

GUERNSEY ADVISORY CIRCULAR (GACs)



GAC PEL-2



**Aircraft Maintenance
Licence Validations**

BAILIWICK OF GUERNSEY

Director of Civil Aviation

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Second Issue

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Guernsey Advisory Circulars (GACs) are issued to provide advice, guidance and information on standards, practices and procedures necessary to facilitate the application and processing of applications for services related to the Guernsey Aircraft Register.

They are not in themselves law or a regulation but may amplify provisions of the laws and regulations, including the Guernsey Aviation requirements, or provide practical guidance. Since GAC's are non-binding, regulated persons may choose alternative means to comply with the guidance. In this case, however, they lose the presumption of compliance provided by the circular and need to demonstrate to the Office of the Director Civil Aviation (ODCA) that they do comply with the law.

The definitive version of GACs is on the States of Guernsey website <http://www.cidca.aero/guernsey-aviation-requirementsgov.gg/> which should be viewed to establish the latest issue.

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.

Processing of applications will be done by the Guernsey Aircraft Registry, which operates as '2-REG'. For further information consult <http://www.2-reg.com> or send a message to info@2-reg.com.

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Revisions

GAC Issue	Subject
Issue 1	First issue
Issue 2	• Mandatory verbs ('must', 'shall') replaced by 'should' to be consistent with the purpose of a GAC; • Editorial corrections. Resulting from NPA 2022-1: • Chapter 4: improved listing of objectives; • Chapter 5: removal of sentence with respect to national licences from certain Contracting States as it is redundant because all host licences are national licences; • Chapter 6: text added to give a positive list of states from which licences are validated with minimum scrutiny; description of minimum scrutiny; improved references to states; clarification of method of investigation of eligibility for validation of host licences. • Chapter 7 (current): guidance with respect to GAR 43 authorisations moved to new GAC 43-2; • Section 8.1 (current) becomes Chapter 7: reference to knowledge form added, reflecting current practice. • Section 8.2 (current) becomes Chapter 8 as it falls outside the scope of 'initial issue'; • Section 8.3 (current) becomes Chapter 9 as it falls outside the scope of 'initial issue'. • Chapter 9 (current): removal of the medical fitness guidance, as this is a repeat of the requirement of GAR 66.19; • Chapter 10: the word 'ultimately' added to obviate the need for the applicant to apply for renewal exactly one month prior to the expiration date.

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1 – Purpose

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

2 – Related laws and regulations

This GAC relates to: • The Air Navigation (Bailiwick of Guernsey) Law, 2012 (ANL), section 10. • Guernsey Aviation Requirements Part 66.

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, of 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/or 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;
- identify from which countries licences are validated with minimum scrutiny;
- provide information on the application process that is to be followed to obtain a Certificate of Validation.

5 – Principles

The privileges and restrictions specified in the host licence associated with the validation should be observed. The host licence should 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 should remain current in order for the validation to remain current. Licences issued by Contracting States to the Chicago Convention in accordance with Annex 1 will be eligible for validation subject to the provisions of section 6. A current Certificate of Validation should 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 host licence remaining current.

6 – Eligibility requirements GAR 66 Validation

Maintenance licences issued by the following ICAO Contracting States will be validated with minimum scrutiny:

- Canada (TCCA);
- China, excluding Hong Kong, Macau and Taiwan (CAAC);
- EASA member states;
- United Kingdom, excluding Overseas Territories and Crown Dependencies;
- United States of America (FAA).

The minimum scrutiny will entail a check of validity and ratings and, where available, an on-line check in the database of the state concerned.

Applications for the validation of a licence on the basis of holding a licence issued by any other ICAO Contracting State will be subject to investigation by the Director of the foreign aircraft maintenance engineer licensing scheme. This investigation will entail, in addition to a check of validity and ratings:

- a check of the most recent ICAO USOAP audit outcome for CE check; and
- the request for a verification letter 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, or if the verification letter request has a negative outcome or is not responded to, the Director will not issue a licence validation.

7 – Initial issue

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

- the applicant details should be completed as prompted; AML validations and eligibility GAC 66-2 Page 3 Guernsey ODC A issue 2 Guernsey Advisory Circulars 1 September 2022
- 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;

- a demonstration of knowledge form should be successfully completed;
- a copy should be uploaded of the applicant's current passport, including the signature page;
- payment for the issue of the validation should be completed by credit card.

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

On satisfactory completion of the above processes a Certificate of Validation will be issued by the Director and sent to the applicant by 2-REG.

9 - 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.

10 – Renewal

Ultimately one month prior to the expiry of the Certificate of Validation an applicant should follow the same application process as described in Part 6 of this GAC in order to maintain currency of the validation.

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

END