

Subsidiary Legislation made under s.34.

Operating (Air 1) Regulations 2025

LN.2025/278

Notice of Commencement - (LN.2026/029)

1.2.2026

Amending enactments	Relevant current provisions	Commencement date
LN.2026/079 Sch.		23.4.2026

2024-06

Civil Aviation

2025/278

Operating (Air 1) Regulations 2025

ARRANGEMENT OF REGULATIONS

Regulation

1. Title.
2. Commencement.
3. Schedule.
4. Enforcement action by the Authority.

SCHEDULE

In exercise of the powers conferred on him by section 34 of the Civil Aviation Act 2024, the Director General has made the following Regulations –

Title.

1. These Regulations may be cited as the Operating (Air 1) Regulations 2025.

Commencement.

2. These Regulations come into operation on the day appointed by the Director General by Notice in the Gazette.

Schedule.

3. The provisions in the Schedule have effect.

Enforcement action by the Authority.

4.(1) The Authority may, in accordance with the powers set out in section 25 (Suspension of an aviation document), section 26 (Revocation of an aviation document) and section 27 (Administrative penalties) of the Act, take enforcement action for breaches of the provisions in the Schedule.

- (2) The Authority may not impose an administrative penalty in respect of any conduct if –
 - (a) the person has been convicted of an offence in respect of that conduct; or
 - (b) criminal proceedings for an offence have been instituted against the person in respect of the conduct and the proceedings have not been concluded.

SCHEDULE**CHAPTER 1****GENERAL****AIR 1.005 Objective and scope**

These regulations are applicable to all aircraft, engines, propellers, rotors and associated parts and address;

- (a) the maintenance of aircraft which are required to have a certificate of airworthiness issued under CAR 21 Chapter 4;
- (b) the release to service after maintenance of aircraft which are required to have a certificate of airworthiness issued under CAR 21 Chapter 4, which are;
 - (1) registered in Gibraltar; or
 - (2) registered in another country and used by an operator for which the Authority ensures oversight of operations;
- (c) the Airworthiness Review Declaration for aircraft operated under CAR OPS 2A/H or a RPA greater than 150 kg operating under CAR OPS 4A and required to have a Certificate of Airworthiness issued under CAR 21;
- (d) occurrence reporting applicable to the airworthiness of aircraft;
- (e) the registration of aircraft; and
- (f) the issuance of radio licences.

AIR 1.010 Airworthiness code

- (a) Unless notified to the contrary, the Authority shall accept the codes of the following State of Design as complementary airworthiness codes.
 - (1) EASA
 - (2) USA FAA
 - (3) Canada TCCA

- (4) ANAC Brazil,
- (5) United Kingdom CAA
- (b) In respect to the Airworthiness Code of Gibraltar, the Authority shall accept the codes of the applicable State of Design provided the code meets the equivalent standards of subparagraph (a) above or is considered acceptable to the Authority.

AIR 1.015 Acceptable equivalent standards

- (a) Unless notified to the contrary, the Authority shall deem the approved aircraft maintenance organisations from the following Competent Authorities as meeting the equivalent standards of CAR 145 regulations within the scope of work as stated in the approval.
 - (1) European Union Aviation Safety Agency (EASA), Regulation (EU) 1321/2014, Annex II (Part 145) and Annex Vd (Part-CAO);
 - (2) UAE General Civil Aviation Authority (GCAA), CAR 145;
 - (3) Civil Aviation Authority of Singapore (CAAS), Singapore Airworthiness Requirements SAR-145;
 - (4) European Union Aviation Safety Agency (EASA), Regulation (EU) 1321/2014, Annex I, Part M, Chapter F;
 - (5) Federal Aviation Administration (FAA), CFR Title 14, Chapter I, Subchapter H, Part 145
 - (6) Hong Kong Civil Aviation Department (HKCAD) HKAR-145;
 - (7) The United Kingdom Regulation, (EU) 1321/2014, Annex II (Part 145) and Annex Vd (Part-CAO); and
 - (8) Transport Canada Civil Aviation (TCCA) Directorate, CAR Part V, Standard 573 Approved Maintenance Organisations.
- (b) A Certificate of Release to Service or Authorised Release Certificate may be performed by those organisations in (a) above and the certificate shall be accepted by the Authority provided, in the case of aircraft maintenance, the release statement meets the requirements of CAR AIR 1.075.
- (c) Additional maintenance organisations approved by competent authorities may be

deemed acceptable by the Authority in writing.

