

**Kingdom of Saudi Arabia  
General Authority of Civil Aviation**

# **GACA REGULATION**

## **Section 6 Operation of Aircraft**

### **Volume II General Aviation - Aeroplanes**

**Edition 3.0**

## FOREWORD

The following Regulations governing Operation of Aircraft are based on Articles 1, 2, 3, 4, 5, 24 to 26, 85 to 106, 175 and 177 of the Civil Aviation Act that has been approved by the Council of Ministers Resolution No. 185 dated 17/07/1426H and issued by the Royal Decree No. M/44 dated 18/07/1426H. (23/08/2005G).

The promulgation of this regulation is based on the authority granted in Article 179 of the Civil Aviation Act, and is issued under the authority of the President, General Authority of Civil Aviation, as a duly delegated representative of the GACA Board of Directors, in accordance with Order No. T-41, dated 30/12/1429H (28/12/2008G).

The General Authority of Civil Aviation is responsible for the preparation and distribution of all regulations in sufficient quantities so that all service providers and aircraft operators based in the Kingdom of Saudi Arabia are able to obtain an authentic copy prior to the effective date of the Regulation.

**APPROVED:**

*Original Signed*

Fahad Bin Abdullah Al Saud  
President, General Authority of Civil Aviation,

Effective Date: 13 November 2014

## CONTENT RULES

### 1) Organization Structure:

GACA has established Flight Operations Division (FO) within the Aviation Standards Department (ASD) of the Safety and Air Transport Sector (S&AT). The responsibilities of the Division are carried out through two Subdivisions. One of the Subdivision is responsible for Commercial Air Carriers Operations, and the other Subdivision is responsible for General Aviation Operations. The activities of this GACA REGULATION - Section 6 –Volume II, will be performed by the General Aviation Operations Subdivision with the following responsibilities:

- a) Ensure and enforce compliance with the applicable regulations and procedures of GACAR Section 6 Volume II, including the identification of conditions and circumstances under which FO are allowed to deal with, and resolve events involving certain deviations internally, within the context of this regulation,
- b) Perform safety oversight functions including audits, inspections, investigations, and data analysis; on pre-established annual audit program and frequent inspections of areas of greater safety concern or need, as identified by the analysis of Data, or as instructed by Senior Management,
- c) Perform Certification functions on Fractional Ownership Operators, Air Operators, Airmen and Pilot Schools in accordance with established regulations, policies and guidance materials.
- d) Administer a regular surveillance program that includes:
  - a) Ramp inspection
  - b) En-route inspections
  - c) Dispatch/Flight Following inspection
  - d) Base inspection
  - e) Training Program inspection
- e) Participate in incident and accident investigation

## 2) Rules of Constructions:

- a) To avoid any misunderstanding within this regulation, certain words are to be interpreted as having specific meanings when they are used, unless the context requires otherwise:
  1. Words importing the singular include the plural;
  2. Words importing the plural include the singular; and
  3. Words importing the masculine gender include the feminine
- b) In this regulation, the following protocol is used:
  1. The words "**Shall**" and "**must**" indicate that compliance is compulsory.
  2. The word "**should**" indicates a recommendation. It does not means that compliance is optional but rather that, where insurmountable difficulties exist, the GACA-S&AT may accept an alternative means of compliance, provided that an acceptable safety assurance from the authority shows that the safety requirements will not be reduced below that intended by the requirement.
  3. The word "**Can**" or "**May**" is used in a permissive sense to state authority or permission to do the act prescribed, and the words "no person may \* \* \*" or "a person may not \* \* \*" mean that no person is required, authorized, or permitted to do the act prescribed;
  4. The word "**will**" is used to express the future; and
  5. The word "**Includes**" means "**includes but is not limited to**".

### **AMENDMENT PROCEDURE**

The existing General Authority of Civil Aviation Regulations (GACAR) will be periodically reviewed to reflect the latest updates of International Civil Aviation Organization (ICAO) Standards and Recommended Practices (SARPs); it will be also amended to reflect the latest aviation safety provisions issued by GACA and other regional and international civil aviation organizations. A complete revised edition incorporating all amendments will be published every three years from the original effective date of this regulation. The amendment procedure shall be as follows;

1. When the General Authority of Civil Aviation (GACA) receives an amendment to any of the current ICAO Annexes that can affect the provisions of this regulation, it will be forwarded by the Vice President of International Organization Affairs to the Assistant Vice President, Safety and Air Transport (S&AT) who in turn will forward it to Aviation Regulation Department to coordinate with the concerned department to study and comments, taking into account the ICAO deadline for the reply.
2. When any GACA department or stakeholder proposes an amendment to this regulation, it will send a letter with the proposed amendment including a clear justification and argument for such amendment. Following the receipt of an amendment proposal, the S&AT will analyze this proposal and forward its comments and any proposed decision action to the S&AT Vice President.
3. An accepted amendment proposal will be prepared as draft amendment to the GACAR-Section 6 and forwarded to the originator of the amendment proposal and concerned GACA department (s) for further review and comment within a specified timeline.
4. All accepted amendments will be drafted in the form of Notices of Proposed Amendments (NPA) and forwarded to all concerned parties including stakeholders for comment within a two-month reply period. The NPA shall indicate the proposed Amendment's effective date.
5. Following the receipt of NPA replies, the S&AT will analyze the comments received and produce a new draft in consultation with the concerned GACA department. The final draft will be submitted to President of the General Authority of Civil Aviation for formal approval prior to publication.
6. The Amendment's effective date will take into account the comments of all the concerned parties and stakeholders.
7. Any differences between the GACAR Section 6 new amendment and ICAO Annex 6 Standards and Recommended Practices will be forwarded to ICAO as a Difference and published as it is in the Aeronautical Information Publication (AIP).
8. All concerned parties and stakeholders will be provided a copy of the new amendment and will be requested to update their copy of the GACAR Section 6 accordingly.
9. It is the responsibility of all concerned parties to keep their copy of GACAR-Section 6 and other GACA regulation publication up to date.

**SUPPLEMENTARY REGULATIONS**

From time to time it will be necessary to issue regulations which supplement or augment the GACAR Regulations. The following procedures will apply:

1. Supplementary regulations will be issued in the form of a GACA Regulation Circular (RC).
2. The GACA Regulation Circular will be approved by the President.
3. The process for preparation and publishing of the GACA Regulation Circular will be addressed in the GACA Quality System Manual.

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**LIST OF CURRENT DIFFERENCES TO ICAO SARPS**

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The following is a list of differences between GACA Regulation and the ICAO Standards and Recommended Practices (SARPS). Differences have been notified to ICAO and are also published in the KSA Aeronautical Information Publication (AIP-GEN 1.7).

