



**GUERNSEY
ADVISORY
CIRCULARS
(GACs)**



GAC 66-2

**Aircraft
Maintenance
Licence
validations**

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First Issue

January 2020

Guernsey Advisory Circulars (GACs) are issued to provide advice, guidance and information on standards, practices and procedures relating to the application of the Guernsey Aviation Requirements (GARs) and services related to the Guernsey Aircraft Registry.

GACs are not in themselves laws or regulations but may amplify provisions of the laws or regulations, including the Guernsey Aviation Requirements, or provide practical guidance on the application of the GARs.

The definitive versions of GACs are published on the Channel Islands Director of Civil Aviation website <http://www.cidca.aero/guernsey-aviation-requirements> which should be consulted to establish the latest issues.

Enquiries regarding the content of this publication should be addressed to the Director of Civil Aviation, Guernsey Airport, Airport Terminal Building, La Villiaze, Forest, Guernsey, GY8 ODS.

The processing of applications and services relating to the Guernsey Aircraft Register will be completed by SGI (Guernsey), also known as '2-REG'. For further information about 2-REG, consult <http://www.2-reg.com> or e-mail info@2-reg.com.

Checklist of Pages

	Page no	Issue no	Date
Title page		1	January 2020
Checklist of pages	i	1	January 2020
Revisions	ii	1	January 2020
Contents	iii	1	January 2020
	1	1	January 2020
	2	1	January 2020
	3	1	January 2020
	4	1	January 2020
	5	1	January 2020

Revisions

GAC Issue	Subject
Issue 1	First issue



Contents

Checklist of Pages	i
Revisions	ii
Contents	iii
1 – Purpose	1
2 – Related laws and regulations	1
3 – Definitions	1
4 – Introduction	1
5 – Principles	1
6 – Eligibility requirements GAR 66 Validation	2
7 – GAR 43 Authorisations	2
8 – Initial issue	3
9 – Medical fitness	4
10 – Renewal	5



1 – Purpose

This GAC provides information regarding the process for the issue, renewal and amendment of GAR 66 aircraft maintenance engineer licence (AML) validations and GAR 43 authorisations.

2 – Related laws and regulations

This GAC relates to:

- The Air Navigation (Bailiwick of Guernsey) Law, 2012 (ANL), Chapter II.
- Guernsey Aviation Requirements Part 66 and Part 43.

3 – Definitions

Definitions, in the context of this GAC, will have the meanings listed in GAR Part 1 (Definitions, Abbreviations and Units of Measurement) unless otherwise stated.

4 – Introduction

The term ‘validation’, for the purposes of aircraft maintenance engineer licence (AML) validations, means the rendering valid, for the Bailiwick of Guernsey, a licence issued by another ICAO Contracting State. The licence issued by the other Contracting State is referred to as the ‘host licence’. The requirements for the issue of a licence validation are specified in GAR Part 66 and are applicable to all maintenance personnel maintaining and releasing to service aircraft registered in the Bailiwick of Guernsey. The information contained within this GAC is provided to assist with the understanding of the requirements for the validation of an aircraft maintenance licence and the process that is to be followed to obtain a Certificate of Validation. Furthermore, this GAC specifies the requirements for the “GAR 43 authorisation” and the process that is to be followed to obtain such an authorisation.

5 – Principles

The privileges and restrictions specified in the host licence associated with the validation must be observed. The host licence must be current and include a valid type or group rating if required by the State that issued the host licence, at the time that the validation is issued and it must remain current in order for the validation to remain current. Full licences issued by Contracting States to the Chicago Convention in accordance with Annex 1 will be eligible for validation.

National licences from certain Contracting States may not be accepted as host licences for validation purposes.

A current Certificate of Validation or “GAR 43 authorisation” must be carried when performing maintenance and/ or issuing a release to service on an aircraft registered in Guernsey in accordance with the Air Navigation (Bailiwick of Guernsey) Law, 2012 (ANL), Chapter II.

A validation of a licence or certificate may be issued for a period determined by the Director but not greater than 3 years and subject to the validated licence remaining current.

6 – Eligibility requirements GAR 66 Validation

Acceptance of an application for the validation of a licence on the basis of holding a current licence issued by an ICAO Contracting State not being EASA, USA (FAA), Canada (TCCA) or China (CAAC) will be subject to investigation of the foreign aircraft maintenance engineer licensing scheme (GAR Part 66.205(b)).

