



GUERNSEY AVIATION REQUIREMENTS (GARs)



PART 36

**AIRCRAFT
ENVIRONMENTAL
STANDARDS**



Office of the
Director of
Civil Aviation

© Published by the Director of Civil Aviation, Guernsey

First Issue
Second Issue
Third Issue

December 2013
August 2017
January 2025

ICAO compliance:

This third issue incorporates applicable ICAO standards of:

- Annex 16 Vol I
- Annex 16 Vol II
- Annex 16 Vol III

The definitive version of GARs is on the States of Guernsey website www.cidca.aero which should be viewed to establish the latest issue of each Part.

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



Checklist of Pages

	Page no	Issue no	Date
Title page			
Checklist of pages	i	3	January 2025
Revisions	ii	3	January 2025
Contents	iii	3	January 2025
	1	3	January 2025
	2	3	January 2025
	3	3	January 2025
	4	3	January 2025
	5	3	January 2025
	6	3	January 2025

Revisions

GAR Issue	Subject
Issue 1	First issue
Issue 2	• 36.23(a)(4): added maximum landing mass; • Layout and editorial changes
Issue 3	• Reissue to align with The Air Navigation (Bailiwick of Guernsey) (Environmental Standards) Ordinance, 2015. • Inclusion of compliance with ICAO Annex 16 Vol III for CO2 Emissions, and amendment of Annex 16 to Volumes I and II.

Contents

Checklist of Pages	i
Revisions	ii
Contents	iii
Subpart A — General	1
36.1 Purpose	1
36.3 Definitions	1
Subpart B — Noise Certification	2
36.21 Applicability	2
36.23 Application and grant of noise certificate	2
36.25 Validity of noise certificate	2
36.27 Noise certificate to be carried	2
36.29 Exceptions	3
36.31 Exemptions	3
36.33 Recertification	3
36.35 Revocation and Suspension	3
Subpart C — Engine Emissions	4
36.51 Applicability	4
36.53 Certification	4
36.55 Non-compliance	4
Subpart C — CO₂ Emissions Based on the Consumption of Fuel	5
36.71 Applicability	5
36.73 Certification	6
36.75 Non-compliance	6

Subpart A – General

36.1 Purpose

- (a) The requirements of this Part cover the certification standards relevant to the granting of Noise and Emission certificates for aircraft registered and operated in Guernsey.
- (b) These Requirements are not in themselves Law. Failure to comply may not constitute an offence under penal law. However, the Requirements repeat or reproduce many of the provisions of the Air Navigation (Bailiwick of Guernsey) Law 2012, as amended (“the Law”), and The Air Navigation (Bailiwick of Guernsey) (Environmental Standards) Ordinance, 2015.

In addition, the Requirements are the means for the Bailiwick of Guernsey, as a contracting substate of the Convention on International Civil Aviation, to meet the standards and, where applicable, recommended practices as set forth in the Annexes of the 1944 Chicago Convention. Therefore, failure to comply with these Requirements may:

- (1) constitute a breach of the Law; and
 - (2) result in proceedings for breaches of the Law; or
 - (3) result in the refusal of initial issue or renewal of a certificate, license, approval or other authorisation issued by the Director; or
 - (4) result in action to suspend or revoke a certificate.
- (c) The Law and the international obligations pursuant to the Bailiwick of Guernsey’s status as a contracting substate of the Convention on International Civil Aviation detail the legal obligations governing Aircraft Environmental Standards. The Law specifies these obligations in rather general terms, therefore there is a provision in Section 135 (Publication of Requirements) to the Law which requires the Director to publish Requirements to augment, amplify and detail more precisely the manner in which these obligations shall be met. In addition, the Director is required, pursuant to section 5 of the Aviation (Bailiwick of Guernsey) Law, 2008 to ensure that the standards of the Annexes of the Chicago Convention are complied with. The Requirements, which meet or exceed those standards are thus the mandatory means by which the authorisation holders will be able to satisfy the Director as to the fulfilment of their obligations.

36.3 Definitions

Definitions, in the context of this Part of the GARs shall have the meanings listed in GAR Part 1 (Definitions, Abbreviations and Units of Measurement).

Subpart B – Noise Certification

36.21 Applicability

- (a) Aircraft registered in Guernsey to which the requirements of Volume I of Annex 16 to the Convention of International Civil Aviation are applicable shall not fly without a noise certificate issued by the Director.