ICAO Annex 6 Part II – International General Aviation Aeroplanes – Amendment 33			
SARP Identifier	SARP	GACA Regulation Reference	Level of implementation of SARP's
Chapter 1 Reference  Definition	<b><i>Aerodrome.</i></b> A defined area on land or water (including any buildings, installations and equipment) intended to be used either wholly or in part for the arrival, departure and surface movement of aircraft.	<b>GACA/aim pilot/controller glossary Part 1.1 General Definitions (Airport)</b>	<b>Different in character or other means of compliance</b>
Chapter 1 Reference  Definition	<b><i>Aircraft.</i></b> Any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth's surface.	<b>14 GACA/FAR 1.1, AIM pilot/controller glossary</b>	<b>Different in character or other means of compliance</b>
Chapter 1 Reference  Definition	<b><i>Airworthy.</i></b> The status of an aircraft, engine, propeller or part when it conforms to its approved design and is in a condition for safe operation.	<b>GACA/FAR3.5(a)</b>	<b>Different in character or other means of compliance</b>
Chapter 1 Reference  Definition	<b><i>Cabin crew member.</i></b> A crew member who performs, in the interest of safety of passengers, duties assigned by the operator or the pilot-in-command of the aircraft, but who shall not act as a flight crew member.	<b>GACA/FAR 121.467a GACA/FAR 91.1057</b>	<b>Different in character or other means of compliance</b>
Chapter 1 Reference  Definition	<b><i>Commercial air transport operation.</i></b> An aircraft operation involving the transport of passengers, cargo or mail for remuneration or hire.	<b>49 USC 40102</b>	<b>Different in character or other means of compliance</b>
Chapter 1 Reference  Definition	<b><i>Corporate aviation operation.</i></b> The noncommercial operation or use of aircraft by a company for the carriage of passengers or goods as an aid to the conduct of company business, flown by a professional pilot (s) employed to fly the aircraft.	<b>GACA/FAR 91 119 and 125</b>	<b>Different in character or other means of compliance</b>
Chapter 1 Reference	<b><i>Dangerous goods.</i></b> Articles or substances which are capable of posing a risk to health, safety, property or the environment and which are shown in the list of dangerous goods in the Technical	<b>GACAR-SECTION 18</b>	<b>Different in character or other means of compliance</b>



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<b>Definition</b>	Instructions or which are classified according to those Instructions.  <i>Note.— Dangerous goods are classified in Annex 18, Chapter 3</i>		
Chapter 1  Reference   Definition	Decision altitude (DA) or decision height (DH). A specified altitude or height in a 3D instrument approach operation at which a missed approach must be initiated if the required visual reference to continue the approach has not been established.  N1.Decision altitude (DA) is referenced to mean sea level and decision height (DH) is referenced to the threshold elevation.  N2.The required visual reference means that section of the visual aids or of the approach area which should have been in view for sufficient time for the pilot to have made an assessment of the aircraft position and rate of change of position, in relation to the desired flight path. In Category III operations with a decision height the required visual reference is that specified for the particular procedure and operation.  N3.For convenience where both expressions are used they may be written in the form “decision altitude/height” and abbreviated “DA/H”.	<b>GACA/FAR 1.1</b>	<b>Different in character or other means of compliance</b>
Chapter 1 Reference  Definition	Synthetic vision system (SVS). A system to display data derived synthetic images of the external scene from the perspective of the flight deck.	<b>GACA/FAR 1.1</b>	<b>Different in character or other means of compliance</b>
Chapter 1  Reference   Definition	<b><i>Instrument approach operations.</i></b> An approach and landing using instruments for navigation guidance based on an instrument approach procedure. There are two methods for executing instrument approach operations:  a) A two-dimensional (2D) instrument approach operation, using lateral navigation guidance only; and  b) A three-dimensional (3D) instrument approach operation, using both lateral and vertical navigation guidance.  <i>Note.— Lateral and vertical navigation guidance refers to the guidance provided either by:</i>  a) A ground-based radio navigation aid; or  b) Computer-generated navigation data from ground-based, space-based, self-contained	<b>GACA/FAR91.175All ICAO definitions will be incorporated in the new GACARS</b>	<b>Different in character or other means of compliance</b>

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	<i>navigation aids or a combination of these.</i>		
Chapter 1	<b><i>Instrument approach procedure (IAP).</i></b>		
Reference	A series of predetermined manoeuvres by reference to flight instruments with specified protection from obstacles from the initial approach fix, or where applicable, from the beginning of a defined arrival route to a point from which a landing can be completed and thereafter, if a landing is not completed, to a position at which holding or en-route obstacle clearance criteria apply. Instrument approach procedures are classified as follows:		
Definition	<p><i>Non-precision approach (NPA) procedure.</i> An instrument approach procedure designed for 2D instrument approach operations Type A.</p> <p><i>Note.— Non-precision approach procedures may be flown using a continuous descent final approach (CDFA) technique. CDFAs with advisory vertical navigation (VNAV) guidance calculated by on-board equipment (see PANS-OPS (Doc 8168), Volume I, Part I, Section 4, Chapter 1, paragraph 1.8.1) are considered 3D instrument approach operations. CDFAs with manual calculation of the required rate of descent are considered 2D instrument approach operations. For more information on CDFAs, refer to PANS-OPS (Doc 8168), Volume I, Part I, Section 4, Chapter 1, paragraphs 1.7 and 1.8.</i></p> <p><i>Approach procedure with vertical guidance (APV).</i> A performance-based navigation (PBN) instrument approach procedure designed for 3D instrument approach operations Type A.</p> <p><i>Precision approach (PA) procedure.</i> An instrument approach procedure based on navigation systems (ILS, MLS, GLS and SBAS CAT I) designed for 3D instrument approach operations Type A or B.</p> <p><i>Note.— Refer to Section 2, Chapter 2.2, 2.2.2.2.2, for instrument approach operation types.</i></p>	<p><b>AIMsec. 4arrival procedures GACA/FAR91.175</b></p>	<p><b>Different in character or other means of compliance</b></p>
Chapter 1	<b><i>Operating base.</i></b>		
Reference	The location from which operational control is exercised.		
Definition	<p><i>Note.— An operating base is normally the location where personnel involved in the operation of the aeroplane work and the records associated with the operation are located. An operating base has a degree of permanency beyond that of a regular point of call.</i></p>	<p><b>GACA FAR 135.77 Principal Base of Operations</b></p>	<p><b>Different in character or other means of compliance</b></p>

**GACA REGULATIONS - SECTION 6 - OPERATION OF AIRCRAFT  
VOLUME II - GENERAL AVIATION - AEROPLANES**

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Chapter 1 Reference  <b>Definition</b>	<b><i>Operational flight plan.</i></b> The operator's plan for the safe conduct of the flight based on considerations of aeroplane performance, other operating limitations and relevant expected conditions on the route to be followed and at the aerodromes concerned.	<b>GACA / FAR 91.103, 91.169 and 121.687</b>	<b>Different in character or other means of compliance</b>
Chapter 1 Reference  <b>Definition</b>	<b><i>Operations manual.</i></b> A manual containing procedures, instructions and guidance for use by operational personnel in the execution of their duties.	<b>GACA / FAR 125.71</b>	<b>Different in character or other means of compliance</b>
Chapter 1 Reference  <b>Definition</b>	<b><i>Operator.</i></b> A person, organization or enterprise engaged in or offering to engage in an aircraft operation.  <i>Note.— In the context of Annex 6, Part II, the operator is not engaged in the transport of passengers, cargo or mail for remuneration or hire.</i>	<b>SFAR-99 (3) GACA/FAR 91.147</b>	<b>Different in character or other means of compliance</b>
Chapter 2 Reference 2.2.2.3.1  Standard	2.2.2.3 Passengers  The pilot in command shall ensure that passengers are made familiar with the location and use of:  A. Seat belts; B. Emergency exits; C. Life jackets, if the carriage of life jackets is prescribed; D. Oxygen dispensing equipment if the use of oxygen is anticipated; and E. Other emergency equipment provided for individual use, including passenger emergency briefing cards.	<b>GACAR /FAR 91.519a 6 135.117 a7</b>	<b>Different in character or other means of compliance</b>
Chapter 2 Reference 2.2.3.4.2  Standard	A flight to be conducted in accordance with the instrument flight rules shall not:  A. Take off from the departure aerodrome unless the meteorological conditions, at the time of use, are at or above the aerodrome operating minima for that operation; and B. Take off or continue beyond the point of in flight re planning unless at the aerodrome of intended landing or at each alternate aerodrome to be selected in compliance with 2.2.3.5, current meteorological reports or a combination of current reports and forecasts indicate that the meteorological conditions will be, at the	<b>GACAR/FAR 91.175</b>	<b>Different in character or other means of compliance</b>

