Aviation Journal

Channel Islands Director of Civil Aviation

This document is a reference for aviation stakeholders and the wider community in the Channel Islands. 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 mid-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.

Reference should be made to the Gazette in Chapter 4.

Current Edition

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D. Lazarus
Director of Civil Aviation for both Guernsey and Jersey
30th December, 2019

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 1912 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 editorial corrections.
3. New issue of GAR 21 first week of December
4. Occurrence report submission available on website
5. New Guernsey & Jersey Directives page 45

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 Advisory Circular
GAR Guernsey Aviation Requirements
ICAO International Civil Aviation Organization
JAR Jersey Aircraft Registry
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
ROA 2017  The Air Navigation (Bailiwick of Guernsey) (Single European Rules of the Air) Regulations 2017

Abbreviations used for Bailiwick of Jersey Legislation

ANL 2014  The Air Navigation (Jersey) Law 2014
CAJ 2008  Civil Aviation (Jersey) Law 2008
ROA 2019  Air Navigation (Rules of the Air) (Amendment) (Jersey) Regulations 2019
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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 laws 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.

2 Part 1 ABG 2008 in Guernsey and Part 2 CAJ 2008 in Jersey
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 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 authorities\(^3\) 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

\(^3\) See Chapter 5
1-3.3.1 In line with the requirements of ICAO Annex 13, the laws of Jersey\(^4\) and Guernsey\(^5\) have established a statutory separation between the aviation 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).

Incident investigation

1-3.4

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.

Enforcement policy

1-3.5

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

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

\(^5\) The Civil Aviation (Investigation of Accidents) (Guernsey) Order 1972
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 organisational 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 - Regio Lease
- Airworthiness in Guernsey - SGI Guernsey
- Airworthiness in Jersey - Regio Lease

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  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 organisations. 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 Jersey\(^6\) and Guernsey\(^7\) 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 UK\(^8\).

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
1-7.5 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.

1-7.6 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.

1-7.7 Parties wishing to identify themselves as stakeholders should make a written request to the DCA.

1-7.8 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.

1-7.9 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 2019 Activity

<table>
<thead>
<tr>
<th>Auditee:</th>
<th>Auditor:</th>
<th>Type of audit:</th>
<th>Date:</th>
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<td>CAA</td>
<td>Aerodrome ANS/ATO</td>
<td>January 2019</td>
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<td>Jersey Met Services</td>
<td>EASA</td>
<td>ANSP Met Approval</td>
<td>June 2019</td>
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Note: Oversight of aviation security is conducted throughout the year by both DCA and CAA staff.

2-2 Training and Development

2-2.1 Further SAFA and Flight Operations inspector training has taken place during 2019.
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. The first point of contact for registry issues is:

Glen Stanfield
Deputy Head of Airworthiness, SGI Guernsey, Terminal Building, Guernsey Airport, Forest, GY8 0DS

gstanfield@2-reg.com or +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, Tourism, Sport and Culture Department. Technical support is provided by Regio Lease. The first point of contact is:

Darren Scott, Assistant Director
Jersey Aircraft Registry, 19-21 Broad Street, St Helier, Jersey. JE2 3RR

d.scott@gov.je

3-2 **Flight Crew Licensing**

3-2.1 The requirements for Jersey are set out in ANJ2014\(^9\). 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 ANL2012\(^10\). 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 his privileges when acting as a member of crew aboard locally registered aircraft. These are valid for 12 months.

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.

\(^9\) Part 4

\(^10\) Chapter 3
3-2.8 Attention is drawn to 3-1.1.3.

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 Jersey\(^{11}\) or Guernsey\(^{12}\) 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 Jersey\(^{13}\) and Guernsey\(^{14}\).

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 flights\(^{15}\). 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)(Amendment) Regulations, 2017

\(^{14}\) Air Navigation (Bailiwick of Guernsey) (Single European Rules of the Air) Regulations, 2019

\(^{15}\) 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 DCA\(^{16}\). Such permissions will generally be granted considering 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 Jersey\(^{17}\) and Guernsey\(^{18}\) 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

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\(^{16}\) Article 48 ANJ 2014 in Jersey and Section 29 ANL 2012 in Guernsey

\(^{17}\) Article 24 ANJ 2014

\(^{18}\) Section 18(3) ANL 2012
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.

