
STATES OF JERSEY



DIRECTOR OF CIVIL AVIATION: ANNUAL REPORT 2018

**Presented to the States on 13th May 2019
by the Minister for External Relations**

STATES GREFFE

Director of Civil Aviation Annual Report 2018

Introduction

This is my first annual report to the Minister for External Relations, as to the activity during my first six months as Director of Civil Aviation (DCA). I was formally sworn in on the 18th of July, 2018, although I officially started on the 7th of July. Prior to being sworn in, I familiarised myself with the issues facing the Channel Islands and, in particular, Jersey as this position, together with the Deputy Director of Civil Aviation, is a pan-Island position and represents both Bailiwicks.

During the second half of 2018 my activities have included the following:

- European Aviation Safety Authority (EASA) Certification for Jersey Remote Tower Capability and continued certification of Jersey as an Air Navigation Service Provider
- New DCA Website
- Jersey Aircraft Registry
- Air Display and future ideas
- “Grey Charters” and presentation to the Jersey Flying Club
- Unmanned Aerial Vehicle (UAV) “Drone” Legislation
- Safety Assessment of Foreign Aircraft Ramp Checks
- Enforcement
- Brexit and Aviation
- Representing the island at UK Department for Transport (DfT), UK Civil Aviation Authority, EASA and US Federal Aviation Authority levels
- Standard European Rules of the Air
- Foreign Carrier Permit introduction
- Global Task Force for New Generation of Aviation Professionals (NGAP)
- Aviation Security

European Union Aviation Safety Agency (EASA) Certification for Jersey Remote Tower Capability

EASA will soon contact me and ask for my approval for certification of Jersey Air Traffic Control Remote Tower Services. This is a historic event as it will be the first live commercial remote tower to operate in the British Isles. This will potentially enable Jersey to provide tower services at remote locations and has significant applications for the Channel Islands whereby this service could be utilised in Alderney.

New DCA Website

On taking over the position of DCA, I was aware that the website needed to be improved significantly and I liaised with several companies and managed to obtain very favourable rates to redesign the website in tangent with other g departments. The company chosen to do the

work, Submarine, completed the task and we now have a website that is dynamic and fluid where we have control of adding or editing all content in real time. <https://cidca.aero/>

Jersey Aircraft Registry (JAR)

Responsibility for JAR's operation has now been transferred to the Ports of Jersey and there are plans to tender for a new technical services provider and Registrar. The registry has been operating with a single aircraft for some time now, but in time it is hoped that it will be possible to register additional aircraft. The Office of the DCA will provide whatever support and advice it can while JAR undergoes a period of restructuring and improvement.

Air Display and future ideas

I was fortunate to be present at the September Air Display where under clear blue skies, I witnessed a near perfect display. It is a shame that the Red Arrows are not available this year however I have spoken to the Air Display Management and suggested that we work together with Guernsey to reduce the expense of transporting these unique and expensive assets across the Channel. In the future I would like to explore the possibility of a combined Air Display with Guernsey.

"Grey Charters" and presentation to the Jersey Flying Club

In September, I was invited to make a presentation to the Jersey Flying Club to introduce myself and to communicate my ideas and listen to the concerns of the local community. It was important that I made it clear that I was aware of "Grey Charters" whereby some elements are offering commercial charters under the guise of private aviation and these are illegal. There are opportunities for cost sharing, and these are slightly different from those in the UK and EU but we should protect our compliant commercial operators who are suffering from these elements who are finding legal means to circumvent the spirit of the law. I confirmed that I will enforce our primary legislation. This has become especially relevant with the recent accident and will introduce additional spotlight and scrutiny on our aviation sector and highlight the need for legal operations.

Unmanned Aerial Vehicle (UAV) "Drone" Legislation

The unfortunate closure of Gatwick airport at the end of 2018 highlighted the need for continued monitoring of the use of UAV in Jersey. We have only seen a small number of infringements, but we shall monitor both the UK and Europe's further requirement for registering and online training for UAV operators. New UK Legislation is due in November 2019 and I will take the necessary action to protect the public. We are continuing our education programme and more information on the safe flying of drones is available on both the Airport and DCA websites.

Safety Assessment of Foreign Aircraft Ramp Checks

There is a necessity to continue to conduct ramp checks on specific aircraft at both airports especially after Brexit whereby the Islands may be seen as an entry point for access into the UK. We are working with various departments to combine resources.

Enforcement

We are enforcing our legislation, which is necessary if we are to continue to be considered a quality aviation jurisdiction. Since I took office, we have had numerous minor incidents, and one serious incident, which was reported to the police and is under investigation.

Brexit and Aviation

Liaison with James Gilderoy (Senior Air Services Negotiator for the Department of Transport) to Jersey to discuss extension of UK bilateral Air Service Agreements to Jersey. Additionally, I have been assisting and advising the Government of Jersey on its Brexit planning.

Representing Jersey to Department for Transport, Civil Aviation Authority (CAA) European Aviation Safety Agency, and Federal Aviation Administration

Representation made to these authorities during the last six months to promote the Jersey aviation sector and create working relationships with key members.

Aviation Security

Further changes to security requirements were necessary in 2018, in response to the changing threats in aviation, which resulted in the *Aviation Security (Jersey) (Amendment) Direction 2017* revision late on in the year, with a parallel document issued in Guernsey to maintain equivalent measures in the Channel Islands.

The programme of inspections undertaken by the CAA (accompanied by the Deputy DCA) continued in 2018 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 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 Jersey and Guernsey continues to be of benefit and the DCA meets with both airports on a regular basis to ensure continuing co-operation.

Insurance

Both Jersey and Guernsey are again included in the state of registry insurance policy together with 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" as well as an accident in our airspace which is within our "State of Occurrence". I have had discussions both the Cayman Islands and the broker to try to gain more improved premiums and I managed to successfully negotiate a discount of 7.5%. In future years we may be able to include the airports and be able to obtain further advantageous rates from brokers at the end of 2019.

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