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	estimated time of use, at or above the aerodrome operating minima for that operation.		
Chapter 2  Reference 2.2.3.5  Standard	<p><b><i>Alternate aerodromes.</i></b></p> <p>Destination alternate aerodromes for a flight to be conducted in accordance with the instrument flight rules, at least one destination alternate aerodrome shall be selected and specified in the flight plans, unless:</p> <p>A. The duration of the flight from the departure aerodrome, or from the point of in flight re planning, to the destination aerodrome is such that, taking into account all meteorological conditions and operational information relevant to the flight, at the estimated time of use, a reasonable certainty exists that:</p> <ol style="list-style-type: none"> <li>1. The approach and landing may be made under visual meteorological conditions; and</li> <li>2. Separate runways are usable at the estimated time of use of the destination aerodrome with at least one runway having an operational instrument approach procedure; or</li> <li>3. The aerodrome of intended landing is isolated and;</li> </ol> <p>B. Standard instrument approach procedure is prescribed for the aerodrome of intended landing;</p> <p>C. A point of no return has been determined; and</p> <p>D. A flight shall not be continued past the point of no return unless available current meteorological information indicates that the following meteorological conditions will exist at the estimated time of use:</p> <ol style="list-style-type: none"> <li>1. A cloud base of at least 300 m (1 000 ft) above the minimum associated with the instrument approach procedure; and</li> <li>2. Visibility of at least 5.5 km (3 NM) or of 4 km (2 NM) more than the minimum associated with the instrument approach procedure.</li> </ol> <p>Note.— Separate runways are two or more runways at the same aerodrome configured such that if one runway is closed, operations to the other runway(s) can be conducted.</p>	<b>GACAR/FAR 91.169</b>	<b>Different in character or other means of compliance</b>

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	<i>and direct an evacuation of the aeroplane by the most practical and expeditious means available.</i>		
Chapter 2 Reference <b>2.2.4.7.2</b>  <b>Standard</b>	<p>The pilot-in-command shall advise ATC of a minimum fuel state by declaring MINIMUM FUEL when, having committed to land at a specific aerodrome, the pilot calculates that any change to the existing clearance to that aerodrome, or other air traffic delays, may result in landing with less than the planned final reserve fuel.</p> <p><i>Note.— The declaration of MINIMUM FUEL informs ATC that all planned aerodrome options have been reduced to a specific aerodrome of intended landing and any change to the existing clearance, or air traffic delays, may result in landing with less than the planned final reserve fuel. This is not an emergency situation but an indication that an emergency situation is possible should any additional delay occur.</i></p>	<b>GACAR Section2</b>	<b>Different in character or other means of compliance</b>
Chapter 2 Reference <b>2.2.4.7.3</b>  <b>Standard</b>	<p>The pilot-in-command shall declare a situation of fuel emergency by broadcasting MAYDAY MAYDAY MAYDAY FUEL, when the calculated usable fuel estimated to be available upon landing at the nearest aerodrome where a safe landing can be made is less than the planned final reserve fuel.</p> <p><i>N1. The planned final reserve fuel refers to the value calculated in 2.2.3.6 and is the minimum amount of fuel required upon landing at any aerodrome.</i></p> <p><i>N2. The words “MAYDAY FUEL” describe the nature of the distress conditions as required in Annex 10, Volume II, 5.3.2.1, b) 3.</i></p>	<b>GACAR Section2</b>	<b>Different in character or other means of compliance</b>

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Chapter 2 Reference <b>2.4.2.3</b>	<p>Any agent used in a built-in fire extinguisher for each lavatory disposal receptacle for towels, paper or waste in an aeroplane for which the individual certificate of airworthiness is first issued on or after 31 December 2011 and any extinguishing agent used in a portable fire extinguisher in an aeroplane for which the individual certificate of airworthiness is first issued on or after 31 December 2016 shall:</p> <p style="margin-left: 40px;">A. Meet the applicable minimum performance requirements of the State of Registry; and</p> <p style="margin-left: 40px;">B. Not be of a type listed in the 1987 Montreal Protocol on Substances that Deplete the Ozone Layer as it appears in the Eighth Edition of the Handbook for the Montreal Protocol on Substances that Deplete the Ozone Layer, Annex A, Group II.</p> <p><i>Note.— Information concerning extinguishing agents is contained in the UNEP Halons Technical Options Committee Technical Note No. 1– New Technology Halon Alternatives and FAA Report No. DOT/FAA/AR-99-63, Options to the Use of Halons for Aircraft Fire Suppression Systems.</i></p>	<b>GACA Circular R-6-2009 addresses annex 6 chapter 7 requirements</b>	<b>Different in character or other means of compliance</b>
Chapter 2 Reference <b>2.4.4.2</b>  <b>Recommendation</b>	<p><b>Landplanes</b> <i>Single-engined landplanes</i></p> <p><b>Recommendation-</b> <i>All single-engined landplanes:</i></p> <p style="margin-left: 40px;">A. When flying en route over water beyond gliding distance from the shore; or</p> <p style="margin-left: 40px;">B. When taking off or landing at an aerodrome where, in the opinion of the pilot-in-command, the take-off or approach path is so disposed over water that in the event of a mishap there would be a likelihood of ditching's should carry one life jacket or equivalent individual floatation device for each person on board, stowed in a position easily accessible from the seat or berth of the person for whose use it is provided.</p> <p><i>Note.— “Landplanes” includes amphibians operated as landplanes.</i></p>	<b>GACA / FAR 135.167, 91.509, 91.205(12)</b>	<b>Different in character or other means of compliance</b>
Chapter 2 Reference <b>2.4.5</b>	<p><b>Aeroplanes on flights over designated land areas</b></p> <p>Aeroplanes, when operated across land areas which have been designated by the State concerned as areas in which search and rescue would be especially difficult, shall be</p>	<b>14 GACA/FAR 125.207(A)125.209 (a)(2)(vi)(xvi)(xv)(xvi)</b>	<b>Different in character or other means of compliance</b>

