) Has passed an aeronautical knowledge examination covering the areas of knowledge specified in Appendix 1 to OD UAS 1.65;



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- (3) Presents a medical assessment certified by a licensed medical practitioner, demonstrating adequate vision and hearing; and
 - (4) Pursuant to Subpart G, demonstrates competence in the type of operations for which authorization is sought.
- (c) An application may be made to the Director of Civil Aviation for review of:
- (1) a decision refusing to issue, canceling, suspending or varying a certificate of competence; or
 - (2) a decision imposing a condition on a certificate of competence.

OD UAS 1.45 Application for a Remote Pilot Certificate of Competence

- (a) An individual may apply to the BDCA for a remote pilot certificate of competence to operate a UA within the territory of Belize using BDCA-FORM-UAS-002.

OD UAS 1.50 Temporary Remote Pilot Certificate

- (a) A temporary remote pilot certificate of competence may be issued for up to 120 calendar days, at which time a permanent certificate will be issued to a person whom the BDCA finds qualified under this subpart.
- (b) The Director of Civil Aviation may, consistent with aviation best practices, issue a temporary remote pilot certificate to a foreign operator to operate a civil Unmanned Aircraft in Belize without a BDCA issued remote pilot certificate of competence, in accordance with BDCA validation procedures.
- (c) A temporary remote pilot certificate of competence expires:
 - (1) On the expiration date shown on the certificate;
 - (2) Upon receipt of the permanent certificate; or
 - (3) Upon receipt of a notice that the certificate sought is denied or revoked.

OD UAS 1.55 Conditions on Remote Pilot Certificate

- (a) The BDCA may place a condition on a remote pilot certificate of competence that would:
 - (1) allow the person to operate a UA of only a specific make and model;
 - (2) limit the areas where the operator may operate a UA; or
 - (3) allow the operator to fly a UA only in VMC.
- (b) It is a condition of a remote pilot certificate of competence that the certificate holder shall not operate a UA above 120 m (400 ft) AGL or within 5 km of the movement area of an aerodrome, unless he or she has obtained a special UAS operations authorization in accordance with Subpart G to this Operational Directive.
- (c) It is a condition of a remote pilot certificate of competence that a UA shall be operated within the visual line-of-sight of the certificate holder unless he or she has obtained a Special UAS Operations Authorization for operations beyond visual line of sight in accordance with Subpart G to this Operational Directive.



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- (d) It is a condition of a remote pilot certificate of competence that the certificate holder shall not operate more than one UA at a time unless:
 - (1) he or she holds a Special UAS Operations Authorization under Subpart G to operate more than one UA at a time; and
 - (2) the conditions imposed on the approval are complied with.

OD UAS 1.60 Renewal of Certificate of Competence

- (a) A holder of a valid Certificate of Competence who wishes to continue to exercise the privileges of the certificate beyond its date of expiration shall apply for the renewal by completing the application in accordance with OD UAS 1.45.
- (b) The person who wishes to renew their Certificate of Competence shall be required to retake the knowledge tests prescribed in OD UAS 1.65 every 24 months.

OD UAS 1.65 Knowledge Tests

(See Appendix 1 to OD UAS 1.65)

- (a) Knowledge tests prescribed by or under this Operational Directive are administered by BDCA personnel or a designate, in the manner prescribed by the BDCA.
- (b) The minimum passing grade for knowledge tests shall be 80% of the total score. The exam will consist of 40 multiple choice questions appropriately distributed among the topics outlined in Appendix 1 to OD UAS 1.65.
- (c) An applicant for a knowledge test may not:
 - (1) Copy or intentionally remove any knowledge test;
 - (2) Give to another applicant or receive from another applicant any part or copy of a knowledge test;
 - (3) Give or receive assistance on a knowledge test during the period that test is being given;
 - (4) Take any part of a knowledge test on behalf of another person;
 - (5) Be represented by, or represent, another person for a knowledge test;
 - (6) Use any material or aid during the period that the test is being given, unless specifically authorized to do so by the BDCA; and
 - (7) Intentionally cause, assist, or participate in any act prohibited by this paragraph.
- (d) An applicant who the BDCA finds has committed an act prohibited by paragraph (c) of this section is prohibited, for 1 year after the date of committing that act, from:
 - (1) Applying for any certificate, rating, or authorization issued under this Operational Directive; and
 - (2) Applying for and taking any test under this Operational Directive.
- (e) Any certificate or authorization held by an applicant may be suspended or revoked if the BDCA finds that person has committed an act prohibited by paragraph (c) of this section.
- (f) An applicant for a knowledge test who fails that test may not reapply for the test for 2 calendar days after failing the test.



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Appendix 1 to OD UAS 1.65 Knowledge and Training

- (a) An initial aeronautical knowledge test and recurrent training covers the following areas of knowledge:
- (1) Applicable regulations relating to small UAS privileges, limitations and flight operation;
 - (2) Airspace classification, operating requirements, and flight restrictions affecting small Unmanned Aircraft operation;
 - (3) Aviation weather sources and effects of weather on small Unmanned Aircraft performance;
 - (4) Small Unmanned Aircraft flight performance;
 - (5) Emergency procedures;
 - (6) Human Factors and Human Performance management;
 - (7) Radio communication procedures (If applicable);
 - (8) Privacy and data protection;
 - (9) Physiological effects of drugs and alcohol;
 - (10) Aeronautical decision making and judgment;
 - (11) Airport operations and aviation security;
 - (12) Maintenance and preflight inspection procedures;
 - (13) Operations at night.



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Subpart D GENERAL OPERATING AND FLIGHT RULES

OD UAS 1.70 Meaning of Standard Unmanned Aircraft Operating Conditions

- (a) A UA is operated in ***standard Unmanned Aircraft operating conditions*** if, during the operation:
 - (1) the UA is operated within the visual line-of-sight (not beyond 500 meters) of the person operating the UA; and
 - (2) the UA is operated at or below 120 m (400 ft) above ground level (AGL); and
 - (3) the UA is not operated within 50 m of a person, measured horizontally, who is not directly associated with the operation of the UA; and
- (b) the UA is not operated:
 - (1) in a prohibited area; or
 - (2) in a restricted area; or
 - (3) in a danger area; or
 - (4) over a populated area; or
 - (5) within 5 km (3 mi) of the movement area of a controlled aerodrome; and
- (c) the UA is not operated over an area where a fire, police or other public safety or emergency operation is being conducted without the approval of a person in charge of the operation; and
- (d) the person operating the UA operates only that UA.

OD UAS 1.75 Visual Line-of-Sight Operations

- (a) A person who operates a UA to which this article applies shall not operate in:
 - (1) any area in which the person's view of the surrounding airspace in which the UA will operate is obstructed; or
 - (2) meteorological conditions that obstruct the person's ability to maintain visual line-of-sight of the aircraft.
- (b) A person who operates a UA to which this article applies shall at all times:
 - (1) maintain visual line-of-sight with the UA or be in direct communications with a UA observer that maintains visual line-of-sight with the UA; and
 - (2) be able to see the surrounding airspace in which the UA is operating; and
 - (3) operate the UA below any cloud base.
- (c) For the purposes of this rule, visual line-of-sight means a straight line (not beyond 500 meters) along which the remote pilot or UA observer has a clear view and which may be achieved with the use of:
 - (1) spectacles, contact lenses, or a similar device used for vision correction of the user to no better than normal vision but not the use of an electronic, mechanical, electromagnetic, optical, or electro-optical instrument; or
 - (2) a first-person view system and a trained and competent UA observer who maintains:
 - (i) visual line-of-sight of the UA; and
 - (ii) sight of the surrounding airspace in which the UA is operating; and
 - (iii) has direct communication with the person who is operating the UA.