36.23 Application and grant of noise certificate

- (a) An applicant for a noise certificate shall furnish the Director with the following information:
 - (1) the type and designation of the aircraft; and
 - (2) the aircraft serial number and registration mark; and
 - (3) a statement of any modifications incorporated for the purpose of compliance with the applicable noise certification standards; and
 - (4) the maximum take-off and maximum landing masses at which compliance with the applicable noise certification standards has been achieved; and
 - (5) references to the Flight Manual supplements or revisions required for compliance with the applicable noise certification standards; and
 - (6) the Noise Certificate or a document attesting to noise certification issued by the Authority for the State that issued the certificate in compliance with the appropriate Standards of ICAO Annex 16 Volume I.
- (b) The Director shall grant or validate a noise certificate on being satisfied by evidence that the particular aircraft complies with the appropriate Standards of ICAO Annex 16 Volume I.

36.25 Validity of noise certificate

- (a) The validity of a noise certificate issued by the Director is subject to the aircraft continuing to comply with the noise certification standards against which the noise certificate was issued.
- (b) Major modifications that appreciably affect the noise characteristics of the aircraft may invalidate the noise certificate issued by the Director unless:
 - (1) on application for the approval of the modification under GAR Part 21.73, evidence is provided that the appropriate standards in paragraph 36.21 have been met; or
 - (2) the Director is satisfied with approved operational limitations that are contained in the Flight Manual that are required to maintain compliance with the appropriate noise certification standards in paragraph 36.21.
- (c) A Noise Certificate is valid until it is suspended, revoked or the aircraft has been removed from the Guernsey Aircraft Register.

36.27 Noise certificate to be carried

An aircraft registered –

- (a) in Guernsey shall, when in flight, carry the noise certificate in respect of that aircraft unless the flight is intended to begin and end at the same aerodrome within Guernsey in which case the certificate may be kept at that aerodrome instead,

36.29 Exceptions

- (a) The requirement for a noise certificate or an emissions certification does not apply to:
 - (1) an aircraft flying in accordance with a Permit to Fly.
 - (2) an aircraft landing or taking off at a prescribed place.
- (b) The holder of a revoked or suspended noise certificate shall surrender it immediately to the Director.

36.31 Exemptions

- (a) The Director of Civil Aviation may exempt any aircraft or engine or persons or classes of aircraft or engine or persons from the provisions of the applicable requirements, either absolutely or subject to conditions.

36.33 Recertification

- (a) If noise recertification is required, an application shall be made to the Director.
- (b) The Director may make any reasonable investigation and require specific testing of the aircraft.
- (c) Compliance with paragraph 36.23 shall be demonstrated before any new certificate reflecting revised noise certification standards is granted.

36.35 Revocation and Suspension

- (a) The Director may suspend or revoke the noise certificate if the holder of the certificate is unable to demonstrate compliance with the appropriate noise certification standards.
- (b) The holder of a revoked or suspended noise certificate shall surrender it immediately to the Director.

Subpart C – Engine Emissions

36.51 Applicability

- (a) Aircraft registered in Guernsey to which the requirements of Volume II of ICAO Annex 16 are applicable shall not fly unless the Director has issued the Type Acceptance Certificate for the aircraft under GAR Part 21, to the effect that emission certification standards are complied with.

36.53 Certification

- (a) An applicant for a Type Acceptance Certificate under GAR Part 21 Subpart B shall provide sufficient evidence that the certification standards in paragraph 36.51 have been complied with.
- (b) The Director shall issue the applicable Type Acceptance Certificate upon being satisfied that the applicable emission standards have been complied with.

36.55 Non-compliance

- (a) Failure to comply with the standards specified in paragraph 36.51 may invalidate the aircraft's Certificate of Airworthiness.
- (b) Without prejudice to any invalidation described in paragraph 36.55(a), the Director may suspend or revoke the aircraft's Certificate of Airworthiness in such circumstances.

