
STATES OF JERSEY



DIRECTOR OF CIVIL AVIATION: ANNUAL REPORT 2019

Presented to the States on 2nd September 2020
by the Minister for External Relations

STATES GREFFE

REPORT

Introduction

This is my first full annual report to States Members as to the activity during 2019 as Director of Civil Aviation.

Summary of Activities

During 2019, my activities included the following:

1. European Aviation Safety Agency (EASA) continued certification of Jersey as an Air Navigation Service Provider (ANSP) to include Remote Tower services capability;
2. Continued EASA oversight of Radar, Tower services;
3. Jersey Meteorology ("Jersey Met") becoming first Non-EU EASA approved ANSP Meteorological Service Provider;
4. Jersey International Air Display 2019;
5. "Grey Charters" and presentation to the Jersey General Aviation Community;
6. Unmanned Aircraft Systems (UAS) "Drone" Legislation;
7. Dangerous Flying Enforcement;
8. Representing Jersey for the Department for Transport (DfT), Civil Aviation Authority (CAA), EASA and Federal Aviation Administration (FAA) levels;
9. Foreign Carrier Permit first year report;
10. Aviation Security;
11. International Civil Aviation Organisation Protocol Questions (ICAO).

Explanation of Activities

1. EASA continued certification of Jersey as an ANSP with Remote Tower capability

After successful approval of both Radar and Tower services, we initiated an approval process for a Remote Tower capability. In the unlikely event that the main control tower had to be evacuated, a contingency programme would be put in place whereby the full functions would be provided in a remote location on the south side of the airport. The approval process was completed, and subsequently granted for contingency purposes. There is a business opportunity to further this capability. Jersey is the first commercial airfield to operate this service in the British Isles.

2. Continued EASA oversight of Radar, Tower services

EASA continue to audit and conduct oversight of all the Air Traffic Control Services and transition to the new EU directive 373 is now completed.

3. Jersey Met Approval

Jersey Met has gained EASA ANSP Met Service Provider and becoming first Non-EU EASA approved ANSP Meteorological Service Provider which is testament to the hard work carried out by the team.

4. Jersey International Air Display 2019

Despite unusually inclement weather on 12th September, the 2019 Air Display was witnessed by thousands of the public. There were only some minor amendments to the display, which was caused by a low cloud base; however, everyone enjoyed themselves and the participants were full of praise for the organisers and volunteers who, once again, showed their skills in managing a superb display.

5. “Grey Charters” and presentation to the Jersey General Aviation Community

I made a second presentation to the Jersey General Aviation Community at the Jersey Aero Club and listened to the concerns of the local community. Once again, I reiterated that I was aware of “Grey Charters” whereby some individuals are still offering commercial charters under the guise of private aviation. There are opportunities for cost sharing, and these are slightly different from those in the UK and Europe, but we should protect our commercial operators.

6. UAS “Drone” Legislation

There is a need for continued monitoring of the use of UAS in Jersey. Please refer to our [Drones Guidance](#) information. We have only seen a small number of infringements, however, due to the small number of incidents this summer, I have held back on recommending the introduction of new legislation similar to that in the United Kingdom, whereby registration and an online technical examination is now required. I will carefully monitor any increase in incidents and constantly reassess the need for any further regulations in the Island. There is additional information for users on both our Channel Islands Civil Aviation website (<https://cidca.aero/>) and the Ports of Jersey (<https://www.ports.je/>) website.

7. Dangerous Flying Enforcement

We had our first successful conviction for dangerous flying which I hope will send a clear message to the community and we continue to push for any conviction, which breaches our aviation legislation.

8. Representing Jersey for the DfT, CAA, EASA and FAA

Continued representation made to these authorities during the last 6 months to promote the Jersey aviation sector and create working relationships with key members.

9. Foreign Carrier Permit introduction

With the introduction of charging for commercial non-UK registered aircraft arriving in Jersey, we have exceeded all our expectations in our first 9 months of operations. Legislation was enacted on the 6th March and we expected revenues in the region of £5,000 - £10,000.

Our final year figures have produced revenues of £45,000. I increased the permit fee from £78 to £82. However, Covid-19 is already having an impact on these revenues and I anticipate that it will continue to do so for some time.

10. Aviation Security

The programme of inspections undertaken by the UK Civil Aviation Authority in 2019 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 Director of Civil Aviation (DCA), as part of the Channel Islands Aviation Security Quality Control Programme. Our Aviation Security Regulator resigned in 2019 and we have been on an active recruitment campaign to secure a replacement since. Audits by the CAA will continue in 2020.

11. ICAO Protocol Questions

A project for 2020 will be required to ensure that Jersey complies with its ICAO responsibilities under the UK. All Crown Dependencies and Overseas Territories are having to complete the project in 2020.

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