

GIBRALTAR

DIRECTOR OF CIVIL AVIATION

PROCEDURE – 01

Aviation Safety Regulation

DCA Procedure 01 – Aviation Safety Regulation

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Amendment Record

Revision	Item	Date
1	Initial Issue	29 January 2009
2	Revision	12 November 2015

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Introductory Notes

The policy paper **DCA Policy 01** identified the Requirements to be used in determining the granting, issuing or validating of a licence, certificate, approval or authorisation as being, where applicable, those promulgated by the UK Civil Aviation Authority (CAA).

This publication – DCA Procedure 01 – describes how those Requirements are promulgated.

Requirements

The Requirements, to obtain the approval of the DCA, will be the same as those of the United Kingdom, which are published as Civil Aviation Publications (CAPs) and Supporting Notices.

Assessments, of compliance against these Requirements, will be commissioned by the DCA from parties familiar with the United Kingdom's Requirements.

It is acknowledged that interpretation of CAPs and Supporting Notices will be required on occasion to accommodate the different regulatory regime, Laws and Government policies which apply in Gibraltar. The DCA will be the interpreter for this purpose.

Civil Aviation Publications (CAPs)

The United Kingdom CAA publishes CAPs in support of its powers contained in the (UK) Air Navigation Orders.

CAPs provide details of the means of compliance with the UK ANO that are acceptable to the CAA and the United Kingdom Government. They describe the way in which aircraft operators, aviation personnel and providers of services can gain approvals and licences. In addition, they set out the process through which these approvals and licences are maintained to ensure that adequate levels of safety and internationally agreed standards are met. They are not intended to supersede or conflict with statutory requirements, and so the obligation to comply with statutory requirements remains. The appropriate authority may accept an alternative means of compliance, provided that the applicant can show that the level of safety will not be reduced below that intended by the requirement.

CAPs are live requirements and will change over time in response to a variety of factors. This may necessitate re-approval in some cases, but if this occurs a reasonable period of notification will normally be given. The CAPs and other Supporting Notices can be downloaded from the [CAA website](#).

A list of those CAPs, which are applicable to specific Annexes of the Chicago Convention, is included at Annex A. This list is not necessarily exhaustive and is liable to change.

DCA Publications

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From time to time the DCA will publish additional Requirements and other information to industry. These will be promulgated as Gibraltar policies and procedures and will be made available on this web page.

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Annex A to
DCA Publication 01
Dated 29 Jan 2009

APPLICABLE REQUIREMENTS OF SPECIFIED ANNEXES OF THE CHICAGO CONVENTION

For each Annex listed, the Requirements identified in the following CAPs should be considered:

Annex 1, the requirements of

CAP 624, Rating Requirements for Air Traffic Controllers;

Annex 2, the requirements of:

CAP 032, Aeronautical Information Publication

CAP 493, Manual of Air Traffic Services,

CAP 637, Visual Aids Handbook,

CAP 642, Airside Safety Management,

CAP 694, UK Flight Planning Guide,

CAP 768, Guidance Material for Operators;

Annex 3, the requirements of:

CAP 493, Manual of Air Traffic Services,

CAP 670, ATS Safety Requirements,

CAP 746, Meteorological Observations,

CAP 782, Regulation of Aeronautical Meteorological Services;

Annex 4, the requirements of:

CAP 232, Aerodrome Survey Information,

CAP 709, Radar Minimum Altitude Charts in UK Airspace, Policy and Design Criteria,

CAP 779, Aeronautical Information Management Services;

Annex 10, the requirements of:

CAP 413, Radiotelephony Manual,

CAP670, ATS Safety Requirements,

CAP 761, Operation of IFF/SSR Interrogators in the UK – Planning, Principles and Procedures;

Annex 11, the requirements of:

CAP 382, Mandatory Occurrence Reporting Scheme,

CAP 413, Radiotelephony Manual,

CAP 493, Manual of Air Traffic Services Part 1,

CAP 584, Requirements for Initial Air Traffic Control Training,

CAP 624, Rating Requirements for Air Traffic Controllers,

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CAP 670, ATS Safety Requirements,

CAP 736, Guide for the use of Lasers, Fireworks and Searchlights in UK Airspace,

CAP 744, UK Manual of Personnel Licensing – Air Traffic Controllers,

CAP 772, Birdstrike Risk Management for Aerodromes;

Annex 14, the requirements of:

CAP 168, Licensing of Aerodromes,

CAP 232, Aerodrome Survey Information,

CAP 410, Manual of Flight Information Services,

CAP 493, Manual of Air Traffic Services,

CAP 637, Visual Aids Handbook,

CAP 642, Airside Safety Management,

CAP 670, ATS Safety Requirements,

CAP 683, Assessment of Runway Surface Friction for Maintenance Purposes,

CAP 699, Standards for the Competency of Rescue and Firefighting Service Personnel,

CAP 719, Fundamental Human Factors Concepts,

CAP 729, Guidance on Airport Development Procedures,

CAP 736, Guide for the use of Lasers, Fireworks and Searchlights in UK Airspace,

CAP 738, Safeguarding of Aerodromes,

CAP 748, Aircraft Fuelling and Fuel Installation Management,

CAP 760, Guidance on the Conduct of Hazard ID, Risk Assessment; and

CAP 772, Birdstrike Risk Management for Aerodromes,

CAP 781, Runway Rehabilitation;

Annex 15, the requirements of:

CAP 032, UK Aeronautical Information Publication.