AIR 1.020 Certificate of Airworthiness to be in force

- (a) An aircraft shall not fly in or over Gibraltar unless there is in force in respect thereof a certificate of airworthiness duly issued or rendered valid under the law of the country in which the aircraft is registered, and any conditions subject to which the certificate was issued or rendered valid are complied with.
- (b) Provided that the foregoing prohibition shall not apply to flights authorised by the Authority, beginning and ending in Gibraltar without passing over any other country, of;
 - (1) a glider, if it is not being used for the transport of passengers or aerial work other than aerial work which consists of the giving of instruction in flying or the conducting of flying tests in a glider owned or operated by a flying club of which the person giving the instruction or conducting the test and the person receiving the instruction or undergoing the test are both members;
 - (2) a balloon flying on a private flight;
 - (3) a kite;
 - (4) an aircraft flying in accordance with the conditions of a permit to fly issued in accordance with CAR 21, Chapter 9 in respect of that aircraft; or
 - (5) Remotely Piloted Aircraft with a maximum take-off mass not exceeding 25 kg.
- (c) In the case of an aircraft registered in Gibraltar, the certificate of airworthiness referred to in paragraph (a) shall be a certificate issued in accordance with the provisions of CAR 21, Chapter 4.

AIR 1.025 Falsification

- (a) No person shall make or cause to be made:
 - (1) any fraudulent or false entry in any record or report which is required to be made, kept, or used to show compliance with any requirement prescribed in these regulations, or;
 - (2) any reproduction or alteration for fraudulent purposes, of any record or report made in terms of the provisions of these regulations.

- (b) A person shall not with intent to deceive:
- (1) Use any certificate, licence, approval, permission, exemption or other document issued or required by or under these regulations which has been forged, altered, revoked or suspended, or to which he is not entitled; or
 - (2) Lend any certificate, licence, approval, permission, exemption or other document, or allow it to be used by any other person; or
 - (3) Make any false representation for the purpose of procuring for himself or any other person the grant, issue, renewal or variation of any such certificate, licence, approval, permission or exemption or other document;
- Note: A reference to a certificate, licence, approval, permission, exemption or other document includes a copy, or purported copy, or electronic copy thereof.*
- (4) Intentionally damage, alter or render illegible any log book or other record required by or under the CARs to be maintained or any entry made therein, or knowingly make, or procure or assist in the making of, any false entry in or material omission from any such log book or record or destroy any such log book or record during the period for which it is required under the regulations to be preserved.
- (c) Entries in log books or any other aircraft record that are made electronically shall be protected from alteration, deletion or amendment and shall be capable of being reproduced in hard copy format.
- (d) A person shall not purport to issue any certificate for the purposes of the regulations, unless he is authorised to do so under the regulations.
- (e) A person shall not issue any such certificate as aforesaid, unless he has satisfied himself that all statements in the certificate are correct.

AIR 1.030 Loss of aircraft documents

Should the required aircraft maintenance records become lost or destroyed, the owner/operator must report this to the Authority who will provide guidance on the reconstruction of the records on a case by case basis.

AIR 1.035 Inspection of an aircraft by the Authority

The Authority may require inspections, experiments or flight trials to be made as deemed

necessary.

AIR 1.040 State of Registry responsibilities in respect of continuing airworthiness

The Authority, as the State of Registry shall;