3-6 **Air Traffic Services (including licensing of air traffic controllers)**

3-6.1 Routine oversight of ATS in Guernsey and Alderney 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 requirements\(^1\) 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 Ports of Jersey’s ANSP is under direct EASA oversight (under a memorandum of understanding between EASA and the DCA).

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 exempted\(^2\) from the requirement to hold an air traffic controller licence issued by the DCA in Jersey\(^3\) and Guernsey\(^4\). This exemption is subject to the licence holder’s participation in the approved competency scheme at either Jersey or Guernsey (including Alderney) Airports.

---

\(^{1}\) 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

\(^{2}\) In Jersey: under the powers in Article 176 ANJ 2014, in Guernsey under the powers in Section 131 ANL 2012

\(^{3}\) Article 113 ANJ 2014

\(^{4}\) Section 83 ANL 2012
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 CAP168 and supporting documents are applied.

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 2021.

3-8 Occurrence Reporting

3-8.1 Jersey and Guernsey 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 CAA. Reports made through this scheme are deemed to have been made to the DCA. Reports can be submitted through the website.

3-8.3 Reports should be filed through the DCA website. When submitting a report, the UK should be selected as the national authority. The UK will forward reports to the DCA.

3-8.4 User feedback is encouraged; please contact the DCA with any comments.

---

21 Part 21 ANJ 2014
22 Section 124 ANL 2012 and [www.2-reg.com/services/occurrence-reporting](http://www.2-reg.com/services/occurrence-reporting)
23 See [cidea.aero](http://cidea.aero)
3.9 Unmanned Aircraft Systems

3-9.1 Jersey\textsuperscript{24} and Guernsey\textsuperscript{25} have each adopted law that regulate the operation of small unmanned aircraft or UAS (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 UAS operators are published by both Jersey\textsuperscript{26} and Guernsey\textsuperscript{27} airports through the DCA website. Operators are strongly urged to make use of these resources.

3-9.3 Private use of UAS is permitted subject to the primary statutory requirements referenced above. Attention is drawn to the requirements for operators to ensure that UAS are always operated in a safe manner in Jersey\textsuperscript{28} and Guernsey\textsuperscript{29}.

3-9.4 Non-private use of UASs requires an aerial work certificate. For the avoidance of doubt, non-private use is any use of an UAS during a business, club, association, charity, governmental body or where any transaction is affected 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 certificate should apply to the DCA in writing. Permits are issued under the Aviation Permit system\textsuperscript{30}. 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 operation 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

\textsuperscript{24} Article 52 ANJ 2014
\textsuperscript{25} Section 37 ANL 2012
\textsuperscript{26} See \url{www.jerseyairport.com/about/Pages/Drones.aspx}
\textsuperscript{27} See \url{www.airport.gg/guidance-use-drones-unmanned-aeronautical-systems-and-model-aircraft-guernsey-and-alderney}
\textsuperscript{28} Article 147 ANJ 2014
\textsuperscript{29} Section 114 ANL 2012
\textsuperscript{30} See 3-15 below
temporary permit will be issued by the DCA.

3-9.8 All UAS 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 every 24 months 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 £450.

3-9.9 No permissions are given or implied in respect of compliance with the Data Protection (Jersey) Law 2018 or the Data Protection (Bailiwick of Guernsey) Law 2017 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.

3-9.10 Changes to terminology with the introduction of the terms ‘remote pilot’ and ‘UAS operator’ in place of the previously used term ‘person in charge’

(a) the “remote pilot”, in relation to a small unmanned aircraft, is an individual who -  
(i) operates the flight controls of the small unmanned aircraft by manual use of remote controls, or  
(ii) when the small unmanned aircraft is flying automatically, monitors its course and can intervene and change its course by operating its flight controls,

(b) the “UAS operator”, in relation to a small unmanned aircraft, is the person who has the management of the small unmanned aircraft.
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 METARs are produced by both Guernsey and Jersey ATC whereas Warnings, TAFs and Forecasts are overseen by the Jersey Meteorological Department.