If the issuing authority of the host licence is not EASA, USA (FAA), Canada (TCCA) or China (CAAC), the ICAO USOAP audit outcome will be checked, and a verification letter will be requested from the issuing authority. If a State is flagged with a significant safety concern as a result of an ICAO USOAP audit or if the Licensing category is below the global average, the Director of Civil Aviation will not validate the licence.

7 – GAR 43 Authorisations

According to GAR Part 43.101 A person shall not certify an aircraft or aircraft component for release to service after maintenance unless he/ she:

1. In the case of piston engine aircraft below 2,700 kg MTOM, holds an appropriately rated GAR Part 66 licence or validation.
2. For other aircraft (aircraft of 2,700 kg MTOM or above and turbine engine aircraft), holds an authorisation issued by a maintenance organisation appropriately validated under GAR Part 145 ‘option 1 or option 2’ and is certifying maintenance within the scope of that approval. Or holds a GAR Part 66 licence, a validation in the appropriate category or holds valid licence in the appropriate category acceptable to the Director and holds an authorisation issued by a maintenance organisation appropriately

approved under a GAR Part 145 'option 3' and is certifying maintenance within the scope of that approval.

In derogation of above, if authorised by the Director, the following "GAR 43 authorisations" can be provided;

3. For limited aircraft scheduled maintenance tasks identified in the approved maintenance programme and the rectification of defects that have been recorded in accordance with the approved aircraft MEL, provided he/ she holds a licence issued or validated in accordance with GAR Part 66 in the appropriate category.
4. For a particular case in relation to the specific aircraft maintenance task, in other words, a one-off authorisation.

The "GAR 43 authorisation" allows to deviate from the requirements mentioned in point 1 and/ or 2, only for a limited number of tasks or a particular case for a limited number of time and a specific aircraft/ project. An applicant must make a specific application for this "GAR 43 authorisation", which is a separate approval next to the GAR 66 Certificate of Validation.

When applying for a "GAR 43 authorisation" it must be clear for what limited maintenance task(s) the request is made and in relation to which aircraft/ project. Generally, only limited "line maintenance" tasks will be authorised by issuance of the GAR 43 authorisation.

8 – Initial issue

8.1 An applicant must make the application for a licence validation and/ or GAR 43 authorisation through the 2-REG website (<https://www.2-reg.com/on-line-application/>) as follows:-

- The applicant details must be completed as prompted; and
- A copy must be uploaded of the applicant's current host licence (issued in accordance with ICAO Annex 1) including current type or group rating if applicable + evidence of currency; and
- A copy must be uploaded of the applicant's current passport, including the signature page and;
- Payment for the issue of the validation must be completed by credit card;

- A list of maintenance tasks for which an authorisation is sought, in case a GAR 43 authorisation is requested. This list of tasks shall contain the task numbers and task descriptions of each task in the following format;

Registration:	Line / Base:	Task Number:	Task Description:
2-	Line/Base	xx-xx-xxxx	

The application will not be processed until all of the above documents have been received and payment has been made.

All validation and/ or authorisation applications will be subject to verification of the host licence with the State of issue. On satisfactory completion of the above process a Certificate of Validation and/ or Authorisation will be issued by the Guernsey DCA and sent to the applicant by 2-REG.

8.2 Revalidation requirements of the State issuing the host licence:

In order for a licence validation to remain current, the applicant must comply with the revalidation requirements of the State issuing the host licence.

8.3 Duration of validation:

The duration of the licence validation and/ or authorisation will be a maximum of three years. In the case where the host licence will expire in less than one year, the duration of the Certificate of Validation will be limited to the expiry date of the host licence.

9 – Medical fitness

The holder of a validation or authorisation shall not exercise the privileges of that validation or authorisation while that person has a known medical deficiency, or increase of a known medical deficiency, that might render that person unable safely and properly to exercise those privileges or create a risk of harm to that person or to any other person.

10 – Renewal

One month prior to the expiry of the Certificate of Validation and/ or GAR 43 authorisation an applicant must follow the same application process as described in Part 8 of this GAC in order to maintain currency of the validation and/ or authorisation.

A new Certificate of Validation and/ or GAR 43 authorisation will be issued from the expiry date of the previous Certificate of Validation provided that all relevant requirements continue to be met.

END

