

Director of Civil Aviation

Annual Report 2016

February 23rd, 2017

Executive Summary

In addition to routine oversight activities and ongoing training, 2016 saw the Guernsey aircraft registry continue its strong growth, the first air operators' certificate granted and the first large business jet registered. The DCA also completed a pan-island re-branding and introduced a new regulatory journal.

Principal Responsibilities of the DCA

The main role of the DCA is to ensure compliance with international standards set out under the Chicago Convention of 1944 and its associated annexes. The DCA also has accountability for aviation security across the Channel Islands. The Aviation Journal¹ (AJ) now sets out in detail the legal framework under which the DCA operates and readers are directed to that document for further information. For more information on the AJ, see below.

Routine Oversight Activities

A number of routine oversight audits were conducted across the Channel Islands, the majority being carried out by the UK Civil Aviation Authority (CAA) on behalf of the DCA. Ports of Jersey had an aerodrome (including the rescue and fire fighting service) audit in January, followed by an audit of their air traffic services in June. The latter focussed on controller competency. Guernsey and Alderney Airports had their aerodrome audit in June followed by air traffic services in October. In all cases the audits confirmed the providers' high level of compliance with the appropriate international standards. An audit was also conducted by the CAA on the Guernsey aircraft registry as part of the air operator certificate process, covered in more detail below.

During the summer of 2016 both the DCA and deputy DCA completed training with the CAA to qualify as "SAFA" inspectors; this will allow us to perform inspections of aircraft using Guernsey, Jersey and Alderney airports to ensure that they are fully compliant with the relevant regulations. We will use the European standards for this work to ensure commonality with neighbouring jurisdictions and the programme of inspections will commence early in 2017.

¹The Aviation Journal can be accessed at www.cidca.aero and is normally updated on the second Friday of each month (additional updates are occasionally made).

Co-operation with Jersey

The shared DCA role continues to prove successful and resilient. The new pan-island branding replaced the previous separate identities for each Bailiwick in May; this was developed at no cost in house and allows us to more clearly position the DCA internationally. As part of this process we now have non-geographic email addresses and phone numbers, avoiding issues that arise when representing one Bailiwick but not the other.

Legislation

The States resolved in December 2015 to permit the extension of the Guernsey Aircraft Registry to commercial air transport. The Air Navigation (Bailiwick of Guernsey) (Amendment) Ordinance, 2016 and the supporting Air Navigation (Bailiwick of Guernsey) (Air Operators' Certificates) Regulations 2016 were brought into force in March to facilitate the issue of the first air operator's certificate in May (see below). In parallel, detailed technical requirements² in the area were published by 2-REG (see below).

The Aviation Journal

Initially introduced in February of 2016 and fully implemented in November, the Aviation Journal (AJ) is now the "one-stop" instrument where the DCA publishes notices, policies, decisions and guidance on standards and certification. As noted above, the AJ also contains a joint State Safety Programme and State Safety Plan for both Guernsey and Jersey. The AJ is updated monthly and has been well received by industry. It will evolve over time and continue to develop.

The Guernsey Aircraft Registry "2-REG"

2-REG had another strong year, with the overall number of registrations passing the 150 mark and nearly 100 aircraft on the register at year end. The main revenue stream remains "off-lease" airliners; in addition we continue to support a large number of local general aviation aircraft, but - following the changes to the Air Navigation Law that were agreed at the end of 2015 - 2-REG also issued the first Guernsey Air Operator Certificate (AOC) to Volare Aviation in May. Ahead of this milestone, the 2-REG team successfully passed a flight operations audit conducted by the UK CAA. This expansion has also led to the recruitment of a full-time flight operations inspector and SGI plans to also add a second airworthiness expert early in 2017; this will bring the number of full-time staff in Guernsey to three, all of whom have been recruited locally.

There has been considerable interest in the AOC product from operators both locally and further

² By means of Guernsey Aviation Requirements (GARs) 121 and 135

afield. The DCA travelled in April to the Asian Business Aviation Conference and Exhibition (ABACE) in Shanghai to support the 2-REG team in a joint effort with Guernsey Finance. This has led to several leads from South-east Asia; as a result we now have one VVIP Boeing 787 registered in Guernsey with the operator working closely with 2-REG on further opportunities.

Jersey Aircraft Registry "JAR"

The JAR is led by Jersey's Economic Development Department (EDD). Since launch in 2015 there has been a period of consolidation, with EDD considering the form that the JAR will take in future. During 2016 the DCA met regularly with the technical partner, Avisa Aviation Services.

Miscellaneous Activities

Both Jersey and Guernsey are again included in the state of registry insurance policy led by the Cayman Islands. This provides liability cover for the Bailiwicks should a locally registered aircraft be lost on the high seas where there is no "state of occurrence". Such co-operation allows us to benefit from the considerable scale of the Caymans' operation and to keep the costs at a manageable level.

Throughout the year the routine work of the DCA continued. On a day-to-day basis requests are made by operators wishing to conduct aerial work, photography and survey flights, all of which require a permit from the DCA. The simplified permit style that was introduced last year continues to work well and a list of current permit holders is now published in the Aviation Journal. The DCA is also involved in the planning for events such as Liberation Day and the annual Guernsey Air Display.

In September the DCA met with counterparts from Gibraltar and the Isle of Man in Gatwick. The meeting was hosted by the UK Civil Aviation Authority and Department for Transport and provided a forum to discuss issues of mutual interest and to promote closer working and knowledge sharing. As with last year, the event was a success and will now be repeated annually.

Aviation Security

Towards the end of 2016 there were a number of amendments and changes to the security requirements in the EU and UK. None of these changes are significant and mainly bring together a number of miscellaneous regulations which will be incorporated in The Aviation Security (Bailiwick of Guernsey) (Amendment) Direction early in 2017. A parallel document will also be amended in Jersey to maintain equivalent measures in the Channel islands.

A programme of inspections was undertaken during 2016 by the UK Civil Aviation Authority (accompanied by the Deputy DCA) and the airport continues to meet the aviation security standards required by the EU and UK. In addition to these inspections the airport continues to be subject to

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regular inspections by the Deputy DCA as part of the Channel Islands Aviation Security Quality Control Programme.

The standardised approach to aviation security by both Guernsey and Jersey continues to be of benefit and the DCA meets with both airports on a regular basis to ensure continuing co-operation.

DCA

If you have any questions about anything contained in this report or any other aspect of aviation in the Channel Islands, please contact:

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