

Advisory Circular

Subject: Transitioning to the New GACARs	Date:	AC Number:	Issue Number: 1
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CHAPTER 1 – BACKGROUND

1.1 Purpose.

The purpose of this Advisory Circular is to inform existing certificate holders and other regulated entities of the significant regulatory changes that will be implemented with the coming into force of the new General Authority of Civil Aviation Regulations (GACAR). Existing certificate holders and other regulated entities should note the significant regulatory changes that apply to them and take the necessary steps to ensure they comply with the new requirements prior to the coming into force date of the applicable GACAR. The coming into force date is currently set for September 1, 2013.

NOTE:

Although every effort has been made to list the most significant regulatory changes in this Advisory Circular, readers are reminded that this Advisory Circular in no way relieves them of their obligations to read, understand and comply with all of the new requirements prescribed under the GACARs that are applicable to them. If an existing certificate holders does not understand any of the new regulatory provisions it is incumbent on them to seek out proper interpretations from the appropriate officials of the General Authority of Civil Aviation (GACA).

1.2 Applicability.

This Advisory Circular is applicable to all airmen, aircraft owners, aircraft operators, aerodromes, air agencies, air navigation service providers, designees and other persons regulated under the existing General Authority of Civil Aviation (GACA) Regulations (Sections 1 through 23).

1.3 Cancellation.

This is the first issue of this Advisory Circular and it cancels no other Advisory Circulars.

1.4 Related Regulatory Provisions.

GACAR Parts 1, 5, 7, 21, 45, 47, 60, 61, 64, 65, 66, 67, 77, 91, 101, 103, 105, 109, 117, 119, 121, 125, 127, 129, 133, 135, 139, 141, 142, 145, 147, 149, 170, 171, 172, 173, 175, and 183.

1.5 Related Reading Material.

None.

1.6 Definitions of Terms Used in this Advisory Circular.

Affected parties should refer to Subpart A of GACAR Part 1 for a full listing of defined terms used in the new GACARs. This Advisory Circular does not introduce any new terms.

1.7 Approval.

This Advisory Circular has been approved for publication by the Vice President, Safety & Economic Regulation Sector of the General Authority of Civil Aviation.

CHAPTER 2 – HIGHLIGHTS OF SIGNIFICANT REGULATORY CHANGES

2.1 General.

This Advisory Circular has been structured to present the significant regulatory changes in a manner that is organized according to the type of regulated entity that are affected by the civil aviation safety regulations of the Kingdom of Saudi Arabia (KSA). A dedicated appendix is provided for each major classification of regulated entity and within each appendix, tables are provided that further differentiate the types of regulated entities affected along with a listing of all key regulatory changes. Table 2.1 below identifies each appendix and the type of regulated entities that it addresses.

Table 2.1

<i>Appendix</i>	<i>Type(s) of Regulated Entity(s) Addressed</i>	<i>Page</i>
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NOTES:

¹ **Airmen** includes all certificated pilots, flight engineers, mechanics, repairmen, cabin crew members, aircraft dispatchers, air traffic controllers and instructors.

² **Air Agencies** include all certificated pilot schools, training centers, repair stations, and aviation maintenance technician schools.

APPENDIX A - AIRCRAFT AND ULTRALIGHT VEHICLES

Regulated Entity:	All Owners of Saudi Arabian-Registered Aircraft
Related GACAR parts:	Part 43, Part 45
Key Changes	
Spacing, location, and orientation of registration marks are modified.	
NOTE: Markings are now required on the underside of the wing. [GACAR §§ 45.47, 45.49]	
New requirement to mark rotors, rotor blades, and rotor hubs. [GACAR § 45.25]	
All repairs and all alterations must be performed in accordance with approved data. Note that the President has published a list of data that has been deemed approved. [GACAR § 43.21]	
NOTE: See Appendix E of this Advisory Circular for additional operating requirements for <u>all</u> aircraft as prescribed under GACAR Part 91.	

Regulated Entity:	All Owners and Operators of Ultralight Vehicles ^{A1}
Related GACAR parts:	Part 103
Key Changes	
Registration permits now required for ultralight vehicles. [GACAR §103.7]	
Registration markings are now required. [GACAR § 45.45]	
New operating rules for all ultralights are prescribed in Subpart B of GACAR Part 103.	
Operators of ultralight vehicles must hold either a GACAR Part 61 pilot certificate, or ultralight vehicle operator permit issued by an Aviation Club under GACAR Part 149. Students undergoing flight training under the oversight of an aviation club need not have a pilot certificate or ultralight vehicle operator permit. [GACAR § 103.9]	

^{A1} An ultralight vehicle is defined as a vehicle that—

- Is used or intended to be used for manned operation in the air by a single occupant;
- Is used or intended to be used for recreation or sport purposes only;
- Does not have a Saudi Arabian or foreign airworthiness certificate; and
- If unpowered, has an empty mass less than 70 kg; or
- If powered—
 - Has an empty mass of less than 115 kg, excluding floats and safety devices that are intended for deployment in a potentially catastrophic situation;
 - Has a fuel capacity not exceeding 19 L;
 - Is not capable of more than 55 kt (101.8 km/h) calibrated airspeed (CAS) at full power in level flight; and
 - Has a power off stall speed that does not exceed 24 kt (44.5 km/s) CAS.

