



**GUERNSEY SAFETY
INFORMATION
BULLETIN
(GSIBs)**



GSIB AIR-2023-1

**Acceptable Release
Certification for Parts,
Appliances and Materials**

Guernsey Safety Information Bulletin

No: GSIB AIR-2023-1

Issue: 1

Issued: June 2023

Guernsey Safety Information Bulletins (GSIBs) are issued as an information tool that intends to alert, inform and draw the attention of the aviation community on safety issues. GSIBs contain non-mandatory information and guidance that do not qualify for an Airworthiness Directive (AD).

GSIBs may be potentially used on any type of aviation safety related subject for which the Bailiwick of Guernsey DCA has received information and that it finds useful to share with the aviation community for the sake of safety promotion.

Non-exhaustive examples of cases where a GSIB can be issued include:

- information related to suspected unapproved parts
- information related to falsification of licenses
- design, production or maintenance related information and /or recommendations that do not meet the criteria for an AD
- flight operations related information and/or recommendations, including to address risks arising to civil aviation from
- conflict zones (RCZ)
- ATM/ANS related information and/or recommendations
- reacting to Safety Recommendations issued by Safety Investigation Authorities addressed to the Bailiwick of Guernsey DCA.

GSIBs 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.

The definitive version of GSIBs is on the States of Guernsey website

<http://www.cidca.aero/guernsey-aviation-requirements> 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 0DS.

For further information consult <http://www.2-reg.com> or send a message to info@2-reg.com.

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1 - Purpose

To explain what is meant by an internationally accepted release certificate when issued by an organisation approved by an Authority in relation to parts, materials and services.

2 - Related laws and regulations

- ANL 2012 Section 9, Requirement for a Certificate of release to service.
- GAR 21.25 Type Acceptance Certificates
- GAR 21.303 Replacement and modification of parts, components and appliances.

3 - Definitions

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

4 - Introduction

Recent events indicate clarification is required with regard to what constitutes an acceptable release certificate when installing parts, appliances and materials on Guernsey registered aircraft. This GSIB therefore aims to provide specific amplification.

An Authorised Release Certificate in this context is understood to be any of the following issued by an organisation holding an associated regulatory company Production and/or Maintenance approval:

- EASA Form 1 Authorised Release Certificate
- FAA 8130-3, Authorized Release Certificate
- UK CAA Form 1, Authorised Release Certificate
- Transport Canada, Authorized Release Certificate Form One.
- Agência Nacional de Aviação Civil of Brazil ANAC F-100-01, (*May also be referred to as Form SEGV00 003*)

5 - Acceptable Release Certificates and applicability to Guernsey registered aircraft,

5.1 GAR 21.303 requires all parts and materials intended to be fitted to a Guernsey registered aircraft be supported by an internationally accepted authorised release certificate. These certificates can be issued by any of the organisations approved by one of the five Authorities listed in GAR 21.25(a)(1).

To clarify the intent of this prerequisite:

Once an aircraft has been issued with a Guernsey ODCA Certificate of Airworthiness, provided thereafter parts, appliances, and materials, continue to support the originating authorities Type Design requirements through the Guernsey issued Type Acceptance Certificate, continued airworthiness can be supported by any combination of the aforementioned release certificates.

This same intent is applicable to new parts and appliances supported by a release certificate from an Authority not identified in GAR 21.25(a)(1) provided they are subject to the requirements of an active bilateral agreement covering such matters with one of the five authorities identified in GAR 21.25(a)(1).

5.2 Whilst GAR's allow such source certification combination choices, the owner / lessee must give their own consideration to the wider international and commercial aspects of this position. Lessors may require specific release certification to expedite aircraft transfers between national authorities. In which case, provided such release certificates are issued by one of the five identified here in, their requirement will take precedence.

Similarly, private owners may want to consider one of the five authorities release certificates to be preferential in terms of resale value of their aircraft.

6 - Regulation incorporation

This GSIB is not a change in application or intent of extant regulation, merely a clarification of interpretation. In due course the information contained herein will be captured in extant requirements.

END