BAILIWICK OF GUERNSEY

Director of Civil Aviation

CONTINUING AIRWORTHINESS MANAGEMENT ORGANISATION VALIDATION CERTIFICATE

Reference number: 2-REG.39.53

Pursuant to Section 7 of the Air Navigation (Bailiwick of Guernsey) Law, 2012 and subject to the conditions specified below, the Director of Civil Aviation of Guernsey hereby validates the Continuing Airworthiness Management Organisation Approval referenced below:

Host Approval No: IE.CAMO.117

Host Approval Country: Ireland

This validation is granted to:

CAMO Support Ireland Ltd. T/A Acumen Aviation

Canal House, Northumberland Road, Dublin 4, D04 P9V4, Ireland

as a Continuing Airworthiness Management Organisation, approved to undertake continuing airworthiness management of aircraft to the requirements of Guernsey Aviation Requirements Part 39 Subpart G, option 1 within the applicable rating and scope of approval, including aircraft types, of the foreign authority approval.

This approval shall remain valid, subject to compliance with the following conditions, unless it has previously been suspended, superseded, or revoked, until 20/01/2029

Conditions

1. The host approval remains valid; and
2. The organisation remains in compliance with all relevant sections of GAR Part 39.
3. The organisation maintaining compliance with the Validation Conditions Supplement.

Date of original issue: 21/01/2019	
Date of this revision: 23/10/2026	Revision No.: 5

Signature:

For and on behalf of the Director of Civil Avaition

GAR Part 39 Validation Conditions Supplement

Issue of Validation – 39.91

The Guernsey Aviation Requirements (GAR) 39.51(b)(1) validation issued to your organisation by the Guernsey Director of Civil Aviation (DCA) is subject to the following conditions:

a) the accepted host approval identified in GAR 39.51(b)(1) remains valid, and
b) the organisation does not exceed the approval ratings and scope of the host approval, and
c) the organisation having a Maintenance Control Manual (MCM) supplement prescribed in GAR 39.59(k) that is acceptable to the Director, and
d) the organisation complying with GAR Part 39 subpart G and the relevant requirements of GAR Part 43, and
e) the additional conditions defined in this Validation Conditions Supplement.

Maintenance Control Manual (MCM) – 39.59

For initial and continued validation, you must supply a copy of your GAR 39.51(b)(1) MCM or Continuing Airworthiness Management Exposition (CAME), including future amendments. It must be supplied in the English language to demonstrate compliance with GAR 39.59 (b).

Privileges of validation holder – 39.93

The capability, scope & limitations of validation are limited to those detailed in your GAR 39.51(b)(1) host MCM/CAME and GAR 39.93.

Duration of Validation - 39.95

The DCA validation is valid:

a) for 24 months from date of issue provided the host approval remains valid, or,
b) until revoked, or suspended by the DCA; if revoked or suspended the validation certificate must be returned to 2-REG.

Notification of ceasing activity – 39.97

Should you cease offering Continuing Airworthiness Management Organisation (CAMO) services to Guernsey registered aircraft you must notify 2-REG in writing within 30 days.

Renewal of validation – 39.99

The organisation shall make an application to 2-REG for the renewal of the CAMO validation not less than 30 days before it expires.

Safety Management Systems (SMS)

You must comply with your SMS as specified in your SMS manual or host approved CAME as applicable.

Continued Compliance, privileges and limitations 39.101:

The Nominated Quality / Compliance Monitoring Manager of the GAR 39.51(b)(1) host approval must ensure:

a) **MCM and validation conditions – 39.59:** A copy of the host MCM/CAME and associated procedures including these GAR Part 39 Option 1 validation conditions are made available at each approved location to personnel who require those sections to carry out their duties.

b) **Training 39.59:** All personnel are trained and made aware of these validation Conditions. All staff shall receive continuation training as specified in GAR 39.59(c).

c) **Design and Repair changes - 21 Subparts C and M :** All design changes (modifications and repairs) on Guernsey registered aircraft will be carried out to the requirements of GAR Part 21 Subpart C and GAR Part 21 Subpart M respectively; in accordance with approved maintenance data relevant to the product, part or appliance. Any Instructions for Continuing Airworthiness (ICA), or other requirements arising from the changes will be incorporated in the Aircraft Maintenance Programme (AMP) as necessary.

d) **Mass and Balance – 39.81:** Each aircraft's mass and balance shall be controlled in accordance with the requirements of GAR 39.81 and records maintained to reflect the approved aircraft configuration.

f) **Aircraft Maintenance Programme – 39.61:** The AMP as approved in accordance with GAR 39.61 must be made available to those involved in the maintenance of the aircraft.

g) **Contracted Maintenance - 39.55 (c), 39.125:** All contracted maintenance will be carried out by an appropriately approved GAR Part 145 Aircraft Maintenance Organisation (AMO), unless agreed otherwise by the DCA. All contracted maintenance must be monitored – 39.125. A list of Validated & Approved AMO's is available. Link: Validated /Approved Organisations

h) **Release to Service 145.11(5) & 43.105:** It shall be ensured that all contracted maintenance organisations issue Certificates of Release to Service (CRS) in accordance with GAR Part 43 Subpart C and/ or GAR 145.115, and use the appropriate Tech log/Work pack/form, the required statement of release to service 43.105 the organisation's validation number, e.g. 2-REG.145.[XXX].

i) **Mandatory continued airworthiness requirements - 39 Subparts C and D:** The AMP and Airworthiness Directives (AD) must be managed in accordance with GAR Part 39 Subparts C and D.

j) **Mandatory Occurrence Reporting - 13.51:** Mandatory Occurrence Reporting must comply with GAR Part 13. Link: Occurrence Reporting
The 2-REG website: http://www.2-reg.com/services/occurrence-reporting.

k) **Technical Log & Maintenance Records – 39.79 and Subpart E:** A technical log must be provided which has the provision for recording the requirements of GAR 39.79. All continuing airworthiness records must be maintained in accordance with GAR 39 Part Subpart E.

Communications with 2-REG

The responsible person for communicating with 2-REG within the CAMO is the Nominated Quality / Compliance Monitoring Manager.

Access

The DCA and the DCA's Designated Civil Aviation Inspectors are to be granted access to the organisation on request.