3-11   Powers, Notices and Enforcement

3-11.1 In Jersey\(^{31}\), ANJ 2014 provides that the DCA may prohibit or restrict flying in certain circumstances.

3-11.2 In Guernsey\(^{32}\), 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 Publication (as provided by NATS); hence the standards applied are those required by the UK under CAP 779\(^{33}\).

\(^{31}\) Articles 47 and 166

\(^{32}\) Sections 35 and 126

\(^{33}\) See https://publicapps.caa.co.uk/docs/33/CAP779.pdf
3-14 Security

3-14.1 Jersey and Guernsey are recognised by the EU\(^{34}\) as applying security standards equivalent to the EU common basic standards\(^{35}\).

3-14.2 In addition, the UK "More Stringent Measures" are voluntarily applied to maintain UK "domestic airport status" for matters of aviation security. 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 Section 77/POCs. Where any other permission, exemption or approval is required under the law an “aviation certificate” will be issued by the DCA.

In order to maintain consistency certificates 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 certificates must be submitted on the application form provided by the DCA. This can be found online\(^{36}\) or is available on request from the DCA.

3-15.3 The relevant section of the AJ should be consulted prior to applying.

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\(^{34}\) Commission Regulation (EU) No. 185/2010

\(^{35}\) Regulation (EC) No. 200/2008 and related implementing instruments

\(^{36}\) See [www.cidca.aero](http://www.cidca.aero)

\(^{37}\) Air Navigation (Bailiwick of Guernsey) (Foreign Aircraft Operations) Regulations 2019

\(^{38}\) Air Navigation (Fees) (Amendment) (Jersey) Order 2019

\(^{39}\) With the Data Protection Commissioner Registration number 57390

\(^{40}\) With the Information Commissioner Registration number 57634

\(^{41}\) See Chapter 5
3-15.4 A list of certificates currently in force is published in Chapter 4. Applicants agree to publication of their permit.

3-15.5 Charges for Foreign Carrier Permits were introduced in Guernsey from 14th February 2019 and in Jersey from 6th March 2019. Payment details are on the permit application.

3-16 Data Policy

3-16.1 The DCA is registered as a “Data Controller” in both Guernsey and Jersey.

3-16.2 Data is held in a cloud storage service that is 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 laws 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 Jersey and Guernsey 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.
Subject access requests\textsuperscript{44} may be made in writing to the DCA. Such requests are currently handled free of charge.

### Special permissions and access to airspace

#### Access to R095 (Sark restricted area)

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.

Requests to enter R095 should be made to the DCA in writing with at least two weeks' notice.

Aircraft will only be granted permission to enter in R095 in exceptional circumstances.

UAS flight is not permitted in Sark. Offshore UAS flights will be permitted in certain circumstances - see 4-1.8.1.

#### Landing at sites other than aerodromes

Take-off and landing or aircraft at sites other than licensed aerodromes is prohibited\textsuperscript{45} without express permission from the DCA.

### Aircraft Inspection Programme

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. Several operators were inspected during 2018. Further checks will be risk-based and determined based on 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.

3-19 Commercial air transport and aerial work - exception for jointly owned aircraft

3-19.1 A flight shall be deemed to be a private flight if the aircraft falls within the prerequisites below and the only reward given or promised in respect of the flight:

3-19.2 If it is owned jointly by persons (each of whom is a natural person) who each hold not less than a 5% beneficial share and

(i) the aircraft is registered in the names of all the joint owners, or

(ii) the aircraft is registered in the name or names of one or more of the joint owners as trustee or trustees for all the joint owners, and written notice has been given to the Director of Civil Aviation of the names of all the persons beneficially entitled to a share in the aircraft,

(iii) or by a company in the name of which the aircraft is registered and the registered shareholders of which (each of whom is a natural person) each hold not less than 5% of the shares in that company.

