

GUERNSEY ADVISORY CIRCULARS (GACs)



GAC AIR-6



Authorisations



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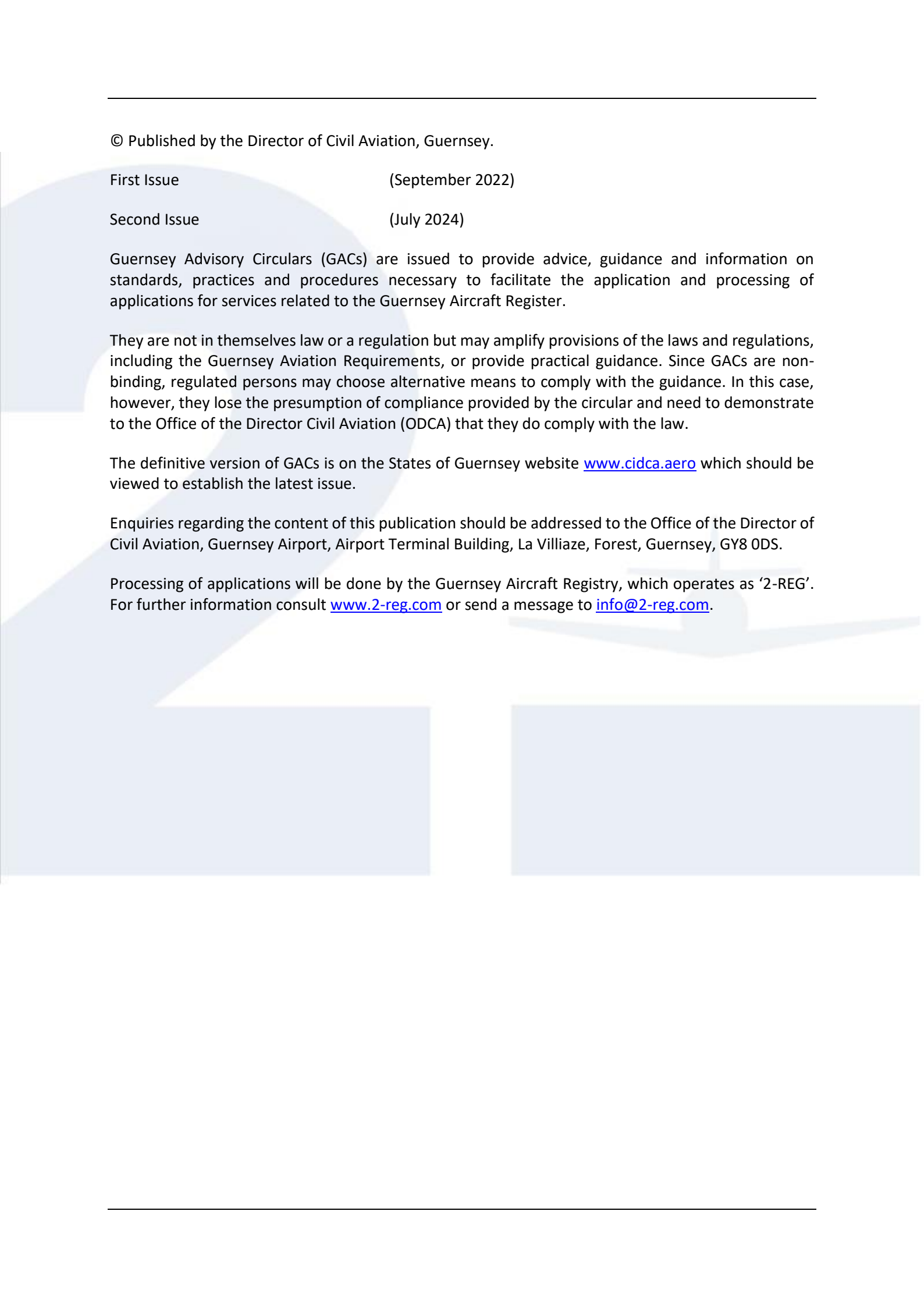
Guernsey Advisory Circulars (GACs) are issued to provide advice, guidance and information on standards, practices and procedures necessary to facilitate the application and processing of applications for services related to the Guernsey Aircraft Register.

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 GACs 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 www.cidca.aero which should be viewed to establish the latest issue.

Enquiries regarding the content of this publication should be addressed to the Office of the Director of Civil Aviation, Guernsey Airport, Airport Terminal Building, La Villiaze, Forest, Guernsey, GY8 0DS.

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



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1 Purpose

This circular 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, regulations and requirements

This Circular relates to:

The Air Navigation (Bailiwick of Guernsey) Law, 2012 (ANL), section 10

Guernsey Aviation Requirements Part 43.101.