APPENDIX B – AIRMEN

Regulated Entity:	All Airmen Required to Hold a Medical Certificate
Related GACAR parts:	Part 67
Key Changes	
All applicants for Class 1 medical certificates must undergo an electrocardiogram (ECG), and applicants for Class 2 medical certificates must undergo an ECG at their first examination upon turning age 40, and annually upon turning age 50.	
All airmen who use corrective lenses must keep a second pair of corrective lenses available for immediate use during exercise of privileges.	

Regulated Entity:	All Pilots and Flight Engineers
Related GACAR parts:	Part 61
Key Changes	
Pilots and flight engineers must log time required for certificates, ratings, or privileges, <u>and</u> all time serving as a required flight crew member on a Saudi Arabian-registered civil aircraft. [GACAR § 61.13(a)]	
Where more than one pilot is not required by an aircraft's type certificate, but more than one pilot is required by the regulations under which an operation is conducted, a person serving as SIC in that operation is entitled to credit not more than 50 percent of time logged for that operation toward the requirements for a higher airman certificate or rating issued under this part. [GACAR § 61.13(e)(2)]	
Pilots and flight engineers must demonstrate in a manner acceptable to the President the ability to read, speak, write, and understand the English language equivalent to or greater than Operational Level (Level 4) of the Language Proficiency Rating Scale, and undergo periodic evaluation of continuing proficiency. [GACAR § 61.53]	
Pilots must meet the medical certification requirements of GACAR § 61.9. NOTE: Under the GACARs, a Class 1 medical certificate is necessary for operations for which a commercial pilot certificate is required, and a Class 2 medical certificate is necessary for operations for which a private pilot certificate is required.	

Regulated Entity:	All Air Traffic Controllers
Related GACAR parts:	Part 64
Key Changes	
No significant changes.	

Regulated Entity:	All Aircraft Dispatchers
Related GACAR parts:	Part 65
Key Changes	
No significant changes.	

Regulated Entity:	All Cabin Crew Members
Related GACAR parts:	Part 65
Key Changes:	
Cabin crew members must hold an appropriate aircraft class endorsement or be under the supervision of the holder of an endorsement for that aircraft class.	
NOTE: Aircraft class endorsements are issued for the following aircraft classes:	
<ul style="list-style-type: none"> - Turbopropeller powered airplane, - Turbojet powered airplanes - Rotorcraft 	
Each applicant for an aircraft class endorsement must complete the applicable training for the aircraft class to be operated, including aircraft class specific training and familiarization, and recurrent training and pass a practical test specific to the aircraft class endorsement.	
Cabin crew members must hold at least a Class 3 medical certificate under GACAR Part 67.	

Regulated Entity:	All Mechanics
Related GACAR parts:	Part 66
Key Changes	
Avionics rating has been added and the privileges of the airframe and powerplant ratings are diminished accordingly. [GACAR § 66.71]	
NOTE: A mechanic with an avionics rating may approve for return to service avionics and electrical systems, or any related part or appliance, after he has performed, supervised, or inspected its maintenance or alteration (excluding major repairs and major alterations).	
NOTE: A mechanic with an airframe rating may approve for return to service an airframe, or any related part or appliance, after he has performed, supervised, or inspected its maintenance or alteration (excluding major repairs and major alterations). This privilege does not include avionics or electrical systems except the replacement of avionic line-replaceable units requiring simple tests to prove their serviceability. [GACAR § 66.73]	
NOTE: A mechanic with a powerplant rating may approve for return to service a powerplant or propeller or any related part or appliance, after he has performed, supervised, or inspected its maintenance or alteration (excluding major repairs and major alterations). This privilege does not include electronic engine controls except the replacement of line-replaceable units, requiring simple tests to prove their serviceability. [GACAR § 66.75]	
Experience requirements for both mechanics and repairmen are increased for new applicants.	
New light sport aircraft repairmen certificate added. [Subpart E to GACAR Part 66]	

APPENDIX C - SPONSORS AND USERS OF TRAINING DEVICES

Regulated Entity:	All Sponsors of Flight Simulation Training Devices (FSTD) ^{C1}
Related GACAR parts:	Part 60
Key Changes	
Sponsors must obtain GACA qualification for each FSTD on the basis of existing FAA qualification. [GACAR § 60.55]	
Sponsors must notify the President within 1 working day of any change in the status of the sponsor's FAA qualification. [GACAR § 60.57]	
Sponsors must comply with the inspection, maintenance, and continuing qualification requirements. [GACAR § 60.37]	
Sponsors must log all FSTD discrepancies. [GACAR § 60.39]	
Sponsors must comply with all GACA directions to modify the FSTD(s). [GACAR § 60.43(b)]	
Sponsors must comply with all notification and documentation requirements with respect to sponsor-initiated modifications to the FSTD(s). [GACAR § 60.43(c)-(e)]	
Sponsors must comply with the requirements of GACAR § 60.45 pertaining to operation of an FSTD with missing, malfunctioning, or inoperative components.	
Sponsors must comply with new recordkeeping requirements. [GACAR § 60.51]	

^{C1} Flight simulation training device (FSTD) means a full flight simulator or a flight training device.

Regulated Entity:	All Users of Aviation Training Devices (ATD) ^{C2}
Related GACAR parts:	Part 60
Key Changes	
Users must ensure that the ATD manufacturer has obtained a letter of approval issued by the President or holds an equivalent approval document issued by a contracting State to the Convention on International Civil Aviation that is acceptable to the President. [GACAR § 60.67]	
Users must receive approval to use the ATD from the President. [GACAR § 60.69]	
Users must list all ATDs used or to be used for training in approved curriculums, with a description of the training to be administered. [GACAR § 60.69(a)(2)]	
Users must keep the certain documents available for inspection by students and instructors. [GACAR § 60.69(b)(1)]	
Users must comply with the modification notice requirements of GACAR § 60.71(a).	

