



*The State Safety
Programme
of the
Channel Islands*

Amendment Record

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Glossary

AAIB	UK DfT Air Accidents Investigation Branch
ALoSP	Acceptable Level of Safety Performance
AMO	Aircraft Maintenance Organisation
ANO	UK Air Navigation Order
ANSP	Air Navigation Service Provider
AOC	Air Operator Certificate
ATCO	Air Traffic Control Officer
ATS	Air Traffic Services
BoG	Bailiwick of Guernsey
CAA	UK Civil Aviation Authority
CD	UK Crown Dependency
CEO	Chief Executive Officer
CHIRP	UK Confidential Human Factors Incident Reporting Programme
CNS	Communications, navigation, surveillance
DCA	Director of Civil Aviation
DfT	UK Department for Transport
EASA	European Union Aviation Safety Agency
ECAC	European Civil Aviation Conference
ECCAIRS	European Coordination Centre for Accident and Incident Reporting
EU	European Union
GACs	Guernsey Advisory Circulars
GARs	Guernsey Aviation Requirements
GSIB	Guernsey Safety Information Bulletin
HF	Human factors
IATA	International Air Transport Association
IBIS	ICAO Bird Strike Information System
ICAO	International Civil Aviation Organisation
iSTARS	Integrated Safety Trend Analysis Reporting System (ICAO)
IiC	Inspector in Charge
IT	Information Technology
JACs	Jersey Advisory Circulars
JARs	Jersey Aviation Requirements
MoA	Memoranda of Agreement
MoU	Memoranda of Understanding
OR	Occurrence Report
QMS	Quality Management System
SAFA	Safety Assessment of Foreign Aircraft
SAR	Search and Rescue
SARPs	ICAO Standards and Recommended Practices
SMS	Safety Management System
SPI	Safety Performance Indicator
SPT	Safety Performance Target
SSP	State's Safety Programme
ODCA	Office of the Director of Civil Aviation
UKBSC	UK Bird strike Committee

EXECUTIVE SUMMARY

The State Safety Programme (SSP) describes the organisational structures, mechanisms and processes that exist in a State to ensure that civil aviation operates safely. The requirements for such a system are laid out in ICAO Annex 19 Chapter 3.

This document describes how this is achieved in the Channel Islands, consisting of the Bailiwick of Guernsey and the Bailiwick of Jersey.

Where actions are required to fully implement the SSP in accordance with ICAO Annex 19, or to meet safety improvement objectives, these are described in the Channel Islands National Aviation Safety Plan (NASP).

1. CHANNEL ISLANDS

1.1 The Office of the Director of Civil Aviation (ODCA)

The ODCA undertakes compliance monitoring of all Channel Islands based approval holders providing aviation services within the Bailiwick of Guernsey and the Bailiwick of Jersey, in addition to aircraft owners and international operators flying into the Channel Islands. Compliance monitoring assures the Director of Civil Aviation (DCA) that these activities are being performed safely and in compliance with International and National obligations and the law. To undertake this work, the ODCA employs a team of people with specialist technical skills, related to Aerodromes, Air Navigation Services, Security, Airworthiness and Flight Operations. While the volume of work for each discipline differs in the two Bailiwicks, all these skills are needed in the ongoing oversight of Jersey, Guernsey, Alderney, and the airspace they are located in.

There are two office locations of the Office of the Director of Civil Aviation (ODCA), at both Guernsey Airport, and Jersey Airport. Employees of the ODCA located at both airports oversee the regulation of Civil Aviation across both Bailiwicks and provide the liaison with the States of Guernsey, the Government of Jersey, in addition to UK Government departments, (particularly the Department for Transport, as illustrated in Figure 3).