(iv) No information concerning the flight shall have been published or advertised prior to the commencement of the flight other than, in the case of an aircraft operated by a flying club, advertising wholly within the premises of such a flying club in which case all the persons carried on such a flight who are aged 18 years or over shall be members of that flying club.

45 Section 95 ANL 2012 in Guernsey and Article 12 CAJ 2008 in Jersey
46 Section 143 ANL 2012 in Guernsey and Article 161 ANL 2014 in Jersey
3-19.3 However, reward falls into this category if it is either

a. in respect of and is no greater than the direct costs of the flight and is given, or promised by one or more of the joint owners of the aircraft or registered shareholders of the company which owns the aircraft, or

b. in respect of the annual costs and given by one or more of such joint owners or shareholders or falls within both paragraphs.

3-20 **Holders of UK IRR**

Holders of UK IRR may exercise the privileges of those ratings in CIA.
Chapter 4 – Gazette

4-1 Aviation Permits Currently in Force

4-1.1 Aerial Work Certificates / Section 70 / Article 96 Approval

<table>
<thead>
<tr>
<th>Number:</th>
<th>Issued to:</th>
<th>Start Date:</th>
<th>Expiry Date:</th>
<th>Notes:</th>
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<td>2017-GY-232</td>
<td>Guernsey Paragliding Club</td>
<td>01-01-18</td>
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4.1.2  **Aerial Work Certificates/Section 70 Approval (Unmanned Aerial Systems)**

Operators listed here are licensed to conduct commercial “drone” flights. It should be noted that short-term or “one-off” permissions are not shown - contact the DCA directly for clarification on any given operator.

<table>
<thead>
<tr>
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### Guernsey Air Operator Certificates

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### Guernsey Private Operator Certificates / Section 77 Approval

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### 4-1.5 Other Aviation Permits

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<td>2017-GY-232</td>
<td>Guernsey Paragliding Club</td>
<td>01-01-18</td>
<td>31-12-20</td>
<td>Exemption from the weather requirements under SERA</td>
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<td>2017-JE-373</td>
<td>Inez Bartolo (as accountable manager for Ports of Jersey)</td>
<td>07-12-18</td>
<td>31-12-19</td>
<td>Aerodrome certification</td>
</tr>
<tr>
<td>2019-JE-733</td>
<td>Ports of Jersey</td>
<td>07-05-19</td>
<td>As per conditions</td>
<td>ANSP/ATO Radar Service Certification</td>
</tr>
<tr>
<td>2019-GY-784</td>
<td>Guernsey Airport &amp; Harbour</td>
<td>23.05.19</td>
<td>As per conditions</td>
<td>ANSP/ATO Radar Service Certification</td>
</tr>
<tr>
<td>2019-GY-821</td>
<td>Colin Le Ray (as Airport Director)</td>
<td>01-07-19</td>
<td>30-06-20</td>
<td>Aerodrome certification</td>
</tr>
<tr>
<td>2019-JE-988</td>
<td>ASL Airlines</td>
<td>12-11-19</td>
<td>23-02-20</td>
<td>Foreign Carrier Permit</td>
</tr>
<tr>
<td>2019-GY-1229</td>
<td>Swiftnair</td>
<td>28-10-19</td>
<td>27-03-20</td>
<td>Foreign Carrier</td>
</tr>
<tr>
<td>Permit Number</td>
<td>Company</td>
<td>Start Date</td>
<td>End Date</td>
<td>Type</td>
</tr>
<tr>
<td>---------------</td>
<td>---------</td>
<td>------------</td>
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</tr>
<tr>
<td>2019-JE-1230</td>
<td>Swiftair</td>
<td>28-10-19</td>
<td>27-03-20</td>
<td>Foreign Carrier Permit</td>
</tr>
</tbody>
</table>
General Notices

Note: Only notices entering into or remaining in force on January 1st, 2020 are published here. Historical and cancelled notices are available from the DCA upon request.

4-1.6.1 New revisions to GAR 21, to be published in early December

4-1.7 – Exemption from law; AOC holders conducting private flights

January 25th, 2017 – Extended –

4-1.7.1 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.