^{C2} Aviation training device (ATD) means a device that incorporates representations of aircraft instruments and controls to simulate instrument flight operations.

APPENDIX D - ALL PERSONS AFFECTING NAVIGABLE AIRSPACE

Regulated Entity:	All Persons Affecting Navigable Airspace
Related GACAR parts:	Part 77
Key Changes	
A person must notify the President of proposed construction of towers or other obstacles which may affect navigable airspace. Notification is required 45 working days in advance of the construction. [GACAR § 77.13]	
A person constructing an efflux discharging structure must notify the President using the same procedures as a person performing construction which may affect navigable airspace. [GACAR § 77.15]	
A person constructing an object shielded by other obstructions must notify the President using the same procedures as a person performing construction which may affect navigable airspace, and the President will determine if the object to be constructed is shielded by surrounding obstructions. [GACAR § 77.15]	
A person intentionally projecting a directed bright light source (such as a laser) at an aircraft may be subject to enforcement action by the President. [GACAR § 77.61]	
A person intending to project a directed bright light source or pyrotechnic display which may affect navigable airspace must notify the President, who will make a determination if the directed bright light source or pyrotechnic display poses a potential threat to aviation safety. [GACAR §§ 77.63, 77.67]	

APPENDIX E - ALL AIR OPERATIONS

Regulated Entity:	All Aircraft Operations
Related GACAR parts:	Part 91
Key Changes	
The Rules of the Air are prescribed in this part. These rules are consistent with the rules of the air prescribed in ICAO Annex 2.	
Takeoff and landing weather minima are prescribed in this part. [GACAR § 91.191]	
Required instruments and equipment for all aircraft and all kinds of operation are prescribed in this part. [GACAR § 91.303] NOTE: GACAR Part 121, 125, 133 and 135 also prescribe additional required instruments and equipment that are unique to operations under those parts.	
Oxygen supply requirements are prescribed in this part. [GACAR § 91.305]	
All rules pertaining to <i>Special Flight Operations</i> are contained in Subpart D to this part. NOTE: These rules address, among other things; all Low Visibility Operations, RVSM, MNPS, Performance-Based Navigation, Air Ambulance, Special Aviation Events, etc.	
New rules added for the inspections and recalibration of flight recorders. [GACAR § 91.452]	
New rules added to address search and rescue. [Subpart I to GACAR Part 91]	
Dangerous goods may only be transported in accordance with GACAR Part 109.	

