

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

GACA REGULATION



**Section 3
Meteorological Service
for
Air Navigation**

Edition 3.0

FOREWORD

The following regulations governing the provision of Meteorological Service for Air Navigation (MET) in the Kingdom of Saudi Arabia are based on Articles 1, 2, 3, 4, 5, 89, 90, 94, 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), and are in accordance with ICAO Annex 3 Meteorological Service for International Air Navigation and its related documents.

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: 14 November 2013

CONTENT RULES

1) Organization Structure:

- a) GACA has established an Air Navigation System Safety Division (ANS Safety) within the Safety Department (SD) of the Safety and Economic Regulation Sector (S&ER) with the following responsibilities:
 1. carry out the function of safety regulation of air navigation services and systems. This includes promulgation of specific requirements, operating regulations and implementation policies, which are periodically reviewed to ensure they remain relevant and appropriate to the Air Navigation Services and Systems;
 2. ensure and enforce compliance with the applicable regulations and procedures of GACAR Section 15 including the identification of conditions and circumstances under which Air Navigation Services Sector are allowed to deal with, and resolve, events involving certain deviations internally, within the context of the ANS safety management system (SMS);
 3. perform safety oversight functions include audits, inspections, investigations and data analysis;
 4. conduct on site facilities audits based 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;
 5. ensure the capture and storage of data on safety risks and deviations;
 6. perform analysis of the stored data and actively exchange safety information with the concerned departments within Air Navigation Services;
 7. organize internal training, communication and dissemination of safety information; and
 8. promote dissemination of safety information to support, within Air Navigation Services, the development of an organizational culture that fosters an effective and efficient Safety Management System
- b) The provision of meteorological Service for Air Navigation (MET) in the Kingdom of Saudi Arabia has been assigned to the Presidency of Meteorology and Environment (PME) as a separate government entity within KSA.
- c) GACA Air Navigation System Safety Division (ANS Safety) of the Safety Department (SD) of the Safety and Economic Regulation Sector (S&ER) is responsible to carry out the overall function of the safety oversight over the meteorological service provided by PME.

2) Rules of Construction

- 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 mean that compliance is optional but rather that, where insurmountable difficulties exist, the GACA- S&ER may accept an alternative means of compliance, provided that an acceptable safety assurance from the Air Navigation Services 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

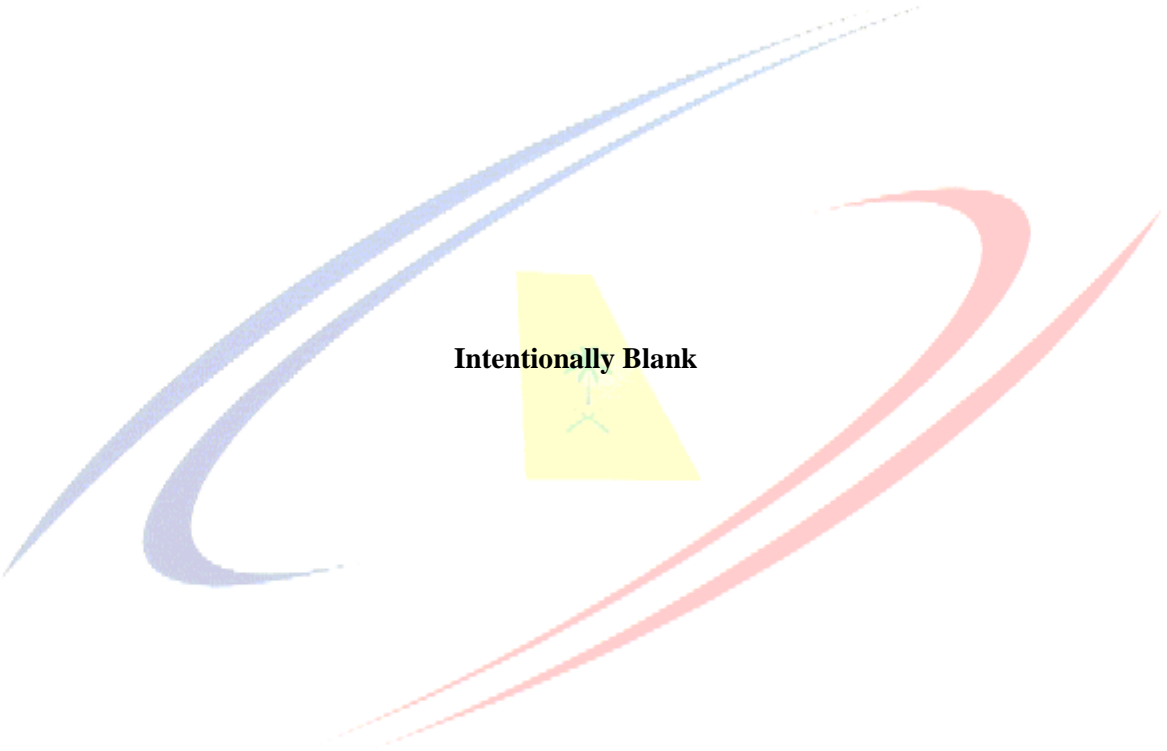
The existing General Authority of Civil Aviation Regulations (GACAR) will be periodically reviewed to reflect the latest updates of International Civil Aviation Organization (ICAO) Standards and Recommended Practices (SARPs); it will be also amended to reflect the latest aviation safety provisions issued 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 Vice President, Safety and Economic Regulation (S&ER) who in turn will provide a copy of this amendment to the concerned department for 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&ER will analyze this proposal and forward its comments and any proposed decision action to the S&ER Vice President.
3. An accepted amendment proposal will be prepared as draft amendment to the GACAR-Section 3 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&ER 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 3 new amendment and ICAO Annexes 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 3 accordingly.
9. It is the responsibility of all concerned parties to keep their copy of GACAR-Section 3 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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AMENDMENT RECORD