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<b>Standard</b>	equipped with such signaling devices and life-saving equipment (including means of sustaining life) as may be appropriate to the area overflown.		
Chapter 2 Reference <b>2.4.16.4.4</b>  <b>Standard</b>	<b>Continued serviceability</b> Operational checks and evaluations of recordings from the flight recorder systems shall be conducted to ensure the continued serviceability of the recorders.  <i>Note.— Procedures for the inspections of the flight recorder systems are given in Appendix 2.3.</i>	<b>91.609 APP(E)</b>	<b>Different in character or other means of compliance</b>
Chapter 2 Reference <b>2.5.1.2</b>  <b>Standard</b>	When compliance with 2.5.1.1 requires that more than one communication equipment unit be provided, each shall be independent of the other or others to the extent that a failure in any one will not result in failure of any other.	<b>14 GACA/FAR 91.205 (D) (2)</b>	<b>Different in character or other means of compliance</b>
Chapter 2 Reference <b>2.5.2.6</b>  <b>Standard</b>	The State of Registry shall ensure that, in respect of those aeroplanes mentioned in 2.5.2.4, adequate provisions exist for:  A. Receiving the reports of height-keeping performance issued by the monitoring agencies established in accordance with Annex 11, 3.3.5.1; and  B. Taking immediate corrective action for Individual aircraft, or aircraft type groups, identified in such reports as not complying with the height-keeping requirements for operation in airspace where RVSM is applied.	<b>14 GACA/FAR SECTIONS 91.180, 91.706, AND PART 91 APPENDIX G</b>	<b>Different in character or other means of compliance</b>
Chapter 2 Reference <b>2.5.2.9</b>  <b>Standard</b>	The aeroplane shall be sufficiently provided with navigation equipment to ensure that, in the event of the failure of one item of equipment at any stage of the flight, the remaining equipment will enable the aeroplane to navigate in accordance with 2.5.2.1 and where applicable 2.5.2.2, 2.5.2.3 and 2.5.2.4.  <i>N1. This requirement may be met by means other than the duplication of equipment.</i>  <i>N2. Guidance material relating to aircraft equipment necessary for flight in airspace where a 300 m (1 000 ft) VSM is applied above FL 290 is contained in the Manual on Implementation of a 300 m (1 000 ft) Vertical Separation Minimum Between FL 290 and FL 410</i>	<b>14 GACA/FAR 91.205(d)</b>	<b>Different in character or other means of compliance</b>



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	<i>Inclusive (Doc 9574).</i>		
Chapter 2 Reference <b>2.6.1.1</b>  <b>Standard</b>	<p style="text-align: center;"><b>2.6 CHAPTER 2.6 AEROPLANE MAINTENANCE</b></p> <p>N1. For the purpose of this chapter “aeroplane” includes: engines, propellers, components, accessories, instruments, equipment and apparatus including emergency equipment.</p> <p>N2. Guidance on continuing airworthiness requirements is contained in the Airworthiness Manual (Doc 9760).</p> <p><i>N3. States are encouraged to conduct a risk assessment when approving a maintenance programme not based on the type certificate holder's maintenance recommendations.</i></p> <p style="text-align: center;"><b>2.6.1 Owner’s maintenance responsibilities</b></p> <p>The owner of an aeroplane, or in the case where it is leased, the lessee, shall ensure that, in accordance with procedures acceptable to the State of Registry:</p> <p style="margin-left: 40px;">A. The aeroplane is maintained in an airworthy condition;</p> <p style="margin-left: 40px;">B. The operational and emergency equipment necessary for an intended flight is serviceable; and</p> <p style="margin-left: 40px;">C. The certificate of airworthiness of the aeroplane remains valid.</p>	<b>CFR14 GACA/FAR 91.7/ ORDER 8900.1 VOL.3,CH.13</b>	<b>Different in character or other means of compliance</b>
Chapter 2 Reference <b>2.6.1.2</b> <b>Standard</b>	The owner or the lessee shall not operate the aeroplane unless it is maintained and released to service under a system acceptable to the State of Registry.	<b>CFR 14 GACA/FAR 91.7 GACA RC NO 20A- 2014</b>	<b>Different in character or other means of compliance</b>
Chapter 2 Reference <b>2.6.1.4</b> <b>Standard</b>	The owner or the lessee shall ensure that the maintenance of the aeroplane is performed in accordance with a maintenance programme acceptable to the State of Registry.	<b>CFR 14, GACA/FAR 121.363 &amp; 121.367 GACA RC NO 20A- 2014</b>	<b>Different in character or other means of compliance</b>
Chapter 2 Reference <b>2.6.2.2</b>  <b>Standard</b>	The records in 2.6.2.1 a) to e) shall be kept for a minimum period of 90 days after the unit to which they refer has been permanently withdrawn from service and the records in 2.6.2.1 f) for a minimum period of one year after the signing of the maintenance release.	<b>14 GACA/FAR 43.10</b>	<b>Different in character or other means of compliance</b>

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Chapter 2 Reference <b>2.7.2.2</b>  Standard	<p>The pilot-in-command of an aeroplane equipped with an airborne collision avoidance system (ACAS II) shall ensure that each flight crew member has been appropriately trained to competency in the use of ACAS II equipment and the avoidance of collision.</p> <p><i>N1.Procedures for the use of ACAS II equipment are specified in the Procedures for Air Navigation Services— Aircraft Operations (PANS-OPS, Doc 8168), Volume I— Flight Procedures. ACAS II Training Guidelines for Pilots are provided in PANS-OPS, Volume I, Attachment to Part III, Section 3, Chapter 3.</i></p> <p><i>N2.Appropriate training, to the satisfaction of the State, to competency in the use of ACAS II equipment and the avoidance of collisions maybe evidenced, for example, by:</i></p> <ul style="list-style-type: none"> <li>A. Possession of a type rating for an aeroplane equipped with ACAS II, where the operation and use of ACAS II are included in the training syllabus for the type rating; or</li> <li>B. Possession of a document issued by a training organization or person approved by the State to conduct training for pilots in the use of ACAS II, indicating that the holder has been trained in accordance with the guidelines referred to in Note 1; or</li> <li>C. A comprehensive pre-flight briefing by a pilot who has been trained in the use of ACAS II in accordance with the guidelines referred to in Note 1.</li> </ul>	<p style="text-align: center;"><b>14 GACA/FAR SECTION 91.221&amp;91.1065,11 9.7,AND PART 121,135</b></p>	<p style="text-align: center;"><b>Different in character or other means of compliance</b></p>
Chapter 2 Reference <b>2.8.1</b>  Standard	<p style="text-align: center;"><b>2.8 CHAPTER 2.8 MANUALS, LOGS AND RECORDS</b></p> <p><i>Note.— The following documents are associated with this Annex but are not included in this chapter: Maintenance records — see 2.6.2.</i></p> <p><b>Flight manual</b></p> <p><i>Note.— The aeroplane flight manual contains the Information specified in Annex 8.</i></p> <p>The aeroplane flight manual shall be updated by implementing changes made mandatory by the State of Registry.</p>	<p style="text-align: center;"><b>GACA/FAA AC 25-1581-1</b></p>	<p style="text-align: center;"><b>Different in character or other means of compliance</b></p>
Chapter 2 Reference <b>2.8.2.1</b>	<p style="text-align: center;"><b>2.8.2 Journey log book</b></p> <p>A journey log book shall be maintained for every</p>	<p style="text-align: center;"><b>GACA/FAR 43.9</b></p>	<p style="text-align: center;"><b>Different in character or other means of compliance</b></p>