4-1.7.2 Such permission is subject to approval and where granted this will be shown in the AOC operations specifications.

4-1.7.3 The exemption shall be effective today and remain in force until December 31st, 2019 unless varied or revoked.

4-1.8 – Policy for the offshore use of small unmanned aircraft (UAVs) in the vicinity of Sark

May 12th, 2017 – Extended – see 3-17.1

4-1.8.1 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 UASs 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.
4-1.8.2 The UAS must be capable of being safely launched from and recovered to a watercraft.

4-1.8.3 Launch and recovery must take place from a watercraft at sea positioned at a distance of at least 150 metres from the shoreline at lowest astronomical tide.

4-1.8.4 The operator must be a holder of a current aerial work permit.

4-1.8.5 The vehicle must always 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.

4-1.8.6 All other conditions in ANL2012 Section 37 are complied with.

4-1.8.7 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.

4-1.8.8 This policy is introduced today and will remain in force until December 31st, 2019 unless notified to the contrary.

4-1.9 – Exemption from law; AOC applications from organizations with principal place of business in the Bailiwick of Jersey

May 12th, 2017

4-1.9.1 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).

4-1.9.2 This exemption is issued to allow Jersey-based businesses to apply for a 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.

4-1.9.3 This is exemption will remain in force until further notice.

4-1.10 – Revision of Guernsey Aviation Requirements (GARs)

December 30th, 2019

4-1.10.1 Guernsey Aviation Requirements have been amended with publication month January 2020.

4-1.10.2 They are published on www.cidca.aero/legislation

4-1.10.3 The previous amendment of all GARs remain published on www.gov.gg/article/151977/Guernsey-Aviation-Requirements-GARs until 31st January 2020.

4-1.10.4 Holders of a certificate, approval, etc. must ensure compliance with the amended GARs by the effective date.

4-1.10.5 Holders of a certificate, approval, etc. may implement any provision of the latest amendment of any GAR before its effective date.

4-1.10.6 No amendments have been made that are subject to an approval or acceptance by the DCA.

4-1.11 – Exemption for use of UASs (“drones”) by the Emergency Services

October 13th, 2017

4-1.11.1 In exercise of his powers in under Article 176 ANJ2014 in Jersey and Section 131 ANL2012 in Guernsey, the DCA hereby exempts charging emergency services personnel for holding a valid aerial work certificate
for the use of a small unmanned aircraft (UAS) as set out below.

4-1.11.2 For the avoidance of doubt, “emergency services” means any member of an established police force, fire service, ambulance service, coastguard or civil protection unit.

4-1.11.3 Where the incident commander determines that a life-threatening situation exists and that use of a UAS may be of assistance, any UAS available may be utilized by 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.

4-1.11.4 Emergency services personnel must have completed an appropriate remote pilot qualification.

4-1.11.5 In all cases, the vehicle must be kept within 1000m of the operator and must not be operated above 400 feet above ground level.

4-1.11.6 The DCA must be informed in writing on each occasion that a UAS 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.

4-1.11.7 This exemption will remain in force until revoked or amended.

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4-1.12 – Extension of 2017 notices

January 25th, 2018

4-1.12.1 The following notices are hereby extended for a further twelve months to expire December 31st, 2020:

4-1.7 AOC holders conducting private flights
4-1.8 Policy for the offshore use of UASs in the vicinity of Sark.

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Channel Islands Aviation Legislation, Requirements, Circulars and Directives

**Guernsey and Bailiwick Legislation**

*The Air Navigation (Bailiwick of Guernsey) (Foreign Aircraft Operations) Regulations, 2019*

Charges for Foreign Carrier Permit

*Air Navigation (Guernsey) Order 1972*

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

*Air Navigation (Bailiwick of Guernsey) Law 2012*

The main contemporary regulatory instrument laying down technical requirements.

*Air Navigation (BoG) (Air Operators’ Certificates) Regulations 2016*

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

*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.