Subpart D – CO2 Emissions Based on the Consumption of Fuel

36.71 Applicability

- (a) Aircraft registered in Guernsey to which the requirements of Volume III of Annex 16 are applicable shall not fly unless there is satisfactory evidence that the aeroplane has CO2 emissions certification, that is at least equal to the applicable Standards specified in this Annex.
- (b) This Subpart shall, with the exception of amphibious aeroplanes, aeroplanes initially designed or modified and used for specialized operational requirements, aeroplanes designed with zero reference geometric factor (RGF), and those aeroplanes specifically designed or modified and used for fire-fighting purposes, be applicable to:
 - (1) subsonic jet aeroplanes, including their derived versions, of greater than 5,700 kg maximum take-off mass, for which the application for a type certificate to the state of design was submitted on or after 1 January 2020, except for those aeroplanes of less than or equal to 60,000 kg maximum take-off mass with a maximum passenger seating capacity of 19 seats or less;
 - (2) subsonic jet aeroplanes, including their derived versions, of greater than 5,700 kg and less than or equal to 60,000 kg maximum take-off mass with a maximum passenger seating capacity of 19 seats or less, for which the application for a type certificate to the state of design was submitted on or after 1 January 2023;
 - (3) all propeller-driven aeroplanes, including their derived versions, of greater than 8,618 kg maximum take-off mass, for which the application for a type certificate was submitted to the state of design on or after 1 January 2020;
 - (4) derived versions of non-CO2-certified subsonic jet aeroplanes of greater than 5,700 kg maximum certificated take-off mass, for which the application for certification of the change in type design was submitted on or after 1 January 2023;
 - (5) derived versions of non-CO2-certified propeller-driven aeroplanes of greater than 8,618 kg maximum certificated take-off mass, for which the application for certification of the change in type design was submitted on or after 1 January 2023;
 - (6) individual non-CO2-certified subsonic jet aeroplanes of greater than 5,700 kg maximum certificated take-off mass, for which a certificate of airworthiness was first issued on or after 1 January 2028; and
 - (7) individual non-CO2-certified propeller-driven aeroplanes of greater than 8,618 kg maximum certificated take-off mass, for which a certificate of airworthiness was first issued on or after 1 January 2028.

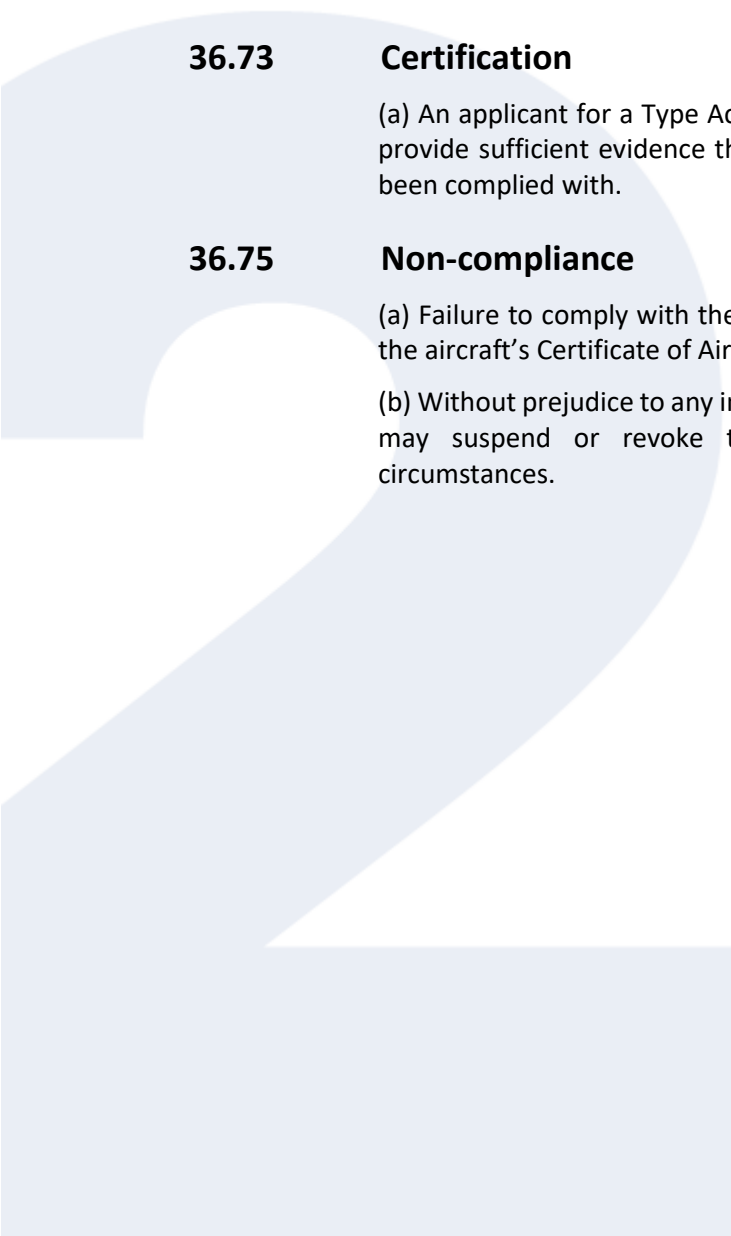
36.73 Certification

(a) An applicant for a Type Acceptance Certificate under GAR Part 21 Subpart B shall provide sufficient evidence that the certification standards in paragraph 36.71 have been complied with.

36.75 Non-compliance

(a) Failure to comply with the standards specified in paragraph 36.71 may invalidate the aircraft's Certificate of Airworthiness.

(b) Without prejudice to any invalidation described in paragraph 36.75(a), the Director may suspend or revoke the aircraft's Certificate of Airworthiness in such circumstances.



END