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<b>Standard</b>	aeroplane engaged in international air navigation in which shall be entered particulars of the aeroplane, its crew and each journey.		
Chapter 3 Reference <b>3.1.2</b>  <b>Recommendation</b>	<b>Recommendation.</b> — <i>An operation involving an aeroplane with a seating configuration of more than 9 passenger seats should be conducted in accordance with Section 3.</i>  <i>Note.</i> — <i>The applicability of 3.1 does not preclude a general aviation operator from satisfying the requirements of Section 3 where it may be to the operator's advantage.</i>	<b>GACA/FAR 125.1,119.23</b>	<b>Different in character or other means of compliance</b>
Chapter 3 Reference <b>3.3.1.4</b>  <b>Standard</b>	An operator shall ensure that the pilot-in-command has available on board the aeroplane all the essential information concerning the search and rescue services in the area over which the aeroplane will be flown.  <i>Note.</i> — <i>This information may be made available to the pilot by means of the operations manual or such other means as is considered appropriate.</i>	<b>AIM Chapter 6, GACA /FAR 91.3(a)</b>	<b>Different in character or other means of compliance</b>
Chapter 3 Reference <b>3.4.2.3.2</b>  <b>Recommendation</b>	<b>Recommendation.</b> — <i>An operator should issue operating instructions and provide information on aeroplane climb performance with all engines operating to enable the pilot-in-command to determine the climb gradient that can be achieved during the departure phase for the existing take-off conditions and intended take-off technique. This information should be included in the operations manual.</i>	<b>FAA Advisory Circular AC 25-1581-1, 135.363(f) (g), 121.141.(a)(b), 121.173.(d), 125.75(b), 91.9(a), 91.101(b)(1)(2)</b>	<b>Different in character or other means of compliance</b>
Chapter 3 Reference <b>3.4.2.4</b>  <b>Standard</b>	<b>In-flight simulation of emergency situations.</b> An operator shall ensure that when passengers are being carried, no emergency or abnormal situations shall be simulated.	<b>GACA / FAR 91.13 (a)(b)</b>	<b>Different in character or other means of compliance</b>
Chapter 3 Reference <b>3.4.2.6</b>  <b>Standard</b>	<b>Minimum flight altitudes.</b> An operator shall specify, for flights which are to be conducted in accordance with the instrument flight rules, the method of establishing terrain clearance altitudes.	<b>GACA/FAR 19.119, 91.177, 91.179</b>	<b>Different in character or other means of compliance</b>
Chapter 3 Reference <b>3.4.2.8</b>  <b>Standard</b>	<b>Fatigue management programme.</b> An operator shall establish and implement a fatigue management programme that ensures that all operator personnel involved in the operation and maintenance of aircraft do not carry out their duties when fatigued. The programme shall address flight and duty times and be included in the operations manual.  <i>Note.</i> — <i>Guidance on fatigue management programmes</i>	<b>GACA/FAR 121 SUBPART (O), 121SUBPART (R), 121 SUBPART (s), 125.37, 135 SUBPART (F).</b>	<b>Different in character or other means of compliance</b>

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	<i>can be found in the Fatigue Management Manual for General Aviation (Doc xxxx).</i>		
Chapter 3 Reference <b>3.4.3.1</b>  <b>Standard</b>	<p style="text-align: center;"><b>3.4.3 Flight preparation</b></p> <p>The operator shall develop procedures to ensure that a flight is not commenced unless:</p> <ul style="list-style-type: none"> <li>A. The aeroplane is airworthy, duly registered and that appropriate certificates with respect thereto are aboard the aeroplane;</li> <li>B. The instruments and equipment installed in the aeroplane are appropriate, taking into account the expected flight conditions;</li> <li>C. Any necessary maintenance has been performed in accordance with Chapter 3.8;</li> <li>D. The mass of the aeroplane and centre of gravity location are such that the flight can be conducted safely, taking into account the flight conditions expected;</li> <li>E. Any load carried is properly distributed and safely secured; and</li> <li>F. The aeroplane operating limitations, contained in the flight manual, or its equivalent, will not be exceeded.</li> </ul>	<b>GACA/FAR PARTS 91, 121, 125, 135</b>	<b>Different in character or other means of compliance</b>
Chapter 3 Reference <b>3.4.3.5.2</b>  <b>Standard</b>	<p>The amount of usable fuel to be carried shall, as a minimum, be based on:</p> <ul style="list-style-type: none"> <li>A. Fuel consumption data: <ul style="list-style-type: none"> <li>▪ Provided by the aeroplane manufacturer; or</li> <li>▪ If available, current aeroplane-specific data derived from a fuel consumption monitoring system; and</li> </ul> </li> <li>B. The operating conditions for the planned flight including: <ul style="list-style-type: none"> <li>▪ Anticipated aeroplane mass;</li> <li>▪ Notices to Airmen;</li> <li>▪ current meteorological reports or a combination of current reports and forecasts;</li> <li>▪ Air traffic services procedures, restrictions and anticipated delays; and</li> <li>▪ The effects of deferred maintenance items and/or configuration deviations.</li> </ul> </li> </ul> <p><i>Note.— Where no specific fuel consumption data exist for</i></p>	<b>GACAR/FAR 91.1519 1.167</b>	<b>Different in character or other means of compliance</b>

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	<i>the precise conditions of the flight, the aircraft may be operated in accordance with estimated fuel consumption data.</i>		
Chapter 3 Reference <b>3.4.3.5.5</b>  <b>Standard</b>	<p>The use of fuel after flight commencement for purposes other than originally intended during pre-flight planning</p> <p><i>Note.—Nothing in 3.4.3.5 precludes the in-flight amendment of a flight plan to re-plan that flight to another aerodrome, provided that the requirements of 3.4.3.5 can be complied with from the point where the flight is re-planned.</i></p>	<b>GACAR/FAR 91.1519 1.167 125.375125.377</b>	<b>Different in character or other means of compliance</b>
Chapter 3 Reference <b>3.4.4.3.1</b>  <b>Recommendation</b>	<p><b>3.4.4.3 Aeroplane operating procedures for noise abatement</b></p> <p><b>Recommendation.</b>— <i>Aeroplane operating procedures</i></p>	<b>14CFR GACA/FAR 36</b>	<b>Different in character or other means of compliance</b>
Chapter 3 Reference <b>3.5.1</b>  <b>Recommendation</b>	<p><b>3.5 CHAPTER 3.5 AEROPLANE PERFORMANCE OPERATING LIMITATIONS</b></p> <p><b>General</b></p> <p><b>Recommendation.</b>— <i>For aeroplanes for which Parts IIIA and IIIB of Annex 8 are not applicable because of the exemption provided for in Article 41 of the Convention, the State of Registry should ensure that the level of performance specified in 3.5.2 should be met as far as practicable.</i></p>	<b>FAA Approved Airplane Flight Manual</b>	<b>Different in character or other means of compliance</b>
Chapter 3 Reference <b>3.5.2.3</b>  <b>Standard</b>	The State of Registry shall take such precautions as are reasonably possible to ensure that the general level of safety contemplated by these provisions is maintained under all expected operating conditions, including those not covered specifically by the provisions of this chapter.	<b>General Aviation Operations are governed by Part 91 and Part 125</b>	<b>Different in character or other means of compliance</b>
Chapter 3 Reference <b>3.5.2.7.1</b>  <b>Standard</b>	In determining the length of the runway available, account shall be taken of the loss, if any, of runway length due to alignment of the aeroplane prior to take-off.	<b>GACA/FAR 121.189, 135.379</b>	<b>Different in character or other means of compliance</b>
Chapter 3 Reference <b>3.6.1.2</b>  <b>Recommendation</b>	<b>Recommendation.</b> — <i>An operator should provide operations staff and flight crew with an aircraft operating manual, for each aircraft type operated, containing the normal, abnormal and emergency procedures relating to the operation of the aircraft. The manual should be consistent with the aircraft flight</i>	<b>GACA / FAR 121.141(b) (1)(2), 125.75, 125.71</b>	<b>Different in character or other means of compliance</b>

