

Aviation Journal

Channel Islands Director of Civil Aviation

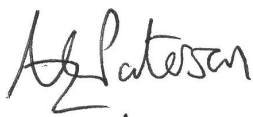
This document is a reference for aviation stakeholders and the wider community in the Channel Islands¹. It also serves as the vehicle for publication where under any law the DCA is required or has the power to publish requirements, notices, directions and other instruments.

This document is arranged into chapters and paragraphs, each having a unique reference. Where quoting externally, the suggested reference style is: AJ 3-2.2 (by way of example, referencing a provision on flight crew licensing). The document is intended to be used electronically as a single PDF file; hence there are no blank facing pages and any printed copy should be treated as uncontrolled.

The Aviation Journal is updated monthly and is re-issued in its entirety on each occasion as a single PDF file. Updates will normally be published on the second Friday of each month, with updates numbered in the format: 1601 (where the first two digits denote the year of publication and the second two the sequential number). Any additional or irregularly dated updates will carry the letter “S” as a suffix to draw attention to that fact. Particular reference should be made to the Gazette in Chapter 4.

Current Edition

This is edition 1710 of the document, published October 13th, 2017. Readers can verify the current edition at www.gov.gg/dca or www.cidca.aero.



A. C. Paterson
Director of Civil Aviation for Jersey and for Guernsey
October 13th, 2017

¹ The term ‘Channel Islands’ is used as a collective description of the Bailiwick of Guernsey (including Alderney and Sark) and the Bailiwick of Jersey.

Preamble

Notice of Amendment

This is Edition 1710 of the Aviation Journal. The changes from the previous edition are as follows:

1. Updates to the lists of permits.
2. General administrative updates and corrections.
3. Exemption put in place to allow the emergency services to use SUA in life-threatening situations.

Glossary

2-REG	Aircraft Registry of Guernsey
AAIB	United Kingdom Air Accidents Investigation Branch
ANAC	Brasil Agência Nacional de Aviação Civil
ANSP	Air Navigation Service Provider
AOC	Air Operator Certificate
ATS	Air Traffic Services
ATP/ATPL	Air(line) Transport Pilot Licence
CAA	United Kingdom Civil Aviation Authority
CAAi	CAA International (the corporate arm of the UK CAA)
CAT	Commercial Air Transport
CIA	Channel Islands Airspace (a collective term for the CTR and TMA)
CNS	Communications, Navigation and Surveillance
CTR	Control Zone
DCA	Director of Civil Aviation (for the Bailiwicks of Jersey and Guernsey unless otherwise specified)
DfT	United Kingdom Department for Transport
EASA	European Aviation Safety Agency
ECCAIRS	European Co-ordination Centre for Accident and Incident Reporting Systems
EU	European Union
FAA	United States Federal Aviation Administration
GAC	Guernsey Aviation Circular
GAR	Guernsey Aviation Requirements
ICAO	International Civil Aviation Organization
JAR	Jersey Aircraft Registry

LAPL	Light Aircraft Pilot Licence
NPPL	National Private Pilot Licence
MOR	Mandatory Occurrence Report
POC	Private Operator Certificate
PPL	Private Pilot Licence
SeMS	Security Management System
SERA	Standardized European Rules of the Air
SMS	Safety Management System
TMA	Terminal Control Area

Abbreviations used for Bailiwick of Guernsey (including Guernsey only)
Legislation

ANL 2012	The Air Navigation (Bailiwick of Guernsey) Law 2012
ABG 2008	Aviation (Bailiwick of Guernsey) Law 2008

Abbreviations used for Bailiwick of Jersey Legislation

ANL 2014	The Air Navigation (Jersey) Law 2014
CAJ 2008	Civil Aviation (Jersey) Law 2008
ROA 2000	Rules of the Air (Jersey) Order 2000

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Chapter 1 - State Safety Programme

1-1 Introduction

- 1-1.1 The standards for a State Safety Programme (SSP) are set out in Annex 19 to the Chicago Convention. An SSP is described as “an integrated set of regulations and activities aimed at improving safety”. The SSP exists to ensure that the State achieves an Acceptable Level of Safety Performance (AloSP), the level of which and means of expression for is determined by the State. The AloSP has four components:

Start point

Safety Performance Indicator (SPI)

In-year Safety Performance Target (SPT)

Safety requirements to achieve the target

- 1-1.2 The Bailiwicks of Jersey and Guernsey share an aviation regulator. Hence it is appropriate to share an SSP; this document covers both jurisdictions except in those areas where the contrary is expressly stated. This SSP supersedes in all respects the original separate plans for each Bailiwick published in 2013.

- 1-1.3 The SSP has been compiled using ICAO Document 9859 for guidance.

1-2 Channel Islands Aviation Regulatory System

1-2.1 *The Channel Islands and their relationship with the United Kingdom*

- 1-2.1.1 The term “Channel Islands” is a collective term used for convenience to describe the Bailiwick of Jersey and Bailiwick of Guernsey. Each is a separate jurisdiction and together they form the remnants of the Duchy of Normandy. They are not part of the United Kingdom and enjoy a constitutional relationship directly with the British Crown, having been granted domestic autonomy in 1204 which has been confirmed by a series of charters in the centuries that followed. Today the islands rely on the United Kingdom only for international relations and defence.

- 1-2.1.2 This has relevance to aviation as the Channel Islands are not signatories to the Chicago Convention, falling instead under “territories for which the United Kingdom is responsible”. This gives the United Kingdom Government a role in the setting of aviation policy for the islands, to ensure that the UK remains in compliance with its own international obligations.

1-2.1.3 In setting this policy, the UK Department for Transport (DfT) has established memoranda of understanding with the insular authorities, which sets out the following responsibilities between the parties:

The Bailiwicks of Jersey and Guernsey will:

- a) establish and maintain a civil aviation safety regulator separate from any aviation service provider,
- b) ensure that the civil aviation safety regulator is competent and is provided with sufficient resources to allow it to carry out its functions effectively,
- c) contract in, as may be required, any expert services which cannot be provided in house,
- d) take steps to ensure or promote, as the case may be, the timely enactment of relevant civil aviation legislation,
- e) agree with the UK a regular schedule of independent reviews/audits of the safety regulatory system and advise the UK of the outcome, and
- f) provide the UK National Safety Oversight Co-ordinator with all relevant information required under ICAO Universal Safety Oversight Programme and co-operate with any audit conducted by ICAO.

The United Kingdom will:

- a) consult with the Bailiwicks in a timely manner prior to international negotiations and discussions in relevant international forums and take account of the Bailiwicks' interests in those negotiations and discussions,
- b) facilitate participation in any relevant international forum or negotiations,
- c) provide timely advice of any changes to relevant technical requirements established under the Chicago Convention,
- d) ensure that the Bailiwicks are advised in a timely manner:

i) of any proposals to amend, in its application to the UK, civil aviation legislation which has been extended to the Bailiwicks, and

ii) upon request, of any amendments to the UK domestic legislation on which the Bailiwicks' local legislation may be based

e) in accordance with agreed time scales, provide timely advice to the Bailiwicks on any proposed aviation legislation that they may have drafted

f) facilitate the provision of assistance from the CAA to the Bailiwicks under section 16(1) of the UK Civil Aviation Act 1982

g) inform the Bailiwicks of any EU legislation dealing with the implementation of ICAO Standards and recommended practices

h) act on behalf of the Bailiwicks to withdraw or amend an existing difference filed by the UK or provide for a new difference in respect of a SARP, except where, notwithstanding that there may be practical points of distinction to be drawn between the UK and the special circumstances of the Bailiwicks, a fundamental risk to aviation safety would arise from the withdrawal, amendment or filing.

1-2.2 *Office of the Director of Civil Aviation*

1-2.2.1 The Bailiwicks of Jersey and Guernsey have a statutory aviation regulator called the Director of Civil Aviation. Offices are established separately as a "corporation sole" in each Bailiwick under the respective laws² and have been shared by a single post-holder since 2009.