Figure E.1 – Aid for Establishing Applicable Operating Rules

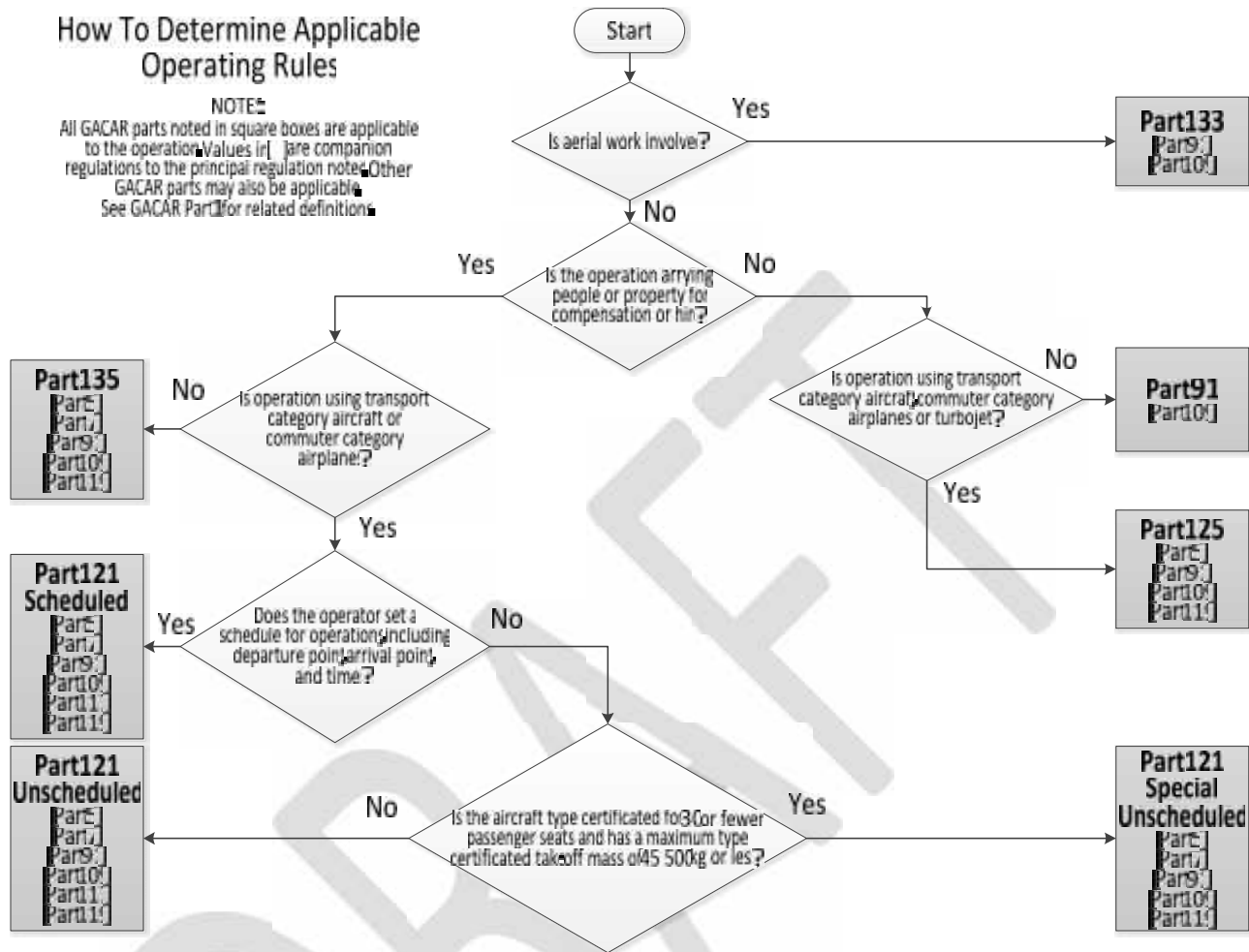


Figure E.2 – Operating Rule Changes

<i>Under The Existing Rules</i>	<i>Under The New GACARs</i>
If you are currently operating under Part 121 you will operate under GACAR Part 121.
If you are currently operating large aircraft or turbojets under Part 135 you will be required to operate under GACAR Part 121.
If you are currently operating small aircraft under Part 135 you will operate under GACAR Part 135.
If you are currently operating large aircraft or turbojets under Part 91 only you will be required to operate under GACAR Part 125.
If you are currently operating under Part 125 you will operate under GACAR Part 125.
If you are currently operating small aircraft under Part 91 only you will operate under GACAR Part 91 only.
If you are currently operating under Part 133 you will be required to operate under GACAR Part 133 including Appendix B.
If you are currently operating under Part 137 you will be required to operate under GACAR Part 133 including Appendix A.

APPENDIX F - COMMERCIAL OPERATIONS

Regulated Entity:	All Operators of Transport Category Aircraft ^{F1} or Commuter Category Airplanes ^{F2} in Commercial Air Transportation ^{F3}		
	NOTE: In general, all airplanes with a maximum takeoff mass greater than 5700 kg and all rotorcraft with a maximum takeoff mass greater than 3180 kg fall into this grouping.		
Related GACAR parts:	Part 5, Part 7, Part 109, Part 117, Part 119, Part 121		
Key Changes			
Operations must be conducted under GACAR Part 121. [GACAR Part 119]			
NOTE: Unscheduled operations using airplanes with a type certificated passenger seating capacity of 30 seats or less (excluding required crew members) and with a maximum type certificated takeoff mass of 45 500 kg or less are termed Special Unscheduled Operations and these operations are afforded certain relief under GACAR Part 121. [GACAR § 121.5(b)]			
Operators must receive an Air Operator Certificate (AOC) and operations specifications authorizing operations under GACAR Part 121. [GACAR Part 119]			
Operators must establish and maintain a Safety Management System under GACAR Part 5. [GACAR § 119.7]			
Operators must establish and maintain a Flight Data Monitoring program for certain airplanes as part of their SMS. [Appendix A to GACAR Part 5]			
Operators must establish and maintain a Flight Safety Documents System as part of their SMS. [Appendix A to GACAR Part 5]			
Operators must comply with Prevention and Safety Programs for the Problematic Use of Psychoactive Substances. [GACAR Part 7]			
The table below highlights key requirements in GACAR Part 121.			
Requirement	Kind of Operation		
	Scheduled	Unscheduled	Special Unscheduled
Management Personnel [Subpart B]	Accountable Executive, SMS Management Representative, Director of Operations, Director of Maintenance, Chief Pilot, Chief Inspector	Same as scheduled	Same as scheduled NOTE: Relief can be granted for Chief Inspector position)
Operational Control [Subpart P]	Dispatch system required	Dispatch or flight release system required	Dispatch or flight release system required

Training [Subpart L]	Maintenance training program required. Pilot initial, upgrade, differences, recurrent. Cabin crew member initial, transition, differences, recurrent. Dispatcher initial, transition, differences, recurrent.	Same as scheduled	Same as scheduled
Manuals [Subpart D]	Operations manual and maintenance manual required. Contents in GACAR Part 121 Appendix G.	Same as scheduled	Same as scheduled
Route/Area Approval [Subpart C]	Route approvals required.	Area approvals required.	Area approvals required.
Aircraft Requirements [Subpart E]	Airplanes limited to those originally type certificated on or after 1 May 1972. Rotorcraft limited to original type certification on or after 1 February 1965. Reciprocating powered aircraft are prohibited.	Same as scheduled	Same as scheduled NOTE: Certain relief for proving and validation tests is afforded for Special Unscheduled Operations. [GACAR § 121.225]
Aircraft Performance [Subpart F&G]	Limitations specified for takeoff, climb, en-route, and landing for both airplanes and rotorcraft. In determining the length of the runway available, account must be taken of the loss, if any, of runway length due to alignment of the airplane before takeoff.	Same as scheduled	Same as scheduled
Equipment & Instrument Requirements [Subpart I]	GACAR Part 91 Subpart C plus emergency equipment, survival equipment, and additional aircraft equipment. See GACAR Part 121 Subpart I.	Same as scheduled	Same as scheduled

Maintenance Requirements [Subpart J]	Continuous Airworthiness Maintenance Program (CAMP) required.	Same as scheduled	Same as scheduled
Fatigue Management [Subpart N]	Option to comply with GACAR Part 117 Subpart N or develop an approved fatigue risk management system under GACAR Part 5	Same as scheduled	Option to comply with one of the following: -GACAR Part 117 -GACAR Part 135 Subpart N -Develop a fatigue risk management system
Recordkeeping [Subpart Q]	Flight operations (crew member and dispatcher training, checking, and duty), Maintenance (scheduled, unscheduled, alterations, MIS, SDR, logs), load manifest	Same as scheduled	Same as scheduled
Transportation of Dangerous Goods (TDG) [Subpart R]	Transport of dangerous goods must be in accordance with GACAR Part 109. All certificate holders must establish TDG training program	Same as scheduled	Same as scheduled
New rules addressing minimum rescue and firefighting services (RFFS) required at land aerodromes. [GACAR § 121.1117] NOTE: <i>Special Unscheduled Operations</i> do not need to use certificated aerodromes.			