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	<p><i>manual and checklists to be used. The design of the manual should observe Human Factors principles.</i></p> <p><i>Note.— Guidance material on the application of Human Factors principles can be found in the Human Factors Training Manual (Doc 9683).</i></p>		
Chapter 3 Reference <b>3.6.3.1.1.2 Standard</b>	<p>All aeroplanes of a maximum certificated take-off mass of over 27000 kg for which the individual certificate of airworthiness is first issued on or after 1 January 1989 shall be equipped with a Type I FDR.</p>	<p><b>91.609 APPX.E&amp;F, 91.125, TSO-C124A GACA RC NO11- 2010</b></p>	<p><b>Different in character or other means of compliance</b></p>
Chapter 3 Reference <b>3.8.1.2 Recommendation</b>	<p><b>Recommendation.</b>— <i>An operator should ensure that all maintenance personnel receive initial and continuation training acceptable to the State of Registry and appropriate to their assigned tasks and responsibilities. This should include Human Factors and coordination with other maintenance personnel and flight crew.</i></p> <p><i>Note.— Guidance material on the application of Human Factors principle can be found in the Human Factors Training Manual (Doc 9683).</i></p>	<p><b>GACA Regulations Section 6: GACAR/FAR 43.3, 91.403(b), 121.361, 121.367, 121.375, 125.251(a)</b></p>	<p><b>Different in character or other means of compliance</b></p>
Chapter 2 Reference <b>2.1.1.5 Recommendation</b>	<p><b>Recommendation</b>— <i>The pilot-in-command should have available on board the aeroplane the essential information concerning the search and rescue services in the area over which the aeroplane will be flown.</i></p>	<p><b>GACA regulation is based on the FAR'S</b></p>	<p><b>Less protective or partially implemented or not implemented</b></p>
Chapter 2 Reference <b>2.2.2.1 Standard</b>	<p style="text-align: center;"><b>2.2.2 Operational management</b></p> <p>Operating instructions — general</p> <p>An aeroplane shall not be taxied on the movement area of an aerodrome unless the person at the controls is an appropriately qualified pilot or:</p> <ul style="list-style-type: none"> <li>A. Has been duly authorized by the owner or in the case where it is leased the lessee, or a designated agent;</li> <li>B. Is fully competent to taxi the aeroplane;</li> <li>C. Is qualified to use the radio if radio communications are required; and</li> <li>D. Has received instruction from a competent person in respect of aerodrome layout, and where appropriate, information on routes, signs, marking, lights, ATC signals and Instructions, phraseology and procedures, and is able to conform to the operational standards required for safe aeroplane movement at the aerodrome.</li> </ul>	<p><b>GACA has adopted the FAA regulations.</b></p>	<p><b>Less protective or partially implemented or not implemented</b></p>

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Chapter 2			
Reference <b>2.2.3.4.1</b>	<b>2.2.3.4 Meteorological conditions</b>		
<b>Standard</b>	A flight to be conducted in accordance with the visual flight rules shall not be commenced unless current meteorological reports or a combination of current reports and forecasts indicate that the meteorological conditions along the route or that part of the route to be flown under the visual flight rules will, at the appropriate time, be such as to enable compliance with these rules.	<b>GACA/FAR 91.155</b>	<b>Less protective or partially implemented or not implemented</b>
Chapter 2			
Reference <b>2.2.3.6.2</b>	The use of fuel after flight commencement for purposes other than originally intended during pre-flight planning shall require a re-analysis and, if applicable, adjustment of the planned operation.	<b>GACA/FAR 91.151 91.167</b>	<b>Less protective or partially implemented or not implemented</b>
Chapter 2			
Reference <b>2.2.3.7.2</b>	<b>Recommendation.</b> — <i>When refuelling with passengers embarking, on board or disembarking, two-way communications should be maintained by the aeroplane's intercommunication system or other suitable means between the ground crews supervising the refuelling and the pilot-in-command or other qualified personnel required by 2.2.3.7.1.</i>		
<b>Recommendation</b>	<i>N1. The provisions of 2.2.3.7.1 do not necessarily require the deployment of integral aeroplane stairs or the opening of emergency exits as a prerequisite to refuelling.</i> <i>N2. Provisions concerning aircraft refueling are contained in Annex 14, Volume I, and guidance on safe refuelling practices is contained in the Airport Services Manual (Doc 9137), Parts 1 and 8.</i> <i>N3. Additional precautions are required when refuelling with fuels other than aviation kerosene or when refuelling results in a mixture of aviation kerosene with other aviation turbine fuels, or when an open line is used.</i>	<b>GACAR Part 121.393</b>	<b>Less protective or partially implemented or not implemented</b>
Chapter 2			
Reference <b>2.2.4.1.2</b>	An instrument approach shall not be continued below 300m (1 000ft) above the aerodrome elevation or into the final approach segment unless the reported visibility or controlling RVR is at or above the aerodrome operating minima.	<b>GACA/FAR 91.175</b>	<b>Less protective or partially implemented or not implemented</b>
<b>Standard</b>	<i>Note.— Criteria for the final approach segment is contained in PANS-OPS (Doc 8168), Volume II.</i>		
Chapter 2			



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Reference <b>2.2.4.7.1</b>	<b>2.2.4.7 In-flight fuel management</b>  The pilot-in-command shall monitor the amount of usable fuel remaining on board to ensure it is not less than the fuel required to proceed to an aerodrome where a safe landing can be made with the planned final reserve fuel remaining.	<b>GACAR/FAR91.151 91.167</b>	<b>Less protective or partially implemented or not implemented</b>
Chapter 2 Reference <b>2.4.2.6.1</b>	<b>2.4.2.6 Marking of break-in points</b>  If areas of the fuselage suitable for break-in by rescue crews in emergency are marked on an aeroplane such areas shall be marked as shown below (see figure following). The colour of the markings shall be red or yellow, and if necessary they shall be outlined in white to contrast with the background.	<b>GACA Regulations Section 6: GACAR/FAR 21.5</b>	<b>Less protective or partially implemented or not implemented</b>
Chapter 2 Reference <b>2.4.2.6.2</b>	If the corner markings are more than 2 m apart, intermediate lines 9 cm × 3 cm shall be inserted so that there is no more than 2 m between adjacent markings.  <i>Note.— This Standard does not require any aeroplane to have break-in areas.</i>  <b>MARKING OF BREAK-IN POINTS (see 2.4.2.5)</b>	<b>GACA Regulations Section 6: GACAR/FAR 21.5</b>	<b>Less protective or partially implemented or not implemented</b>
Chapter 2 Reference <b>2.4.3.2</b>	<b>Recommendation.—</b> <i>VFR flights which are operated as controlled flights should be equipped in accordance with 2.4.7.</i>	<b>14 GACA/FAR 91.205(d)</b>	<b>Less protective or partially implemented or not implemented</b>
Chapter 2 Reference <b>2.4.8</b>	<b>Aeroplanes when operated at night</b>  Aeroplanes, when operated at night, shall be equipped with: A. The equipment specified in 2.4.7; and B. The lights required by Annex 2 for aircraft in flight or operating on the movement area of an aerodrome; <i>Note.— Specifications for lights meeting the requirements of Annex 2 for navigation lights are contained in Appendix 2.1. The general characteristics of lights are specified in Annex 8. Detailed specifications for lights meeting the requirements of Annex 2 for aircraft in flight or operating on the movement area of an aerodrome are contained in the Airworthiness Manual (Doc 9760).</i> C. A landing light; D. Illumination for all flight instruments and equipment that are essential for the safe operation of the aeroplane that are used by	<b>14 GACA/FAR 91.205(B)&amp;(C)91.503(A) (1)</b>	<b>Less protective or partially implemented or not implemented</b>