- (a) determine the continuing airworthiness of an aircraft in accordance with CAR AIR 2 for General Aviation and Remotely Piloted Aircraft or CAR OPS 1/3, Chapter 13 for commercial air transport, as appropriate;
- (b) develop or adopt requirements to ensure the continuing airworthiness of the aircraft during its service life, including requirements to ensure that the aircraft:
 - (1) continues to comply with the appropriate airworthiness requirements after a modification, a repair or the installation of a replacement part; and
 - (2) is maintained in an airworthy condition and in compliance with the maintenance requirements contained in the regulations.
- (c) upon receipt of mandatory continuing airworthiness information from the State of Design, adopt the mandatory information directly or assess the information received and take appropriate action.
- (d) have a system to monitor and obtain mandatory continuing airworthiness information from the State of Design of Modification, where the State of Design of Modification is different from the State of Registry, and adopt the mandatory information directly or assess the information received and take appropriate action;
- (e) ensure the transmission to the State of Design and State of Design Modification of all mandatory continuing airworthiness information in respect of a product or a modification which it, as the State of Registry, originated in respect of that aircraft.
- (f)
 - (1) ensure that, in respect of aeroplanes over 5700 kg and helicopters over 3175 kg maximum certificated take-off mass, there exists a system whereby information on faults, malfunctions, defects and other occurrences that cause or might cause adverse effects on the continuing airworthiness of the aircraft, is transmitted to the organisation responsible for the type design of that aircraft.
 - (2) Whenever this information relates to a remote pilot station, an engine or propeller, such information shall be transmitted to both the organisation responsible for remote pilot station, engine or propeller type design and the organisation responsible for aircraft type design.

- (3) Where a continuing airworthiness safety issue is associated with a modification or repair, the State of Registry shall ensure that there exists a system whereby the above information is transmitted to the individual or organisation responsible for the design of the modification or repair.
- (g) (1) until 25 November, 2026, establish, in respect of aeroplanes over 5700 kg and helicopters over 3175 kg maximum certificated take-off mass, the type of service information that is to be reported to its airworthiness authority by operators, organisations responsible for type design and maintenance organisations. Procedures for reporting this information shall also be established.
- (2) as of 26 November, 2026, establish, in respect of aeroplanes over 5700 kg and helicopters over 3175 kg maximum certificated take-off mass and remotely piloted aircraft systems, the type of service information that is to be reported to its airworthiness authority by operators, organisations responsible for type design and maintenance organisations. Procedures for reporting this information shall also be established.
- (h) ensure that sensitive aviation security information is not transmitted when distributing mandatory continuing airworthiness information.
- (i) ensure that sensitive aviation security information is securely transmitted to the appropriate authority in the State of Design.
- (j) when approving a maintenance organisation or accepting the approval of a maintenance organisation issued by another Contracting State, ensure compliance with ICAO Annex 8, Part II, Chapter 6.

CHAPTER 2

MAINTENANCE

AIR 1.045 Persons or organisations to perform maintenance

- (a) A person or organisation shall not perform maintenance on an aircraft or aircraft component unless;
- (1) the person holds a valid aircraft maintenance technician licence and an appropriate type rating issued or validated under CAR LIC;
- (2) the person holds a valid Inspection Authorisation if the work performed includes an annual or progressive inspection specified in the CAR AIR 2.040 maintenance programme;

- (3) authorised by a maintenance organisation approved under CAR 145 or CAR AIR 1.015(a) to perform maintenance and within the scope of that approval;
 - (4) the person performs maintenance under the direct supervision of a person authorised to certify the release to service in accordance with the requirements of paragraph CAR AIR 1.065; or
 - (5) a person or maintenance organisation whose approval has been authorised by the Authority in a particular case.
- (b) Notwithstanding the requirements of paragraph CAR AIR 1.045(a), the holder of a valid pilot's licence may perform maintenance on an aircraft not exceeding 2700 kg MTOM and not operated for the purpose of commercial air transport or aerial work as detailed in Appendix 1.

AIR 1.050 Non-destructive testing

- (a) NDT inspections, except Dye Penetrant Inspections, shall only be undertaken by authorised, trained and qualified personnel to standards accepted by a National Aviation Authority identified in CAR 21.25(a)(1); and
- (b) All NDT inspections shall be undertaken to techniques approved or accepted by the applicable type design authority for the aircraft.

