



GAC 43-2

**GUERNSEY
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(GACs)



GAR 43
authorisations

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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, and their effectivity date, are published on the States of Guernsey website which should be consulted to establish the latest effective issue of each GAC.

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 0DS.

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.

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1 – Purpose

This GAC explains the various options for persons to issue a release to service and provides guidance for applying for a GAR 43 authorisation.

2 – Related laws and regulations

This GAC relates to:

- The Air Navigation (Bailiwick of Guernsey) Law, 2012 (ANL), section 10
- Guernsey Aviation Requirements Part 43.101.

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

This GAC explains the various options for persons to issue a release to service and provides guidance for the process to be followed for applying for an authorisation pursuant to either GAR 43.101(a) or GAR 43.101(b), commonly referred to as a ‘GAR 43 authorisation’.

5 – Principles

The release to service of aircraft or aircraft component is codified in GAR 43.101 by offering six options. Four of these options regulate the release to service in such a way that a person, once appropriately licensed or approved respectively, can do this autonomously, with or without the involvement of a maintenance organisation validated or approved by the Director. However, two options involve an authorisation by the Director. These are regulated in GAR 43.101(a) and (b) respectively and are further explained in chapter 6.

The other four options involve combinations of reliance on a GAR 145 maintenance organisation, either validated or approved by the Director, in combination with at least an authorisation by the maintenance organisation, or reliance on a GAR 66 validated person only, as follows:

	Maintenance organisation		Person		
	validated by the Director	approved by the Director	holding Part 66 licence validated by the Director	holding non-Guernsey licence but with training, examination and experience acceptable to Director	authorised by maintenance organisation
43.101(c)	√				√
43.101(d)		√	√		√
43.101(e)		√		√	√
43.101(f)			√		

Of these four, the second and third option (43.101(d) and (e)) are rarely employed, as the number of applications for approval, as opposed to validation, by maintenance organisations is very low. The last option (43.101(f) - GAR 66 licence validation without involvement of a maintenance organisation) was restricted since the start of the Guernsey aircraft register to piston engine aircraft at or below 2,700 kg MTOM. With issue 4 of GAR 43, this is however expanded to include more aircraft classes. The effect of this will be that less GAR 43 authorisations will be applied for.

6 – GAR 43 authorisations

GAR 43.101(a) permits the Director to authorise an applicant to release to service an aircraft or aircraft component after maintenance in a particular case in relation to a specific maintenance task. This is also referred to as a 'one-off authorisation'.

GAR 43.101(b) permits the Director to authorise a license holder to perform limited maintenance tasks identified in the approved maintenance programme and the rectification of defects that have been recorded in accordance with the approved aircraft MEL. This authorisation is issued on an on-going basis in those circumstances where the Director considers it justified that no GAR Part 145 maintenance organisation is engaged. In all cases, however, a Technical Co-ordinator or Continuing Airworthiness Management Organisation is involved.

The authorisations will be referred to as either a 'GAR 43(a) authorisation' or a 'GAR 43(b) authorisation', as the case may be.

When applying for a GAR 43(a) or GAR 43(b) authorisation the applicant should identify the maintenance task or tasks for which the request is made and in relation to which aircraft or series of aircraft and the requested duration. The application itself may be arranged via a proxy, typically the Technical Co-ordinator or CAMO involved.

7 – Initial issue

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

1. the applicant details should be completed as prompted;
2. a copy should be uploaded of the applicant's current host licence (issued in accordance with ICAO Annex 1) including current type or group rating if applicable and evidence of currency;
3. A copy should be uploaded of the applicant's current passport, including the signature page;
4. Payment for the issue of the validation should be completed by credit card;
5. A list of the maintenance task or tasks for which authorisation is sought. This list should contain task numbers and descriptions 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 authorisation applications will be subject to verification of the host licence with the State of issue. On satisfactory completion of the above process the authorisation will be issued by the Director and sent to the applicant by 2-REG.

8 - Duration of authorisation

The duration of the authorisation will be as appropriate to the request but in no case more than three years. The validity of the authorisation is dependent upon the continued validity (aof the host licence.

9 – Renewal

For those authorisations which have been issued for one year or more, one month prior to the expiry of the authorisation an applicant should follow the same application process as described in Chapter 7 of this GAC in order to maintain currency of the authorisation.

A new authorisation will be issued from the expiry date of the previous authorisation provided that all relevant requirements continue to be met.

END