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- (d) A remote pilot may operate a UA without the pilot or visual observer having the aircraft in visual line of sight if the operation is conducted in accordance with a Special UAS Operations Authorization issued under Subpart G of this Operational Directive.

OD UAS 1.80 Operator Responsibilities

The UA operator conducting operations in accordance with Subpart F and Subpart G of this Operational Directive shall:

- (a) Designate a pilot in command for each flight.
- (b) Develop operational procedures adapted to the type of operation and risk involved.
- (c) Ensure that:
 - (1) all special permissions, permits or authorizations required from archaeological reserves, protected areas, private property or any other areas of interest that require permissions, permits or authorizations, are obtained prior to an application for a UAS Operations Authorization from the BDCA.
 - (2) In the case of agricultural operations, that all special permissions, permits or authorizations required to be obtained from the Ministry of Agriculture and Belize Pesticide Control Board, are obtained prior to application for a UAS Operating Certificate in accordance with BCAR 137.
 - (3) In the case of videography and filming in Belize for commercial gain, all special permissions, permits or authorizations such as those required from the Belize Film Commission, must be obtained prior to application for a UAS Operations Authorization from the BDCA.
- (d) Ensure that remote pilots and support personnel are familiar with the manufacturer's instructions and:
 - (1) Have adequate competency in the category of UAS operation planned.
 - (2) Are fully familiar with the operator's procedures
 - (3) Are fully familiar with the geographical area relevant to the planned operation.
- (e) Update information in the geo-awareness system, based on intended areas of operation.
- (f) Ensure that when operating in accordance with Subpart F and Subpart G, that all persons involved in the operation have been informed of the risks and have explicitly agreed to participate.

OD UAS 1.85 Remote Pilot in Command Responsibilities

- (a) A remote pilot in command must be designated before flight of the UAS.
- (b) The remote pilot in command is directly responsible for and is the final authority as to the operation of the UAS.
 - (1) Before commencing a UA operation, the remote pilot shall:
 - (i) Have the appropriate competency in the category of UAS operations intended.



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- (ii) Be fully familiar and up to date with the geographical area relevant to the planned operation.
 - (iii) Check for uninvolved persons.
 - (iv) Ensure the UA is able to safely complete the intended flight
 - (v) If the UA is equipped with additional payload, that the mass does not exceed the maximum take-off mass defined by the manufacturer.
- (2) During the UA operation, the remote pilot shall:
 - (i) Not perform duties under the influence of psychoactive substances or alcohol or when injured, fatigued, ill or any such causes.
 - (ii) Maintain the UA in VLOS and maintain thorough scan of the airspace in order to avoid any risk of collision with a manned aircraft.
 - (iii) Interrupt the flight if the operation poses a risk to other aircraft, people or property.
 - (iv) Comply with the limitations specified by the BDCA.
 - (v) Operate the UA in accordance with the manufacturer's applicable instructions and limitations,
 - (vi) Follow operator procedures where available.
- (c) The remote pilot in command must ensure that the UA will not pose no undue hazard to people, aircraft, or property in the event of a loss of control for any reason.
- (d) The Remote Pilot in Command may be assisted by an Unmanned Aircraft (UA) observer. In such case, clear and effective communication shall be established between the remote pilot and the UA observer.
- (e) A UA observer is a person who is designated by the remote pilot in command to assist the remote pilot in command or the person manipulating the flight controls of the UAS, to see and avoid other air traffic or objects aloft or on the ground.

OD UAS 1.90 Day Operations and Weather

- (a) A person operating under the provisions of this Operational Directive shall not operate a UA:
 - (1) in or into a cloud; or
 - (2) at night; or
 - (3) in conditions other than visual meteorological conditions (VMC);
- (b) OD UAS 1.90(a) does not apply to the person who holds an operations authorization under Subpart G allowing these operations.

OD UAS 1.95 Night Operations

- (a) A person shall not operate a UA at night, unless the operation is:
 - (1) indoors; or
 - (2) a shielded operation.
- (b) OD UAS 1.95(a) does not apply if:
 - (1) the person holds an operations authorization under Subpart G, allowing night operations; and



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- (2) The remote pilot in command of the UA has met the knowledge test requirements as applicable under OD UAS 1.65.
- (c) No person may operate a UA during periods of civil twilight unless the UA has lighted anti - collision lighting visible for at least 3 statute miles that has a flash rate sufficient to avoid collision. The remote pilot in command may reduce the intensity of, but may not extinguish, the anti-collision lighting if he or she determines that, because of operating conditions, it would be in the interest of safety to do so.
- (d) For the purposes of paragraph (c) above, civil twilight refers to:
 - (1) A period of time that begins 30 minutes before official sunrise and ends at official sunrise; and
 - (2) A period of time that begins at official sunset and ends 30 minutes after official sunset.

OD UAS 1.100 Operation near Aircraft; Right-of-Way

- (a) A person who is operating a UA shall give way to and remain clear of all manned aircraft or vehicles and may not pass over, under or ahead of it unless well clear on the ground and in flight.
- (b) No person shall operate a UA so close to another aircraft so as to create a collision hazard.

OD UAS 1.105 Operation Over and Near People

No remote pilot shall operate a UA over a person unless that person is:

- (a) Directly participating in the operation of the UA; or
- (b) Located under a covered structure or inside a stationary vehicle that can provide reasonable protection;
- (c) Directly associated with the operation of the UA or the UA is operated no closer than 50 m, measured horizontally from a second person not directly associated with the operation of the UA.
 - (1) OD UAS 1.105(c) does not apply if the second person is standing behind a fixed wing UA while the fixed wing UA is taking off;
- (d) OD UAS 1.105 (a), (b), or (c) do not apply if:
 - (1) the person has consented that the UA is allowed to fly over or near him or her; and
 - (2) the UA is operated no closer than 20 m, measured horizontally, of him or her.

OD UAS 1.110 Operation of Multiple UA

- (a) A person shall not manipulate flight controls or act as a remote pilot in command or visual observer in the operation of more than one Unmanned Aircraft at the same time unless authorized to do so under Subpart G to this Operational Directive.

OD UAS 1.115 Emergencies and Hazardous UAS Operations

- (a) In an in-flight emergency requiring immediate action, the remote pilot in command may deviate



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from any rule of this Operational Directive to the extent necessary to meet that emergency.

- (b) Each remote pilot in command who deviates from a rule under paragraph (a) of this section must, upon request of the BDCA, send a written report of that deviation to the BDCA.
- (c) No person shall operate a UA in such a careless or reckless manner as to endanger or be likely to endanger aviation safety or the safety of any person or property.
- (d) No person shall operate a UA while operating from a moving vehicle, vessel or manned aircraft.