AIR 1.055 Maintenance records

- (a) Each person, or organisation performing maintenance on an aircraft or component, shall on completion of the maintenance task, record;
 - (1) details of the maintenance activity including, where applicable, the identity of the inspection, any technical data used and the date of completion;
 - (2) details of measurements or test results obtained, including the results of any ground or air tests; and
 - (3) for a component removal or installation;
 - (i) its description;
 - (ii) its part number and serial number, if any;
 - (iii) the references to the applicable release documentation;

- (4) where applicable, the location and the name of the facility where the maintenance was carried out; and
 - (5) the details of certification, including the name of the person making the record and reference to their authorisation.
- (b) The person or organisation performing the maintenance shall:
- (1) record the details required by paragraph CAR AIR 1.055(a):
 - (i) legibly and by permanent means in the appropriate aircraft record acceptable to the Authority such as the Technical Log; or
 - (ii) in electronic coded form provided that this form allows for the preservation and retrieval of information in a manner acceptable to the Authority; and
 - (2) where worksheets or other associated maintenance records are used to document the detail of the maintenance task, make reference to those records in;
 - (i) the appropriate log book; or
 - (ii) a maintenance record acceptable to the Authority.
- (c) Records shall be in the English Language and retained in a manner that protects them from environmental damage and hazards such as fire, floods and sabotage. Additionally, if the record is kept in a non-legible form, it must be capable of being reproduced in a legible form and it must be so reproduced by the person required to keep the record if requested by the Authority.

AIR 1.060 Retention of continuing airworthiness records

- (a) Maintenance and continued airworthiness records shall be retained as follows:
- (1) For a minimum period of 90 days after the unit to which they refer has been permanently withdrawn from service;
 - (i) the total time in service (hours, calendar time and cycles/landings as appropriate) of the aircraft and all life-limited components;
 - (ii) the current status of compliance with all mandatory continuing airworthiness information;

- (iii) appropriate details of modifications and repairs;
 - (iv) the time in service (hours, calendar time and cycles/landings, as appropriate) of the aircraft and all life-limited components; and
 - (v) the current status of the aircraft's compliance with the maintenance programme.
- (2) For all detailed maintenance records in respect of the aircraft that show that all requirements for the signing of the maintenance release have been met, not less than 36 months after the aircraft the signing of the maintenance release.
- (3) The current status of compliance with the maintenance programme, such that compliance with the accepted aircraft maintenance programme can be established, at least until the aircraft or component scheduled maintenance has been superseded by other scheduled maintenance of equivalent work scope and detail.

AIR 1.065 Maintenance data

- (a) The maintenance organisation or person performing aircraft maintenance shall hold and use applicable and current maintenance data in the performance of maintenance including modifications and repairs.
- (b) Maintenance data provided by an operator shall be verified against primary data control listings to establish its status of revision including that of any required supplements.

AIR 1.070 Airworthiness Directives applicability

- (a) Except as provided for in paragraph AIR 1.070(b), the airworthiness directives applicable under these regulations are those airworthiness directives or equivalent mandatory continuing airworthiness requirements:
 - (1) prescribed for that aircraft or product by the State of type certification on which Type Acceptance Certification rests;
 - (2) prescribed by the State of certification of an applicable approved design change; and/or
 - (3) prescribed by the Authority.
- (b) Compliance with alternative or additional airworthiness directives may be required as a condition of issue or continuity of the Type Acceptance Certificate.

AIR 1.075 Airworthiness Directives compliance

An aircraft shall not be released to service unless for each applicable airworthiness directive:

- (a) compliance can be demonstrated with the specified compliance criteria; or
- (b) an alternative method of compliance has been approved or accepted under paragraph AIR 1.080.

AIR 1.080 Alternative methods of compliance with mandatory continuing airworthiness

- (a) An alternative method of compliance for mandatory continuing airworthiness requirements shall be accepted by the Authority when the holder is the Type Certificate Holder or Supplemental Type Certificate Holder and the method has been approved by the State of Design; or
- (b) An alternative method of compliance for mandatory continuing airworthiness requirements may be proposed for approval by the Authority, provided that the regulatory authority of the State that issued the original requirement has accepted the alternative compliance proposal.

AIR 1.085 Mass and Balance

- (a) Aircraft are to be weighed at intervals not exceeding 5 years; or
 - (1) where the aircraft is part of a fleet weighing programme specified by the type certificate holder and accepted by the Authority, at intervals specified by that programme; and
 - (2) whenever alterations affecting mass and balance of the aircraft are made that exceed the limits for computed mass and balance changes advised by the aircraft type certificate holder.
- (b) Records of aircraft mass and balance shall be maintained in a manner acceptable to the Authority and reflect the modification and repair status by:
 - (1) calculations where approved data is available for incorporated design changes; and
 - (2) by periodic weighing of aircraft as prescribed in the applicable approved aircraft maintenance programme.
- (c) The basic record of aircraft empty mass shall be that defined by the Type Certificate

holder and any approved configuration.

