

NOTICE OF PROPOSED AMENDMENTS (NPA)



NPA 2026-3

Single-pilot CAT jet operations restrictions

NPA 2026-3 – Single-pilot CAT jet operations restrictions

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1. Introduction

This NPA proposes:

- to discontinue the GAR 135 option for AOC applicants to obtain an authorization to operate very light jets with a single pilot under IFR or at night;
- to align GAR 121 and 135 with *The Guernsey Air Navigation (Bailiwick of Guernsey) (Air Operators' Certificates) Regulation, 2016*¹, in particular with respect to the minimum pilot crew complement;
- some other changes in the GARs for pilot crew complement.

2. Background

The Director has conducted a review of the GARs with respect to pilot crew complement. This review included a compliance verification of the relevant GARs against both the relevant ICAO Annexes and Guernsey Regulations.

Historically, jets have been required to be operated with two pilots. For early generation jets, a flight engineer may have been required as well. Since the 1990s, light and very light jets have appeared on the market which were certificated for single-pilot operations. While these jets were initially only operated privately, they came to be used for commercial air transport (CAT) as well.

ICAO standards, since 2005, prohibit single-pilot CAT operation of any jet under IFR or at night. The United States (U.S.), however, decided to allow such operations where the aircraft type is so certificated and filed a difference with ICAO.²

In 2016, when Guernsey introduced regulations for CAT with aircraft registered in the Bailiwick, it adopted the U.S. policy. This is codified in GAR 135.9051 which allows the Director to authorize single-pilot CAT operations with jets under prescribed conditions. As this option appears in GAR 135 only, it is limited to jets with an MTOM of 5,700 kg or below. Currently, no authorization issued per GAR 135.905c1 is active.

Also in 2016, accompanying the revision of the Guernsey Air Navigation Law which allowed CAT operations of aircraft registered in the Bailiwick, a Regulation was issued specific to such operations. However, this regulation is more stringent than the ICAO standard as it extends

¹ Guernsey Statutory Instrument 2016 No. 11, cited herein as 'Regulation', or abbreviated as AN(AOC)R

² U.S. AIP, GEN 1.7, Annex 6, Part I, Chapter 4 Reference 4.9.2: 'The United States allows turbo-jets that are certificated for single pilot operations.'

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the prohibition of single-pilot operation to any flight, rather than to those under IFR or at night only.

The Director has determined that single-pilot CAT operation of any jet can no longer be justified. Additionally, an ambiguity has been identified in GAR 121.905 as it neither expressly allows nor expressly prohibits such operations. For the sake of clarity, a requirement is therefore added expressly requiring two pilots for any GAR 121 flight.

The decision to change GAR 135.905 and 121.905 led to a broader review of these GARs which identified five more instances for change:

- The current exception for single-pilot operation allows for non-turbine propeller aeroplanes with a passenger seating capacity of more than 9 to be operated single-pilot in IFR or at night. ICAO prohibits this. It has been decided to conform to ICAO and change GAR 135.905c2 accordingly by removing the word ‘turbine’;
- The MTOM-above-5,700 kg restriction in GAR 135.905c2 is redundant as it is outside the scope of GAR 135 operations, which, per GAR 119.103b1 and GAR 135.5bii, is limited to operation of aircraft up to that MTOM figure;
- The reference to Rule 33 in the note below 135.905d2 is no longer valid. This rule existed in the Guernsey Rules of the Air as they applied at the time of inception of this GAR. However, since 2017, *The Air Navigation (Bailiwick of Guernsey) (Single European Rules of the Air) Regulations, 2017* apply, which contains this rule in SERA 5001. The applicability of these rules to aircraft registered in the Bailiwick is worldwide. However, rather than referring to the new rule, it is proposed to delete this note;
- The reference in 135.905e to paragraph (c)(1) is incorrect and should be (d)(1);
- GAR 135.905f requires that single-pilot operation per 135.905(e) is subject to approval by the Director. It is proposed to remove this subsection as it is covered by internal ODCA procedures.