OD UAS 1.120 Approval of Areas for Operation of Unmanned Aircraft; U-space via NOTAM

- (a) A person may apply to the BDCA for the approval of an area as an area for the operation of:
 - (1) UA generally, or a particular category of UA;
 - (i) An approval has effect from the time written notice is issued to the applicant, or a later day, or day and time stated in the approval.
 - (ii) An approval may be expressed to have effect for a particular period (including a period of less than 1 day), or indefinitely.
 - (2) The BDCA may impose conditions on the approval in the interests of the safety of air navigation.
 - (3) If the BDCA approves an area under (1), it shall publish details of the approval (including any condition) in a NOTAM or on an aeronautical chart.
- (b) The BDCA may revoke the approval of an area, or change the conditions that apply to such an approval, in the interests of the safety of air navigation, and the BDCA shall publish details of any revocation or change in NOTAM or on an aeronautical chart.
- (c) The BDCA shall also give written notice of the revocation or change:
 - (1) to the person who applied for the approval of the area; or
 - (2) if that person applied for that approval as an officer of an organization concerned with UA and no longer holds that office, to the person who now holds the office.

OD UAS 1.125 Airspace

- (a) A person operating a UA shall:
 - (1) unless operating in segregated airspace, not operate in airspace within 50 m, measured horizontally, of a person who has not given consent for the UA to operate over them;
 - (2) maintain observation of the surrounding airspace in which the aircraft is operating for other aircraft; and
 - (3) not operate the UA at any height above 120 m (400 ft) AGL except in accordance with paragraph (c).
- (b) Nothing in paragraph (a) requires a person to obtain consent from any person if operating:
 - 1) under the authority of an approved aviation organization; and
 - 2) in designated airspace used by that organization.
- (c) A person operating a UA more than 5 km from an aerodrome boundary and above 120 m (400 ft) AGL shall ensure that the operation remains within Uncontrolled Airspace and shall only do so if in



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possession of a relevant UAS Operations Authorization as specified in Subpart G of this Operational Directive.

OD UAS 1.130 Segregated Airspace

- (a) A person shall not operate a UA within segregated airspace unless the person has approval to do so from the BDCA.

OD UAS 1.135 Controlled Airspace

- (a) A person shall not operate a UA in controlled airspace without authorization from the BDCA and the ATC unit responsible for that airspace; and
- (b) A person shall not operate a UA in controlled airspace unless he or she:
 - (1) holds a relevant qualification for the use of an aeronautical radio;
 - (2) maintains a listening watch on a specified frequency or frequencies specified in the direction; and
 - (3) makes broadcasts on a specified frequency or frequencies and/or maintains other ways of communication requested by the ATC unit at the specified interval giving the specified information in the direction; or
 - (4) in the absence of an aeronautical radio, has a BDCA inspector present, who is responsible for the safe oversight of the operation
- (c) In paragraph (b), **relevant qualification** means any of the following qualifications:
 - (1) an aeronautical radio operator certificate;
 - (2) a remote pilot license [or flight crew license];
 - (3) an air traffic control license;
 - (4) a military qualification equivalent to a license mentioned in paragraph (c)(2) or (c) (3); or
 - (5) a flight service license.

specified frequency for particular airspace means a frequency specified from time to time in AIP or by ATC as a frequency for use in the airspace.

specified information for particular airspace means information specified from time to time in AIP or by ATC as information that must be broadcast in the airspace.

specified interval for particular airspace means the interval specified from time to time in AIP or by ATC as the interval at which broadcasts must be made while in that airspace.

- (d) The BDCA may direct, in regard to a particular UA or type of UA, that a person must not operate the UA, or a UA of that type, unless he or she:
 - (1) holds a relevant qualification for the use of an aeronautical radio; and
 - (2) maintains a listening watch on a specified frequency or frequencies specified in the direction; and
 - (3) makes broadcasts on a specified frequency or frequencies and/or maintains other ways of communication requested by the ATC unit at the specified interval giving the specified information in the direction.

OD UAS 1.140 Airspace Knowledge

- (a) A person to whom this article applies shall:



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- (1) ensure that before each flight, the person is aware of the airspace designation and any applicable airspace restrictions in place in the area of intended operation; or
- (2) conduct the operation under the direct supervision of a person who is aware of the airspace designation and any applicable airspace restrictions in place in the area of intended operation.

OD UAS 1.145 Aerodromes

- (a) A person shall not operate a UA on or within 5 km of—
 - (1) an uncontrolled aerodrome, unless:
 - (i) the operation is undertaken in accordance with an authorization from the BDCA whereby a BDCA inspector must oversee such operation; and
 - (ii) each remote pilot has a UA observer in attendance while the aircraft is in flight; and
 - (iii) the operator shall be authorized to conduct such operation in accordance with Subpart G to this Operational Directive; and
 - (2) a controlled aerodrome, unless it is operated in accordance with an operations authorization from the BDCA and in accordance with the requirements of Subpart G of this Operational Directive;
- (b) Paragraph (a) does not apply to an operation that is conducted:
 - (1) outside of the boundary of the aerodrome; and
 - (2) in airspace that is physically separated from the aerodrome by a barrier that is capable of arresting the flight of the UA.

OD UAS 1.150 Flight Restrictions

- (a) A person acting as a remote pilot in command shall not operate a UA within any area where flight restrictions may apply as designated through the issue of a Notice to Air Missions (NOTAM) or any Prohibited, Restricted or Danger Area Airspace published in the Belize AIPs.

OD UAS 1.155 Pre-flight Inspection

Prior to flight, the remote pilot in command must:

- (a) Assess the operating environment, considering risks to persons and property in the immediate vicinity both on the surface and in the air. This assessment must include:
 - (1) Local weather conditions;
 - (2) Local airspace and any flight restrictions;
 - (3) The location of persons and property on the surface; and
 - (4) Other ground hazards.
- (b) Ensure that all persons directly participating in the UA operation are informed about the operating conditions, emergency procedures, contingency procedures, roles and responsibilities, and potential hazards;
- (c) Ensure that all control links between ground control station and the UA are working properly;
- (d) If the UA is powered, ensure that there is enough available power for the UAS to operate for the intended operational time; and
- (e) Ensure that any object attached or carried by the UA is secure and does not adversely affect the flight



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characteristics or controllability of the aircraft.

OD UAS 1.160 Aircraft Mass Limits

- (a) A person shall not operate a UA with a gross mass of more than 25 kg (55 lbs) in the Open or Specific Categories, unless authorized to do so in accordance with Subpart G of this Operational Directive.
- (b) UA weighing more than 15 kg requires inspection and approval from the BDCA.

OD UAS 1.165 Carriage of Dangerous Goods

- (a) A person operating a UA in the territory of Belize shall not carry dangerous goods. For the purposes of this article, the term 'dangerous goods' is defined in BCAR 18.

OD UAS 1.170 Dropping of Articles

- (a) A person operating a UA in the territory of Belize, shall not drop any object from the UA while in flight.