*Airport Service Charge (Guernsey) Law 1958*

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

*Aviation (Bailiwick of Guernsey) Law 2008*

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

*Aviation Registry (Guernsey) Law 2013*
Establishes the Guernsey Aircraft Registry (2-REG). Lays out the powers of the Registrar.

**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.

**Carriage by Air (Channel Islands) Order 1961**

Provisions pertaining to civil actions in respect of deaths aboard aircraft in international carriage.

**Civil Aviation Act 1971 (Channel Islands) Order 1972**

Extends certain provisions of the UK Civil Aviation Act 1971 to Guernsey.

**Civil Aviation (Investigation of Accidents) (Guernsey) Order 1972**

See section 1-4.

**Civil Aviation (Licensing) Act 1960 (Channel Islands) Order 1972**

Extends certain provisions of the UK Civil Aviation (Licensing) Act 1960 to Guernsey.

**Detention of Aircraft (Guernsey and Alderney) Law 1994**

Provides powers for the appropriate authority to detain aircraft in respect of unpaid fees.

**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.

**Protection of Aircraft (Guernsey) Order 1973**

Extends certain provision of the UK Protection of Aircraft Act 1973 to Guernsey.

**The Aviation Security (Bailiwick of Guernsey) Direction 2012**

Covers aviation security – see section 2-15.
Guernsey Aviation Requirements (GARs)

1. 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 General Aviation
   GAR-91/121/135 General Operating Instructions (Commercial Air Transport)
   GAR 119 Air Operator Certification
   GAR 145 Aircraft Maintenance Organization Approval

Guernsey Advisory Circulars (GACs)

GAC.GEN-1 Public inspection of the registers
GAC.GEN-3 Private Flight
GAC.GEN-4 Brexit
GAC 39-1 Technical Co-ordinator
GAC 61 Pilot Licenses and Ratings
GAC 121/135 General Operating Instructions (Commercial Air Transport Operations)
GAC 145 Aircraft Maintenance Organisation Approval
GAC GEN 1 Public Inspection of the Registers
GAC GEN 3 Guidance on Private Flight Definition
GAC MEL 47 Minimum Equipment List

Jersey Legislation

Air Navigation (Fees)(Amendment) Jersey Order 2019

Charges for the issue of Foreign Carrier Permits and aerial work

Aerodromes (Administration) (Jersey) Law 1952

Requires there to be an Airport Director and sets out their powers.
**Aerodromes (Jersey) Regulations 1965**

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

**Air Navigation (General) (Jersey) Regulations 1972**

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

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

Extends certain UK procedural provisions to Jersey.

**Air Navigation (Jersey) Law 2014**

The main contemporary regulatory instrument laying down technical requirements.

**Airport Dues (Jersey) Law 1956**

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

**Airports Act 1986 (Jersey) Order 2000**

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

**Aviation Security (Jersey) Order 1993**

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

**Carriage by Air (Jersey) Order 1967**

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

**Carriage by Air (Sterling Equivalents) Order 1999**

Establishes a statutory exchange rate for the Act above.

**Carriage by Air Acts (Application of Provisions) (Jersey) Order 1967**

Extends provisions of the UK Carriage by Air Acts to Jersey.
Civil Aviation (Investigation of Air Accidents and Incidents) (Jersey) Order 2000

See section 1-4.

Civil Aviation (Jersey) Law 2008

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

Civil Aviation (Licensing) Act 1960 (Channel Islands) Order 1961

Extends certain UK air route licensing provisions to Jersey.

Civil Aviation (Licensing) Regulations 1964

Extends certain UK air route licensing provisions to Jersey.

Civil Aviation (Supplementary Provisions) (Jersey) Law 1955

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

Civil Aviation Act 1980 (Jersey) Order 1984

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

Civil Aviation Act 1982 (Jersey) Order 1990

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

Civil Aviation Authority Regulations 1972

Extends certain provisions of the UK CAA Regulations to Jersey.

The Aviation Security (Jersey) Direction 2012

Covers aviation security – see section 2-15.

Aircraft Registration (Jersey) Law 2014

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

No requirements or circulars are presently published in Jersey.
Guernsey and Jersey Directives

2019/001  8th August 2019  Jersey Airspace Restricted
2019/002  9th December 2019  Jersey Dangerous Goods Technical Instruction

Appendix - Revision History

Changes made in edition 1912 are detailed in the preamble.