Regulated Entity:	All Other Aircraft in Commercial Air Transportation ^{F3} (i.e. not Transport Category Aircraft ^{F1} or Commuter Category Airplanes ^{F2}).
Related GACAR parts:	Part 5, Part 7, Part 109, Part 119, Part 135
Key Changes	
Operations must be conducted under GACAR Part 135. [GACAR Part 119]	
Operators must receive an Air Operator Certificate (AOC) and operations specifications authorizing operations under GACAR Part 135. [GACAR Part 119]	
Operators must establish and maintain a Safety Management System under GACAR Part 5. [GACAR § 119.7]	
Operators must establish and maintain a Flight Safety Documents System as part of their SMS. [Appendix A to GACAR Part 5]	
Operators must comply with Prevention and Safety Programs for the Problematic Use of	

Psychoactive Substances. [GACAR Part 7]	
The table below highlights key requirements in GACAR Part 135.	
Requirement	All Kinds of Operation
Management Personnel [Subpart B]	Accountable Executive, SMS Management Representative, Director of Operations, Chief Pilot, Director of Maintenance. NOTE: Different or fewer positions allowed if operator can demonstrate equivalent level of safety.
Operational Control	Certificate holder must list each person authorized to exercise operational control in its manual. PIC and dispatcher are jointly responsible for operational control if operator chooses to use dispatchers. Reciprocating-engine-powered airplanes to meet the general fuel requirements of GACAR Part 91. All rotorcraft and turbine-engine-powered aircraft must meet the more stringent fuel requirements of GACAR Part 121 to comply with SARP requirements. [GACAR § 135.658]
Training [Subpart L]	Maintenance training program required. Pilot initial, upgrade, differences, recurrent.
Manuals [Subpart D]	Operations manual and maintenance manual required. Contents in GACAR Part 135 Appendix A. NOTE: President may provide relief for all or part of the manual requirements depending on scope of operation.
Route/Area Approval [Subpart C]	Area approval required.
Aircraft Requirements [Subpart E]	Aircraft limited to nine passenger seats or less.
Aircraft Performance [Subpart F&G]	Limitations specified for takeoff, climb, en-route, and landing for both airplanes and rotorcraft.
Equipment & Instrument Requirements [Subpart I]	GACAR Part 91 Subpart C + additional emergency equipment, emergency medical equipment, and aircraft equipment. See GACAR Part 135 Subpart I.
Maintenance Requirements [Subpart J]	Basic requirements of GACAR Part 43 and GACAR Part 91 Subpart E + option of using an AAIP.
Fatigue Management [Subpart N]	Option to comply with GACAR Part 135 Subpart N or develop a fatigue risk management system.
Recordkeeping [Subpart Q]	Flight operations (crewmember training, checking, and duty), Maintenance (scheduled, unscheduled, alterations, MIS, SDR, logs), load manifest

Transportation of Dangerous Goods (TDG) [Subpart R]	Transport of dangerous goods must be in accordance with GACAR Part 109. All certificate holders must establish TDG training program.
Several new requirements added to address single-engine operations at night and in IMC. [GACAR § 135.15]	

^{F1} Transport category aircraft means an aircraft type certificated under GACAR Part 21 to the airworthiness standards as prescribed in GACAR Part 25 (Transport Category Airplanes) or GACAR Part 29 (Transport Category Rotorcraft).

^{F2} Commuter category airplane means an airplane type certificated under GACAR Part 21 to the airworthiness standards of commuter category airplanes as prescribed in GACAR Part 23.

^{F3} Commercial air transportation means the transportation of persons or property by air for compensation or hire. For purposes of this definition, remuneration for operating expenses permitted under GACAR Parts 61, 91, and 125 is not compensation. Flight training for compensation is not commercial air transportation.

APPENDIX G - NONCOMMERCIAL OPERATIONS

Regulated Entity:	All Operators of Transport Category Aircraft ^{G1} or Commuter Category Airplanes ^{G2} in <u>Other Than</u> Commercial Air Transportation ^{G3} (i.e. Noncommercial operation) NOTE: Charging for certain operating expenses is permitted. [GACAR § 125.11]
Related GACAR parts:	Part 5, Part 119, Part 125
Key Changes	
Operations must be conducted under GACAR Part 125. [GACAR Part 119]	
Operators must receive an Operator Certificate (OC) and operations specifications authorizing operations under GACAR Part 125. [GACAR Part 119]	
Operators must establish and maintain a Safety Management System under GACAR Part 5. [GACAR § 119.7] NOTE: See Appendix B to GACAR Part 5 for certain relief provisions for operators under GACAR Part 125.	
The table below highlights key requirements in GACAR Part 125.	
Requirement	All Kinds of Operation
Management Personnel [Subpart B]	Accountable Executive, SMS Management Representative, Director of Operations plus enough management personnel for the scope of operations
Operational Control [Subpart P]	Operational control may be exercised by the PIC or another authorized person.
Training [Subpart L]	Certificate holder must establish an approved training program for all crew members, aircraft dispatchers, flight instructors, and check pilots.
Manuals [Subpart D]	Operations manual and maintenance manual required. Contents in GACAR Part 125 Appendix A.
Route/Area Approval [Subpart C]	Areas of operations must be listed in the approved operations manual.
Aircraft Requirements [Subpart E]	Very old aircraft prohibited. [GACAR § 125.105]
Aircraft Performance [Subpart F&G]	Limitations specified for takeoff, climb, en-route, and landing for both airplanes and rotorcraft.
Equipment & Instrument Requirements [Subpart I]	GACAR Part 91 Subpart C + additional emergency equipment, emergency medical equipment, and aircraft equipment. See GACAR Part 125 Subpart I.