OD UAS 1.175 Medical Requirements

- (a) No person shall manipulate the flight controls of a UAS or act as a remote pilot in command, visual observer, or direct participant in the operation of the UAS if he or she knows or has reason to know that he or she has a physical or mental condition that would interfere with the safe operation of the UAS.
- (b) No person shall manipulate the flight controls of a UAS or act as a remote pilot in command, visual observer, or direct participant in the operation of a UAS unless in possession of a valid medical assessment certified by a licensed medical practitioner, demonstrating adequate vision and hearing.

OD UAS 1.180 Alcohol or Drugs

- (a) No person shall act as a remote pilot or a UA observer
 - (1) while under the influence of alcohol; or
 - (2) while using any drug that impairs the person's faculties to the extent that aviation safety or the safety of any person is endangered or likely to be endangered.
- (b) Committing any act prohibited by OD UAS 1.180(a) is grounds for:
 - (1) Denial of an application for a remote pilot certificate of competence for a period of up to 2 years; and
 - (2) Suspension or revocation of a remote pilot certificate of competence and or operations authorization
 - (3) A civil penalty in accordance with OD UAS 1.013.

OD UAS 1.185 Approved Aviation Organization (AAO)

(See Appendix 1 to OD UAS 1.185) (See Attachment A and Attachment B)



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- (a) In this section, an approved aviation organization (AAO) means a person or organization having appropriate expertise in the design, construction or operation of a UA, or appropriate knowledge of airspace designations and restrictions, and who has been approved by the BDCA to perform one or more of the following specified functions:
- (1) ground and practical training for the issuance of a remote pilot qualification;
 - (2) provide training to persons intending to give instruction to operators of UA;

OD UAS 1.190 Operating Limitations

A remote pilot in command and the person manipulating the flight controls of the Unmanned Aircraft must comply with all of the following operating limitations when operating an UAS:

- (a) The groundspeed of the Unmanned Aircraft may not exceed 87 knots (100 miles per hour).
- (b) The altitude of the Unmanned Aircraft cannot be higher than 400 feet above ground level, unless the Unmanned Aircraft:
 - (1) Is flown within a 400-foot radius of a structure; and
 - (2) Does not fly higher than 400 feet above the structure's immediate uppermost limit.
- (c) The minimum flight visibility, as observed from the location of the control station must be no less than 3 statute miles. For purposes of this section, flight visibility means the average slant distance from the control station at which prominent unlighted objects may be seen and identified by day and prominent lighted objects may be seen and identified by night.
- (d) The minimum distance of the Unmanned Aircraft from clouds must be no less than:
 - (1) 500 feet below the cloud; and
 - (2) 2,000 feet horizontally from the cloud



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Appendix 1 to OD UAS 1.185 Accreditation of Entities Intending to Provide Remote Pilot Assessment and Practical Competency Training.

General Statement

- (a) An entity intending to be recognized by the BDCA for the provision of remote pilot assessment and practical competency training shall declare to the BDCA that it meets the following requirements using the declaration form in Attachment A to this Operational Directive.
- (b) The UAS operator intending to conduct remote pilot evaluation and practical skill training shall declare to the BDCA that it meets the following requirements using the declaration form in Attachment B to this Operational Directive.
- (c) By signing the declaration, the entity recognized by the BDCA or the UAS operator acknowledges that their organization will at all times be subject to continuous supervision by the BDCA, including any unplanned audits or inspections.

Requirements:

Prevention of conflicts of interest

- (a) The entity recognized by the BDCA or the UAS operator shall ensure a clear separation between the examinations and any other operational activities to ensure the independence of the assessment.

Professional competence

- (a) The UAS entity or operator recognized by the BDCA will have the capacity to adequately carry out the technical and administrative activities related to the entire training and examination process, including the adequacy of personnel and the use of facilities and equipment suitable for the task.
- (b) The entity recognized by the BDCA or the UAS operator will have an accountable manager, with the responsibility of guaranteeing that all tasks are carried out in accordance with the information and procedures indicated in the provisions of OD UAS.

Instruction and evaluation

- (a) The instructor(s) responsible for practical skills training and practical skills examiners:
 - (1) have the necessary competence to carry out these tasks;
 - (2) will be impartial and will not participate in the evaluations if they consider that their objectivity may be affected;
 - (3) have a sound training experience in theoretical and practical knowledge, and a satisfactory understanding of the requirements for the practical skills assessment tasks they carry out, as well as adequate experience of those processes;
 - (4) have the ability to manage statements, records and reports demonstrating that relevant assessments of practical skills have been carried out and to draw conclusions from such assessments; and
 - (5) shall not disclose any information provided by the operator or remote pilot to any person other than the BDCA at its request.
- (b) Practical training and evaluation site(s) shall be conducted in an environment representative of the conditions of the intended operation.
- (c) The entity recognized by the BDCA or the UAS operator shall produce an assessment report after completing the practical skills assessment, which shall:



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- (1) include at a minimum:
 - (i) the personal identification data of the Remote student pilot;
 - (ii) the identity of the examiner responsible for the practical competency assessment;
 - (iii) identification of the category and approvals for which the practical competency assessment has been carried out;
 - (iv) performance marks for each action taken by the remote student pilot;
 - (v) a general assessment of the practical skills included in the remote pilot trainee competencies;
 - (vi) information on the practical assessment of competencies, providing guidance on areas for improvement, where appropriate;
- (2) be duly signed and dated by the examiner responsible for the practical skills assessment upon completion;
- (3) be registered and made available to the BDCA for inspection upon request.
- (d) The entity recognized by the BDCA or the UAS operator will provide the remote student pilot with an accreditation of the completion of practical skills training if the evaluation report concludes that the remote student pilot has achieved a satisfactory level of practical skills.
- (e) The issuance of the accreditation of completion of (d) will be notified to the BDCA, including the identification data of the remote pilot student, UAS operations covered, the date of issue and the identification data of the entity recognized by the BDCA or the UAS operator that issues it.

Training Elements

- (a) The entity recognized by the BDCA or the UAS operator shall include in its operations manual a specific section covering the elements of training, including the following:
 - (1) the designated instructor(s) and examiners conducting practical skills training and assessment, in particular:
 - (i) description of the competence of the corresponding personnel;
 - (ii) the roles and responsibilities of staff; and
 - (iii) an organization chart showing the associated chains of responsibility;
 - (2) the procedures and processes used for practical competency training and assessment, including the training program covering practical competency relevant to the intended UAS operation;
 - (3) a description of the UAS and any other equipment, tools and environment used for training and assessment of practical skills; and
 - (4) A template for the evaluation report.



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Subpart E OPEN CATEGORY OPERATIONS

OD UAS 1.195 Applicability

- (a) This subpart applies to a person who operates a UA under the 'Open category'.

OD UAS 1.200 Open Category of Operations

- (a) The Open category covers operations that present a low risk to third parties.
- (b) Open category operations are bounded by three main factors:
- (1) The maximum take-off mass/flying weight of the UA must be less than 25 kg; (further limitations may apply in accordance with OD UAS 1.160)
 - (2) The UA must be operated within VLOS in accordance with OD UAS 1.75 and never over large assemblies of people;
 - (3) The UA must not be flown greater than an altitude of 400 ft (120 m) from the closest point on the surface of the earth.