To improve oversight, and enhance safety, the ODCA has developed a pan-island approach to oversight. This has been enabled by the signing of a Memorandum of Understanding (MoU) between the States of Guernsey, the Government of Jersey and the Director of Civil Aviation (DCA). The pan-island approach has the additional benefit of improving organisational resilience and continuity and reduces costs in both Islands with the pooling of resources and a general reduction in the use of external contractors. The ODCA has now restructured to formally share these resources and skills across the Channel Islands in line with the MoU. The general organizational structure is shown below:

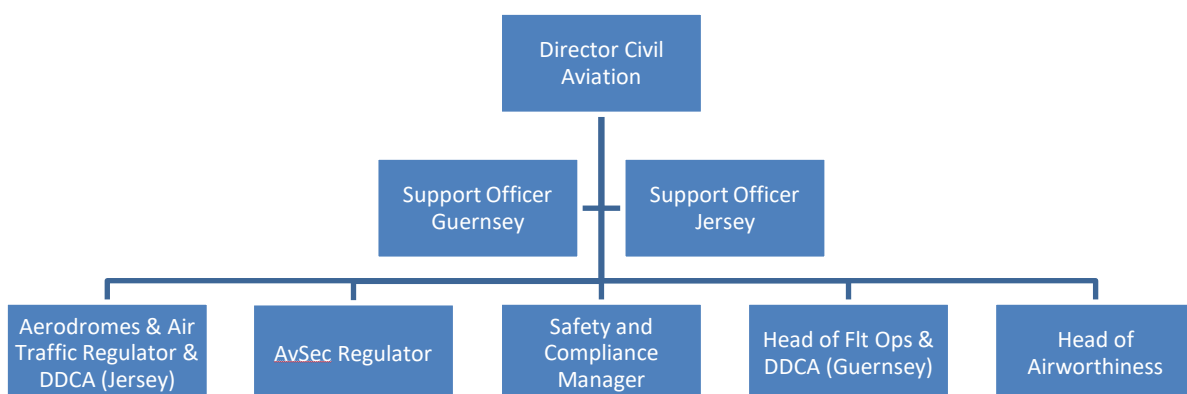


Figure 1: ODCA General Structure

Future developments are planned, including the use of common policies, processes, and procedures, and sharing safety data, all of which will work towards progressively improving the islands' state safety management systems. The MoU provides a solid foundation for the development of a pan-islands ODCA going forward.

1.2 Political Structure

The Channel Islands are a collection of islands in the English Channel, separated into two separate self-governing Crown Dependencies (CDs): the Bailiwick of Guernsey and the Bailiwick of Jersey.

The Bailiwick of Guernsey consists of the islands of Guernsey, Alderney, Sark, Herm, and some smaller islands. It has two airports, the larger is on Guernsey island, and a second airport on Alderney. Guernsey also has an active General Aviation community and operates an Aircraft Register, 2-REG.

The Bailiwick of Jersey consists of the island of Jersey, the largest island of the group, which has an international airport and a lively General Aviation community.

Both Guernsey and Jersey are UK Crown Dependencies (CD) and have their own governing bodies and legal systems. These are not a constitutional part of the UK and are not Overseas Territories, however in respect of Aviation, they are considered as part of the UK as the ICAO Member State, and so the DCA has a strong relationship with the UK Department for Transport (DfT). The UK's membership of the Chicago Convention includes the United Kingdom of Great Britain and Northern Ireland (UK 'Main'), the UK's Overseas Territories (OTs) and the Crown Dependencies (CDs).

1.3 Aviation Infrastructure

Guernsey airport and Air Traffic Tower are operated by Guernsey Ports which is owned by the States of Guernsey. Alderney airport and ATC tower are also within the Bailiwick of Guernsey and are operated by Guernsey Ports.

Jersey Airport and Air Navigation Service is operated by the Ports of Jersey Limited. This company was incorporated in 2015 to operate both the airport and harbour commercially with the Government of Jersey as the 100% shareholder. The relationship with the Government of Jersey is summarised in a memorandum of understanding with the Jersey Minister for Treasury and Resources.

Ports of Jersey provide air navigational services and management of the Channel Islands Control Area, an airspace of 8,300 sq. km between France and the UK, covering all the Channel Islands. They have also implemented a fully equipped standby operations centre using remote tower technologies to support continuity of service. Guernsey and Alderney provide their own air traffic tower services at their local airports. Jersey serves Brest and UK Flight Information Regions (FIR) and there is an MoU between Jersey, France, and UK to setting out the responsibilities. In turn, Jersey delegates a portion of airspace to Guernsey to enable them to operate their Air Traffic Services.