- (d) Any item installed not forming part of the Type Design shall be entered in an equipment list with its associated weight and moment and shall constitute part of the aircraft's mass and balance report.
- (e) Following any change made to the empty mass of the aircraft or its centre of gravity, an entry shall be made in the aircraft log book or other aircraft record acceptable to the Authority before the next flight and shall include details of:
 - (1) the change; and
 - (2) the effective date of the change; and
 - (3) the weight and moment arm of each item installed or removed.
- (f) Subject to the requirement of paragraph AIR 1.085(b) the particulars of any changes to the empty mass of the aircraft shall be transcribed into the aircraft's empty weight and balance report.

AIR 1.090 Alternative aircraft configurations

Where an aircraft is operated in more than one configuration, a separate mass and balance report shall be provided for each configuration and shall contain:

- (a) details of the differences from the basic aircraft configuration; and
- (b) the empty mass and centre of gravity for the configuration; and
- (c) the approved modification details supporting the configuration.

AIR 1.095 Mass and balance certification

- (a) All mass and balance reports shall be certified by the person responsible for compiling the report.
- (b) Alternative configurations and changes made to the aircraft empty mass shall be certified with an appropriate maintenance release recording:
 - (1) where applicable the specific configuration; and
 - (2) details of the approved modification; and

- (3) the amendment made to the aircraft's empty mass and balance report.

CHAPTER 3

RELEASE TO SERVICE

AIR 1.100 Persons to issue a release to service

A person shall not certify an aircraft or aircraft component for release to service after maintenance unless he/she is;

- (a) the holder of an aircraft maintenance technician/engineer/mechanic licence issued by an ICAO Contracting State and rendered valid by the Authority;
- (b) a person approved by the Authority as being competent to issue such certification;
- (c) a person authorised by an approved organisation accepted under CAR AIR 1.015(a);
- (d) a person authorised by an approved organisation under CAR 145;
- (e) a person authorised by the Authority in a particular case; or
- (f) in the case of aircraft operating away from a supported location, is the holder of a flight crew licence with appropriate training acceptable to the Authority.

AIR 1.105 Certifying requirements

- (a) A person authorised by the Authority under paragraph CAR AIR 1.100, shall not certify an aircraft for release to service after maintenance unless that maintenance has been performed in accordance with these regulations and, in respect of that maintenance, the aircraft is fit for release to service.
- (b) A person shall not certify an aircraft for release to service after the embodiment of a minor or major design change or a minor or major repair, unless that design change or repair has been approved in accordance with CAR 21, Chapter 3 or Chapter 8, as applicable.
- (c) Where the acceptable technical data for a design change or repair to an aircraft or component includes changes to the aircraft flight manual, the CAR 145 approved maintenance organisation shall not certify the release to service until these changes have been incorporated into the applicable flight manual.
- (d) Each person issuing a Release to Service under an authorisation granted by the

Authority as specified in paragraph CAR AIR 1.100, shall after performing maintenance on an aircraft:

- (1) ensure maintenance is only conducted within the scope of the authorisation granted under paragraph CAR AIR 1.100(a), (b), (d) and (e) and any limitations identified in the approved maintenance programme;
- (2) be familiar with the maintenance actions required for the continued airworthiness of that aircraft or component;
- (3) use adequate environmentally protected housing, lighting, access equipment and facilities for the necessary disassembly, proper inspection, and reassembly of the aircraft or component; and
- (4) perform the maintenance in accordance with the manufacturer's instructions using methods, techniques, and practices that:
 - (i) are prescribed in the current manufacturer's maintenance manual or Instructions for Continued Airworthiness; or
 - (ii) are acceptable to the Authority; and
- (5) use materials, parts, and appliances approved in accordance with CAR 21, Chapter 10;
- (6) use the tools, equipment, and test apparatus necessary to ensure completion of the work in accordance with paragraph CAR AIR 1.105(d)(3);
- (7) ensure that any special tools or test equipment recommended by the manufacturer are used as specified and have been tested and calibrated to standards accepted by a National Aviation Authority identified in CAR 21.25(a)(1) ; and
- (8) perform the maintenance taking into consideration human factors so as to ensure that the aircraft or component meets all applicable airworthiness requirements.