Note: All three of these factors must apply for an Open Category Operation. The BDCA reserves the right to conduct relevant risk analyses in determining whether an operation shall be carried out in the Open Category, or under the Specific Category.

OD UAS 1.205 Requirement for a Remote Pilot Certificate of Competence in the Open Category

(See Appendix 1 to OD UAS 1.205)

- (a) A Remote Pilot Certificate of Competence in the Open Category issued by the BDCA, is required for the operation of UA weighing more than 250g (Micro UAS), under the provisions of OD UAS Subpart E.

OD UAS 1.210 Notice to Holder of Remote Pilot Certificate to Show Cause

- (a) The BDCA may give a show cause notice to the holder of a remote pilot certificate of competence if there are reasonable grounds for believing that there are facts or circumstances that would justify the cancellation of the certificate.
- (b) A show cause notice shall:
- (1) tell the holder of the certificate of the facts and circumstances that, in the BDCA's opinion, would justify the cancellation of the certificate; and
 - (2) invite the holder of the certificate to show in writing, within a reasonable time stated in



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the notice, why the certificate should not be canceled.

- (c) A show cause notice may state that the certificate is suspended if the BDCA reasonably considers that there may be a serious risk to the safety of air navigation if the certificate were not suspended.
- (d) If a show cause notice states that the certificate is suspended, the certificate is suspended from when the notice is given to the holder.
- (e) The BDCA may, at any time, revoke the suspension.
- (f) If the approval is suspended and the BDCA has not dealt with it under OD UAS 1.215 within 90 days after the day it is suspended, the suspension lapses at the end of that period.

OD UAS 1.215 Cancellation of Remote Pilot Certificate

- (a) The BDCA may cancel a remote pilot certificate by written notice to the holder of the certificate, if:
 - (1) The holder of the remote pilot certificate issued under this subpart voluntarily surrenders it for cancellation.
 - (2) the BDCA has given to the holder a show cause notice under OD UAS 1.210 in relation to it;
 - (3) the BDCA has taken into account any representations made, within the period stated in the notice, by or on behalf of the holder; and
 - (4) there are reasonable grounds for believing that the holder:
 - (i) has operated a UA in contravention of this Operational Directive or of a condition of the certificate; or
 - (ii) has operated the UA negligently or carelessly; or
 - (iii) in operating the UA, has recklessly endangered human life or property.
- (b) If the BDCA has given a show cause notice under OD UAS 1.210 to the holder of a remote pilot certificate and the BDCA decides not to cancel the certificate, the BDCA:
 - (1) shall tell the holder in writing of the decision; and
 - (2) shall, if the holder's certificate is suspended under that article, revoke the suspension.



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Appendix 1 to OD UAS 1.205 - Remote Pilot Certificate of Competence for operations in the Open Category

- (a) The issuance of a remote pilot certificate of competence for operations in the open category is subject to completion of the BDCA approved theoretical module and satisfactorily passed the knowledge assessment issued by the BDCA or its designate.
- (b) The remote pilot Flyer ID, issued by the BDCA or any competent authority designated by the BDCA, shall have the following format:

NNN-RP-xxxxxxx

Where

- (1) 'NNN' is the ISO 3166 alpha-3 code of the issuing State.
- (2) 'RP' is a fixed field meaning 'remote pilot'; and
- (3) 'xxxxxxx' is 8 alphanumeric characters (lower case only) defined by the BDCA or any competent authority designated by the BDCA.

Example: **BLZ – RP – 12ab34cd**

- (c) The Remote Pilot Certificate of Competence shall be valid for two (2) years
- (d) The revalidation of the RP Certificate of competence, shall be subject to:
 - (1) The completion of a knowledge assessment that addresses the theoretical knowledge subjects defined in Appendix 1 to OD UAS 1.65 given by the BDCA or by an entity designated by the BDCA.



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Subpart F SPECIFIC CATEGORY OPERATIONS

OD UAS 1.220 Applicability

- (a) This subpart applies to the following:
 - (1) a person who operates a UA authorized under the 'Specific' category; and
 - (2) a person who operates a UA in accordance with Subpart E and who is required to apply for a UAS operations authorization.

OD UAS 1.225 Requirement for a UAS Operations Authorization

- (a) A person shall not operate a UA under this Subpart, except under the authority of and in accordance with the terms of a valid UAS operations authorization issued by the BDCA.

OD UAS 1.230 Specific Category Operations

- (a) *Remote Pilot requirements.* To conduct operations in the specific category, a remote pilot shall hold a remote pilot certificate of competence for operations conducted under the specific category.
- (b) *Eligibility.* To be qualified to conduct operations in the specific category, the UAS shall:
 - (1) be designed, produced, or modified such that it does not contain any safety defects identified by the BDCA;
 - (2) have current remote pilot operating instructions that apply to the operation of the UAS. The person who designed, produced, or modified the UAS shall make available the instructions upon sale, transfer, or use of the UA by someone other than the person who designed, produced, or modified the UAS. Such instructions shall address, at a minimum:
 - (i) a system description that includes the required UAS components, any system limitations, and the declared category or categories of operation;
 - (ii) modifications that will not change the ability of the UAS to meet the requirements for the category or categories of operation the UAS is eligible to conduct; and
 - (iii) instructions that explain how to verify and change the mode or configuration of the UA, if they are variable;
 - (3) have a current UAS registration number in accordance with OD UAS 1.15.

OD UAS 1.235 Requirement for a Remote Pilot Certificate of Competence in the Specific Category
(See Appendix 1 to OD UAS 1.235)

- (a) A Remote Pilot Certificate of Competence in the Specific Category issued by the BDCA, is required for operations under the provisions of OD UAS Subpart F and Subpart G.



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OD UAS 1.240 Authorization to Operate an Unmanned Aircraft in the Specific Category

- (a) Before operating a UA in the specific category, a person shall apply for a UAS operations authorization.
- (b) A person in (a) shall apply by:
 - (1) submitting an application to the BDCA in accordance with OD UAS 1.245; and
 - (2) pay the appropriate fee.

OD UAS 1.245 Application for a UAS Operations Authorization

- (a) An applicant for a UAS operations authorization shall provide the BDCA with a completed application form BDCA-FORM-UAS-003 along with a risk assessment of the type of operation.
- (b) Risk assessments may not be required in instances where a Predetermined Risk assessments has been established by the BDCA. (See Attachment C)

OD UAS 1.250 Issuance of UAS Operations Authorization

- (a) The BDCA may issue a UAS operations authorization, to a person who has applied under OD UAS 1.245.
- (b) When issuing a UAS operations authorization under paragraph (a), the BDCA may:
 - (1) impose requirements on the UAS and may specify procedures to be followed by the operator of any UA that are operated under the authority of the UAS operations authorization;
 - (2) specify any additional conditions that the BDCA considers necessary in the interest of aviation safety; and
 - (3) after considering the type of UA to be used, determine that any UA to be operated under the UAS operations authorization shall display the registration number in accordance with the associated Certificate of Registration.