1-2.2.2 The DCA has statutory responsibility to ensure the safety of aerodromes and air traffic, to ensure the security of aerodromes, passengers and goods carried by air, to licence aerodromes and to approve licensed aviation personnel. The DCA also has responsibilities to regulate the operation of CIA and meteorological services for aviation therein. An annual report must be submitted in each Bailiwick.

1-2.2.3 The investigation of air accidents falls outside the remit of the DCA as discussed in paragraph 1-4 below.

1-2.2.4 The DCA also tenders advice to the States of Guernsey, Government of Jersey, relevant Ministers and committees and other government bodies

² Part 1 ABG 2008 in Guernsey and Part 2 CAJ 2008 in Jersey

in each Bailiwick.

1-2.2.5 The concept of regulation is to validate and approve where possible and to contract specialist support for ab-initio licensing. The methods employed in each subject area are described in Chapter 3.

1-2.2.6 The DCA has delegated all powers in each Bailiwick to the Deputy DCA who has full authority to act on all matters in his absence. Certain tasks and duties are delegated to contracted parties (see 3-1).

1-3 Safety Policy and Objectives

1-3.1 *State safety legislative framework*

1-3.1.1 A table of authorities³ is appended to this document outlining all aviation legislation in force in the Channel Islands. For simplicity only the main instruments are articulated here.

1-3.1.2 In the main, domestic primary legislation is used to ensure compliance with the Chicago Convention. Where appropriate or convenient, certain provisions of UK legislation have been extended to one or both Bailiwicks by UK Orders in Council.

1-3.1.3 The Office of the Director of Civil Aviation is outlined in 1-2.2 above.

1-3.1.4 The main contemporary instruments for the regulation of aviation are the *Air Navigation (Jersey) Law 2014* in Jersey and the *Air Navigation (Bailiwick of Guernsey) Law 2012* in Guernsey. These domestic laws lay down the primary means by which the islands comply with the Chicago Convention.

1-3.2 *State safety responsibilities and accountabilities*

1-3.2.1 The duties of the DCA are described at 1-2.2 above.

1-3.3 *Accident investigation*

1-3.3.1 In line with the requirements of ICAO Annex 13, the laws of Jersey⁴ and Guernsey⁵ have established a statutory separation between the aviation

³ See Chapter 5

⁴ Civil Aviation (Investigation of Air Accidents and Incidents) (Jersey) Order 2000

⁵ The Civil Aviation (Investigation of Accidents) (Guernsey) Order 1972

regulator and the body charged with investigation of accidents involving aircraft.

- 1-3.3.2 This body is currently the United Kingdom Air Accidents Investigation Branch (part of the UK Department for Transport).
- 1-3.3.3 There are two distinct situations where the AAIB may be called upon to conduct an investigation: where an accident occurs within the Channel Islands (as state of occurrence); and where an accident involving a locally-registered aircraft occurs over the high seas (i.e. where there is no state of occurrence) and responsibility falls to the state of registration. AAIB may also be called upon to assist with an investigation by a third country the subject of which is a Guernsey or Jersey registered aircraft.
- 1-3.3.4 Where an accident occurs within any of the Channel Islands' territories, responsibility for notifying the AAIB and appointing an inspecting officer rests with the appropriate Bailiff.
- 1-3.3.5 Where an accident occurs over the high seas involving a locally-registered aircraft, responsibility for notifying the AAIB rests with the aircraft operator (or the DCA where this is not possible).
- 1-3.4 *Incident investigation*
 - 1-3.4.1 Other than accidents, incident investigation is normally carried out by the operator or service provider concerned. The DCA has provision to conduct an external regulatory investigation in such cases as may be deemed necessary through a commercial arrangement with the UK CAA.
- 1-3.5 *Enforcement policy*
 - 1-3.5.1 The DCA has comprehensive powers under the aviation laws of both Bailiwicks to carry out a wide range of enforcement activity. This includes the ability to prevent flight, suspend, vary or revoke a licence or certificate, to inspect aircraft and audit operators and to offer a right of review or hearing. The aviation laws also carry criminal penalties for infringement in the most serious cases; where considered appropriate the DCA will discuss the matter with the police and the final decision rests with the prosecuting authorities regarding disposal.
 - 1-3.5.2 In any case, safety is the overriding priority: the DCA reserves the right to take immediate action if deemed necessary, regardless of any criminal prosecution. This will generally be done so as not to prejudice any case.

- 1-3.5.3 As described in 1-3.4 above, service providers are expected to have an acceptable process in place to manage their own routine safety issues. Regulatory intervention can be expected under certain circumstances where the DCA will actively carry out an investigation, but for the majority of situations the service provider will analyse the organizational or individual factors that may have led to an event and determine any remedial measures that warrant incorporation to prevent recurrence.
- 1-3.5.4 With this in mind, it is essential to draw a distinction between unintentional errors and deliberate or gross violations. Information derived from a service providers SMS will not normally form the basis for enforcement action unless the latter appears to the case.
- 1-3.5.5 In any case, the DCA will consider the outcome of relevant investigations and any proposed corrective actions. Where these are appropriate there will be no further direct intervention by the DCA, other than as provided for in the routine schedule of safety oversight.
- 1-3.5.6 The DCA fully supports the principles of a “just culture” in all sectors of aviation and as a policy matter requires all service providers to have in place processes to ensure that members of staff can report incidents or matters of concern in a non-punitive manner.
- 1-4 State Safety Risk Management
- 1-4.1 *Safety requirements for the service provider’s SMS*
- 1-4.1.1 Tailored and proportionate SMS is required to be in place for all service providers. The requirements are domain-specific and will follow the core requirements of the underpinning code for each area.
- 1-4.2 *Agreement on the service provider’s safety performance*
- 1-4.2.1 No acceptable level of safety is currently set by the DCA. Service providers will, however, be expected to meet the performance standards specified by the underpinning code.

1-5 State Safety Assurance

1-5.1 *Safety oversight*

1-5.1.1 Regulatory oversight is conducted through inspections and audits together with the provision of advice and guidance to ensure that industry meets the appropriate guidance. With the exception of aircraft inspections as described below, oversight activity is contracted by the DCA to specialists in the relevant functional area.

1-5.1.2 The specialists are:

Aerodromes - UK CAA

Air Traffic Services (including CNS) - UK CAA and EASA

Flight crew licensing in Guernsey - SGI Guernsey

Flight crew licensing in Jersey - Commander Aviation Services and Avisa

Airworthiness in Guernsey - SGI Guernsey

Airworthiness in Jersey - Avisa

1-5.1.3 Aircraft inspections (“ramp checks”) of both national and foreign aircraft are conducted directly by appropriately trained DCA staff. Although not part of the programme, inspections are conducted to the standards and processes of the ECAC SAFA system. DCA staff maintain currency to the same standards as SAFA inspectors and carry out familiarization activities with the UK CAA. Findings are dealt with in the same manner as in SAFA. For further information see Chapter 3.

1-5.2 *Safety data collection, analysis and exchange*

1-5.2.1 To be published.

1-5.3 *Safety-data-driven targeting of oversight areas of greater concern or need*

1-5.3.1 To be published.

1-6 State Safety Promotion

1-6.1 *Internal training, communication and dissemination of safety information*

1-6.1.1 Members of DCA staff and those in sub-contracted positions are assessed for required levels of competency and knowledge. Gaps are identified on induction and then addressed via bespoke training plans. Recent

training has included Aviation Security Manager and Ramp Inspector training for DCA staff.