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	<p>the flight crew;</p> <p>E. Lights in all passenger compartments; and</p> <p>F. An independent portable light for each crew member station.</p>		
<p>Chapter 2</p> <p>Reference <b>2.4.11.3</b></p> <p><b>Recommendation</b></p>	<p><b>Recommendation.</b>— <i>All piston engined aeroplanes of a maximum certificated take off mass in excess of 5 700 kg or authorized to carry more than nine passengers should be equipped with a ground proximity warning system which has a forward looking terrain avoidance function. of a maximum certificated take-off mass in excess of 5 700 kg or authorized to carry more than nine passengers should be equipped with a ground proximity warning system which has a forward-looking terrain avoidance function.</i></p>	<p><b>14 GACA/FAR 91.233, 121.354 AND 135.153 GACA RC NO R11-2010</b></p>	<p><b>Different in character or other means of compliance</b></p>
<p>ITChapter 2</p> <p>Reference <b>2.4.12.1</b></p> <p><b>Recommendation</b></p>	<p><b>2.4.12 Emergency locator transmitter (ELT)</b></p> <p><b>Recommendation.</b>— <i>All aeroplanesshould Carr an automatic ELT.</i></p>	<p><b>CFR 14 GACA/FAR 91.207 GACA RC NO R11-2010</b></p>	<p><b>Different in character or other means of compliance</b></p>
<p>Chapter 2</p> <p>Reference <b>2.4.12.2</b></p> <p><b>Standard</b></p>	<p>Except as provided for in 2.4.12.3, all aeroplanes shall be equipped with at least one ELT of any type.</p>	<p><b>CFR 14 GACA/FAR 91.207 GACA RC NO R11-2010</b></p>	<p><b>Different in character or other means of compliance</b></p>
<p>Chapter 2</p> <p>Reference <b>2.4.12.3</b></p> <p><b>Standard</b></p>	<p>All aeroplanes for which the individual certificate of airworthiness is first issued after 1 July 2008 shall be equipped with at least one automatic ELT.</p>	<p><b>CFR 14 GACA/FAR 91.207 GACA RC NO R11-2010</b></p>	<p><b>Different in character or other means of compliance</b></p>
<p>Chapter 2</p> <p>Reference <b>2.5.1.4</b></p> <p><b>Standard</b></p>	<p>An aeroplane to be operated on a flight to which the provisions of 2.4.4.3.1 or 2.4.5 apply shall, unless exempted by the appropriate authority, be provided with radio communication equipment capable of conducting two-way communication at any time during flight with such aeronautical stations and on such frequencies as may be prescribed by the appropriate authority.</p>	<p><b>14 GACA/FAR 91.126(D) GACA/FAR 91.127(C)91.129(C) 91.130(C) 91.131(C),*91.135(B) GACA RC NO R6-2009</b></p>	<p><b>Different in character or other means of compliance</b></p>
<p>Chapter 2</p> <p>Reference <b>2.9.2</b></p> <p><b>Standard</b></p>	<p><b>Reporting acts of unlawful interference</b></p> <p>Following an act of unlawful interference, the pilot-in-command shall submit a report of such an act to the designated local authority.</p> <p><i>Note.— In the context of this Chapter, the word “security” is used in the sense of prevention of acts</i></p>	<p><b>GACA/FAR 91.11</b></p>	<p><b>Less protective or partially implemented or not implemented</b></p>

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	<i>of unlawful interference against civil aviation.</i>		
Chapter 3 Reference <b>3.2</b>  <b>Recommendation</b>	<p style="text-align: center;"><b>CHAPTER 3.2 CORPORATE AVIATION OPERATIONS</b></p> <p><b>Recommendation.</b>— <i>A corporate aviation operation Involving three or more aircraft that are operated by pilots employed for the purpose of flying the aircraft should be conducted in accordance with Section 3.</i></p> <p><i>Note.</i>— <i>The term “aircraft” is used to indicate that a corporate aviation operation using a mix of aeroplanes and helicopters is be subject to this Recommendation as long as at least one aeroplane is involved.</i></p>	<b>14CFR GACA/FAR Part 91 and/or 125</b>	<b>Less protective or partially implemented or not implemented</b>
Chapter 3 Reference <b>3.4.3.6.1</b>  <b>Standard</b>	<p style="text-align: center;"><b>3.4.3.6 In-flight fuel management</b></p> <p>An operator shall establish policies and procedures to ensure that in-flight fuel checks and fuel management are performed.</p>	<b>GACAR.FAR91.1519 1.167 125.375125.377</b>	<b>Less protective or partially implemented or not implemented</b>
Chapter 3 Reference <b>3.4.3.6.2</b>  <b>Standard</b>	<p>The pilot in command shall continually ensure that the amount of usable fuel remaining on board is not less than the fuel required to proceed to an aerodrome where a safe landing can be made with the planned final reserve fuel remaining upon landing.</p> <p><i>Note.</i>— <i>The protection of final reserve fuel is intended to ensure a safe landing at any aerodrome when unforeseen occurrences may not permit safe completion of an operation as originally planned. Guidance on flight planning including the circumstances that may require re-analysis, adjustment and/or re-planning of the planned operation before take-off or en-route (FPFM) Manual (Doc 9976).</i></p>	<b>GACAR.FAR91.151 91.167 125.375 125.377</b>	<b>Less protective or partially implemented or not implemented</b>
Chapter 3 Reference <b>3.4.3.6.3</b>  <b>Standard</b>	The pilot-in-command shall request delay information from ATC when unanticipated circumstances may result in landing at the destination aerodrome with less than the final reserve fuel plus any fuel required proceeding to an alternate aerodrome or the fuel required to operate to an isolated aerodrome.		<b>Less protective or partially implemented or not implemented</b>
Chapter 3 Reference <b>3.4.3.6.4</b>  <b>Standard</b>	The pilot-in-command shall advise ATC of a minimum fuel state by declaring MINIMUM FUEL when, having committed to land at a specific aerodrome, the pilot calculates that any change to the existing clearance to that aerodrome may result in landing with less than the		<b>Less protective or partially implemented or not implemented</b>

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	<p>planned final reserve fuel.</p> <p><i>Note.— The declaration of MINIMUM FUEL informs ATC that all planned aerodrome options have been reduced to a specific aerodrome of intended landing and any change to the existing clearance may result in landing with less than the planned final reserve fuel. This is not an emergency situation but an indication that an emergency situation is possible should any additional delay occur.</i></p>		
<p>Chapter 3</p> <p>Reference <b>3.4.3.6.5</b></p> <p><b>Standard</b></p>	<p>The pilot-in-command shall declare a situation of fuel emergency by broadcasting MAYDAY MAYDAY MAYDAY FUEL when the calculated usable fuel estimated to be available upon landing at the nearest aerodrome where a safe landing can be made is less than the planned final reserve fuel.</p> <p><i>N1. The planned final reserve fuel refers to the value calculated in 3.4.3.5.3 e) and is the minimum amount of fuel required upon landing at any aerodrome.</i></p> <p><i>N2. The words “MAYDAY FUEL” describe the nature of the distress conditions as required in Annex 10, Volume II, 5.3.2.1.1, b) 3.</i></p>		<p><b>Less protective or partially implemented or not implemented</b></p>
<p>Chapter 3</p> <p>Reference <b>3.4.3.8.2</b></p> <p><b>Standard</b></p>	<p>When refuelling with passengers embarking, on board or disembarking, two-way communication shall be maintained by the aeroplane’s intercommunication system or other suitable means between the ground crew supervising the refuelling and the qualified personnel on board the aeroplane.</p> <p><i>N1. The provisions of 3.4.3.5.1 do not necessarily require the deployment of integral aeroplane stairs or the opening of emergency exits as a prerequisite to refuelling.</i></p> <p><i>N2. Provisions concerning aircraft refuelling are contained in Annex 14, Volume I, and guidance on safe refuelling practices is contained in the Airport Services Manual (Doc 9137), Parts 1 and 8.</i></p> <p><i>N3. Additional precautions are required when refuelling with fuels other than aviation kerosene or when refuelling result in a mixture of aviation kerosene with other aviation turbine fuels, or when an open line is used.</i></p>	<p><b>14CFR GACA/FAR 121.393, 121.135(a)(19)</b></p>	<p><b>Less protective or partially implemented or not implemented</b></p>
Chapter 2	<b>2.2.2.2</b> Aerodrome operating minima	<b>GACAR/FAR</b>	