Guernsey and Jersey are both Certified airports, with radar, ground, and tower services. Alderney airport infrastructure is being enhanced in 2024/25. Jersey airport services are also being developed during 2024. Licences for the operation of the Channel Islands airports are issued by the DCA in accordance with Guernsey Law and Jersey Law.

Currently, to support the appropriate level of oversight capability at both Bailiwicks airports, UK CAA International (CAAi) are contracted by the DCA to support ODCA oversight by performing an audit of the airports every 12 - 18 months. Audits are performed by UK CAA Inspectors with ODCA representatives in attendance.

Aerodrome audits are conducted against Regulatory requirements published by the DCA; historically this has been UK CAA CAP 168 (Licensing of Aerodromes) but is currently in transition to United Kingdom (EU) Regulation No 139/2014, which is considered an acceptable means of compliance by the DCA.

Where EU approval is required, the Airport Operators hold EASA approvals, and EASA perform the ANSP audits against the European ANSP Implementing Regulation (EU) 2017/373, which the UK adopted into UK law on 2nd June 2020 as UK (Regulation (EU) 2017/373 (The UK ATM Provision of Services Regulation)).

For ANSP activity that requires DCA approval, EASA supports the DCA by performing audits under contract.

The ODCA does not currently issue ATCO licences, though enables the use of UK CAA issued ATCO licences, by the issue of validations in (Guernsey), and an Exemption in (Jersey).

2. SAFETY POLICY

The Safety Policy underpins the development of the State Safety Programme, declaring commitment and providing a clear direction for growth. The goal is to develop a system that provides confidence in a safe and compliant civil aviation system in the Channel Islands. Through the specific Objectives set out in section 3.5.2 Table 1, the ODCA shall:

1. Consolidate the relevant organisations, processes, and procedures to provide the Channel Islands with an effective and efficient aviation safety regulator.
2. Ensure the provision of sufficient resources, management support and active industry engagement for effective safety oversight.
3. Ensure staff performing safety related duties have appropriate skills and expertise.
4. Review and update the aviation safety regulations, guidance and supporting tools, and ensure safety critical information is communicated as needed.
5. Continue to build upon the schedule of oversight, to ensure the regulations are reflected in the practices of our aviation industry and aircraft registry, with documented traceability.
6. Continue to build a safety data collection, analysis and processing system that will support a data driven approach to safety.
7. Implement a safety risk management process to identify hazards, assess and prioritise risks and where appropriate, initiate actions to address these.
8. Promote the implementation of SMS in relevant service providers and provide guidance for both initial and ongoing SMS development.
9. Promote Just Culture through the approach to safety reporting and investigation, and communications during routine oversight visits.
10. Promote a culture of safety across all aviation domains, including the commercial, general aviation and registry flights.

John Nicholas
Director of Civil Aviation, Channel Islands

3. STATE SAFETY POLICY, OBJECTIVES & RESOURCES

3.1 State Structures Supporting Aviation

A safe and successful aviation system must be underpinned by supporting structures at the level of the State, such as the legal, regulatory, and organisational structures:

- Primary Legislation and Enforcement
- Operating Regulations
- State System and Organisations
- Technically Qualified Staff
- Technical Guidance, Tools and Dissemination of Safety Critical Information

The ODCA Regulatory Guidance Document provides an overview of the Office of The Director of Civil Aviation (ODCA), its day-to-day operation and how aviation regulation is delivered in the Channel Islands. Further information can be found on the ODCA Website www.cidca.aero

The ODCA operates to internal policies, processes and procedures which define the activities used for all the Regulatory processes undertaken.

3.2 Primary Aviation Legislation

The Director of Civil Aviation (DCA) is accountable for the safety and security of civil aviation in the Channel Islands and its airspace. A list of aviation related laws in each Bailiwick are included in Appendix 1. The two Bailiwicks have similar laws which provide the primary means by which the islands comply with the Chicago Convention and are listed in Appendix 1. The Laws in each Bailiwick:

- Provide a similar function to the UK Air Navigation Order (ANO).
- Set out the responsibilities of the DCA.
- Provide empowerment e.g. Inspectors right of access.