- 1-6.1.2 Due to the small number of direct employees, the focus of communication and dissemination activity is between the DCA and sub-contracted organizations. Each has a regular meeting to discuss safety indicators and trends and to plan oversight activity.
- 1-6.1.3 An annual meeting is held between the DCAs of the Isle of Man, Gibraltar and the Channel Islands and the CAA to share safety and security information and to co-ordinate actions where possible.
- 1-6.2 *External training, communication and dissemination of safety information*
- 1-6.2.1 Quarterly regulatory meetings are held with regulated parties to conduct analysis of safety performance and trends. This includes safety, security and where appropriate habitat management.
- 1-7 ICAO (International Civil Aviation Organization)
- 1-7.1 The laws of Jersey⁶ and Guernsey⁷ each require the DCA to ensure that the jurisdictions comply so far as possible with the 1944 Chicago Convention. For brevity the requirement is referred to in this document as “ICAO compliance”.
- 1-7.2 The aviation laws of each Bailiwick have been drafted with the aim of ICAO compliance. Where this is not possible, a difference will be filed.
- 1-7.3 Differences are notified in the relevant section of the UK AIP under the MOU with the UK⁸.
- 1-7.4 The UK provides regular updates, briefing and analysis through the UK’s ICAO “focal point”. This includes forwarding communications from ICAO that are generally of the following types:
- State Letters
 - Surveys
 - Bulletins
 - Reports on the sessions of the General Assembly and Technical Groups

⁶ Article 10 CAJ 2008

⁷ Section 5 ABG 2008

⁸ See 1-2.1.3(h) above

State letters are the normal vehicle for disseminating proposed changes to ICAO annexes. Where a response is required the Focal Point will collate comments and provide a consolidated response from the UK, including comments from Jersey and Guernsey noting any differences from the UK if appropriate.

- 1-7.5 Where local consultation is necessary, the DCA will forward the appropriate documents to interested stakeholders. Stakeholders are required to make a written submission to the DCA which will be taken into consideration when providing a formal response to the UK.
- 1-7.6 Parties wishing to identify themselves as stakeholders should make a written request to the DCA.
- 1-7.7 It is the policy of the DCA to submit a joint response from the Channel Islands, but where necessary the DCA will submit separate responses from Jersey and Guernsey.
- 1-7.8 Consolidated responses from the Channel Islands are published in Chapter 4 where considered appropriate.

Chapter 2 - State Safety Plan

2-1 Oversight Plan

2-1.1 2016 Activity

Auditee:	Auditor:	Type of audit:	Date:
Ports of Jersey	CAA	Aerodrome/RFFS	January 2016
2-REG/DCA	CAA	AOC certification and oversight	April 2016
Guernsey and Alderney Airports	CAA	Aerodrome/RFFS	June 2016
Ports of Jersey	CAA	Unit Competency (ANSP)	June 2016
Guernsey and Alderney Airports	CAA	SMS Phase 2 Evaluation	June 2016
Guernsey and Alderney Airports	CAA	ANSP	October 2016

Note: Oversight of aviation security was conducted throughout the year by both DCA and CAA staff.

2-1.2 2017 Activity (planned)

Auditee:	Auditor:	Type of audit:	Date:
Ports of Jersey	EASA/CAA	ANSP certification	February 2017
2-REG/DCA	CAA	Aircraft registry and AOC	November 2017
Guernsey and Alderney Airports	CAA	Aerodrome/RFFS	September 2017
Ports of Jersey	CAA	Aerodrome/RFFS	October 2017

Note: Oversight of aviation security is conducted throughout the year by both DCA and CAA staff.

2-2 Training and Development

2-2.1 During 2016 DCA and 2-REG staff undertook a variety of training (appropriate to the role and experience of each member of staff) including flight operations inspector, auditor training, SAFA inspector and disability awareness.

2-2.2 At present there is no training programmed for 2017.

Chapter 3 - Specific Requirements

3-1 The Aircraft Registries and Airworthiness

3-1.1 *General*

3-1.1.1 Separate aircraft registries are established in Jersey (known as the Jersey Aircraft Registry or "JAR") and Guernsey (known as 2-REG Aircraft Registry). Both registries have a statutory registrar with responsibility for the legal formalities in registering aircraft. The DCA has regulatory oversight of both registries under ANJ 2014 in Jersey and ANL 2012 in Guernsey.

3-1.1.2 Primary requirements relating to airworthiness of aircraft are found mainly in the respective air navigation laws. These measures are published with the aim of ensuring ICAO compliance. Each registry has drawn up its own system for meeting these standards which is in turn approved by the DCA. Authority for certificate issue remains with the DCA in all cases; the right is reserved to vary any registry policy and where this is considered appropriate an entry will be made in Chapter 3.

3-1.1.3 It should be noted that at present the Guernsey and Jersey registry requirements are separate and no reciprocal or recognition arrangements exists between them.

3-1.2 *Guernsey*

3-1.2.1 In Guernsey, 2-REG was established in 2013 and is operated as a public-private partnership by the States of Guernsey and SGI Guernsey, the latter being a wholly-owned subsidiary of SGI Aviation Services B.V., established in the Netherlands. Although the DCA is also the registrar in Guernsey the first point of contact for registry issues is:

Dominic Kaines
Head of Airworthiness, SGI Guernsey, Terminal Building, Guernsey
Airport, Forest, GY8 0DS

dkaines@2-reg.com

+44 (0)330 828 0875

3-1.2.2 Details of aircraft currently registered in Guernsey can be found at:

www.2-reg.com/legislation/register

3-1.3 *Jersey*

- 3-1.3.1 The Jersey Aircraft Registry was established in 2014 and is operated by the Government of Jersey Economic Development Department. Technical support is provided by Avis Aviation Services. The first point of contact is the registrar:

Chris Kelleher
Jersey Aircraft Registry, Cyril Le Marquand House,
The Parade, St. Helier, JE4 8UL

c.kelleher@jar.je

3-2 Flight Crew Licensing

- 3-2.1 The requirements for Jersey are set out in ANJ2014⁹. These include the general requirements for aircraft operating in Bailiwick airspace as well as those specific to Jersey-registered aircraft.
- 3-2.2 The requirements for Guernsey are set out in ANL2012¹⁰. These include the general requirements for aircraft operating in Bailiwick airspace as well as those specific to Guernsey-registered aircraft.
- 3-2.3 The DCA has statutory authority to issue licences, however at present this is not exercised as no framework to do so exists in Guernsey or Jersey.
- 3-2.4 At the request of each aircraft registry, the DCA approves licence "validations". These require a host licence from an acceptable jurisdiction and once issued allow the holder to exercise all of his privileges when acting as a member of crew aboard locally registered aircraft.
- 3-2.5 Specific, detailed information for Guernsey can be found in GAR-61.
- 3-2.6 In Guernsey, a licence validation permits the holder to operate as a member of crew on any 2-REG aircraft in accordance with his ratings and endorsements.
- 3-2.7 In Jersey, a licence validation is specific to an individual aircraft.
- 3-2.8 Attention is drawn to 3-1.1.3.

⁹ Part 4

¹⁰ Chapter 3

- 3-2.9 For private flights conducted within CIA using an aircraft not registered in either Jersey or Guernsey, a licence issued by either an EASA state or the FAA is hereby considered to be an appropriate licence rendered valid under Jersey¹¹ or Guernsey¹² law.
- 3-2.10 Holders of UK IR(R) or IMC ratings may exercise the privileges of those ratings in CIA.
- 3-3 Aircraft in Flight (including balloons, kites, gliders, airships, parascending and parachuting) and Flying Displays
- 3-3.1 *Rules of the air*
- 3-3.1.1 Standardized European Rules of the Air are in force in Jersey¹³ and Guernsey¹⁴.
- 3-3.1.2 For the purposes of SERA. 5005(4) and SERA. 5010, helicopters engaged in medical flights, search and rescue operations, law enforcement operations and firefighting operations are hereby exempted from the cloud and visibility requirements on condition that a letter of agreement is in place between the operator and the relevant air traffic control unit.
- 3-3.1.3 VFR flight at night under SERA.5005(c) is hereby authorized in Jersey and Guernsey.
- 3-3.1.4 SVFR flight at night under SERA. 5010(a) is hereby authorized in Jersey and Guernsey.
- 3-3.1.5 For the avoidance of doubt, UK exemptions, permissions and derogations do not apply to the Channel Islands.
- 3-3.2 *Balloon Flights*
- 3-3.2.1 Each Bailiwick has specific, independent provisions relating to balloon flights¹⁵. There is presently no additional DCA policy.