Maintenance Requirements [Subpart J]	Approved aircraft inspection program required.
Crew Member Requirements and Qualifications [Subpart K]	Recency experience requirements added for flight crew. [GACAR § 125.347]
Fatigue Management [Subpart N]	8 hours consecutive rest required per 24 hour period.
Recordkeeping [Subpart Q]	Crew member record, flight release forms, maintenance logs, SDR, maintenance records
Transportation of Dangerous Goods (TDG) [Subpart R]	Transport of dangerous goods must be in accordance with GACAR Part 109. All certificate holders must establish a TDG training program.

^{G1} Transport category aircraft means an aircraft type certificated under GACAR Part 21 to the airworthiness standards as prescribed in GACAR Part 25 (Transport Category Airplanes) or GACAR Part 29 (Transport Category Rotorcraft).

^{G2} Commuter category airplane means an airplane type certificated under GACAR Part 21 to the airworthiness standards of commuter category airplanes as prescribed in GACAR Part 23.

^{G3} Commercial air transportation means the transportation of persons or property by air for compensation or hire. For purposes of this definition, remuneration for operating expenses permitted under GACAR Parts 61, 91, and 125 is not compensation. Flight training for compensation is not commercial air transportation.

APPENDIX H - AERIAL WORK OPERATORS

Regulated Entity:	All Aerial Work Operators ^{HI}
	NOTE: GACAR Part 133 is applicable to both foreign and domestic aerial work operators who intend to perform aerial work in the KSA.
Related GACAR parts:	Part 133
Key Changes:	All Aerial Work Operators
	Operators must obtain an aerial work operator certificate (AWOC) and appropriate operations specifications. [GACAR §§ 133.19 and 133.23]
	Operators must meet recency of operation requirements. [GACAR § 133.29]
	Operators must meet management personnel requirements of Subpart C of GACAR Part 133 and flight crew member requirements of Subpart J of GACAR Part 133.
	Operators must publish and maintain an operations manual under Subpart E of GACAR Part 133, including: <ul style="list-style-type: none"> - Accident notification procedures; - Maintenance control procedures; - Refueling procedures; - PIC briefing procedures; - Flight locating procedures; and - Emergency procedures compliance measures.
	Operators must maintain and comply with an MEL if operations are to be conducted with inoperable instruments or equipment. [GACAR § 133.93]
	Operators must maintain aircraft in accordance with GACAR § 133.107, including adherence to inspection requirements of GACAR Part 91 or an aircraft inspection program approved by the President under GACAR § 133.109.
	Operators must maintain and follow a training program under Subpart K of GACAR Part 133 and applicable appendices to GACAR Part 133, including: <ul style="list-style-type: none"> - Indoctrination training; - Aerial work training; - Initial and recurrent flight crew member training.
	Operators must comply with the fatigue management requirements of Subpart L of GACAR Part 133.
	Operators must develop and maintain standard operating procedures, in accordance with GACAR § 133.141.
	Operators must maintain an operational control system. [GACAR § 133.143]
	Operators must conduct operational briefings for all personnel involved in operations. [GACAR § 133.145]
	Operators must comply with the operational limitations of GACAR §§ 133.147 through 133.157.
	Operators must comply with flight release requirements of Subpart N of GACAR Part 133.
	Operators must comply with dangerous goods requirements and limitations under Subpart P of

GACAR Part 133, including a dangerous goods training program. [GACAR § 133.195]	
Operators must comply with recordkeeping requirements of Subpart O of GACAR Part 133, including: - Crew member records; - Training and qualification records; - Flight release records; and - Maintenance records.	
Key Changes:	Operators conducting aerial application
Operators must obtain appropriate operations specifications.	
Operators must meet management personnel requirements of Subpart C of GACAR Part 133 and flight crew member requirements of Subpart J of GACAR Part 133.	
Operators must follow altitude and operational restrictions and limitations under GACAR §§ 133.53, 133.55, 133.57, and 133.59.	
Operators must comply with operational requirements and limitations of Appendix A to GACAR Part 133.	
Key Changes:	Operators conducting rotorcraft external load operations
Operators must obtain appropriate operations specifications.	
Operators must comply with operational requirements and limitations of Appendix B to GACAR Part 133.	
Key Changes:	Operators conducting banner towing operations
Operators must obtain appropriate operations specifications.	
Operators must comply with operational requirements and limitations of Appendix C to GACAR Part 133.	
Key Changes:	Operators using foreign registered aircraft
The aircraft must have a valid airworthiness certificate issued by a contracting state to the ICAO Convention, and the operator must obtain authorization from the President to use the aircraft in aerial work operations in the KSA. [GACAR § 133.71(b)]	
Key Changes:	Operators using rotorcraft
Operators must comply with the operating requirements and limitations of GACAR § 133.81.	

