

SECOND SUPPLEMENT TO THE GIBRALTAR GAZETTE

No. 5323 GIBRALTAR Thursday 9th July 2026

LEGAL NOTICE NO. 158 OF 2026

CIVIL AVIATION ACT 2024

OPERATING (AIR 1) (AMENDMENT No.2) REGULATIONS 2026

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) (Amendment No.2) Regulations 2026.

Commencement.

2. These Regulations come into operation on the day of publication.

Amendment to the Operating (Air 1) Regulations 2025

- 3.(1) The Operating (Air 1) Regulations 2025 are amended in accordance with this regulation.

- (2) In the Schedule, Chapter 1 (General), in AIR 1.040, for (g), (h), (i) and (j) substitute—

“(g) 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.”.

- (3) In the Schedule, Chapter 2 (Maintenance), in AIR 1.080-

- (a) in the header after “**airworthiness**” insert “**information**”;
 - (b) for (a) and (b) substitute—
 - “(a) The Authority shall accept an alternative method of compliance (AMOC) to a mandatory continuing airworthiness requirement if the approval is granted to the design approval holder of the relevant product, design change, article, or part and the AMOC has been approved by either:
 - (i) the State of Design; or
 - (ii) the State identified on the Type Acceptance Certificate for the individual aircraft, where that State issued the applicable mandatory continuing airworthiness requirement.
 - (b) An AMOC may also be submitted to the Authority for acceptance where the regulatory authority that issued the original mandatory continuing airworthiness requirement has accepted the proposed alternative method of compliance.”.
- (4) In the Schedule, in Chapter 4 (Aircraft Operating Under a Permit To Fly)-
- (a) in AIR 1.140, in (a), for “in accordance with CAR 145 and” substitute “in accordance with CAR 145 or CAR AIR 1.015”;
 - (b) in AIR 1.145, in (b) (1) after “with requirements of CAR 145” add “or CAR AIR 1.015”.
- (5) In the Schedule, in Chapter 5 (Airworthiness Review Declaration), in AIR 1.150, in (c) delete “or the CAR CAMO’s Continuing Airworthiness Manager (postholder for continuing airworthiness) as applicable,”.

Dated: 9th July 2026.

C PURKISS,
Director General,
Gibraltar Civil Aviation Authority

EXPLANATORY MEMORANDUM

These Regulations amend the Operating (AIR 1) Regulations 2025.

Copies may be purchased at 6, Convent Place, Price. £1.00