¹¹ Article 24(b) ANJ 2014

¹² Section 18(3)(b) ANL 2012

¹³ Air Navigation (Rules of the Air) (Jersey) Regulations, 2017

¹⁴ Air Navigation (Bailiwick of Guernsey) (Single European Rules of the Air) (Preliminary) Regulations, 2017

¹⁵ Article 49 ANJ 2014 in Jersey and Section 36 ANL 2012 in Guernsey

3-3.3 *Flying displays*

- 3-3.3.1 Organizers of flying displays require permission from the DCA¹⁶. Such permissions will generally be granted taking into account the applicant's previous conduct, experience, organization, staffing and other arrangements. There is presently no additional DCA policy.

3-3.4 *Other aircraft*

- 3-3.4.1 There are no additional DCA policies for kites, gliders, airships, parascending and parachuting. Reference should be made to the respective air navigation laws.

3-4 Operation of Aircraft

- 3-4.1 In Jersey, no specific policy is presently published; operators are referred to the relevant air navigation laws.

- 3-4.2 The requirements for Guernsey are set out in ANL2012. These include the general requirements for aircraft operating in Bailiwick airspace as well as those specific to Guernsey-registered aircraft. Reference should also be made to the GARs as outlined at 5-1.17.

3-5 General Aviation

- 3-5.1 No specific policy presently published for Jersey; see GAR91 and 125 for Guernsey.

- 3-5.2 Under both Jersey¹⁷ and Guernsey¹⁸ law, there is no requirement for exemptions for holders of NPPL, LAPL or similar licences. Pilots are required only to ensure that they comply with the national regulations of the State of registration.

- 3-5.3 The DCA retains the power to direct that additional crewmembers be carried in any given case.

- 3-5.4 Operators should note that in Guernsey, ICAO Annex 6, part II is fully implemented by means of GAR 91/125. It should be noted that for complex, motor-powered aircraft registered in Guernsey but where its operator has its principal place of business or resides in an EU member state, EASA Part-NCC may also apply.

¹⁶ Article 48 ANJ 2014 in Jersey and Section 29 ANL in Guernsey

¹⁷ Article 24 ANJ 2014

¹⁸ Section 18(3) ANL 2012

- 3-6 Air Traffic Services (including licensing of air traffic controllers)
- 3-6.1 Routine oversight of ATS is provided by CAAi under contract to the DCA. Inspectors from the CAA conduct a programme of audits in line with that undertaken in the UK with findings reported to the DCA.
- 3-6.2 The EU common requirements¹⁹ for ANSPs are applied, as are the supporting UK regulatory requirements.
- 3-6.3 Applications may be made to the DCA to vary or amend these requirements.
- 3-6.4 It has been agreed with Ports of Jersey that Jersey ANSP will move to direct EASA oversight (under a memorandum of understanding between EASA and the DCA) from August 1st, 2017. A transition programme commenced during the second quarter of 2016.
- 3-6.5 The DCA has statutory authority to issue licences, however at present this is not exercised as no framework to do so exists in Jersey or Guernsey.
- 3-6.6 Only licences issued by an EU member state under CR (EU) 2015/340 (and predecessors) are acceptable to the DCA.
- 3-6.7 Holders of licenses described in 3-6.6 are hereby exempted²⁰ from the requirement to hold an air traffic controller licence issued by the DCA in Jersey²¹ and Guernsey²². This exemption is subject to the licence holder's participation in the approved competency scheme at either Jersey or Guernsey (including Alderney) Airports.
- 3-7 Aerodromes
- 3-7.1 Routine oversight of aerodromes is provided by CAAi under contract to the DCA. Inspectors from the CAA conduct a programme of audits in line with that undertaken in the UK with findings reported to the DCA.
- 3-7.2 The UK requirements contained in CAP168²³ and supporting documents are applied.

¹⁹ See Commission Implementing Regulation (EU) No. 2017/373 of March 1st, 2017 laying down common requirements for the provision and oversight of air navigation services

²⁰ In Jersey: under the powers in Article 176 ANJ 2014, in Guernsey under the powers in Section 131 ANL 2012

²¹ Article 113 ANJ 2014

²² Section 83 ANL 2012

²³ See <http://publicapps.caa.co.uk/modalapplication.aspx?appid=11&mode=detail&id=6114>

- 3-7.3 Applications may be made to the DCA to vary or amend these requirements.
- 3-7.4 Ports of Jersey and Guernsey Airport have each agreed to move towards EASA-based aerodrome oversight with a provisional goal to complete the transition by 2020.
- 3-8 Occurrence Reporting
- 3-8.1 Jersey²⁴ and Guernsey²⁵ have specific requirements for occurrence reporting.
- 3-8.2 Jersey and Guernsey each participate in the European Commission's ECCAIRS scheme under commercial arrangements with CAAi. Reports made through this scheme are deemed to have been made to the DCA.
- 3-8.3 Reports should be filed through the online portal²⁶. When submitting a report, the UK should be selected as the national authority. The UK will forward reports to the DCA.
- 3-8.4 The DCA is evaluating a standalone ECCAIRS-based system in place of the current arrangements.
- 3-8.5 User feedback is encouraged; please contact the DCA with any comments.
- 3-9 Unmanned Aircraft
- 3-9.1 Jersey²⁷ and Guernsey²⁸ have each adopted laws that regulate the operation of small unmanned aircraft or SUA (colloquially known as "drones"). Aircraft with surveillance or data gathering capability (most commonly a camera) are subjected to more stringent rules.
- 3-9.2 Comprehensive guides for SUA operators are published by both Jersey²⁹ and Guernsey³⁰ airports. Operators are strongly urged to make use of these resources.

²⁴ Part 21 ANJ 2014

²⁵ Section 124 ANL 2012 and www.2-reg.com/services/occurrence-reporting

²⁶ See <http://www.aviationreporting.eu>

²⁷ Article 52 ANJ 2014

²⁸ Section 37 ANL 2012

²⁹ See www.jerseyairport.com/about/Pages/Drones.aspx

³⁰ See www.airport.gg/guidance-use-unmanned-aeronautical-systems-and-model-aircraft-guernsey-and-alderney

- 3-9.3 Private use of SUA is permitted subject to the primary statutory requirements referenced above. Attention is drawn to the requirements for operators to ensure that SUA are operated in a safe manner at all times in Jersey³¹ and Guernsey³².
- 3-9.4 Non-private use of SUAs requires an aerial work permit. For the avoidance of doubt, non-private use is any use of an SUA in the course of a business, club, association, charity, governmental body or where any transaction is effected or promised in respect of the flight – this includes where materials obtained during the flight (such as photographs or video recordings) are used by a commercial or charitable undertaking.
- 3-9.5 Operators wishing to obtain an aerial work permit should apply to the DCA in writing. Permits are issued under the Aviation Permit system³³. A list of those persons holding permits can be found at 4-1.2.
- 3-9.6 Operators will be required to submit evidence of a pilot qualification, an operations manual (which must include an elementary safety management process including flight risk assessments) and proof of insurance cover.
- 3-9.7 Temporary or short-term operations by non-Channel Islands-based operators will be permitted where the operator can provide evidence of appropriate certification from an acceptable jurisdiction. In such cases a temporary permit will be issued by the DCA.
- 3-9.8 All SUA operators holding long-term permissions are required to be audited at their own expense by a body approved by the DCA. Such audits will be required at least once during the term of any permit and may additionally be required whenever the DCA deems appropriate or necessary. Audits are currently carried out by Coppolo and Coyde and are charged at a fixed fee of £385.
- 3-9.9 No permissions are given or implied in respect of compliance with the Data Protection (Jersey) Law 2005 or the Data Protection (Bailiwick of Guernsey) Law 2001 and operators are strongly advised to seek advice from the Office of the Data Protection/Information Commissioner (www.dataci.gg or www.dataci.je) where any flight involves the use of surveillance equipment.