Air Navigation Law also provides more detailed provisions in individual domains, and protection for safety reports against disclosure.

Full access to the complete set of laws can be accessed:

For Guernsey: <https://www.guernseylegalresources.gg>, and, Jersey: <https://www.jerseylaw.je>

3.3 Enforcement Policy

The Enforcement Policy is detailed in the ODCA Regulatory Guidance Document, and ODCA procedures. The Policy explains that most routine safety issues are managed by the service provider; the process and proposed actions are monitored by the regulator.

The enforcement procedure recognises that enforcement covers a range of measures, from those used during routine oversight, to powers that enable the prevention of flight, progressing through formal meetings and warning letters and, if the situation is not improved, proceeding further to suspension, variation or revocation of a licence or certificate and ultimately, prosecution.

In accordance with the Air Navigation Law, the procedure provides a right of review. The policy and procedure support a consistent approach to enforcement that considers the performance of the service provider's Safety Management System (SMS), voluntary reporting, and individual circumstances. It is based on the overall aim of achieving compliance and safe operation.

If a case escalates to prosecution, it is passed to the respective criminal prosecution service. A failure to comply with air navigation laws and regulation may be a criminal offence, and specialist investigation or legal expertise may be consulted. In certain cases, safety issues are addressed without waiting for prosecution procedures, but taking care not to prejudice any prosecution case.

3.4 Operating Regulations

The DCA is responsible for the establishment and maintenance of operating regulations in both Guernsey and Jersey, the Guernsey/Jersey Aviation Requirements (GARs and JARs), the Guernsey/Jersey Advisory Circulars (GACs and JACs) and other Means of Compliance that enable stakeholders to demonstrate their achievement of legal obligations and ICAO Standards.

Further information can be found in the Air Navigation Law for each island. www.cidca.aero.

Regulations and Guidance Material are currently reviewed, and if necessary updated, in response to:

- ICAO State Letters
- Audit Findings (internal or external)
- Changes in the regulated environment

3.5 State System and Function

The Office of the DCA (ODCA) is established in law and is responsible for the oversight of civil aviation in both the Bailiwick of Guernsey and the Bailiwick of Jersey.

3.5.1 Development of the Regulator

The aviation Regulator has been through a period of evolution in both Guernsey and Jersey. Until recently it had been administered separately and is now reharmonising, following the appointment of a pan island DCA in November 2022.

3.5.1.1 The Regulator Structure

The ODCA offices are in both Jersey and Guernsey. The structure includes technical expertise in all areas of aviation, with a technically qualified Head of Section, who are employed by the ODCA, through the SoG or GoJ.

3.5.1.2 Guernsey Aircraft Registry

In addition to two airports, Guernsey supports an Aircraft Registry, branded as '2-REG'. This requires qualified oversight and flexibility, achieved by contract with an external organisation, SGI Guernsey (SGIG) to supply the required personnel under contract with the DCA. SGIG provides competent, qualified personnel, to the DCA and OAR (Office of the Aircraft Registrar (Guernsey)) to perform the required inspection functions (as permitted by ICAO Doc. 9734 Safety Oversight Manual - Part A 3.3.2.6).

SGIG supports the ODCA by providing additional Inspector capacity, working under authorisations issued by the DCA. All Certification is performed by the OAR and the ODCA.

The ODCA procedures and the 2-REG Manual for SGIG personnel contain specific guidance on various aspects including ethics, personal conduct, and the avoidance of conflict of interest for staff performing safety related duties.

Various information technology tools are also used in the management of documents and data, compliance, and workflows. Regulations, Guidance Material and Job Aids are being refined or new items generated to ensure complete coverage.

Safety occurrence reports are being received but are not yet sufficient in quantity to produce meaningful statistical data. Enhancements in regulated entities and registered aircraft are being systematically identified and improvement actions taken.