This edition reflects the Eighteenth Edition of ICAO Annex 3 up to and including amendment 76

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LIST OF CURRENT DIFFERENCES TO ICAO SARPS

GACA Regulation Section 3 is based on ICAO Annex 3. As responsibility for Annex 3 lies with PME, there are no GACA differences – however the following is a list of differences between the PME 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 3 – RULES OF THE AIR – Eighteenth Edition– Amendment 76		
SARP Identifier	Regulation Reference	Difference
		No substantive differences notified



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CHAPTER 1 - METEOROLOGICAL SERVICE FOR AIR NAVIGATION

- 1) The provision of meteorological services in the Kingdom of Saudi Arabia (KSA) has been assigned to the Presidency of Meteorology and Environment (PME) based on Royal Decree No. 8903 dated (21/4/1401 H); and Royal Decree No. 202/A dated (19/8/1422 H).
- 2) PME is a separate government entity within KSA, therefore, the provision of meteorological service for air navigation (MET) in KSA has been designated to PME through KSA State letter to ICAO Ref. 6622/ 3/1 /7 dated 5/9/1417 H.
- 3) To fulfill the obligation of the above designation, PME has promulgated regulation concerning the provision of meteorological service for air navigation (MET) in KSA, and is based and interrelated with ICAO Annex 3 - Part I - CORE SARPs, and ICAO Annex 3 - Part II - APPENDICES AND ATTACHMENTS up to and including Amendment 75 applicable on 15 November 2012, to be PME Regulation - Meteorological Service for International Air Navigation-Section 3-Vol.I Volume II: Appendices and Attachments approved to be Vol. II Appendices and Attachments of this regulation, in addition to Amendment 75 applicable on 15 November 2012.
- 4) GACA has accepted PME Regulation - Meteorological Service for International Air Navigation-Section 3 for the purpose of complying with the standards and recommended practices (SARPs) of ICAO Annex 3 – Part I - CORE SARPs, and ICAO Annex 3 - Part II - APPENDICES AND ATTACHMENTS. When the content of this regulation do not cover any item related to the provision of meteorological service for air navigation in KSA. GACA Air Navigation System Safety shall apply the Standards and Recommended Practices of ICAO Annex 3 and its related Documents and guidance materials.
- 5) GACA Air Navigation System Safety Division (ANS Safety) of the Safety Department (SD) of the Safety and Economic Regulation Sector (S&ER) is responsible to carry out the overall function of the safety oversight over the meteorological service for air navigation provided by PME.
- 6) PME is responsible for the preparation and distribution of PME Regulation - Meteorological Service for International Air Navigation-Section 3 in sufficient quantities, so that all offices and users of meteorological information and products, obtain authentic copies, prior to the effective date of this Regulation.