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Reference <b>2.2.2.2.1</b>	The pilot-in-command shall establish aerodrome operating minima in accordance with criteria specified by the State of Registry, for each aerodrome to be used in operations. Such minima shall not be lower than any that may be established for such aerodromes by the State of the Aerodrome, except when specifically approved by that State.  <i>Note.— This Standard does not require the State of the Aerodrome to establish aerodrome operating minima</i>	<b>ORDER</b>  <b>8900OPSPECS 052</b>	<b>More Exactng or Exceeds</b>
Chapter 2  Reference <b>2.4.17.2.1</b>	<b>2.4.17.2 EFB functions</b>  Where EFBs are used on board an aeroplane the pilot-in-command and/or the owner/operator shall:  A. Assess the safety risk(s) associated with each B. EFB function; C. Establish the procedures for the use of, and training requirements for, the device and each EFB function; and D. Ensure that, in the event of an EFB failure, sufficient information is readily available to the flight crew for the flight to be conducted safely.  <i>Note.—Guidance on safety risk assessments is contained in the Safety Management Manual (SMM) (Doc9859).</i>	<b>AC 120-76C</b>	<b>More Exactng or Exceeds</b>
Chapter 2 Reference <b>2.4.17.2.2</b>	The State of Registry shall establish criteria for the operational use of EFB functions to be used for the safe operation of aeroplanes.	<b>AC 120-76C</b>	<b>More Exactng or Exceeds</b>
Chapter 2  Reference <b>2.4.17.3</b>	EFB operational criteria In establishing operational criteria for the use of EFBs, the State of Registry shall ensure that:  A. The EFB equipment and its associated installation hardware, including interaction with aeroplane systems if applicable, meet the appropriate airworthiness certification requirements; B. The operator/owner has assessed the risks associated with the operations supported by the EFB function(s); C. The operator/owner has established requirements for redundancy of the information (if appropriate) contained in and displayed by the EFB function(s);	<b>AC 120-76C</b>	<b>More Exactng or Exceeds</b>

**LIST OF CURRENT DIFFERENCES TO ICAO SARPS**

	<p>D. The operator/owner has established and documented procedures for the management of the EFB function(s) including any databases it may use; and</p> <p>E. The operator/owner has established and documented the procedures for the use of, and training requirements for, the EFB function(s).</p> <p><i>Note.— Guidance on safety risk assessments is contained in the Safety Management Manual (SMM) (Doc 9859).</i></p>		
<p>Chapter 2</p> <p>Reference <b>3.4.2.7.1</b></p> <p><b>Standard</b></p>	<p>An operator shall establish aerodrome operating minima in accordance with criteria specified by the State of Registry, for each aerodrome to be used in operations. Such minima shall not be lower than any that may be established for such aerodromes by the State of the Aerodrome, except when specifically approved by that State.</p> <p><i>Note.— This Standard does not require the State of the Aerodrome to establish aerodrome operating minima.</i></p>	<b>GACAR/FAR91.175</b>	<b>More Exacting or Exceeds</b>

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**CHAPTER – 1 - OPERATION OF AIRCRAFT**

**General Aviation - Aeroplanes**

**CHAPTER 1**

**OPERATION OF AIRCRAFT**

**General Aviation - Aeroplanes**

- 1) The General Authority of Civil Aviation (GACA) adopted the United States of America Aircraft Operation Regulations through the 14 CFR, and its supporting handbooks, manuals, Advisory Circulars (ACs), Directives, policy, guidance material, Orders, Notices, and specific GACA requirements as amended, to be GACA Regulation - Section 6 - Operation of Aircraft, Volume II – General Aviation — Aeroplanes.
- 2) The adoption of the United States Aircraft Operation Regulation is based on GACA Board of Directors Order No. T- 4-26, dated 28/08/1428H (10/09/2007G). Based on this Order, GACA also adopted the United States Aviation Safety Regulations regarding Personnel Licensing, Airworthiness of Aircraft, and Environmental Protection to be part of GACA Regulations until GACA develops its own regulations for these areas.
- 3) GACA promulgated civil aviation safety regulations that comprise the following sections:
  - Section 1 - Personnel Licensing (GACAR /FAR)
  - Section 2 - Rules of the Air
  - Section 3 - Meteorological Service for Air Navigation
  - Section 4 - Aeronautical Charts
  - Section 5 - Units of Measurement to be used in Air and Ground Operations
  - Section 6 - Operation of Aircraft (GACAR /FAR)
  - Section 7 - Aircraft Nationality and Registration Marks
  - Section 8 - Airworthiness of Aircraft (GACAR /FAR)
  - Section 9 - Facilitation
  - Section 10 - Aeronautical Telecommunications
  - Section 11 - Air Traffic Services
  - Section 12 - Search and Rescue
  - Section 14 - Aerodromes
  - Section 15 - Aeronautical Information Services
  - Section 16 - Environmental Protection (GACAR /FAR)
  - Section 18 - The Safe Transportation of Dangerous Goods by Air
  - Section 19 - Safety Management
  - Section 21 - Safety Management System
- 4) Any differences between GACAR Section 6/14 CFR Parts and ICAO Annex 6 Standards and Recommended Practices (SARP's) will be reported to ICAO and reflected in Kingdom of Saudi Arabia (KSA) Aeronautical Information Publications (AIP's).

**CHAPTER – 1 - OPERATION OF AIRCRAFT**

**General Aviation - Aeroplanes**

- 5) GACAR Section 6/14 CFR Parts provisions related to aircraft operation are addressed in 14 CFR Parts 91, 119, 121, 125, 129, 133, 135 and 137, supported by handbooks, manuals, Advisory Circulars (ACs), Directives, policy, guidance materials, Orders and Notices. and more specifically through the following 14 CFR Parts:
- a) Part 91 — General Operating and Flight Rules;
  - b) Part 119 — Certification of Air Carriers and Commercial Operators; and
  - c) Part 121 — Operating Requirements: Domestic, Flag and Supplemental Operations;
  - d) Part 125 – Certification and Operations: Airplanes Having a Seating Capacity of 20 or more Passengers or a Maximum Payload Capacity of 6,000 Pounds or more; and Rules Governing Persons On Board Such Aircraft.; and
  - e) Part 129 – Operation: Foreign Air Carriers and Foreign Operators of Saudi Arabian Registered Aircraft engaged in common carriage; and
  - f) Part 133 – Rotorcraft External Load Operations; and
  - g) Part 135 — Operating Requirements: Commuter and On Demand Operations and Rules Governing Persons On Board Such Aircraft
  - h) Part 137 — Agricultural Aircraft Operations

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**CHAPTER 2 - ADDITIONAL GAGA REGULATION**

RESERVE