3. Consultation Categories

This Notice of Proposed Amendment is offered to interested parties for both information and public consultation. The consultation categories are as follows.

Category 1: Information only. This applies to those proposals that would have no material impact on interested parties, or codify policies and practices that are already in use, or are adaptations to external developments that cannot be influenced by Guernsey.

Category 2: Comments invited on proposed implementation period only. This applies to proposals that ensure compliance of GARs with amendments of ICAO Annexes or other mandatory external standards, or from audits. Interested parties may comment on the

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proposed publication period but not on the substance of the change. Any comment for extending the implementation period should be substantiated with the reason and supported with evidence. It should be borne in mind that whilst the proposed implementation period starts on the publication date of the GAR revision, interested parties can start preparing for implementation from the moment that this NPA is published. The effective implementation period for interested parties is therefore longer.

Category 3: Comments invited on both the proposed implementation period and the substance of the change. This applies to those changes that may have a material effect on interested parties. Comments that propose changes to the substance of the proposal should state the reason and preferably contain an alternative text proposal, and be supported with evidence. Any comment for extending the implementation period should be substantiated with the reason and supported with evidence.

4. Method of Consultation

Interested parties should use the commenting form as published on www.2-reg/consultations for submitting their comments.

5. Timelines

The commenting period for this NPA is four weeks. All comments received by [date] will be processed by the Guernsey Office of the Director of Civil Aviation (ODCA).

It is expected that this process will take four weeks and result in publication of the revised GARs on 15 May 2026.

6. List of Proposals

Proposal no.	Summary of proposal	Consultation category	Interested parties	Proposed effectivity date
1	135.905c – deletion of ‘other than under IFR or at night’	2	AOC holders	18 May 2026
2	135.905c1 – deletion of authorization option	1	AOC holders	18 May 2026
3	135.905c2 – removal of the word ‘turbine’	1	AOC holders	18 May 2026
4	135.905c2 – removal of the reference to aeroplanes in excess of 5,700 kg	1	AOC holders	18 May 2026
5	121.905c – introduction of minimum pilot crew complement	1	AOC holders	18 May 2026
6	135.905 – removal of note below d2	1	AOC holders	18 May 2026
7	135.905e – correction of reference	1	AOC holders	18 May 2026
8	135.905f - removal of subsection	1	AOC holders	18 May 2026

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7. The proposals

7.1 Proposal 1 – 135.905c1: deletion of ‘other than under IFR or at night’

Reason:	See background section
Justification:	Compliance with the Regulation
Safety impact:	Positive
Regulatory verification:	<ul style="list-style-type: none"> • ICAO: Annex 6, Part I, s. 4.9.2 • Guernsey AN(AOC)R: s. 4(1)

Current GAR 135.905c text	Proposed GAR 135.905c text
For operations under IFR or at night the minimum flight crew is two pilots when using: [...]	The flight crew shall include two pilots when using: [...]

7.2 Proposal 2 – 135.905c: deletion of authorization option

Reason:	See background section
Justification:	Compliance with ICAO without exception
Safety impact:	Positive
Regulatory verification:	<ul style="list-style-type: none"> • ICAO: Annex 6, Part I, s. 4.9.2 • Guernsey AN(AOC)R: s. 4(1)

Current GAR 135.905c1 text	Proposed GAR 135.905c1 text
For operations under IFR or at night the minimum flight crew is two pilots when using: 1 an aeroplane powered by one or more turbine jets, except when otherwise authorised by the Director;	The flight crew shall include two pilots when using: 1 an aeroplane powered by one or more turbine jets;

7.3 Proposal 3 – 135.905c: removal of the word ‘turbine’

Reason:	See background section
Justification:	Compliance with ICAO
Safety impact:	Positive
Regulatory verification:	<ul style="list-style-type: none"> • ICAO: Annex 6, Part I, s. 4.9.2 • Guernsey AN(AOC)R: s. 4(1).