3.5.2 Safety Policy and Objectives

The DCA Safety Policy is presented in Section 2 of this document. The Goals / Objectives listed in the table below aim to implement the Safety Policy (the number of the relevant Safety Policy is identified in the right-hand column of the table):

Goal No.	Goals / Objectives to implement the Safety Policy (see Section 2)	Target Date	Policy No.
1	Establish an effective, integrated regulatory structure to support Channel Islands Safety Oversight/ Safety Management.	Q3 24	1
2	Update ODCA processes for the oversight of Dangerous Goods including sufficient and qualified personnel, processes, and procedures.	Q4 24	1
3	Develop Stakeholder Engagement strategy between ODCA and industry.	Q3 24	2
4	Establish an oversight capability with sufficient and qualified personnel, with training plans to meet any gaps.	Q4 24	3
5	Review regulations and guidance material for completeness, ICAO compliance, and suitability, formulate plans to address gaps. Complete amendments and fill gaps in regulation and guidance.	Q3 24 Q4 25	4
6	Develop policy on document review timescales, implement mechanism.	Q2 24	4
7	Streamline and reconcile the airworthiness practices of aircraft on the Guernsey Aircraft Register with the Guernsey Aviation Regulations, including action plans to resolve any gaps.	Q4 24	5
8	Streamline/ reconcile the criteria for eligibility to join the Guernsey Aircraft Register; develop specific operating regulations and legislation, to ensure all aircraft registered are suitably covered.	Q3 24	5
9	Streamline and complete the procedures, guidance, and checklists to support effective and consistent oversight in all areas. Track regulatory documents, audit reports / findings.	Q1 25	5
10	Establish a pan-islands safety database of all safety reports, with appropriate control procedures (compliant to Annex 19), applying a common taxonomy assessing and tracking the reports to closure.	Q2 25	6
11	Establish a safety management process at State level including MOR collection and analysis, systematic hazard identification, risk assessment, actions, and formulation of SPIs implemented and monitored by SRB.	Q1 25	7
12	Review regulations, guidance, and tools for oversight of SMS, including SPIs and target levels of safety, risk registers/ hazard logs, and resolution of safety issues. Harmonise pan islands at State level; plan enhancements.	Q2 25	8
13	Conduct an annual review of Just Culture at SRB, including discussion of how safety issues have been handled by industry and the regulator.	Q3 25	9
14	Promote relevant information/ practices and safety initiatives.	Q3 24 Q3 25	10

3.6 Qualified Technical Personnel

3.6.1 Staff Positions

The DCA is appointed based on competence to deliver on the role and is expected to possess an understanding of regulatory matters that can be applied across aviation. The DCA may identify further personal training opportunities in specific subject areas.

To provide the required delivery of safety and regulatory oversight appropriately competent technical personnel are employed. For new recruits, any gaps are identified on induction and addressed via dedicated training plans. These are regularly reassessed as part of performance management.

3.6.2 External Personnel

External Bodies (i.e., SGIG, EASA, CAAi, AAIB): Organisations conducting audits and inspections on behalf of the Bailiwick of Guernsey and the Bailiwick of Jersey are established specialists in the functional area which they regulate, with competences defined for each role. These organisations provide useful information to the DCA. However, the DCA maintains oversight of any such audits, and retains regulatory powers over all areas. Other personnel under contract: Subject Matter Experts providing recommendations and advice to the DCA under contract may be asked to produce documented evidence of their experience and qualifications.

For the Guernsey Aircraft Registry, 2-REG personnel (SGIG); The technical qualification requirements are described in the 2-REG Manual Part 3: Training, Competency & Authorisation of Technical Personnel, including both mandatory and 'add-on' qualifications, recurrent and continuation training.

3.7 Technical Guidance, Tools & Safety Critical Information

In addition to the Laws and Operating Procedures, it is sometimes beneficial to make further information available. This can be found on the ODCA website and may include:

- Guidance material to support compliance with regulatory requirements.
- Guidance material to support administrative procedures.
- Information of temporary applicability.
- Information on a specific issue that should be available immediately.
- Information to support Inspectors performing oversight.

The means of communication are selected to be appropriate for the content and may include:

- Advisory Circulars.
- Safety Information Bulletins.
- Manuals, Checklists and Workflows (for Inspectors)

4. SAFETY RISK MANAGEMENT

4.1 Safety Risk Management Functions

- Safety Risk Management includes the ongoing processes to identify and address safety risks.
- Licensing, Certification, Authorisation, and Approvals.
- Safety Management Systems (SMS).
- Accident and Incident investigations.
- Hazard identification and risk assessment.
- Safety data collection and processing.