^{H1} Aerial work means an aircraft operation in which an aircraft is used for specialized services such as (but not limited to) the dispersal of products, remote sensing, survey, aerial photography, the towing of objects, and the carriage of external loads.

APPENDIX I – FOREIGN OPERATORS

Regulated Entity:	All Foreign Air Carriers (i.e. Commercial Air Transportation by Foreign Airlines)
Related GACAR parts:	Part 129
Key Changes	
Operations must be conducted under the applicable requirements of GACAR Part 91 and in accordance with Standards of ICAO Annex 1, 6, 8, 18 and 19.	
Operators must receive a Foreign Operator Authorization under GACAR Part 129.	
NOTE: Designated (i.e. ongoing commercial air transportation) and Nondesignated (i.e. short-term charter) foreign air carriers have different application requirements. Please contact GACA for further details.	

Regulated Entity:	All Foreign Non-Commercial Operators of Large Aircraft with an Operating Base ¹¹ in the Kingdom of Saudi Arabia
Related GACAR parts:	Part 127
Key Changes	
Operations must be conducted under the applicable requirements of GACAR Part 91 and in accordance with Standards of ICAO Annex 1, 6, 8, and 19.	
Operators must receive a Foreign Operator Authorization under GACAR Part 127.	

¹¹ Operating base means a location from which operational control is exercised.

APPENDIX J – AERODROMES

Regulated Entity:	All Aerodromes (including Heliports)
Related GACAR parts:	Part 5, Part 139
Key Changes	
All airside personnel are prohibited from the problematic use of psychoactive substances. [GACAR § (139.3)]	
Aerodromes (but not heliports) must establish and maintain a Safety Management System under GACAR Part 5. [GACAR § 139.13]	
An aerodrome manual is required with all contents as prescribed in Appendix A to GACAR Part 139. [Subpart C to GACAR Part 139]	
Monitoring and reporting of sand hazards is now required. [GACAR § (139.53(a)(2)(i))]	
Minimum friction levels are now prescribed. [GACAR § (139.52(a)(2) and (a)(10))]	
SMGCS and A-SMGCS requirements added. [GACAR § 139.53(a)(9) and Appendix A, IV(p)]	
Specific requirements for airside vehicle operations added. [GACAR § 139.59]	
Specific requirements for operations during adverse weather conditions added. [GACAR § 139.61]	
Specific requirements for operation of ground lights at uncontrolled aerodromes added. [GACAR § 139.63]	

APPENDIX K - AIR AGENCIES

Regulated Entity:	All Pilot Schools
Related GACAR parts:	Part 5, Part 141
Key Changes	
Pilot schools must hold a pilot school certificate or provisional pilot school certificate and maintain operations specifications. [GACAR §§ 141.5, 141.7 and 141.21]	
Pilot schools must establish and maintain a Safety Management System under GACAR Part 5. [GACAR § 141.19]	
<p>Pilot schools must publish and maintain a training and procedures manual in accordance with Subpart C of GACAR Part 141, including:</p> <ul style="list-style-type: none"> - A general description of the scope of training offered; - Copies of the school's operations specifications; - Training program content; - A description of the school's quality assurance program; - A description of the school's facilities; - Duties and qualifications of key personnel; - Training procedures; and - Record retention procedures. 	
Pilot schools must maintain a quality assurance system under Subpart D to GACAR Part 141.	
<p>Pilot schools must submit curricula meeting the requirements of the applicable appendix to GACAR Part 141 for approval.</p> <p>NOTE: Requirements for the various curricula in the appendices to GACAR Part 141 have been revised for purposes of compliance with ICAO SARPs. Schools already holding a pilot school certificate or provisional pilot school certificate issued by the GACA must amend their curricula to meet the revised requirements, and resubmit their curricula for approval.</p>	
The portion of flight training that may be accomplished in flight simulation training devices (FSTD) has been significantly reduced. [see related appendices to GACAR Part 141]	
<p>NOTE - A Part 141 pilot school does not actually have the authority to OPERATE large aircraft or turbojets. If they choose to engage in flight training with these kinds of aircraft they will need to utilize aircraft that are operated by certificate holders operating under GACAR Parts 121 or 125.</p>	

Regulated Entity:	All Training Centers
Related GACAR parts:	Part 142
Key Changes	
Training center must have at least one core curriculum. [GACAR § 142.1]	
If a training center intends to use aircraft for flight instruction, the training center must have a Safety Management System meeting GACAR Part 5. [GACAR § 142.9]	
A training center must have a sufficient number of management personnel to supervise the training to be conducted and has a designated person responsible for ensuring that it is in compliance with the requirements for the training center. [GACAR § 142.13]	
A training center must have training and procedures manual. [GACAR § 142.27]	
A training center must have a quality assurance system. [GACAR § 142.29]	
Training program curriculum requirements have been revised to include: Training in knowledge and skills related to human performance. [GACAR § 142.43]	
Training centers must keep records for 2 years. [GACAR § 142.91]	
Evaluators are required to have a Class 2 medical certificate and be certificated under GACAR Part 183. [GACAR § 142.57]	