The previous edition was 1911. The changes from edition 1910 were as follows:

1. Updates to the lists of permits.
2. General administrative updates and editorial corrections.
3. New issue of GAR 21 first week of December
4. Occurrence report submission available on website

The previous edition was 19010. The changes from edition 1908 were as follows:

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

The previous edition was 1909. The changes from edition 1908 were as follows:

1. Updates to the lists of permits.
2. General administrative updates and editorial corrections.
The previous edition was 1908. The changes from edition 1907 were as follows:

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

The previous edition was 1907. The changes from edition 1906 were as follows:

1. Updates to the lists of permits.
2. General administrative updates and editorial corrections.
3. Increase in UAS audit fees

The previous edition was 1906. The changes from edition 1905 were as follows:

1. Updates to the lists of permits.
2. General administrative updates and editorial corrections.
3. Inclusion of UK IRR privileges

The previous edition was 1905. The changes from edition 1904 were as follows:

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

The previous edition was 1904. The changes from edition 1903 were as follows:

1. Updates to the lists of permits.
2. General administrative updates and editorial corrections.
The previous edition was 1903. The changes from edition 1902 were as follows:

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

The previous edition was 1902. The changes from edition 1901 were as follows:

1. Updates to the lists of permits.
2. General administrative updates and editorial corrections.
3. Charges for Foreign Carrier Permits

The previous edition was 1901. The changes from edition 1812 were as follows:

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

The previous edition was 1812. The changes from edition 1811 were as follows:

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

The previous edition was 1811. The changes from edition 1810 were as follows:
1. Updates to the lists of permits.

2. General administrative updates and editorial corrections.

3. Update on UAS legislation (3.9.10-12)

4. DCA Contact details

The previous edition was 1810. The changes from edition 1809 were as follows:

1. Updates to the lists of permits.

2. General administrative updates and corrections.

3. Commercial air transport and aerial work-exception (3.19)

The previous edition was 1809. The changes from edition 1808 were as follows:

1. Updates to the lists of permits.

2. General administrative updates and corrections.

The previous edition was 1808. The changes from edition 1807 were as follows:

1. New Director of Civil Aviation

2. Updates to the lists of permits.


The previous edition was 1807. The changes from edition 1806 were as follows:

1. Updates to the lists of permits.

2. General administrative updates and corrections.

The previous edition was 1806. The changes from edition 1805 were as follows:
1. Updates to the lists of permits.

2. General administrative updates and corrections.

The previous edition was 1805. The changes from edition 1804 were as follows:

1. Updates to the lists of permits.

2. General administrative updates and corrections.

The previous edition was 1804. The changes from edition 1803 were as follows:

1. Updates to the lists of permits.

2. General administrative updates and corrections.

The previous edition was 1803. The changes from edition 1802 were as follows:

1. Updates to the lists of permits.

2. General administrative updates and corrections.

The previous edition was 1802. The changes from edition 1801S were as follows:

1. Updates to the lists of permits.

2. General administrative updates and corrections.

The previous edition was 1801S. The changes from edition 1712 were as follows:

1. Updates to the lists of permits.

2. General administrative updates and corrections.

The previous edition was 1712. The changes from edition 1711 were as follows:

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

The previous edition was 1711. The changes from edition 1710 were as follows:

1. Updates to the lists of permits.
2. General administrative updates and corrections.
3. Updated details for Jersey Aircraft Registry following recent changes.

The previous edition was 1710. The changes from edition 1709 were 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.

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.
3. Amendments regarding the implementation of SERA.

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. Publication of a notice 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.
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.


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.


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.

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.


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.

DCA Contact details

www.cidca.aero

Office Hours: 0900 – 1700 Monday to Friday

Telephone numbers: 01481 236629 (Guernsey) and 01534 735510 (Jersey)

Emergency number 07839264080

Dominic.lazarus@cidca.aero or Simon.crook@cidca.aero