4.2 Licensing, Certification, Authorisation, and Approvals

Licensing, Certification, Authorisation, and Approvals ensure that entry to the aviation system is restricted to parties that meet the international standards. The functions are conducted by qualified organisations and individuals in accordance with The Aviation Law, and the relevant GARs and JARs (as described in paragraph 3.4.1 of this document).

The licensing, certification, authorisations, and approval obligations of the DCA include:

- Approval of Air Navigation Service Providers
- Licensing of Aerodromes
- Approval of Aircraft Maintenance (145 and CAMO)
- Approval of Air Operators
- Personnel Licence Validations
- Authorisation of Inspectors/Surveyors
- The issue of Certificates of Airworthiness, Permits to Fly
- The validation of Pilot and Engineer licences in order to operate on 2-REG aircraft.
- The grant of Air Traffic Controller (ATCO) Licenses
- The issue of other Certificates related to the operation, certification, or maintenance of 2-Reg aircraft.
- Operation of the Channel Islands Control Area (CICA) and the safety of aircraft in that zone.
- Operation of meteorological services for international air navigation in Jersey and the CICA.
- The Issue of Aerial Work Permits, Foreign Carrier Permits, and Exemptions.

4.3 Requirements for Safety Management Systems (SMS)

4.3.1 What is an SMS?

An SMS is a system for managing safety that is formalised into a structure of 12 Elements, grouped into 4 Components, as itemised in ICAO Annex 19 Appendix 2. This ensures a standardised approach that has been found to be effective.

4.3.2 Requirements Mandating SMS

Aviation organisations operating in the Channel Islands are required to implement and maintain an SMS proportionate to their size and complexity of operation, to help manage and improve the safety of their aviation related activities. The requirements for SMS are found in the Air Navigation Laws for ANS and Aerodromes and the relevant GARs for Flight Operations and Aircraft Maintenance, e.g.

- GAR 145 Subpart B.145.25 (for AMO's)
- GAR 119.59 (for AOC holders)

International General Aviation operators awarded a Private Operator Certificate (POC) under Section 27 are required to implement SMS in accordance with Annex 19 Appendix 2. However, the means of oversight is different from the SMS of an AOC and is described in GAR 91 and GAR 125. The evidence required is scalable to the size and complexity of the operator such that an individual with a single aircraft is not required to demonstrate a process of the sophistication of a large AOC holder.

4.4 Accident and Incident Investigation

The State of Guernsey and Government of Jersey has appointed the UK DfT Aircraft Accident Investigation Branch (AAIB) to perform the investigation of aircraft accidents and serious incidents should the need arise. The AAIB are informed of all accidents and decide whether investigation will be conducted.

When the AAIB is notified of an accident or serious incident, an Inspector in Charge will be appointed by the Chief Inspector of the AAIB. The Inspector in Charge will be a member of the AAIB, irrespective of whether the AAIB attends the scene of the accident or whether the investigation is conducted remotely, from the UK. A local Incident Manager may also be appointed to assist the AAIB the investigation.

4.5 Hazard Identification and Safety Risk Assessment

4.5.1 The Safety Risk Management Cycle

Specific safety issues arising in a regulated organisation are addressed within the oversight of that organisation as described in ODCA procedures.

The Safety Risk Management process to identify hazards, assess risks, act on safety priorities and check effectiveness, is currently under review and being refreshed. The process is described in ODCA 1101, and this will be updated when the review is completed.

4.5.2 Mandatory Occurrence Reporting

Mandatory Occurrence Reporting (MOR) of aviation safety risks is required by Air Navigation Law Part 8 Section 17 (Bailiwick of Guernsey) 2012 and Air Navigation (Jersey) Law 2014, Part 21 Article 144.

The goal is to raise safety issues that need to be addressed and contribute to data for improving aviation safety.

Bird-strikes have specific reporting requirements and are forwarded for inclusion in the ICAO Bird Strike Information System (IBIS).

All MORs submitted are reviewed by relevant Inspectors and Policy staff for consideration and possible further action. A Voluntary Reporting Scheme is also available.