OD UAS 1.255 UAS Operations Authorization

- (a) If the BDCA issues a UAS Operations Authorization under OD UAS 1.250, a letter shall be issued with an operations authorization containing the details described in paragraph (b).
- (b) The UAS Operations Authorization shall include:
 - (1) details of the physical location of the certificate holder's principal address;
 - (2) a list of any business names under which the certificate holder is approved to operate;
 - (3) the privileges and operations that the operator is permitted to perform, including:
 - (i) the number, type and description, of every UA that is authorized for use; and
 - (ii) any exemption issued from any requirement of this or any other Part; and
 - (iii) any additional condition that the BDCA determines is necessary in the interest of aviation safety.

OD UAS 1.260 Intentionally Left Blank



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OD UAS 1.265 Validity Period of UAS operations Authorization

- (a) When issuing or renewing a UAS Operations Authorization under this Subpart, the BDCA shall specify a date on which the UAS operator authorization shall expire.
- (b) The BDCA shall not specify a date under paragraph (a) for a UAS Operations Authorization that is later than 2 years after the date on which the authorization was issued.

OD UAS 1.270 Conditions for Operation for a UAS Operations Authorization

- (a) A holder of a UAS operations authorization shall comply with:
 - (1) Subpart D, to the extent the requirements of Subpart D are consistent with the operations specified in the UAS operations authorization;
 - (2) the conditions imposed by the BDCA on the authorization; and
 - (3) the application requirements of OD UAS 1.245.
- (b) The authorization holder is responsible for ensuring that any personnel involved in an operation conducted under the authority of the UAS operations authorization are notified of and comply with the requirements of paragraph (a).

OD UAS 1.275 Changes to Application

- (a) Each holder of a UAS operations authorization shall:
 - (1) ensure that the application is amended:
 - (i) so that it remains a current description of the authorized operation;
 - (ii) to ensure continued compliance with Belize Civil Aviation Operational Directive, OD- UAS
- (b) If a holder of a UAS operations authorization proposes to change any of the following, prior acceptance by the BDCA is required:
 - (1) the identification of any person who is to have or is likely to have control over the exercise of the privileges under the operations authorization; and
 - (2) the identification of locations from which the operations authorization holder conducts UA operations.

OD UAS 1.280 Renewal of Operations Authorization

- (a) A holder of a valid UAS Operations Authorization who wishes to continue to exercise the privileges of the authorization beyond its date of expiration shall apply for the renewal of the UAS operations Authorization by completing the application in accordance with OD UAS 1.245.



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OD UAS 1.285 Record Retention of UAS Operations Authorization

- (a) Each holder of a UAS Operations Authorization shall maintain:
 - (1) A record containing the names of the remote pilots and other crew members involved in each flight, in respect of the system, the time of each flight or series of flights; and
 - (2) A record containing maintenance action, modification or repair performed on the system, including:
 - (i) name of person performing the work;
 - (ii) the dates work was performed;
 - (iii) in the case of modification, the manufacturer, model and description of parts or equipment modifying the system; and
 - (iv) if applicable, any instruction provided to complete the work.
- (b) Each owner of a UAS who transfers ownership to another person shall, at the time of transfer, deliver to that person all records referred to in paragraph (a)(2).
- (c) Each owner of a UAS shall ensure that the records referred to in subsection (a)(1) and (a)(2)
 - (1) are made available to the BDCA on request and are retained for a period of:
 - (i) for the records referred to in paragraph (a)(1), 12 months after the day they are created;
 - (ii) for records referred to in paragraph (a)(2), 24 months after the day they are created.

OD UAS 1.290 Notice to Authorized UAS Operator to Show Cause

- (a) The BDCA may give a show cause notice to an authorized UAS operator if there are reasonable grounds for believing that there are facts or circumstances that would justify the cancellation of the authorization.
- (b) A show cause notice shall:
 - (1) tell the holder of the facts and circumstances that, in the BDCA's opinion, would justify the cancellation of the operations authorization; and
 - (2) invite the operator to show in writing, within a reasonable time stated in the notice, why the operations authorization should not be cancelled.
- (c) A show cause notice may state that the operations authorization is suspended if the BDCA reasonably considers that there may be a serious risk to the safety of air navigation if the authorization were not suspended.
- (d) If a show cause notice states that the operations authorization is suspended, the authorization is suspended from when the notice is given to the holder.
- (e) The BDCA may at any time revoke the suspension.

OD UAS 1.295 Cancellation of UAS Operations Authorization

- (a) The BDCA may cancel a UAS Operations Authorization by written notice to the operator, if:



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- (1) the BDCA has given to the operator a show cause notice under OD UAS 1.290 in relation to it;
- (2) the BDCA has taken into account any representations made, within the period stated in the notice, by or on behalf of the operator; and
- (3) there are reasonable grounds for believing that:
 - (i) the operator has operated a UA in contravention of this Operational Directive or of a condition of the authorization; or
 - (ii) a person engaged or employed by the operator has operated a UA negligently or carelessly; or
 - (iii) a person engaged or employed by the operator, in operating a UA, has recklessly endangered human life or property.
- (b) If the BDCA has given a show cause notice under OD UAS 1.290 to a certified UAS operator and determines to revoke the show cause notice:
 - (1) the operator will receive notification in writing of the decision; and
 - (2) shall, if the operator's authorization is suspended under that article, revoke the suspension.

OD UAS 1.300 Compliance with UAS Operator's Practices and Procedures

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

OD UAS 1.305 Safety Management System

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



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Appendix 1 to OD UAS 1.235 Remote Pilot Certificate of Competence for operations in the Specific Category and Special UAS Operations

- (a) The issuance of a remote pilot certificate of competence for operations in the specific category is subject to proof of completion of the BDCA approved theoretical module and satisfactorily passed the knowledge assessment issued by the BDCA.
- (b) The remote pilot Flyer ID, issued by the BDCA or any competent authority designated by the BDCA, shall have the following format:

NNN-RP-xxxxxxx

Where

- (1) 'NNN' is the ISO 3166 alpha-3 code of the issuing State.
- (2) 'RP' is a fixed field meaning 'remote pilot'; and
- (3) 'xxxxxxx' is 8 alphanumeric characters (lower case only) defined by the BDCA or any competent authority designated by the BDCA.

Example: **BLZ – RP – 12ab34cd**

- (c) The Remote Pilot Certificate of Competence shall be valid for 2 years
- (d) The revalidation of the RP Certificate of Competence, shall be subject to:
 - (1) The completion of a knowledge assessment that addresses the theoretical knowledge subjects defined in Appendix 1 to OD UAS 1.65 given by the BDCA or by an entity designated by the BDCA.



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Subpart G SPECIAL UAS OPERATIONS

OD UAS 1.310 General Provisions

- (a) No person shall conduct any of the following operations using a UAS that includes a UA having a maximum take-off weight of 250 g (0.55 lbs) or more unless the person complies with the provisions of a Special UAS Operations Authorization issued by the BDCA under OD UAS 1.310:
- (1) The operation of a system that includes a UA having a maximum take-off weight of more than 25 kg (55 pounds);
 - (2) The operation of a system beyond visual line-of-sight (BVLOS).
 - (3) The operation of a system by a foreign operator or pilot who has been authorized to operate RPAS/ UAS by a foreign state;
 - (4) The operation of a UA at an altitude greater than those referred to in OD UAS 1.70 (a) (2)
 - (5) The operation of more than one UA at a time from a single control station,
 - (6) The operation of UA at night,
 - (7) The operation of a UA at a special event or at an advertised event;
 - (8) The operation of a UA used for the transport of regular goods;
 - (9) The operation of a UA within three nautical miles of an aerodrome; and
 - (10) Any other operation of a UA for which the Director of Civil Aviation determines that a Special UAS Operations Authorization is necessary to ensure aviation safety or the safety of any person.

