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GACAR PART 99 – SECURITY CONTROL OF AIR TRAFFIC

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### SUBPART A – GENERAL

#### § 99.1 Applicability.

(a) This part prescribes rules for operating civil aircraft in a defense area, or into, within, or out of the Kingdom of Saudi Arabia (KSA) through an Air Defense Identification Zone (ADIZ), and during activation of Security Control of Air Traffic and Air Navigation Aids (SCATANA) rules.

(b) Except for General Authority of Civil Aviation (GACA) Regulation (GACAR) §§ 99.9 and 99.27, this part does not apply to the operation of any aircraft within the Kingdom of Saudi Arabia on a flight which remains within 10 NM of the point of departure.

(c) An air traffic control (ATC) facility may exempt the following operations from this subpart (except GACAR § 99.9) on a local basis only, with the concurrence of, or pursuant to an agreement with, an appropriate government authority:

- (1) Aircraft operations conducted wholly within the boundaries of an ADIZ and not currently significant to the air defense system or
- (2) Aircraft operations conducted in accordance with special procedures prescribed by an appropriate government authority.

#### § 99.3 Definitions.

*Aeronautical facility* means, under this part, a communications facility where flight plans or position reports are normally filed during flight operations.

*Defense visual flight rules (DVFR)* means, under this part, a flight within an ADIZ conducted by any aircraft (except for aircraft exempted by the GACA) in accordance with visual flight rules (VFR) in GACAR Part 91.

#### § 99.5 Emergency Situations.

In an emergency that requires immediate decision and action for the safety of the flight, the pilot in command (PIC) of an aircraft may deviate from the rules in this part to the extent required by that emergency. He must report the reasons for the deviation to an aeronautical facility as soon as possible.

#### § 99.7 Deviation From Flight Plans and ATC Clearances and Instructions.

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(a) No pilot may deviate from the provisions of an ATC clearance or instruction except in accordance with GACAR § 91.123.

(b) No pilot may deviate from the filed instrument flight rules (IFR) flight plan when operating an aircraft in uncontrolled airspace unless that pilot notifies an appropriate aeronautical facility before deviating.

(c) No pilot may deviate from the filed DVFR flight plan unless that pilot notifies an appropriate aeronautical facility before deviating.

### **§ 99.9 Special Security Instructions.**

Each person operating an aircraft in an ADIZ or Defense Area, in addition to the applicable rules of this part, must comply with special security instructions issued by the President in the interest of national security, pursuant to agreement between the GACA and appropriate government authorities.

### **§ 99.11 Interception.**

Each person operating an aircraft, when intercepted, must comply with, and respond to, the visual signals of the intercepting aircraft in accordance with the applicable rules prescribed in GACAR § 91.73.

### **§ 99.13 SCATANA.**

Upon activation of SCATANA rules, the PIC of any aircraft operating in or entering into the airspace of the Kingdom of Saudi Arabia must comply with SCATANA instructions to change course, altitude, or flight level or to land at the nearest suitable aerodrome.

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**SUBPART B – ADIZ OPERATIONS**

**§ 99.23 Applicability.**

(a) This subpart prescribes rules for aircraft operating into, within, or from a departure point within an ADIZ designated under GACAR Part 171 and published in the KSA Aeronautical Information Publication and depicted on relevant aeronautical charts.

(b) Except for GACAR §§ 99.27 and 99.31, this subpart does not apply to the operation of any aircraft within the Kingdom of Saudi Arabia on a flight which remains within 10 NM of the point of departure.

**§ 99.25 Radio Requirements.**

(a) A person who operates a civil aircraft into an ADIZ must have a functioning two way radio, and the pilot must maintain a continuous listening watch on the appropriate aeronautical facility's frequency.

(b) No person may operate an aircraft into, within, or from a departure point within an ADIZ unless—

(1) The person files a DVFR flight plan containing the time and point of ADIZ penetration, and

(2) The aircraft departs within 5 minutes of the estimated departure time contained in the flight plan.

(c) If the pilot operating an aircraft under DVFR in an ADIZ cannot maintain two-way radio communications, the pilot may proceed, in accordance with original DVFR flight plan, or land as soon as practicable. The pilot must report the radio failure to an appropriate aeronautical facility as soon as possible.

(d) If a pilot operating an aircraft under IFR in an ADIZ cannot maintain two-way radio communications, the pilot must proceed in accordance with GACAR § 91.185.

**§ 99.27 Transponder on Requirements.**

(a) ***Aircraft transponder on operation.*** Each person operating an aircraft into or out of the Kingdom of Saudi Arabia into, within, or through an ADIZ designated in GACAR Part 71 must

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operate a transponder, including altitude encoding equipment if installed, and must reply on the appropriate code or as assigned by ATC.

(b) **ATC transponder and altitude reporting equipment and use.** Unless otherwise authorized by ATC, no person may operate a civil aircraft into or out of the Kingdom of Saudi Arabia into, within, or through the ADIZ unless that aircraft is equipped with a coded radar beacon transponder and automatic pressure altitude reporting equipment having altitude reporting capability that automatically replies to interrogations by transmitting pressure altitude information in 100 ft (30 m) increments.

### **§ 99.29 Flight Plan Requirements.**

(a) No person may operate an aircraft into, within, or from a departure point within an ADIZ, unless the person files, activates, and closes a flight plan with the appropriate aeronautical facility, or is otherwise authorized by ATC.

(b) Unless ATC authorizes an abbreviated flight plan—

(1) A flight plan for IFR flight must contain the information specified in GACAR § 91.169;

(2) A flight plan for VFR flight must contain the information specified in GACAR § 91.153(a);

(3) If there is no facility for filing a flight plan then—

(i) Immediately after takeoff or when within range of an appropriate aeronautical facility, comply with provisions of paragraph (b)(1) or (2) of this section as appropriate and

(ii) Proceed according to the instructions issued by the appropriate aeronautical facility.

(c) The pilot must designate a flight plan for VFR flight as a DVFR flight plan.

(d) The PIC of an aircraft for which a flight plan has been filed must notify an appropriate aeronautical facility upon flight plan completion.

### **§ 99.31 Position Reports.**

(a) The pilot of an aircraft operating in or penetrating an ADIZ under IFR—

(1) In controlled airspace, must make the position reports required in GACAR § 91.183; and

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(2) In uncontrolled airspace, must make the position reports required in paragraph (b) of this section.

(b) No pilot may operate an aircraft penetrating an ADIZ under DVFR unless—

(1) The pilot reports to an appropriate aeronautical facility before penetration: the time, position, and altitude at which the aircraft passed the last reporting point before penetration and the estimated time of arrival over the next appropriate reporting point along the flight route;

(2) If there is no appropriate reporting point along the flight route, the pilot reports, at least 15 minutes before penetration: the estimated time, position, and altitude at which the pilot will penetrate; or

(3) If the departure aerodrome is within an ADIZ or so close to the ADIZ boundary that it prevents the pilot from complying with paragraph (b)(1) or (2) of this section, the pilot must report immediately after departure: the time of departure, the altitude, and the estimated time of arrival over the first reporting point along the flight route.

(c) In addition to any other reports ATC may require, no PIC of a foreign civil aircraft may enter the Kingdom of Saudi Arabia through an ADIZ unless that pilot makes the reports required in paragraph (b) of this section or reports the position of the aircraft when it is not less than 1 hour and not more than 2 hours average direct cruising distance from the Kingdom of Saudi Arabia.