4.5.3 Prioritisation of Oversight Activities

Oversight may be adjusted based on audit findings, occurrences or the judgement of Inspectors and managers. This can, and sometimes does, result in an organisation being subject to a formal Enhanced Oversight regime, where increased frequency of visits and greater scrutiny are applied.

5 STATE SAFETY ASSURANCE

5.1 Safety Assurance

Safety Assurance includes the activities by which the State check the continued compliance with regulations and the ongoing level of safety performance.

- Surveillance of aviation organisations by audits / inspections
- State Safety Performance and Safety Performance Indicators

5.2 Surveillance

Service providers who have been permitted to enter the aviation system under the Licensing, Certification, Authorisation and Approvals procedures are subjected to ongoing surveillance by qualified Inspectors.

5.2.1 Audits and Inspections of Regulated Organisations

Surveillance includes audits, inspections, and monitoring activities, to ensure that they continue to operate safely and meet the international requirements. They may be conducted by DCA staff directly, or by Designated Inspectors under contract such as SGIG, CAAi or EASA. If the level of concern or need is perceived to justify additional attention, the level of surveillance may be raised to the formal status of 'Enhanced Surveillance'. Unacceptable aviation safety activities will be dealt with as a priority and may include enforcement including revocation of issued certificates and licenses.

An annual surveillance plan for all activities is produced by the ODCA, and this includes the flight operations, airworthiness (including aircraft inspections), ANSP and aerodrome oversight.

In summary, there are mechanisms to control the entry and continued presence of elements in the aviation system, and to remove them if necessary. These are captured in the ODCA procedures:

- Entry to the aviation system
 - Licensing
 - Approvals
 - Certification
- Remaining in the aviation system
 - Surveillance
 - Inspections
- Removal from the aviation system
 - Enforcement
 - Revocations

5.3 State Safety Performance

5.3.1 The Acceptable Level of Safety Performance (ALoSP)

Safety performance is monitored by the DCA.

In addition, the Acceptable Level of Safety Performance is defined and consistent with the safety objectives defined in paragraph 3.5.2.

- No accidents involving commercial air transport that result in serious injuries or fatalities.
- No serious injuries or fatalities to third parties as a result of aviation activities.
- No increase in the number of serious accidents involving General Aviation aircraft.

5.3.2 Safety Performance Indicators (SPIs)

The SPIs for the Channel Islands continue to evolve and are currently under review.

CHAPTER 6 STATE SAFETY PROMOTION

Communication of Safety Priorities

It is important to create a shared awareness of safety priorities and recommended best practices. This helps to maintain a consistent focus on the issues supporting safe operations. Where safety data is used, it must present a balanced view, whilst observing confidentiality and Safety Information Protection requirements. Both internal and external communications are key to this process.

6.1 Internal Communications

The Channel Islands are a small aviation community, and internal communications are achieved through routine management meetings, and ad hoc meetings where necessary. Regular internal meetings may include, for example, Regulatory Management Meetings, Safety Review Boards, DCA/Airport Meetings, and others.

6.2 External Communications

Regular meetings with service providers are an opportunity to discuss local safety issues and for sharing more general safety information. Forums exist to discuss safety specific areas, such as the airport Local Runway Safety Teams (LRST) and the Flight Ops Safety Committee (FLOPSC) in each Bailiwick.

Periodic meetings are held between the DCA and UK DfT as required, and these may include safety discussions. In the event of an accident, meetings with the AAIB are also likely.

Safety messages are distributed to service providers through Safety Information Bulletins (SIBs), available on the ODCA website. These may draw on a range of sources including ICAO State Letters, EASA Safety Bulletins and UK CAA SkyWise publications.

APPENDIX 1:

AVIATION LAWS OF JERSEY AND GUERNSEY

Lists of Laws in each Bailiwick are included in this Appendix for illustrative purposes. They are not reviewed or updated until the SSP document is revised. The Table below is an extract reproduced from the UK AIP.