AIR 1.110 Certificate of Release to Service

Each person authorised to certify an aircraft or component for release to service after maintenance shall enter in the log book or other record required by paragraph CAR AIR 1.055(b)(1) a release to service statement that;

“certifies that the work specified except as otherwise specified was carried out in accordance with Gibraltar CAR AIR 1, Chapter 3 and in respect to that work the

aircraft/aircraft component is considered ready for release to service.”

and enter beside the statement of release to service:

- (a) their signature; and
- (b) their AMT licence or validation or pilot’s licence number, or where applicable, the approval number or appropriate authorisation reference; and,
- (c) the date of entry.

Note: A certificate of release to service is not required to be issued for the pre-flight inspection. An entry in the technical log together with the signature and identity of the person who performed it is required to indicate that it has been performed to the standards required by the owner/operator.

AIR 1.115 Inoperative equipment

Each person authorised to certify an aircraft for release to service that includes equipment permitted to be inoperative and provided for in the operator’s MEL, CDL or as otherwise approved by the Authority shall;

- (a) provide the owner or operator with a list of the inoperative equipment including details of any associated aircraft performance limitations;
- (b) place a placard on each inoperative instrument and cockpit control for each item of inoperative equipment, marking each item inoperative;
- (c) make reference to the approved data permitting inoperative equipment in the aircraft technical log book; and
- (d) record limitations for the rectification interval.

AIR 1.120 Defects

- (a) Details of any known defect shall be recorded in the appropriate aircraft technical log book and be supplied to the owner or operator of the aircraft.
- (b) Any defect that materially affects the performance of a special operational approval or system reliability monitored by a reliability centred aircraft maintenance programme shall be rectified in a manner consistent with an established programme acceptable to the Authority.

- (c) All defects shall be rectified and released to service in accordance with these regulations.

AIR 1.125 Independent inspection

- (a) A person shall not certify an aircraft or component for release to service after the initial assembly, subsequent disturbance or adjustment of;
- (1) an engine control system;
 - (2) a flight control system;
 - (3) a vital point; or
 - (4) any task identified in the aircraft maintenance programme requiring such inspections unless an independent maintenance inspection has been performed.
- (b) The independent maintenance inspection required by paragraph CAR AIR 1.125(a) shall include;
- (1) an inspection first made by an authorised person signing the maintenance release who assumes full responsibility for the satisfactory completion of the work; and
 - (2) a subsequent inspection by a second, independent, competent person who attests to the satisfactory completion of the work recorded and that no deficiencies have been found.

Note: The second independent competent person is not issuing a maintenance release and therefore is not required to hold certification privileges, but shall be suitably qualified to carry out the inspection.

- (c) When work is being done under the control of an approved maintenance organisation, that organisation shall have procedures to demonstrate that the signatories have been trained and have gained experience on the specific control systems being inspected. It is not acceptable for the certifying staff signing the release to show the person performing the independent inspection how to perform the inspection at the time the work is completed.
- (d) The authorised person who certifies an independent maintenance inspection required by paragraph CAR AIR 1.125(a) shall enter in the aircraft logbook or other maintenance record required by paragraph CAR AIR 1.055(b);

- (1) a statement that indicates that the disturbed aircraft control system or critical task performed is in compliance with the approved maintenance data including, where appropriate, safety locking and the system has full and free movement and operates in the correct sense; and
- (2) beside that statement;
 - (i) their signature;
 - (ii) their authorisation number; and
 - (iii) the date and time of entry.

AIR 1.130 Technical Log completion

- (a) A person shall not certify an aircraft for release to service in an aircraft technical log unless authorised in accordance with paragraph CAR AIR 1.100.
- (b) The operator's instructions on the completion of the technical log shall be adhered to including the retention and promulgation of completed pages.
- (c) The requirements for an aircraft technical log are prescribed in CAR AIR 2, Chapter 4 for aircraft operated under CAR OPS 2A/H; CAR OPS 4 for RPA and CAR OPS 1/3 for commercial aircraft operators.

