

Gibraltar Director of Civil Aviation

Aviation Safety Regulation

Procedure 01

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Revision History

Revision	Item	Date
1	Initial Issue	29 January 2009
2	Revision	30 November 2015
3	Revision	06 December 2022
4	Minor amendments Addition of excluded CAPS	01 October 2023

Introductory Notes

1. DCA Policy 01 identified the Requirements to be applied in determining the granting, issuing or validating of a licence, certificate, approval, permission or authorisation as being, where applicable, those promulgated by the UK Civil Aviation Authority (CAA) in their Civil Aviation Publications (CAPs).
2. This publication – DCA Procedure 01 – describes how those Requirements are promulgated.

Requirements

3. The Requirements for obtaining any licence, certificate, approval, permission or authorisation set out in Gibraltar legislation, from the DCA, will be the same as those of the United Kingdom, which are published as Civil Aviation Publications and Supporting Notices unless otherwise stated.
4. Assessments of compliance against these Requirements, will be commissioned by the DCA from parties familiar with the United Kingdom's Requirements when such is considered necessary by the DCA.
5. 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

6. The CAA publishes CAPs in support of its powers contained in the (UK) Air Navigation Orders (ANO).
7. 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 licences, certificates, approvals, permissions or authorisations. In addition, they set out the process through which these 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 demonstrate that the level of safety will not be reduced below that intended by the statutory requirement.
8. CAPs are live documents 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. Care should always be taken to ensure that the latest version of any document is used.
9. In order to achieve compliance with ICAO standards and recommended practices all CAPs are applicable in Gibraltar unless specifically stated as being excluded in Gibraltar by the DCA. Any Excluded CAPs will be listed in Annex 1 of this document.

Information Notices

10. The CAA publish Information Notices which are issued to provide advice, guidance and information on standards, practices and procedures necessary to support the CAPs. They

are not in themselves law but may amplify a provision of the UK ANO or provide practical guidance on meeting a requirement contained in the CAPs. They also provide a means of communicating with the aviation industry on regulatory matters more generally. Where a CAP has not been excluded in Gibraltar, any associated information notices can be considered as effective in Gibraltar unless specifically excluded by the DCA. Any excluded Information Notices will be listed in Annex 1 of this document.

Acceptable Means of Compliance (AMC) and Guidance Material (GM)

11. The CAA publish AMC and GM to assist service providers and operators in interpreting legislation or material published and describing how compliance can be achieved. Where the material referred to by the AMC or GM has not been excluded in Gibraltar the AMC or GM can be applied to assist service providers and operators to achieve compliance.

DCA Publications

12. 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.

Annex A to DCA Procedure 01

1st October 2023

Excluded CAPS and Information Notices

CAP553: BCAR Section B - Airworthiness Procedures where the CAA does not have Primary Responsibility for Type Approval of the Product

CAP777D: ATC Surveillance Minimum Altitude Charts in UK Airspace: ATCSMAC Approval Spreadsheet

CAP1004: SES Market Conditions for Terminal Air Navigation Services in the UK

CAP1117: Heathrow Airport Operational Freedoms Trial: The Civil Aviation Authority's supplementary views on Heathrow Airport's end-of-trial report

CAP1132: Approach to terminal air navigation services regulation in RP2 - a consultation

CAP1157: CAA's decision on the approach to the regulation of terminal air navigation service in RP2

CAP1210: The Airport Charges Regulations 2011. CAA Annual Report 2013-2014

CAP1409: Access to the ground handling market at UK airports: a review of the CAA's approach – Request for information

CAP1477: CAA Statutory Charges 2017/18 consultation document

CAP2258: Airspace Modernisation Strategy Support Fund: Terms of Reference

CAP2336: CAA response to London Luton Airport Limited's March 2022 Statutory Consultation

CAP2391: Comment Response Document: UK Cost Sharing Flights

CAP2564: Airspace Classification Review: Manchester Low-Level Route 2023

CAP1780: Implementation Procedures for Airworthiness (IPA) between the Government of the United States of America and the Government of the United Kingdom of Great Britain and Northern Ireland for the promotion of aviation safety (and all subsidiaries)

CAP1783: Further Working Arrangement between Transport Canada Civil Aviation and United Kingdom Civil Aviation Authority on the Continuity of Validation Projects (and all subsidiaries)

CAP1787WA: Working Arrangement between The Civil Aviation Bureau of Japan (JCAB) and the UK CAA.

CAP1927: Comment response document: Conducting paid-for initial pilot training in amateur-built UK National Permit to Fly Microlights

CAP1928: Comment response document: Conducting paid-for initial pilot training in UK National Permit-to-Fly aeroplanes

CAP1930: Testing Novel Technology in UK Airspace: A Guide for Innovators

CAP1970: CAA assessment of the criteria for call in by the Secretary of State of London Oxford Airport's July 2020 airspace change proposal

CAP1985: UK General Aviation opportunities after leaving EASA – a consultation

CAP2009: UK-EU transition: Airworthiness flowcharts

CAP2013: Air Navigation Order 2020 Amendment – Guidance for unmanned aircraft system users

CAP2082FWA: Further Working Arrangement

CAP2102FWA: Working Arrangement between the Icelandic Transport Authority and the Civil Aviation Authority of the United Kingdom for the Promotion of Aviation Safety

CAP2130: Regulatory sandbox guidance for the Future Flight Challenge

CAP2146: UK General Aviation opportunities after leaving EASA: Consultation Response Document

CAP 2238: Detect and Avoid Challenge: Sandbox Announcement

CAP 2270: Consultation: UK Cost Shared Flights

CAP 2296: CAA Response to 2021 Government Consultation on the Future of Transport
Regulatory Review: Future of Flight

CAP2319: eVSLG meeting minutes November 2021

CAP2530: Airspace Fundamentals and the Future of Flight