

Guernsey ODCA Notice of Proposed Amendment: 2022-2

1. Title

GAR 21: UK added to list of host states for a TAC

2. Introduction

This Notice of Proposed Amendment proposes to change GAR 21 to accept Type Acceptance Certificates on the basis of Type Certificates issued by the UK Civil Aviation Authority.

3. Consultation and timeline

3.1 Information only

This Notice of Proposed Amendment is offered to interested parties for information only. This proposal results from an external development that cannot be influenced by Guernsey. Therefore, this NPA does not invite interested parties to comment.

3.2 Timeline

GAR 21 will be amended by [date].

4. Proposals - rationale

4.1 Proposal 1 – GAR 21.25(a)(1) – addition of United Kingdom to the list of host states for a Type Acceptance Certificate

Since 1 January 2021, the United Kingdom is no longer a member state of the European Union Aviation Safety Agency (EASA). However, the United Kingdom has an initial airworthiness certification and oversight system that is considered robust by the Director. In addition, the UK will continue to use standards based on those of EASA for issuing type certificates. It is therefore proposed to add the United Kingdom to the list of host states for a Type Acceptance Certificate.

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5 Proposals – The changes and their justification

5.1 Proposal 1 – GAR 21.25(a)(1) – addition of United Kingdom to the list of host states for a Type Acceptance Certificate

5.1.1 The change

Current GAR 21 text	Proposed GAR 21 text	Gist of change
21.25	21.25	
<p>(a) An applicant for the grant of a Type Acceptance Certificate shall provide the Director with evidence that:</p> <p>(1) the Type Design has been approved by the Federal Aviation Administration (FAA) of the United States, Transport Canada, the European Aviation Safety Agency (EASA) or, for aircraft types designed and manufactured in Brazil, by Agência Nacional de Aviação Civil of Brazil by the issue of a Type Certificate, and</p> <p>[...]</p>	<p>(a) An applicant for the grant of a Type Acceptance Certificate shall provide the Director with evidence that:</p> <p>(1) the Type Design has been approved by the Federal Aviation Administration (FAA) of the United States, Transport Canada, the European Union Aviation Safety Agency (EASA), the Civil Aviation Authority (CAA) of the United Kingdom or, for aircraft types designed and manufactured in Brazil, by Agência Nacional de Aviação Civil of Brazil by the issue of a Type Certificate, and</p> <p>[...]</p>	<p>Addition of the United Kingdom to the list of host states for a TAC; name change of EASA</p>

5.1.2 – Justification

Drive for this proposal	Safety impact:	Regulatory verification:
'Brexit'	The United Kingdom will continue to use type certification standards based on the EASA system. Consequently, there is no impact on safety.	<p>ICAO: Annex 8 (at amendment 106), Part II, chapter 1</p> <p>ANL (as valid Feb 2021): s. 3</p>