Regulated Entity:	All Repair Stations
Related GACAR parts:	Part 5, Part 145
Key Changes	
A new limited rating, "aircraft painting," is available. [GACAR §145.27(b)(13)]	
A repair station may be authorized additional fixed locations but for foreign repair stations these will not be authorized within the KSA. [GACAR §145.39(c)]	
NOTE: Geographic authorizations and satellite repair station authorizations will no longer be used.	
A certificated repair station located inside the KSA must ensure each person authorized to approve an article for return to service under the repair station certificate and operations specifications is certificated under GACAR Part 66. [GACAR §145.61]	
NOTE: Under GACAR Part 66 the privileges for mechanics are changed because of the addition of the avionics rating.	
A repair station must include human factors training in its training program. [GACAR §145.67]	
Several additional items required for the repair station manual. [GACAR §145.89]	
A repair station must establish and maintain a Safety Management System in accordance with GACAR Part 5. [GACAR §145.93]	
No repair station may use an electronic signature for records requiring a certifying statement unless the electronic signature system is approved by the President. [GACAR §145.102]	

Regulated Entity:	All Aviation Maintenance Technician (AMT) Schools
Related GACAR parts:	Part 147
Key Changes	
AMT schools must hold a certificate and maintain operations specifications. [GACAR §§ 147.3, 147.19 and 147.21]	
AMT schools must publish and maintain a training and procedures manual. [GACAR § 147.7]	
AMT schools must maintain a quality assurance system. [GACAR § 147.71]	
<p>AMT schools must submit curricula meeting the requirements of the applicable appendix to GACAR Part 147 for approval. Many curricula elements have been revised and an entire new Avionics Rating Course added.</p> <p>NOTE: Requirements for the various curricula in the appendices to GACAR Part 147 have been revised for purposes of compliance with ICAO SARPs. Schools already holding an AMT school certificate issued by the GACA must amend their curricula to meet the revised requirements, and resubmit their curricula for approval.</p>	

APPENDIX L - AIR NAVIGATION SERVICE PROVIDERS

Reserved for Future Use

APPENDIX M - REPRESENTATIVES OF THE PRESIDENT (DESIGNEES)

Regulated Entity:	All Designees (Designated Engineering Representative (DER), Designated Airworthiness Representative (DAR) and Designated Pilot Examiner (DPE)
Related GACAR parts:	Part 183
Key Changes	
Certificates of designation are now required. [GACAR § 183.13]	
All designees must conduct their activities according to the new GACAR requirements and related Inspector guidance.	

APPENDIX N – MISCELLANEOUS

Regulated Entity:	All Operators of Unmanned Moored Balloons and Kites
Related GACAR parts:	Part 101
Key Changes	
New operating rules for all unmanned moored balloons and kits with a mass greater than 2.3 kg. [Subpart B of GACAR Part 101].	

Regulated Entity:	All Operators of Unmanned Free Balloons
Related GACAR parts:	Part 101
Key Changes	
New operating rules for all unmanned free balloons. [Subpart C of GACAR Part 101].	

Regulated Entity:	All Operators of Model Aircraft
	NOTE: No person may operate a model aircraft with a mass greater than 35 kg unless authorized by the President.
Related GACAR parts:	Part 101
Key Changes	
New operating rules for all aero modelers. [GACAR § 105.83]	

Regulated Entity:	All Parachutists
Related GACAR parts:	Part 105
Key Changes	
Parachutists must observe revised visibility and cloud clearance requirements. [GACAR § 105.21]	
Parachutists must observe new wind limitations. [GACAR § 105.23]	
Parachutists must not conduct parachute operation between sunset and sunrise unless equipped with a light visible through 360 degrees for at least 5km. [GACAR § 105.25(a)].	
Parachute riggers no longer need to be certificated airmen.	
No person may conduct a parachute operation, and no PIC of an aircraft may allow a parachute operation to be conducted from that aircraft, over or into a congested area of a municipality or settlement, or an open air assembly of persons unless a certificate of authorization for that parachute operation has been issued by the President. [GACAR § 105.27]	

APPENDIX O – TRANSPORTATION OF GOODS BY AIR

Regulated Entity:	All Persons Preparing Dangerous Goods for Transportation by Air
Related GACAR parts:	Part 109
Key Changes	
Dangerous Goods Preparer's Certificate (DGPC) required or person must use the services of a DGPC holder under GACAR § 109.41.	

Regulated Entity:	All Operators Who “Will-Not-Carry” Dangerous Goods by Air
Related GACAR parts:	Part 109
Key Changes	
Operator must provide information to passengers and other persons. [GACAR §§ 109.83 and 109.8]	
Operator must provide training as required under GACAR §§ 109.101 through 109.103, Subpart F.	
Operator must prepare an operator’s dangerous goods manual. [GACAR § 109.113]	
Operator must report dangerous goods accident and incidents. [GACAR § 109.121]	
Operator must report dangerous goods discrepancy information. [GACAR § 109.123]	
Operator must maintain records of dangerous goods training. [GACAR § 109.125]	

Regulated Entity:	All Operators Who “Will-Carry” Dangerous Goods by Air
Related GACAR parts:	Part 109
Key Changes	
Operator must obey requirements, limitations, and exceptions of the Technical Instructions for the Safe Transport of Dangerous Goods. [GACAR §§ 109.3 and 109.5]	
Operator must provide information in the event of an aircraft accident or incident. [GACAR § 109.89]	
Operator must provide information in the event of an in-flight emergency. [GACAR § 109.91]	
Operator must report dangerous goods accident and incidents. [GACAR § 109.121]	
Operator must report dangerous goods discrepancy information. [GACAR § 109.123]	
Operator must prepare a dangerous goods manual. [GACAR § 109.113]	
Operator must provide DG training as provided under GACAR 109 Subpart F	