³¹ Article 147 ANJ 2014

³² Section 114 ANL 2012

³³ See 3-15 below

3-10 Aviation Meteorological Services

3-10.1 The DCA has a statutory obligation to regulate, from Jersey, meteorological services provided to international aviation.

3-10.2 At present the production of TAFs and METARs is overseen by the UK Meteorological Office under the same arrangements as for aerodromes in the UK.

3-10.3 Warnings are produced by the Jersey Meteorological Department.

3-11 Powers, Notices and Enforcement

3-11.1 In Jersey³⁴, ANJ 2014 provides that the DCA may prohibit or restrict flying in certain circumstances.

3-11.2 In Guernsey³⁵, ANL 2012 provides that the DCA may prohibit or restrict flying in certain circumstances.

3-11.3 Where notices or directions are issued under any provision they are published in Chapter 4.

3-12 Medical Standards for Licensed Personnel

3-12.1 Licence holders must ensure that they adhere to the required medical standards of the issuing jurisdiction and maintain a current medical certificate.

3-13 Aeronautical Information Management

3-13.1 Jersey (together with CIA), Guernsey and Alderney airports are included in the United Kingdom Aeronautical Information Package (as provided by NATS); hence the standards applied are those required by the UK under CAP 779³⁶.

3-13.2 The DCA is informally consulting on the production of a standalone AIP for the Channel Islands. Comments are invited.

³⁴ Articles 47 and 166

³⁵ Sections 35 and 126

³⁶ See <http://publicapps.caa.co.uk/modalapplication.aspx?appid=11&mode=detail&id=3125>

3-14 Security

3-14.1 Jersey and Guernsey are recognised by the EU³⁷ as applying security standards equivalent to the EU common basic standards³⁸.

3-14.2 In addition the UK "More Stringent Measures" are voluntarily applied to maintain UK "domestic airport status" for matters of aviation security.

3-14.3 Oversight of security standards is provided by the CAA through memorandums of understanding between each of the Bailiwicks and the DfT. Inspectors from the CAA conduct a programme of audits and provide advice as required in line with that undertaken in the UK.

3-15 The Aviation Permit System

3-15.1 Permissions and approvals pertaining to airworthiness and flight operations are managed by the aircraft registries (in Guernsey reference should be made to the relevant GAR). This includes AOCs and POCs. Where any other permission, exemption or approval is required under the law an "aviation permit" will be issued. In order to maintain consistency permits are issued in a common format and it is expected that all legacy instruments will be re-issued under the aviation permit system.

3-15.2 Applications for permits must be submitted on the application form provided by the DCA³⁹. This can be found online or is available on request from the DCA.

3-15.3 The relevant section of the AJ should be consulted prior to submitting an application.

3-15.4 A list of permits currently in force is published in Chapter 4. Applicants agree to publication of their permit.

3-15.5 Permits are not numbered sequentially.

3-15.6 No charge is currently made for permits.

³⁷ Commission Regulation (EU) No. 185/2010

³⁸ Regulation (EC) No. 200/2008 and related implementing instruments

³⁹ See www.gov.gg/aj

3-16 Data Policy

- 3-16.1 The DCA is registered as a “Data Controller” in both Guernsey⁴⁰ and Jersey⁴¹.
- 3-16.2 Data is held in a cloud storage service that is located in the Channel Islands. When submitting any information to the DCA it should be noted that transit services (such as “OneDrive” and “Dropbox”) may store information on a temporary and/or permanent basis in other jurisdictions, which may include the transmission of data to the United States.
- 3-16.3 The DCA processes data only for the purposes of discharging obligations set out in the aviation laws⁴² of Jersey and Guernsey. Individuals are deemed to consent to processing of any supplied data when contacting the DCA.
- 3-16.4 Data gathered is only that required to discharge the functions of the DCA.
- 3-16.5 Data may be shared with other regulatory authorities where the DCA believes that it is appropriate to do so on safety or security grounds. Information submitted for the purposes of aircraft registration is a matter of public record by law in Jersey⁴³ and Guernsey⁴⁴ and is available on request.
- 3-16.6 Accuracy of information is critical for regulatory purposes and the DCA takes steps to ensure that records are complete and up to date. Applicants for Aviation Permits should ensure that all fields are properly completed on the application form to minimize the risk of incomplete or inaccurate information entering our records.
- 3-16.7 Unless notified to the contrary, personal data no longer required by the DCA will be deleted after five years.
- 3-16.8 Subject access requests⁴⁵ may be made in writing to the DCA. Such requests are currently handled free of charge.

⁴⁰ With the Data Protection Commissioner Registration number 57390

⁴¹ With the Information Commissioner Registration number 57634

⁴² See Chapter 5

⁴³ Article 11 of the Aircraft Registration (Jersey) Law 2014

⁴⁴ Section 10 of The Aviation Registry (Guernsey) Law 2013

⁴⁵ For further information, see the briefing note at:

https://www.dataci.je/wp-content/uploads/2016/04/Subject-Access-Data-Subjects_Apr16.pdf

- 3-17 Special permissions and access to airspace
 - 3-17.1 *Access to R095 (Sark restricted area)*
 - 3-17.1.1 The airspace around Sark is protected by a restricted area ("R095") that prohibits all flight below an altitude of 2500' except in designated circumstances or with the permission of the DCA. The DCA has established a memorandum of understanding (MoU) with Chief Pleas (through the Policy and Performance Committee) that sets out how requests will be considered and establishes criteria to ensure that the Sark authorities can maintain a measure of control.
 - 3-17.1.2 Requests to enter R095 should be made to the DCA in writing with at least two weeks notice.
 - 3-17.1.3 Aircraft will only be granted permission to enter in R095 in exceptional circumstances.
 - 3-17.1.4 SUA flight is not permitted in Sark. Offshore SUA flights will be permitted in certain circumstances - see 4-2.3.
 - 3-17.2 *Landing at sites other than aerodromes*
 - 3-17.2.1 Take-off and landing of aircraft at sites other than licensed aerodromes is prohibited⁴⁶ without express permission from the DCA.
- 3-18 Aircraft Inspection Programme
 - 3-18.1 A programme of aircraft inspections (otherwise known as "ramp checks") commenced in Jersey, Guernsey and Alderney in January 2017.
 - 3-18.2 All aircraft operating to, from and within the Channel Islands are subject to inspections. Initially all operators will be inspected during 2017, with findings and observations entered into a local database. Further checks will be risk-based and determined on the basis of previous inspection findings from the operator concerned.
 - 3-18.3 Inspections are carried out by DCA staff trained to EASA "SAFA" standards and using the same pre-determined findings. However, the reports are not submitted to the SAFA database and will be shared only with the operator and the state of registration.

⁴⁶ Section 95 ANL 2012 in Guernsey and Article 12 CAJ 2008 in Jersey

Chapter 4 - Gazette

4-1 Aviation Permits Currently in Force

4-1.1 *Aerial Work Permits*

Number:	Issued to:	Start Date:	Expiry Date:	Notes:
2015-CI-035	Arena Aviation	28-08-15	27-08-17	None
2016-CI-081	High Level Photography	18-02-16	17-02-18	None
2016-CI-099	MBA Aviation Ltd	28-06-16	27-06-18	None
2016-CI-103	IMAO	01-07-16	30-06-18	None
2016-CI-125	CAE	26-08-16	21-04-17	None
2016-CI-147	Syd Bowsher	12-10-16	11-10-18	None
2017-CI-159	Flight Precision Limited	27-01-17	26-01-19	None
2017-CI-161	Aerodata Surveys	27-01-17	31-12-17	None
2017-CI-171	Lawrence Moore	20-04-17	19-04-18	None