UNITED KINGDOM AIP

GEN 1.6-3
29 Dec 2022

GEN 1.6 SUMMARY OF NATIONAL REGULATIONS AND INTERNATIONAL AGREEMENTS/CONVENTIONS (continued)

Title	Main Subjects (where not self evident)
Civil Aviation Act (Channel Islands) Order 1953 (1953/393)	
Civil Aviation Act (Channel Islands) Order 1966 (1966/688)	Extension to the Channel Islands to certain provisions of the Civil Aviation Act
Civil Aviation Act 1971 (Channel Islands) Order 1972 (1972/450)	Enables His Majesty to confer power on certain authorities in the Channel Islands to make regulations.
ALDERNEY	
Air Transport Licensing (Alderney) Law 1996	Notifies the requirements for application to be made to the States of Alderney for a licence to operate Scheduled or Charter Flights between Alderney and the UK, Isle of Man and other Channel Islands
Airport Ordinance 1950	General Regulations for the use of Alderney Airport
Airports Fees Ordinance 1987	Regulations under which fees and charges are determined for the use of Alderney Airport.
GUERNSEY	
Air Navigation (Guernsey) Order 1981 (1981/1805)	This Order extends the provisions of the ANO, subject to modifications set out in the Schedule, to Guernsey.
Air Navigation (General) (Guernsey) Regulations 1972 (1972/486)	These Regulations apply to the UK Air Navigation (General) Regulations as amended, to Guernsey.
Air Navigation (Restriction of Flying) (Guernsey) Regulations 1985 (Guernsey 1985/21)	Notifies the Sark Restricted Area (R 095).
Air Transport Licensing (Guernsey) Law 1995	
Airport Ordinance 1950	General Regulations for the use of Guernsey Airport
Airport Fees Ordinance 1987	Regulations under which fees and charges are determined for the use of Guernsey Airport.
Aviation Security (Guernsey) Order 1997 (1997/2989)	Extension to Guernsey of certain provisions of the UK Aviation Security Act 1982, and the Aviation and Maritime Security Act 1990.
Carriage by Air (Guernsey) Order 1967 (1967/804)	
Carriage by Air (Application of Provisions) (Guernsey) Order 1967 (1967/807)	
Civil Aviation Act 1980 (Guernsey) Order 1984 (1984/130)	
Civil Aviation Act 1982 (Guernsey) Order 1986 (1986/1162)	Extension to Guernsey of certain provisions of the Civil Aviation Act.
Civil Aviation (Investigation of Air Accidents and Incidents) (Guernsey) Order 1998 (1998/1503)	The Order extends the provision of the UK Order, subject to modifications set out in the schedule, to Guernsey
Detention of Aircraft (Guernsey and Alderney) Law 1994	
Firearms Ordinance 1987	Notifies Fort Le Marchant Small Arms range
Terrorism and Crime (Bailiwick of Guernsey) Law 2002	
Public Health (Aircraft) (Guernsey) Order 1974 (Guernsey 1974/47)	
Rules of the Air and Air Traffic Control (Guernsey) Regulations 1985 (1985/23)	Regulations as UK Legislation, but made under the Air Navigation (Guernsey) Order 1981 and applying to the Bailiwick of Guernsey.
JERSEY	
Aerodromes Administration (Jersey) Law 1952	
Aerodromes (Jersey) Regulations 1965	
Air Navigation (Jersey) Law 2014	
Airport Dues (Jersey) Law 1956	
Aviation Security (Jersey) Order 1993	
Carriage by Air (Jersey) Order 1967	
Carriage by Air (Application of Provisions) (Jersey) Order 1967	
Civil Aviation Act 1982 (Jersey) Order 1990	Extension to Jersey of certain provisions of the Civil Aviation Act.
Terrorism (Jersey) Law 2002	
Public Health (Aircraft) (Jersey) Order 1971	
Air Navigation (Rules of the Air) (Jersey) Regulations 2017	Regulations as per Standardised European Rules of the Air (SERA), but made under the Air Navigation (Jersey) Law 2014.
Note: Copies of the Legislation listed for Channel Islands, Alderney and Guernsey can be obtained from: The Greffe Office, St Peter Port, Guernsey.	
Note: Copies of the Legislation listed for Jersey can be obtained from the Jersey Legal Information Board website. www.jerseylaw.je	
Note: Formal Exemptions to Legislation listed on these pages may also be published.	