OD UAS 1.315 Application for Special UAS Operations Authorization

- (a) A person who proposes to operate a UA for any operation set out in OD UAS 1.310 shall apply to the BDCA for a Special UAS Operations Authorization with regard to that operation by submitting the following information to the BDCA at least 15 working days before the date of intended operations.
- (1) Application form BDCA-FORM-UAS-003,
 - (2) a detailed plan describing how the operation is to be carried out;
 - (3) any additional information requested by the BDCA pertinent to the safe conduct of the operation.

OD UAS 1.320 Issuance of Special UAS Operations Authorization

- (a) The BDCA shall, on receipt of an application submitted in accordance with OD UAS 1.315, issue a Special UAS Operations Authorization if the applicant demonstrates to the BDCA, the ability to perform the operation without adversely affecting aviation safety or safety of any person.
- (b) When issuing a Special UAS authorization under paragraph (a), the BDCA may:
- (1) impose requirements on the UAS and may specify procedures to be followed by the operator of any UA that are operated under the authority of the Special UAS operations authorization;
 - (2) specify any additional conditions that the BDCA considers necessary in the interest of aviation safety; and
 - (3) after considering the type of UA to be used, determine that any UA to be operated under the Special UAS operations authorization shall display the registration number in accordance



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with the associated Certificate of Registration.

OD UAS 1.325 Special UAS Operations Authorization

- (a) If the BDCA issues a UAS Operations Authorization under OD UAS 1.320, the document shall contain the details described in OD UAS 1.255 (b).

OD UAS 1.330 Intentionally Left Blank

OD UAS 1.335 Validity Period of a Special UAS operations Authorization

- (a) When issuing or renewing a Special UAS Operations Authorization under this Subpart, the BDCA shall specify a date on which the authorization shall expire.
- (b) The BDCA shall not specify a date under paragraph (a) for a Special UAS Operations Authorization that is later than 2 years after the date on which the authorization was issued.

OD UAS 1.340 Conditions of Operation for a Special UAS Operations Authorization

- (a) A holder of a Special UAS operations authorization shall comply with:
 - (1) Subpart D, to the extent the requirements of Subpart D are consistent with the operations specified in the special UAS operations authorization;
 - (2) the conditions imposed by the BDCA on authorization; and
 - (3) the application requirements of article OD UAS 1.315.
- (b) The authorization holder is responsible for ensuring that any personnel involved in an operation conducted under the authority of the Special UAS operations authorization are notified of and comply with the requirements of paragraph (a).

OD UAS 1.345 Changes to Application

- (a) Each holder of a Special UAS operations authorization shall:
 - (1) ensure that the application is amended:
 - (i) so that it remains a current description of the authorized operation;
 - (ii) to ensure continued compliance with Belize Civil Aviation Operational Directive, OD- UAS
- (b) If a holder of a special UAS operations authorization proposes to change any of the following, prior acceptance by the BDCA is required:
 - (1) the identification of any person who is to have or is likely to have control over the exercise of the privileges under the operations authorization; and
 - (2) the identification of locations from which the operations authorization holder conducts UA



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operations.

OD UAS 1.350 Renewal of a Special UAS Operations Authorization

- (a) A holder of a valid Special UAS Operations Authorization who wishes to continue to exercise the privileges of the authorization beyond its date of expiration shall apply for the renewal of the UAS operations Authorization by completing the application in accordance with OD UAS 1.315.

OD UAS 1.355 Record Retention of UAS Operations Authorization

- (a) Each holder of a Special UAS Operations Authorization shall maintain:
- (1) A record containing the names of the remote pilots and other crew members involved in each flight, in respect of the system, the time of each flight or series of flights; and
 - (2) A record containing maintenance action, modification or repair performed on the system, including:
 - (i) name of person performing the work;
 - (ii) the dates work was performed;
 - (iii) in the case of modification, the manufacturer, model and description of parts or equipment modifying the system; and
 - (iv) if applicable, any instruction provided to complete the work.
- (b) Each owner of a UAS who transfers ownership to another person shall, at the time of transfer, deliver to that person all records referred to in paragraph (a)(2).
- (c) Each owner of a UAS shall ensure that the records referred to in subsection (a)(1) and (a)(2)
- (1) are made available to the BDCA on request and are retained for a period of:
 - (i) for the records referred to in paragraph (a)(1), 12 months after the day they are created;
 - (ii) for records referred to in paragraph (a)(2), 24 months after the day they are created.

OD UAS 1.360 Notice to Authorized UAS Operator to Show Cause

- (a) The BDCA may give a show cause notice to an authorized UAS operator if there are reasonable grounds for believing that there are facts or circumstances that would justify the cancellation of the authorization.
- (b) A show cause notice shall:
- (1) tell the holder of the facts and circumstances that, in the BDCA's opinion, would justify the cancellation of the authorization; and
 - (2) invite the operator to show in writing, within a reasonable time stated in the notice, why the authorization should not be cancelled.
- (c) A show cause notice may state that the authorization is suspended if the BDCA reasonably considers that there may be a serious risk to the safety of air navigation if the authorization were not suspended.
- (d) If a show cause notice states that the authorization is suspended, the authorization is



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suspended from when the notice is given to the holder.

- (e) The BDCA may at any time revoke the suspension.

OD UAS 1.365 Cancellation of a Special UAS Operations Authorization

- (a) The BDCA may cancel a Special UAS Operations Authorization by written notice to the operator, if:
- (1) the BDCA has given to the operator a show cause notice under regulation OD UAS 1.360 in relation to it;
 - (2) the BDCA has taken into account any representations made, within the period stated in the notice, by or on behalf of the operator; and
 - (3) there are reasonable grounds for believing that:
 - (i) the operator has operated a UA in contravention of these Regulations or of a condition of the authorization; or
 - (ii) a person engaged or employed by the operator has operated a UA negligently or carelessly; or
 - (iii) a person engaged or employed by the operator, in operating a UA, has recklessly endangered human life or property.
- (b) If the BDCA has given a show cause notice under regulation OD UAS 1.360 to a certified UAS operator and determines to revoke the show cause notice:
- (1) the operator will receive notification in writing of the decision; and
 - (2) shall, if the operator's authorization is suspended under that regulation, revoke the suspension.

OD UAS 1.370 Compliance with UAS Operator's Practices and Procedures

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

OD UAS 1.375 Safety Management System

- (a) The Director of Civil Aviation may require that the UAS operator have a system for safety management that includes:
- (1) a safety policy on which the system for safety management is based;
 - (2) a process for risk management that identifies hazards to aviation safety and that evaluates and manages the associated risks;
 - (3) safety assurance measures that ensure:
 - (i) hazards, incidents and accidents are internally reported and analyzed and action is taken to prevent recurrence;
 - (ii) goals for the improvement of aviation safety are set and the attainment of these goals are measured;
 - (iii) there is a safety management program that includes conducting internal audits and regular reviews of the system for safety management; and



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- (4) training that ensures personnel are competent to fulfill their safety responsibilities.
- (b) The operator shall document all processes required to establish and maintain the system for safety management.