4-1.2 *Aerial Work Permits (Small Unmanned Aircraft)*

Number:	Issued to:	Start Date:	Expiry Date:	Notes:
2015-CI-059	itv News (Channel Television)	23-11-15	30-11-17	None
2016-CI-069	Eagle Eye Photography	12-01-16	11-01-18	None
2016-JE-073	Peter Wilkinson	13-01-16	12-01-18	None
2016-CI-075	Stephen Baudins	01-02-16	31-01-18	None
2016-CI-105	Nathan Woodland (trading as "Peregrine Pov")	04-07-16	08-02-18	None
2016-CI-115	Ports of Jersey	19-07-16	18-07-18	None
2016-CI-143	Jersey Fire and Rescue (on behalf of JESG)	26-09-16	25-09-18	None
2016-CI-151	Jersey Model Aero Club	09-12-16	08-12-18	To permit "buddy box" flights for reward

Number:	Issued to:	Start Date:	Expiry Date:	Notes:
2017-CI-177	Eurocore Aerial (trading as “We Fly Any Drone.com”)	30-04-17	29-04-19	None
2017-GY-183	Elliott Cockett (trading as “The Drone Ranger”)	18-05-17	31-12-17	None

4-1.3 *Guernsey Air Operator Certificates*

Number:	Issued to:	Start Date:	Aircraft:	Notes:
2-REG.AOC.01	Volare Aviation (Guernsey) Ltd	12-05-16	2-MATO 2-ODAY 2-JFJC 2-BLUE 2-CUTE	None
2-REG.AOC.02	Business Aviation Services (Guernsey) Limited	10-04-17	2-DEER 2-BASG	None
2-REG.AOC.03	W01 Ltd (trading as “Waves”)	22-09-17	2-CREW	None

4-1.4 *Guernsey Private Operator Certificates*

Number:	Issued to:	Aircraft:	Expiry Date:	Notes:
2-REG.POC.1	Execujet Europe AG	2-TRAV	01-07-19	None
2-REG.POC.4	Brecqhou Development Limited	2-BYDF	26-07-20	None
2-REG.POC.7	MBA Aviation	2-MAPP	16-06-18	None
2-REG.POC.8	William McSweeney	2-MUST	21-06-19	None
2-REG.POC.10	Oceanskies Aero Ltd	2-MSTG	04-11-19	None
2-REG.POC.11	Mistral Aviation	2-GOLF	16-11-19	None
2-REG.POC.12	Offshore Jets	2-NITE	05-02-19	None
2-REG.POC.13	RA Expansion	2-NYAW	02-01-20	None
2-REG.POC.14	Flight Precision Ltd	2-FPLF	27-01-20	None
2-REG.POC.15	Channel Jets Ltd	2-JSEG	03-03-20	None
2-REG.POC.16	Ortac Operations Management Ltd	2-WOOD	08-05-20	None
2-REG.POC.18	Platinum Services Limited	2-MMTT	14-06-20	None

Number:	Issued to:	Aircraft:	Expiry Date:	Notes:
2-REG.POC.20	European Aviation Limited	2-PGSI	11-07-20	None

4-1.5 *Other Aviation Permits*

Number:	Issued to:	Start Date:	Expiry Date:	Notes:
2015-GY-057	Trinity House	01-10-17	31-03-18	Issued to permit essential maintenance work on the Sark Lighthouse
2016-GY-093	Colin Le Ray (as Airport Director)	09-06-16	30-06-18	Aerodrome Certification
2015-JE-063	Stephen Driscoll (as Airport Director)	04-12-15	31-12-17	Aerodrome Certification
2016-CI-111	Hansjörg Lingg	11-07-16	10-07-18	Permit to fly
2016-CI-113	Roland Aeschbacher	11-07-16	10-07-18	Permit to fly
2016-CI-153	John Fitzgerald (Channel Islands Air Search)	21-12-16	31-12-17	For SAR operations, training and charity fundraising
2017-CI-155	Skydive Jersey	01-01-17	31-12-17	Parachuting
2017-JE-187	Ports of Jersey	02-06-17	01-06-19	Air traffic services equipment approval

4-2 General Notices

4-2.1 - *Single European Rules of the Air ("SERA")*

November 11th, 2016 - Cancelled July 14th, 2017

- 4-2.1.1 Further to notice 3-2.5 below, the implementation of SERA has been delayed. A further notice will be published when a firm date has been agreed; it is expected to be at the end of Q1 2017.
-

4-2.2 - *Exemption from law; AOC holders conducting private flights*

January 25th, 2017

- 4-2.2.1 Under the powers provided by section 131 of ANL 2012, the DCA hereby exempts operators holding a Guernsey AOC from section 138(3)(b) of ANL 2012 and permits such operators to conduct private flights, provided that such operations are described in detail in the operations manual, including:
- (i) identification of the applicable requirements;
 - (ii) a clear identification of any differences between operating procedures used when conducting commercial air transport and non-commercial operations;
 - (iii) a means of ensuring that all personnel involved in the operation are fully familiar with the associated procedures.
- 4-2.2.2 Such permission is subject to approval and where granted this will be shown in the AOC operations specifications.
- 4-2.2.3 The exemption shall be effective today and remain in force until December 31st, 2017 unless varied or revoked.
-

4-2.3- *Policy for the offshore use of small unmanned aircraft (SUAs) in the vicinity of Sark*

May 12th, 2017

- 4-2.3.1 A policy was agreed between the Policy and Performance Committee of Chief Pleas and the DCA on April 18th, 2017 to permit the operation of SUAs

by licensed operators in the vicinity of the island of Sark. Such operations are subject to individual approval from the DCA where operators comply with the following conditions.

- 4-2.3.1.1 The SUA must be capable of being safely launched from and recovered to a water craft.
- 4-2.3.1.2 Launch and recovery must take place from a water craft at sea positioned at a distance of at least 150 metres from the shoreline at lowest astronomical tide.
- 4-2.3.1.3 The operator must be a holder of a current aerial work permit.
- 4-2.3.1.4 The vehicle must at all times remain at least 150 metres from the island. Once in flight this distance shall be measured from the cliff top or shoreline - whichever is closer to the vehicle.
- 4-2.3.1.5 All other conditions in ANL2012 s37 are complied with.
- 4-2.3.2 The constables will have the right to instruct any operator to cease flying where they consider that there is a danger or nuisance to persons, property or animals.
- 4-2.3.3 This policy is introduced today and will remain in force until December 31st, 2017 unless notified to the contrary.

4-2.4 - Exemption from law; AOC applications from organizations with principal place of business in the Bailiwick of Jersey

May 12th, 2017

- 4-2.4.1 In accordance with section 131 of the Air Navigation (Bailiwick of Guernsey) Law, the DCA hereby exempts air operators with a place of business in the Bailiwick of Jersey from the requirement in section 59A(2) of the Law to have a place of business in the Bailiwick, provided that the operator does have a principal place of business in the Bailiwick of Jersey (according to the same criteria as set out in Regulation 2 of the Air Navigation (Bailiwick of Guernsey) (Air Operators' Certificates) Regulations, 2016).
- 4-2.4.2 This exemption is issued to allow Jersey-based businesses to apply for an Guernsey AOC. Following clarification published recently by the UK CAA,

it has become clear that such businesses will no longer be eligible to apply for a UK AOC as has previously been the case. At present the Jersey Aircraft Registry does not permit commercial air transport or aerial work.

4-2.4.3 This exemption will remain in force until further notice.

4-2.5 - Standardized European Rules of the Air (SERA) - Introduction

July 14th, 2017 - Cancelled August 17th, 2017

- 4-2.5.1 Notice 4-2.1 is hereby cancelled.
- 4-2.5.2 SERA will be introduced in both Bailiwicks at 0001UTC on August 17th, 2017.
- 4-2.5.3 For the purposes of SERA. 5005(4) and SERA. 5010, helicopters engaged in medical flights, search and rescue operations, law enforcement operations and firefighting operations are hereby exempted from the cloud and visibility requirements on condition that a letter of agreement is in place between the operator and the relevant air traffic control unit.
- 4-2.5.4 VFR flight at night under SERA.5005(c) is hereby authorized in Jersey and Guernsey.
- 4-2.5.5 SVFR flight at night under SERA. 5010(a) is hereby authorized in Jersey and Guernsey.
- 4-2.5.6 For the avoidance of doubt, UK exemptions, permissions and derogations do not apply to the Channel Islands.