Current GAR 135.905c2 text	Proposed GAR 135.905c2 text
For operations under IFR or at night the minimum flight crew is two pilots when using: [...] 2 an aeroplane powered by one or more turbine propeller engines and with a maximum approved passenger seating	The flight crew shall include two pilots when using: [...] 2 an aeroplane powered by one or more propeller engines and with a maximum approved passenger seating configuration of more than 9; or

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configuration of more than 9 or a maximum take-off mass of more than 5,700 kg; or	
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7.4 Proposal 4 – 135.905c: deletion of reference to aeroplanes in excess of 5,700 kg

Reason:	Remove the reference to aeroplanes in excess of 5,700 kg as it is in conflict with GAR 135.5bii
Justification:	Administrative correction
Safety impact:	Neutral
Regulatory verification:	<ul style="list-style-type: none"> • ICAO: not relevant • Guernsey AN(AOC)R: none

Current GAR 135.905c2 text	Proposed GAR 135.905c2 text
For operations under IFR or at night the minimum flight crew is two pilots when using: [...] 2 an aeroplane powered by one or more turbine propeller engines and with a maximum approved passenger seating configuration of more than 9 or a maximum take-off mass of more than 5,700 kg; or	The flight crew shall include two pilots when using: [...] 2 an aeroplane powered by one or more propeller engines and with a maximum approved passenger seating configuration of more than 9; or

7.5 Proposal 5 – 121.905c – introduction of minimum pilot crew complement in GAR 121

Reason:	For the avoidance of any doubt, introduce a minimum pilot crew complement in GAR 121
Justification:	Clarity and compliance with the Guernsey Air Navigation (BoG) (AOC) Regulation, 2016
Safety impact:	Positive
Regulatory verification:	<ul style="list-style-type: none"> • ICAO: Annex 6, Part I, s. 4.9.2 • Guernsey AN(AOC)R: s. 4(1)

Current GAR 121.905c text	Proposed GAR 121.905c text
void	The flight crew shall include at least two pilots.

7.6 Proposal 6 – 135.905 – removal of note below d2

Reason:	The note has become obsolete because the reference rule no longer exists.
Justification:	The note has no added value.
Safety impact:	Neutral
Regulatory verification:	<ul style="list-style-type: none"> • ICAO: not relevant • Guernsey ANL: Schedule 4.

Current below GAR 121.905d2 note text	Current below GAR 121.905d2 note text
<i>Note: Flights in (c)(2) come under the visual reference provisions in Rule 33 of the instrument flight rules</i>	void

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<i>(IFR), i.e. when the flight visibility is less than 1500 m but not less than 800 m.</i>	
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7.7 Proposal 7 – 135.905e – correction of reference

Reason:	Correction
Justification:	Administrative change only
Safety impact:	Neutral
Regulatory verification:	<ul style="list-style-type: none"> • ICAO: Annex 6, Part I, s. 4.9.2 • Guernsey AN(AOC)R: none

Current GAR 121.905e text	Proposed GAR 121.905e text
For single pilot operations in accordance with paragraph (c)(1) above, the requirement of 135.655(f) is met and the pilot-in-command satisfies the following:	For single pilot operations in accordance with paragraph (d)(1) above, the pilot-in-command satisfies the following:

7.8 Proposal 8 – 121.905f – removal of subsection

Reason:	Redundancy with internal procedures
Justification:	Administrative change
Safety impact:	Neutral
Regulatory verification:	<ul style="list-style-type: none"> • ICAO: Annex 6, Part I, s. 4.9.1 • Guernsey AN(AOC)R: s. 4(2)(a)

Current GAR 121.905f text	Proposed GAR 121.905f text
Use of a single pilot shall be approved by the Director.	void