CHAPTER 4**AIRCRAFT OPERATING UNDER A PERMIT TO FLY****AIR 1.135 Purpose**

This chapter details the requirements for airworthiness, maintenance and arrangements for the release of aircraft for flight operating under a Permit to Fly.

AIR 1.140 Airworthiness and maintenance

Arrangements for the airworthiness management and maintenance for aircraft operating in the following circumstances shall be;

- (a) an aircraft granted a Permit to Fly as prescribed in CAR 21.703(a) because the Certificate of Airworthiness is not in force shall have maintenance arrangements in accordance with CAR 145 and in compliance with this Chapter or as otherwise approved by the Authority and airworthiness management arrangements in compliance

with CAR CAMO, CAR AIR 2 or CAR OPS 1/3, Chapter 13, as appropriate.

- (b) an aircraft granted a Permit to Fly as prescribed in CAR 21.703(b) because the aircraft does not qualify for a Certificate of Airworthiness, shall have maintenance arrangements as approved by the Authority and airworthiness management arrangements as specified on the Permit to Fly Certificate.

AIR 1.145 Permit Flight Release Authorisation

- (a) Where the Permit to Fly specifies a requirement for a Permit Flight Release, only a person authorised by the Authority shall issue such a release.
- (b) For an aircraft referred to in paragraph CAR AIR 1.140(a) the person issuing Permit Flight Release(s) shall first be satisfied that;
 - (1) any maintenance has been carried out in conformance with requirements of CAR 145;
 - (2) the aircraft is configured to the conditions prescribed on the Permit to Fly Certificate; and
 - (3) the aircraft and its records are reviewed and the aircraft is considered fit for the intended flight(s).
- (c) For an aircraft referred to in paragraph CAR AIR 1.140(b), the organisation or person issuing Permit Flight Releases shall be first satisfied that;
 - (1) any maintenance has been carried out in conformance with instructions and standards promulgated by the aircraft manufacturer and any prescribed by the Authority;
 - (2) the aircraft is configured to the conditions prescribed on the Permit to Fly certificate; and
 - (3) the aircraft and its records are reviewed and the aircraft is considered to be fit for the intended flight(s).

CHAPTER 5

AIRWORTHINESS REVIEW DECLARATION

AIR 1.150 Aircraft airworthiness review declaration

- (a) An aircraft operating in accordance with CAR OPS 2A/H or RPA operating under CAR OPS 4, with a current certificate of airworthiness, shall not fly beyond 12 months from the date of issue or reissue, of the certificate of airworthiness, unless there is a valid Airworthiness Review Declaration in respect of that aircraft.
- (b) An aircraft operating in accordance with CAR OPS 2A/H with a current certificate of airworthiness issued for a period greater than 24 months, shall not fly unless there is a current Airworthiness Review Declaration in respect of that aircraft that has been certified:
- (1) within 12 months of the certificate of airworthiness being issued or renewed; and
 - (2) within 24 months of the certificate of airworthiness being issued or renewed.
- (c) An Airworthiness Review Declaration shall be issued by the owner/operator's Airworthiness Coordinator or the CAR CAMO's Continuing Airworthiness Manager (postholder for continuing airworthiness) as applicable, when satisfied that;
- (1) all maintenance has been carried out on the aircraft in accordance with the Maintenance Programme accepted by the Authority;
 - (2) all mandatory inspections and modification required by the Authority have been carried out, and;
 - (3) all defects have either been rectified or deferred in a manner acceptable to the Authority and all required certificates of release to service have been issued.
- (d) The owner/operator of the aircraft must make available to the person making the declaration all the required information to raise an Airworthiness Review Declaration.
- (e) The Airworthiness Review Declaration must be raised in triplicate stating when the last Airworthiness Review Declaration was issued and when the next Airworthiness Review Declaration is due. The copies shall be distributed in accordance with the following:
- (1) One copy placed on board the aircraft;
 - (2) One copy placed in the aircraft records; and
 - (3) One copy sent to the Authority within 48 hours.
- (f) Except as provided for in (g) below, an Airworthiness Review Declaration is valid for a period not exceeding 12 months.

- (g) An Airworthiness Review Declaration may be issued up to 60 days prior to the expiry date without affecting the 12 month periodicity.