4-2.6 - Revision of Guernsey Aviation Requirements (GARs)

October 13th, 2017

- 4-2.6.1 All Guernsey Aviation Requirements have been amended with publication month August 2017.
- 4-2.6.2 They are published on www.cidca.aero/guernsey-aviation-requirements.

- 4-2.6.3 The revised GARs will become effective 1 January 2018, except as indicated under 8.
- 4-2.6.4 The previous amendment of all GARs remain published on www.gov.gg/article/151977/Guernsey-Aviation-Requirements-GARs until 1 January 2018.
- 4-2.6.5 Holders of a certificate, approval, etc. must ensure compliance with the amended GARs by the effective date.
- 4-2.6.6 Holders of a certificate, approval, etc. may implement any provision of the latest amendment of any GAR before its effective date.
- 4-2.6.7 No amendments have been made that are subject to an approval or acceptance by the DCA.
- 4-2.6.8 Contrary to point 3, the following GAR section will become effective as indicated on September 1st, 2018:
- 121/135.950a7 - Flight crew upset prevention and recovery training
- in order to allow time for proper implementation.

4-2.7 - Exemption for use of SUAs ("drones") by the Emergency Services

October 13th, 2017

- 4-2.7.1 In exercise of his powers in under Article 176 ANJ2014 in Jersey and Section 131 ANL2012 in Guernsey, the DCA hereby exempts emergency services personnel from the requirement to hold a valid aerial work permit for the use of a small unmanned aircraft (SUA) as set out below.
- 4-2.7.2 For the avoidance of doubt, "emergency services" means any member of an established police force, fire service, ambulance service, coastguard or civil protection unit.
- 4-2.7.3 Where the incident commander determines that a life-threatening situation exists and that use of a SUA may be of assistance, any SUA available may be utilized the the emergency services, provided that their own on-site risk assessment has been carried out and the vehicle is kept within visual line of sight.

- 4-2.7.4 Emergency services personnel must have completed an appropriate remote pilot qualification.
 - 4-2.7.5 In all cases, the vehicle must be kept within 1000m of the operator and must not be operated above 400 feet above ground level.
 - 4-2.7.6 The DCA must be informed in writing on each occasion that a SUA is used under this exemption. The report must include details of the location, task, operator and owner of the aircraft, together with the name of the incident commander.
 - 4-2.7.7 This exemption will remain in force until revoked or amended.
-

4-3 Historical Notices Carried Forward

4-3.1 *The following notices are carried forward from the previous edition and retain for simplicity the previous paragraph (and hence notice) numbers*

3-2.6 UK IR(R) and IMC Ratings June 22nd, 2016

By virtue of the inclusion of updated provisions at 2-2.10, Exemption 2014/107 (Guernsey) and Exemption 2014/012 (Jersey) are hereby repealed.

3-2.5 Single European Rules of the Air ("SERA") April 7th, 2016 - see notice 4-2.1 above

Further to the policy statement at 2-3.2, the DCA has now concluded consultations and has provisionally agreed with the law officers in both Bailiwicks that SERA will come into force across the Channel Islands at 0001 UTC on December 8th, 2016. This date will coincide with the publication of UK AIRAC Cycle 1613. A further notice will be published in due course setting out the legislative timetable.

3-2.4 REPEAL of the exemptions listed below in Jersey and Guernsey respectively. March 15th, 2016

2012/100 – ECAC registered home built aircraft
2012/101 – UK Permit to Fly Aircraft
2012/102 – Irish Permit to Fly Aircraft
2012/103 – French Permit to Fly Aircraft
2012/104 – NPPL/LAPL Exemption
2012/107 – IMC/IR(R) Rating General Permission
2014/105 – IMC/IR

By virtue of publication of the Aviation Journal, these instruments are hereby repealed.

3-2.3 REPEAL OF "JNot 01" – ATC Licensing March 15th, 2016

By virtue of the publication of the Aviation Journal, JNot 01 is hereby repealed.

3-2.2 REPEAL OF "ODCAP 01" – Aviation Safety Regulation
March 15th, 2016

By virtue of the publication of the Aviation Journal, ODCAP 01 is hereby repealed.

Chapter 5 - Channel Islands Aviation Legislation, Requirements and Circulars

5-1 Guernsey and Bailiwick Legislation⁴⁷

5-1.1 *Air Navigation (Guernsey) Order 1972*

Extends certain provision of the UK Civil Aviation Act 1972 to the Bailiwick.

5-1.2 *Air Navigation (Bailiwick of Guernsey) Law 2012*

The main contemporary regulatory instrument laying down technical requirements.

5-1.3 *Air Navigation (BoG) (Air Operators' Certificates) Regulation 2016*

Sets out the main requirements for issue of Air Operators' Certificates to Guernsey-based 2-REG operators.

5-1.4 *Air Transport Licensing (Guernsey) Law 1995*

Deals with the economic licensing of air services to and from Guernsey. These requirements are not within the DCA remit and are managed by the air route licensing authorities. Users may contact the DCA in the first instance and enquiries will be passed on.

5-1.5 *Airport Service Charge (Guernsey) Law 1958*

Lays out the charging regime for Guernsey airport. Outside the DCA remit.

5-1.6 *Aviation (Bailiwick of Guernsey) Law 2008*

Establishes the Office of the DCA and lays out the statutory duties and powers.

5-1.7 *Aviation Registry (Guernsey) Law 2013*

Establishes the Guernsey Aircraft Registry (2-REG). Lays out the powers of the Registrar.

⁴⁷This is a summary and should not be treated as authoritative; for a maintained list and to read the full documents, see <http://www.guernseylegalresources.gg/article/91215/Aviation-and-Airports>

- 5-1.8 *Carriage by Air (Non-International Carriage) (Channel Islands) Order 1961*
- Provisions pertaining to civil actions in respect of deaths aboard aircraft where carriage by air is not international as defined in the Warsaw Convention 1929.
- 5-1.9 *Carriage by Air (Channel Islands) Order 1961*
- Provisions pertaining to civil actions in respect of deaths aboard aircraft in international carriage.
- 5-1.10 *Civil Aviation Act 1971 (Channel Islands) Order 1972*
- Extends certain provisions of the UK Civil Aviation Act 1971 to Guernsey.
- 5-1.11 *Civil Aviation (Investigation of Accidents) (Guernsey) Order 1972*
- See section 1-4.
- 5-1.12 *Civil Aviation (Licensing) Act 1960 (Channel Islands) Order 1972*
- Extends certain provisions of the UK Civil Aviation (Licensing) Act 1960 to Guernsey.
- 5-1.13 *Detention of Aircraft (Guernsey and Alderney) Law 1994*
- Provides powers for the appropriate authority to detain aircraft in respect of unpaid fees.
- 5-1.14 *Loi relative au Marquange des Obstructions se trouvant aux Alentours de Terre Possedees ou Occupees par les Etats pour les besoins d'un Aerodrome [1938]*
- Provides powers to compel marking of physical obstructions in the vicinity of aerodromes.
- 5-1.15 *Protection of Aircraft (Guernsey) Order 1973*
- Extends certain provision of the UK Protection of Aircraft Act 1973 to Guernsey.
- 5-1.16 *The Aviation Security (Bailiwick of Guernsey) Direction 2012*
- Covers aviation security – see section 2-15.

