

GUERNSEY ADVISORY CIRCULAR (GACs)



GAC AIR-5



**Release to service
eligible persons**

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First 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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1 – Purpose

This GAC provides a quick reference overview of which persons or organisations may release to service an aircraft.

2 – Related laws and regulations

This GAC relates to:

- The Air Navigation (Bailiwick of Guernsey) Law, 2012 (ANL), section 10;
- Guernsey Aviation Requirements 39.57, 43.51, 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 provides a quick reference overview detailing which persons or organisations may perform maintenance on and release to service an aircraft or aircraft component.

5 – Principles

Release to service: A release to service can only be performed by a natural person, not an organisation. However, in many instances, the natural person must be part of a maintenance organisation.

Maintenance organisation: according to GAR 39.57(a) a maintenance organisation needs to be involved in the release to service of aircraft of the classes referred to in the Air Navigation Law, section 75(2) (a) through (e), which, for convenience, is repeated here:

- (2) Aircraft or aircraft operations of the classes or cases to which subsection (1) refers are –
- (a) any aeroplane having a maximum total weight authorised exceeding 5,700kg,
 - (b) any aeroplane equipped with one or more turbojet engines,
 - (c) any aeroplane having a maximum approved passenger seating configuration of more than 9,
 - (d) any helicopter having a maximum total weight authorised exceeding 3,175kg,
 - (e) any helicopter having a maximum approved passenger seating configuration of more than 5

6 – Overview of eligible persons

This table provides an overview of persons eligible for maintenance and release to service respectively. In this table, 'Part 66' means a person holding an appropriate validation issued by the Director, and 'Part 145' means the required involvement of a Part 145 maintenance organisation, either validated or approved by the Director. The GAR references refer to the relevant GAR sections.

		Aircraft listed in ANL section 75(2)		Aircraft other than listed in ANL section 75(2), except aircraft with MTOM ≤ 2,700 kg		Aircraft with MTOM ≤ 2,700 kg	
		Maintenance	Release to service	Maintenance	Release to service	Maintenance	Release to service
GAR reference		39.57(a), 43.51	39.57(d), 43.101	39.57(a), 43.51	39.57(d), 43.101	39.57(a), (b), 43.51	39.57(d), 43.101
Type of operation	CAT or aerial work	Part 66 + 145	Part 66 + 145	Part 66 + 145	Part 66 + 145	Part 66 + 145	Part 66
	other than CAT or aerial work	Part 66 + 145	Part 66 + 145	Part 66	Part 66	Part 66 or pilot-owner as per GAR 43 App. A	Part 66; not applicable for pilot-owner
Is Part 43(a) or 43(b) authorisation possible?			Yes		Yes		Yes

END