No rights can be derived from this document. For exact details please refer to The Air Navigation (Bailiwick of Guernsey) Law, 2012. In case of conflict between this guidance document and the Law, the latter shall prevail.

3 Definitions

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

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).

5 Principles

GAR 43.101 identifies the three methods available to gain the required authorisation/validation in order to issue a Certificate of Release to Service for a Guernsey registered aircraft.

GAR 43 authorisations relevant to GAR 43.101 (a) and (b)

GAR 43.101 (a) and (b) authorisations can be issued at the discretion of the Director in exceptional circumstances to support maintenance in the absence of a suitable GAR 145 validated or approved organisation. These are discussed in more detail in Section 6 of this GAC.

GAR 43 authorisations relevant to GAR 43.101 (c) and (d)

GAR 43.101 (c) and (d) in conjunction with GAR 145 permits approved or validated organisations to issue authorisations to qualifying personnel.

GAR 43 validation relevant to GAR 43.101 (e)

GAR 43.101 (e) applies to persons certifying aircraft that are not operated for commercial air transport and:

For fixed wing;

- Below 5,700kg
- Equipped with piston engine(s) only
- Carry fewer than 9 passengers

For rotary wing;

- Below 3,175kg
- Fewer than 5 passengers

6 GAR 43 authorisations

There are two types of GAR 43 authorisation available. GAR 43.101 (a) Single Task Authorisations and GAR 43.101 (b) Limited Authorisations.

In all cases the GAR 43 authorisations will only be considered when all reasonable efforts to perform maintenance by a GAR 145 approved or validated organisation have been exhausted. Failing this, applications may be considered for a GAR 43 authorisation when supported by the person or organisation responsible for the continuing airworthiness of the aircraft and, a certified safety case (risk assessment) is provided. This safety case should consider, but not be limited to; reasons maintenance cannot be performed, aircraft location, equipment and tooling, facilities, access to approved data, engineer verification (licence and competency).

GAR 43.101(a) Single Task authorisation 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. It is expected that this authorisation will be utilised in unplanned events.

The Director will consider applications for single task authorisation on aircraft of similar technology¹ on a case-by-case basis.

GAR 43.101(b), referred to as a 'Limited Authorisation' 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 can be issued on an on-going basis in those circumstances where the Director considers it justified that engaging a GAR Part 145 maintenance organisation is not viable.

7 Example scenarios

Below are examples of when a GAR 43.101 (a) or (b) authorisation may be requested for consideration by the Director.

GAR 43.101 (a) Single Task Authorisation

Scenario 1: Aircraft requires a wheel change at a location where maintenance support is available, but the organisation is not approved or validated under GAR 145. An engineer may be considered with evidence of type training and experience on aircraft of similar technology¹.

Scenario 2: An aircraft has made an unscheduled stop and a maintenance task is now due. There is no GAR 145 validated or approved organisation available at the location.

GAR 43.101 (b) Limited Authorisation

Scenario 1: The operator plans a limited time operation to a location where a GAR 145 validated or approved maintenance organisation is not available. A local engineer is available to support with limited maintenance activities.

Scenario 2: Aircraft has been repossessed and is at a location where a GAR 145 validated or approved maintenance organisation is not available.

¹Similar technology: Two aircraft can be considered to be similar when they have similar construction and comparable systems, which means equally equipped with the following (as applicable to the licence category):

- Propulsion systems (piston, turboprop, turbofan, turboshaft, jet-engine or push propellers); and
- Flight control systems (only mechanical controls, hydro-mechanically powered controls or electro-mechanically powered controls); and
- Avionic systems (analogue systems or digital systems); and
- Structure (manufactured of metal, composite or wood).

8 Initial issue

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

- 1 the nominees details should be completed as prompted;
- 2 a copy should be uploaded of the nominees 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 nominees current passport, including the signature page;
- 4 Payment for the issue of the authorisation 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 must be supported by the person or organisation responsible for the continuing airworthiness of the aircraft. This will include a certified safety case that should consider, but not be limited to; reasons maintenance cannot be performed such as: aircraft location, equipment, tooling, facilities. access to approved data and competency.

Note:

Certification recovery (recheck) : The Director may require certification recovery for a task that could affect flight safety. In such cases the applicant will make arrangements to have the task rechecked by a suitable GAR 145

organisation.

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 process the authorisation will be issued by the Director and sent to the applicant by 2-REG.

9 Duration of authorisation

The duration of the authorisation will be as appropriate to the request and at the discretion of the Director. The validity of the authorisation is dependent upon the continued validity of the host licence.

END