The operator's system for safety management shall be commensurate with the size of the organization, the nature and complexity of the activities undertaken by the operator, and the hazards and associated risks inherent in the activities undertaken by the operator.

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Subpart H CERTIFIED CATEGORY OPERATIONS

OD UAS 1.380 The Certified Category

- (a) Operations shall be classified as 'certified category' when the operation is carried out under any of the following conditions:
 - (1) Involves the transportation of people using UA.
 - (2) Involves the use of UA in international operations.
- (b) In addition to (a) above, UAS operations shall be classified as 'certified category' when the BDCA considers, through the use of a risk analysis method, that the risk of the operation cannot be adequately mitigated without a UAS airworthiness certification and a remote pilot's license.
- (c) Provisions relevant to the conduct of UAS operations in the Certified Category shall be established in the Belize Civil Aviation Regulation, BCAR OPS 4, International Operations – Remotely Piloted Aircraft Systems

ATTACHMENTS

Attachment A – ATO Statement

	DECLARATION
<p>of the entity that seeks to be recognized by the Belize Department of Civil Aviation to provide practical training and evaluation of remote pilots.</p>	
<p>Data protection: The personal data included in this declaration will be processed by the BDCA, respecting the protection of natural persons with regard to the processing of personal data and the circulation of said data.</p> <p>It will be used solely for the purposes of performance, management and monitoring of supervision activities in accordance with the Belize UAS Regulation.</p>	
<p>If you need more information about the processing of your personal data or wish to exercise your rights (for example, to access or rectify inaccurate or incomplete data), contact the BDCA immediately.</p> <p>The applicant has the right to submit a claim regarding the processing of personal data to the national data protection supervisory authority at any time.</p>	
Name of Organization:	
Name and surname, telephone number and email address of the responsible person	Name: Tel #: Email:
<p>I hereby declare that:</p> <p>I meet the requirements defined in Appendix 1 to OD UAS 1.185; and that when operating a UAS in the context of training activities for the open or specific category, I will comply with all applicable provisions of OD UAS including the requirements for operations.</p>	
Name:	Date: Signature:




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Attachment B – UAS Operator Statement

	DECLARATION	
	of UAS Operator intending to conduct practical training and evaluation of remote pilots	
<p>Data protection: The personal data included in this declaration will be processed by the BDCA, respecting the protection of natural persons with regard to the processing of personal data and the circulation of said data.</p>		
<p>It will be used solely for the purposes of performance, management and monitoring of supervision activities in accordance with the Belize UAS Regulation.</p>		
<p>If you need more information about the processing of your personal data or wish to exercise your rights (for example, to access or rectify inaccurate or incomplete data), contact the BDCA immediately.</p>		
<p>The applicant has the right to submit a claim regarding the processing of personal data to the national data protection supervisory authority at any time.</p>		
Operator ID:		
Operator Name:		
Name and surname, telephone number and email address of the responsible person	Name: Tel #: Email:	
<p>I hereby declare that:</p> <p>The operator meets the requirements defined in Appendix 1 to OD UAS 1.185 of OD UAS; and when operating a UAS in the context of training activities, the operator complies with all applicable provisions of OD UAS, including the requirements applicable to UAS operations.</p>		
Name:	Date:	Signature:



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Attachment C – Pre-Defined Risk Assessments (PDRA)

- (a) The BDCA, in coordination with interested parties in the UAS sector, may develop and publish predefined risk assessments for operations in the specific category, using the methodology for specific risk assessments of operations (SORA).
- (b) The BDCA may also recognize PDRAs published by other competent aviation authorities.
- (c) The purpose of a Pre-Defined Risk Assessment is to reduce the volume of evidence or safety mitigation required to be presented by a UAS operator.
- (d) PDRAs are developed around simple, repeatable and high-volume types of UAS operation where the safety mitigations can be easily identified (and largely rely on a 'known' level of remote pilot competence). They result in an UAS operations authorization that is in a standardized format and with pre-defined operational limitations.
- (e) Individual BDCA PDRA documents are listed in the following pages.




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	<p>BDCA-PDRA-001</p> <p>PRE-DEFINED RISK ASSESSMENT</p> <p><u>AGRICULTURAL VLOS FLIGHTS WITHOUT NOTAM OVER NON-POPULATED AREA</u></p>
<p>WHAT?</p>	<p>This PDRA applies to Agricultural UAS Operations with the following characteristics:</p> <ul style="list-style-type: none"> - UA with maximum characteristic dimensions (between rotors for multicopters, wingspan for fixed wing) of up to 3m and MTOM of above 25kg. - Operated in VLOS - Over non-populated areas (i.e fields or farms) - In segregated airspace (without NOTAM)
<p>OPERATIONAL CHARACTERISATION</p>	<ul style="list-style-type: none"> - Autonomous operations may be conducted only if the remote pilot has the ability to immediately control the UA in the case of a lost link or malfunction. - The remote pilot may only operate one UA at a time - The remote pilot does not operate from a moving vehicle - Handover between Remote Pilot Stations is not authorized. - Launch and Recovery are conducted within VLOS of the remote pilot - UA is not operated more than 500m away from the remote pilot or UA observer. - Overflown areas are restricted to work areas. - Maximum characteristic dimension is 3m - Take-off mass (including payload) of up to 100 kg - The maximum height of the operational volume is not greater than 50 ft above the overflown surface - Operated in segregated airspace - UA not to be used to drop material or dangerous goods other than items in connection with agricultural, horticultural or forestry activities in which the carriage of the items do not contravene any other applicable regulations.



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OPERATIONAL MITIGATIONS	<ul style="list-style-type: none"> - A ground risk buffer is to be established to protect third parties on the ground. - An evaluation of the area of operations by means of an onsite inspection should be conducted to determine that the area is non populated. The procedure should be included in the Operations Manual. - An air risk buffer is defined by limiting operations to 50 ft above the overflown surface.
OPERATOR PROVISIONS	<ul style="list-style-type: none"> - The UAS operator should have knowledge of the UA to be used - The UAS operator should develop relevant procedures including operational procedures, maintenance procedures, training, responsibilities and duties. - The remote pilot (s) should be competent and authorized by the BDCA to carry out the intended operations. - The UAS maintenance instructions should be defined by the UAS operator, at least covering the UAS manufacturer's instructions. - Maintenance staff should be competent and have authorization from the UAS operator to carry out maintenance. - Maintenance staff should have maintenance instructions readily available when conducting maintenance duties.
OPERATIONAL RISK CLASSIFICATION	- 2D
DOCUMENTS TO BE INCLUDED IN APPLICATION.	<p>Operations Manual</p> <p>Copy of Remote Pilot Certificate of Competence – Specific Category</p> <p>Endorsement Letter from the Ministry of Agriculture</p> <p>Valid Pesticide Control Board License</p> <p>Copy of Valid ID</p>



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