CHAPTER 6

OCCURRENCE REPORTING

AIR 1.155 Applicability

This Chapter details requirements governing the reporting of occurrences, and applies to all holders of certificates, licences or approvals involved in the airworthiness of aircraft.

AIR 1.160 Notification of an occurrence

Every person listed below must report to the Authority, or the State of Registry if different to the Authority, and the organisation responsible for the design of the aircraft or component, as soon as practicable, or within 72 hours, any occurrence described in CAR AIR 1.165 and which comes to that person's attention in the exercise of that person's duties:

- (a) the operator and the pilot-in-command of an aircraft which has a certificate of airworthiness or permit to fly issued by the Authority;
- (b) a person who carries on in the territory of Gibraltar, the business of maintaining, modifying or manufacturing an aircraft, or any equipment or part thereof;
- (c) a person who carries on the business of maintaining or modifying an aircraft that has a certificate of airworthiness or permit to fly issued by the Authority and a person who carries on the business of maintaining or modifying any equipment or part of such an aircraft;
- (d) a person who carries on the business of maintaining or modifying an aircraft, operated under an air operator's certificate granted by the Authority, and a person who carries on the business of maintaining or modifying any equipment or part of such an aircraft;
- (e) a person who signs an airworthiness report or a certificate of release to service in respect of such an aircraft, part or equipment;
- (f) a person who performs a function concerning the ground-handling of aircraft, including fuelling, servicing, load sheet preparation, de-icing and towing.

AIR 1.165 Types of occurrence

Occurrences required to be reported are:

- (a) any incident relating to such an aircraft or any defect in or malfunctioning of an aircraft or any part or equipment of such an aircraft, being an incident, malfunctioning or defect endangering, or which if not corrected would endanger an aircraft or its occupants or any other person; or
- (b) any defect in or malfunctioning of any facility on the ground used or intended to be used for purposes of or in connection with the operation of an aircraft, being a defect or malfunctioning endangering, or which if not corrected would endanger an aircraft or its occupants.

APPENDIX 1**PILOT MAINTENANCE PRESCRIBED REPAIRS, REPLACEMENTS AND ADJUSTMENTS****1.1 Applicability**

This Appendix describes the privileges of the holder of a valid pilot's licence granted or rendered valid by the Authority who is also the owner or operator of an aircraft to perform maintenance tasks on that aircraft in accordance with paragraph CAR AIR 1.045(b).

1.2 Records

A pilot carrying out repairs or replacements shall keep in the aircraft logbook a record which identifies the repairs or replacement and shall sign and date the entries.

1.3 Materials and Parts

Any materials and parts used in performing maintenance shall be acceptable to the Authority as specified in CAR 21, Chapter 10.

1.4 Prescribed repairs or replacements

The following repairs or replacements are specified:

- (a) replacement of landing gear tyres, landing skids or skid shoes;
- (b) replacement of elastic shock absorber cord units on landing gear where special tools are not required;
- (c) replacement of defective safety wiring or split pins excluding those in engine, transmission, flight control and rotor systems;
- (d) patch repairs to fabric not requiring rib stitching or the removal of structural parts or control surfaces, if the repairs do not cover up structural damage and do not include repairs to rotor blades;
- (e) repairs to upholstery and decorative furnishing of the cabin or cockpit interior when the repair does not require dismantling of any structure or operating system or interfere with an operating system or affect the structure of the aircraft;
- (f) repairs, not requiring welding, to fairings, non-structural cover plates and cowlings;

- (g) replacement of side windows where that work does not interfere with the structure or with any operating system;
- (h) replacement of safety belts or safety harness;
- (i) replacement of seat parts not involving dismantling of any structure or of any operating system;
- (j) replacement of bulbs, reflectors, glasses, lenses or lights;
- (k) replacement of any cowling not requiring removal of the propeller, rotors, or disconnection of engine or flight controls;
- (l) replacement of unserviceable sparking plugs;
- (m) replacement of batteries;
- (n) replacement of wings and tail surfaces and controls, the attachment of which are designed to provide for assembly immediately before each flight and dismantling after each flight;
- (o) replacement of generator and fan belts designed for removal where special tools are not required;
- (p) replacement of VHF communication equipment, which is not combined with navigation equipment.