

EXECUTIVE SUMMARY

During 2021 the coronavirus pandemic continued to impact aviation, requiring the dexterity of everyone involved in aviation to ensure safety standards were maintained, whilst meeting the needs of all consumers. The acting Director of Civil Aviation (aDCA) for Jersey remained in close collaboration with Ports of Jersey Ltd (POJL), the Government of Jersey (GoJ) and the United Kingdom Department for Transport (DfT) as we worked through the challenges presented by the pandemic.

At the time of this report (March 2022) the aviation sector is beginning to recover from the impact of the pandemic, with passengers flowing more freely through the terminals and travel restrictions relaxed. The global aviation recovery is being closely monitored by the International Civil Aviation Organisation (ICAO) and aviation bodies, with mixed views on the speed of recovery.

This report summarises some of the activities undertaken by the aDCA during 2021.

ICAO AUDIT OF THE UK MEMBER STATE

The ICAO audit of the UK Member State remains on track, now scheduled to take place in November 2022. The audit will examine the aviation safety system of the UK in detail, assessing its compliance against ICAO Standards and Recommended Practices (SARPs) across the aviation system.

As a signatory state to ICAO, the UK remains responsible for the aviation safety system within the British Crown Dependencies. It follows, therefore, that any audit of the UK's aviation safety system could include an audit of Jersey.

The aDCA continues to review the audit Compliance Checklists and Protocol Questions for Jersey and remains in contact with the DfT regarding progress.

DCA REGULATORY OVERSIGHT (*direct and through the CAA and EASA*)

The aDCA conducts its regulatory oversight both directly and through an agreement with the UK Civil Aviation Authority (CAA) and the European Aviation Safety Agency (EASA). The following audits took place in Jersey in 2021:

Air Navigation Service Provider (ANSP) – EASA led

ATCO (Air Traffic Control Officer) Training Organisation – EASA led

Jersey Met – EASA led

Jersey Aerodrome – CAA led

Aviation Security – CAA led

STATE SAFETY PROGRAMME (SSP)

The aDCAs for Jersey and Guernsey have developed the Channel Islands [SSP](#), which was subsequently promulgated in March 2021 with the support of both Governments. The SSP provides guidance to industry on the management of safety, to achieve an acceptable level of safety performance in aviation; it includes the four ‘pillars’ of safety: Policy and Objectives, Risk Management, Assurance and Safety Promotion and is commensurate with the size and the complexity of the aviation activities in the Channel Islands.

The SSP will be reviewed by the ODCA in 2022, in collaboration with the industry it regulates, to ensure it targets safety at an appropriate level and is harmonised with the safety initiatives taking place within industry.

DCA WORKING MEETINGS WITH DfT and CAA

State Safety Board (SSB)

The aDCA continues to represent Jersey at the DfT SSB, which is in place to lead the delivery of, and support the Director General of Civil Aviation in carrying out their responsibilities and to monitor delivery of safety programmes and monitor the top safety risks to the UK.

The SSB provides opportunities for good communications between authorities and helps drive the effective implementation of the UK SSP. It meets bi-annually with a standing agenda that covers subjects such as: Safety risk

picture, Domestic objectives and priorities, international objectives and priorities (covering any issues relating to Crown Dependencies) and topical ‘deep dives’ into safety issues, ie the risks of undeclared/undetected/damaged lithium-ion battery devices carried in the holds of aircraft.



UNMANNED AIRCRAFT ‘DRONE’ REGULATIONS

During 2021 the aDCA for Jersey joined the aDCA for Guernsey in reviewing the Small Unmanned Aircraft (SUA) regulations in the Channel Islands. The outcome of the review leaned towards adopting a similar regulatory framework to that in the Isle of Man, which will now be further considered from a legal perspective.

FOREIGN CARRIER PERMITS (FCP)

All non-UK/Channel Islands air carriers that wish to undertake commercial services to/from Jersey are required to hold an FCP before that flight is undertaken. The system of issuing permits provides an opportunity for the DCA to verify the safety and airworthiness of aircraft entering the Channel Islands Control Zone. In 2021 the DCA issued the following permits:

Q1	67
Q2	142
Q3	148
Q4	126

The aDCA also set up a direct FCP application process available via the Government of Jersey website.

SAFETY PROMOTION

As part of its safety actions, Jersey Airport monitors safety performance across many areas, for example:

SAFETY OBJECTIVES

Runway Incursion and Excursion | Airborne Clearance Deviation | Taxiway Incursion and Excursion | Level Bust | Airspace Infringement | Foreign Object Debris (FOD) | Bird/Wildlife Strikes

To raise awareness to these risks and to remind everyone of their responsibilities, the airport hosts several workshops and meetings throughout the year. The aDCA contributes to these initiatives by attending and contributing to such meetings, as well as undertaking its own safety promotion. An example of aDCA safety promotion includes:

Aeroclub Safety Evening with aDCA

In October 2021 the aDCA held a 'Meet & Greet' Safety Evening at Jersey Airport Aeroclub. This was an opportunity for aviation stakeholders to receive, first hand, a safety briefing from the aDCA on all aspects of aviation and ask questions directly. The evening was well attended by +40 pilots and aviation enthusiasts and feedback confirmed it was well received.

Cost Sharing/Illegal Grey Charter Operations

Whilst cost sharing opportunities exist¹ for private operators who wish to carry passengers, there are restrictions on the type of flight that can be performed as well as the number of passengers that can be carried. These restrictions are publicised and documented in the Air Navigation (Jersey) Law 2014, however there remains a potential for unscrupulous operators to exploit the good faith of paying passengers for a quick profit, resulting in illegal grey charter operations; a high profile example was the Emiliano Sala flight which ended in tragedy. The aDCA remains vigilant to the risks and is continually looking for opportunities to better inform the travelling public. The UK CAA produced a leaflet called 'Legal To Fly' which provided valuable guidance and advice on what members of the public should look out for whenever considering a cost sharing flight. The aDCA sought and secured permission from the CAA to adapt the poster for use in Jersey. These will be placed at strategic sites at the airport and aeroclub for educational purposes. The aDCA will always investigate any suspected illegal grey charters and will take action whenever such activity is confirmed.



aDCA Newsletter

The aDCA produces a Newsletter on an annual basis, targeting those areas aligned to the airport's Safety Objectives, in addition to other topics of interest. The 2021 Newsletter can be viewed [here](#).

Handwritten signature of Inez Bartolo.

Inez Bartolo

Acting Director of Civil Aviation for Jersey

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¹ A flight is deemed to be a private flight on the condition (*inter alia*) that there are no more than 4 persons carried on the flight (including the pilot) and the only financial contribution are towards the direct costs of the flight. [Air Navigation \(Jersey\) Law 2014](#) applies, Part 23, Article 159.