5-1.17 Guernsey Aviation Requirements⁴⁸ (GARS)

GAR-1	Definitions, abbreviations and units of measurement
GAR-13	Occurrence Reporting
GAR-21	Certification of Aircraft
GAR-36	Aircraft Environmental Standards
GAR-39	Continuing Airworthiness Requirements
GAR-43	General Maintenance Requirements
GAR-47	Aircraft Registration and Marking
GAR-61	Pilot Licenses and Ratings
GAR-66	Aircraft Maintenance Personnel Licensing
GAR-91/125	General Operating Instructions and Complex GA
GAR-91/121/135	Commercial Air Transport
GAR 119	Air Operator Certification
GAR-145	Aircraft Maintenance Organization Approval

5-1.18 Guernsey Aviation Circulars⁴⁹ (GACS)

GAC 39-1	Technical Co-ordinator
GAC GEN 1	Public Inspection of the Registers
GAC GEN 3	Guidance on Private Flight Definition

5-2 Jersey Legislation⁵⁰

5-2.1 *Aerodromes (Administration) (Jersey) Law 1952*

Requires there to be an Airport Director and sets out their powers.

5-2.2 *Aerodromes (Jersey) Regulations 1965*

Establishes the powers of the Minister or Airport Director to deal with objects, vehicles and aircraft.

5-2.3 *Rules of the Air (Jersey) Order 2000*

Sets out the Rules of the Air currently in force in Jersey.

5-2.4 *Air Navigation (General) (Jersey) Regulations 1972*

⁴⁸ See <https://www.gov.gg/article/151977/Guernsey-Aviation-Requirements-GARs>

⁴⁹ See <http://www.gov.gg/gacs>

⁵⁰ This is a summary and should not be treated as authoritative; for a maintained list and to read the full documents, see <http://www.jerseylaw.je/Laws/Chapter/3#>

Extends certain UK requirements for weight and balance and performance calculations to Jersey.

5-2.5 *Air Navigation Acts (Extension to the Channel Islands) Order 1939*

Extends certain UK procedural provisions to Jersey.

5-2.6 *Air Navigation (Jersey) Law 2014*

The main contemporary regulatory instrument laying down technical requirements.

5-2.7 *Airport Dues (Jersey) Law 1956*

Lays down obligations to pay dues for aircraft using Jersey Airport.

5-2.8 *Airports Act 1986 (Jersey) Order 2000*

Extends a provision of the UK Airports Act 1986 to Jersey.

5-2.9 *Aviation Security (Jersey) Order 1993*

Extends provisions of the UK Aviation Security Act 1982 to Jersey.

5-2.10 *Carriage By Air (Jersey) Order 1967*

Extends provisions of the UK Carriage by Air Act 1961 to Jersey.

5-2.11 *Carriage By Air (Sterling Equivalents) Order 1999*

Establishes a statutory exchange rate for the Act above.

5-2.12 *Carriage By Air Acts (Application of Provisions) (Jersey) Order 1967*

Extends provisions of the UK Carriage by Acts to Jersey.

5-2.13 *Civil Aviation (Investigation of Air Accidents and Incidents) (Jersey) Order 2000*

See section 1-4.

5-2.14 *Civil Aviation (Jersey) Law 2008*

Establishes the Office of the DCA and lays out the statutory duties and powers.

5-2.15 *Civil Aviation (Licensing) Act 1960 (Channel Islands) Order 1961*

Extends certain UK air route licensing provisions to Jersey.

5-2.16 *Civil Aviation (Licensing) Regulations 1964*

Extends certain UK air route licensing provisions to Jersey.

5-2.17 *Civil Aviation (Supplementary Provisions) (Jersey) Law 1955*

Provides for the purchase of and control over land for the interests of civil aviation.

5-2.18 *Civil Aviation Act 1980 (Jersey) Order 1984*

Modifies certain provisions of the UK Civil Aviation Act 1980 as extended.

5-2.19 *Civil Aviation Act 1982 (Jersey) Order 1990*

Extends provisions of the UK Civil Aviation Act 1982 to Jersey.

5-2.20 *Civil Aviation Authority Regulations 1972*

Extends certain provisions of the UK CAA Regulations to Jersey.

5-2.21 *The Aviation Security (Jersey) Direction 2012*

Covers aviation security – see section 2-15.

5-2.22 *Aircraft Registration (Jersey) Law 2014*

Establishes the Jersey Aircraft Registry. Lays out the powers of the Registrar.

5-2.23 No requirements or circulars are presently published in Jersey.

Appendix - Revision History

Changes made in edition 1710 are detailed the preamble.

The previous edition was 1709. The changes from edition 1708S were as follows:

1. Updates to the lists of permits and air operator certificates.
2. General administrative updates and corrections.

The previous edition was 1708S. The changes from edition 1707 were as follows:

1. Updates to the lists of permits and air operator certificates.
2. General administrative updates and corrections.
3. Amendments regarding the implementation of SERA.

The previous edition was 1707. The changes from edition 1706 were as follows:

1. Updates to the lists of permits and air operator certificates.
2. General administrative updates and corrections.
3. Publication of a notice regarding the implementation of SERA.

The previous edition was 1706. The changes from edition 1705 were as follows:

1. Updates to the lists of permits and air operator certificates.
2. General administrative updates and corrections.

The previous edition was 1705. The changes from edition 1704 were as follows:

1. Updates to the lists of permits and air operator certificates.
2. Notices published regarding AOC applications from Jersey and SUA use around the island of Sark.
3. General administrative updates and corrections

The previous edition was 1704S. The changes from edition 1703 were as follows:

1. Updates to the lists of permits and air operator certificates.

2. General administrative updates and corrections.

The previous edition was 1703. The changes from edition 1702S were as follows:

1. Updates to the list of permits.
2. General administrative updates and corrections.

The previous edition was 1702S. The changes from edition 1701 were as follows:

1. Updates to the lists of permits.
2. Publication of an exemption notice at 4-2.2 .
3. General administrative updates and corrections.

The previous edition was 1701 of the Aviation Journal. The changes from edition 1602 were as follows:

1. Updates to the lists of permits.
2. State safety plan populated.
3. General administrative updates and corrections.

The previous edition was 1602 of the Aviation Journal. The changes from edition 1601 were as follows:

1. Updates to the lists of permits.
2. A link has been added to the current register of Guernsey aircraft.
3. General administrative updates and corrections.

The previous edition was 1601, published November 11th, 2016. The changes from the previous edition 5 were as follows:

1. Adoption of a regular publication schedule with associated edition formatting
2. Incorporation of the State Safety Programme
3. Incorporation of the State Safety Plan
4. Re-organization of the document to a more logical format

5. Removal of the list of consultees for ICAO matters
6. Removal of the guidance on commercial use of aircraft pending update
7. Added basic requirements at 3-10 and 3-13
8. Added data policy, access to R095, landing at remote sites and the aircraft inspection programme
9. Revised numbering and other administrative updates and corrections

Edition 5 was published September 1st, 2016. The changes from edition 4 are as follows:

1. Directions and regulations published on airspace restrictions for the air display season.
2. Included the *Air Navigation (BoG) (Air Operators' Certificates) Regulation, 2016* in the table of Guernsey legislation.
3. Clarification provided in 1-6 regarding the scope of Aviation Permits and permissions.
4. Updated the list of aviation permit holders.
5. General exemption issued for air traffic controller licensing.
6. Minor typographical updates and corrections.

Edition 4 was published July 15th, 2016. The changes from edition 3 are as follows:

1. Updated list of aviation permit holders
2. Removed the “gazette” section as superfluous
3. Added the requirement to use an application form for Aviation Permit requests and noted that permits are public
4. Updated the occurrence reporting requirements to use ECCAIRS
5. Updated contact details for the Jersey Aircraft Registry
6. Minor typographical updates and corrections

Edition 3 was published June 22nd, 2016. The changes from edition 2 were as follows:

1. Revised email address for the DCA
2. Updated permissions for holders of UK issued IR(R) or IMC ratings
3. New permissions for private pilots operating in non-Jersey and Guernsey registered aircraft with foreign licences
4. Minor typographical updates and corrections

The previous edition 2, published April 7th, 2016 had the following changes from edition 1:

1. Changes to the table of Aviation Permits to clarify which aerial work permissions are for UAV ("drone") use
2. Notice published regarding the introduction of Single European Rules of the Air
3. Addition of text in the preamble to clarify publications by the DCA
4. Minor typographical updates and corrections

The initial version 1 of the document was published March 15th, 2016.