

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

GACA REGULATION

Section 6 Operation of Aircraft

Volume III Helicopters Operations

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, 2014G

CONTENT RULES

1) Organization Structure:

- a) GACA has established Flight Operations Section (FO) within the Aviation Standards Department (ASD) of the Safety and Air Transport Sector (S&AT) with the following responsibilities:
1. Ensure and enforce compliance with the applicable regulations and procedures of GACAR Section 6 Vol. III including the identification of conditions and circumstances under which FO is allowed to deal with, and resolve events involving certain deviations internally, within the context of this regulation,
 2. 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,
 3. Perform Certification functions on Air Carriers, Air Operators, Airmen and Training Centers in accordance with established regulations, policies and guidance materials.
 4. Administer a regular surveillance program that includes:
 - a) Ramp inspection
 - b) Record inspections
 - c) Cockpit en-route inspection
 - d) Cabin en-route inspection
 - e) Air carrier dispatch inspection
 - f) Air carrier station facilities inspection
 - g) Air carrier training program inspection
 - h) Air Carrier De-Icing Program
 - i) Training centers
 - j) Check airmen
 - k) Air Carrier Manuals
 - l) Flight Simulation Training Devices
 5. Participate in incident and accident investigation

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 mean 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

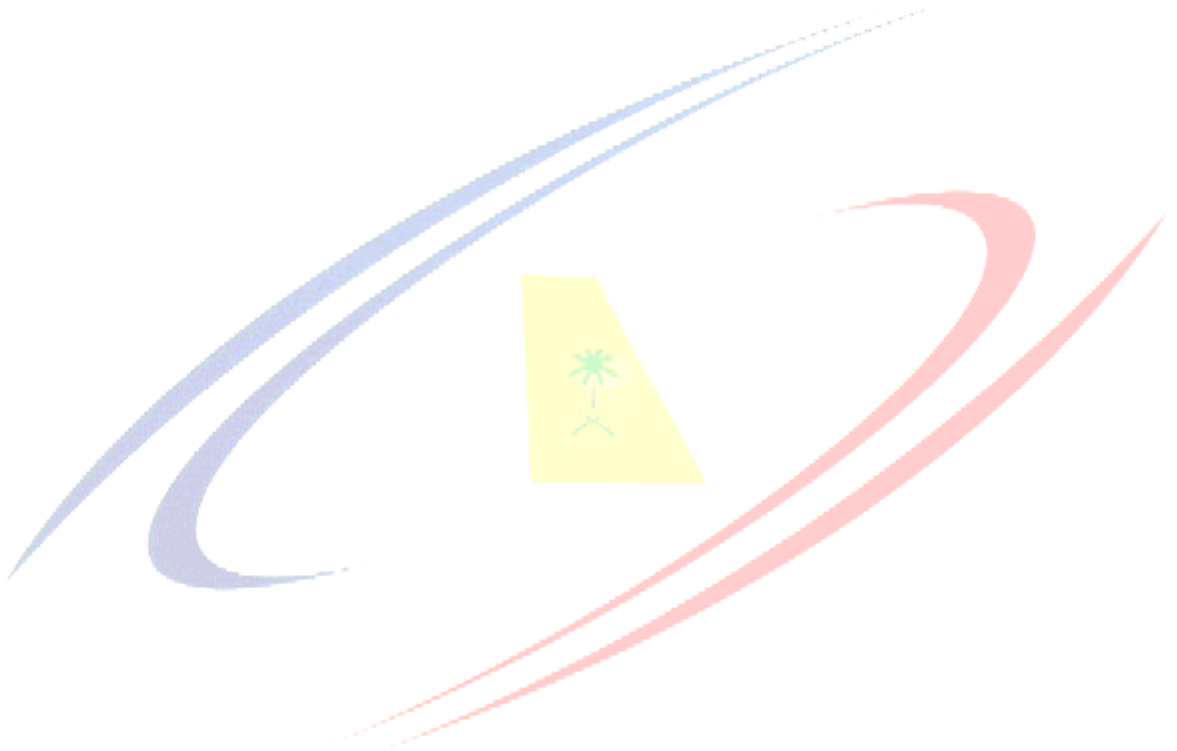
The existing General Authority of Civil Aviation Regulations (GACAR) will be periodically reviewed to reflect the latest updates of International Civil Aviation Organization (ICAO) Standards and Recommended Practices (SARPs); it will be also amended to reflect the latest aviation safety provisions issued 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 Assistant President of International Cooperation 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 Assistant Vice President.
3. An accepted amendment proposal will be prepared as draft amendment to the GACAR-Section 6 Part III 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 16 new amendment and ICAO Annex 6 Part III 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 Vol III 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.



LIST OF CURRENT DIFFERENCES TO ICAO SARPS

The following is a list of differences with the 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).

<i>ICAO Annex 6 – OPERATION OF AIRCRAFT Part III</i> <i>International Operations — Helicopters – Amendment 19</i>			
SARP Identifier	SARP	GACA Regulation Reference	Level of implementation of SARP's
<i>NIL</i>	<i>NIL</i>	<i>NIL</i>	<i>NIL</i>

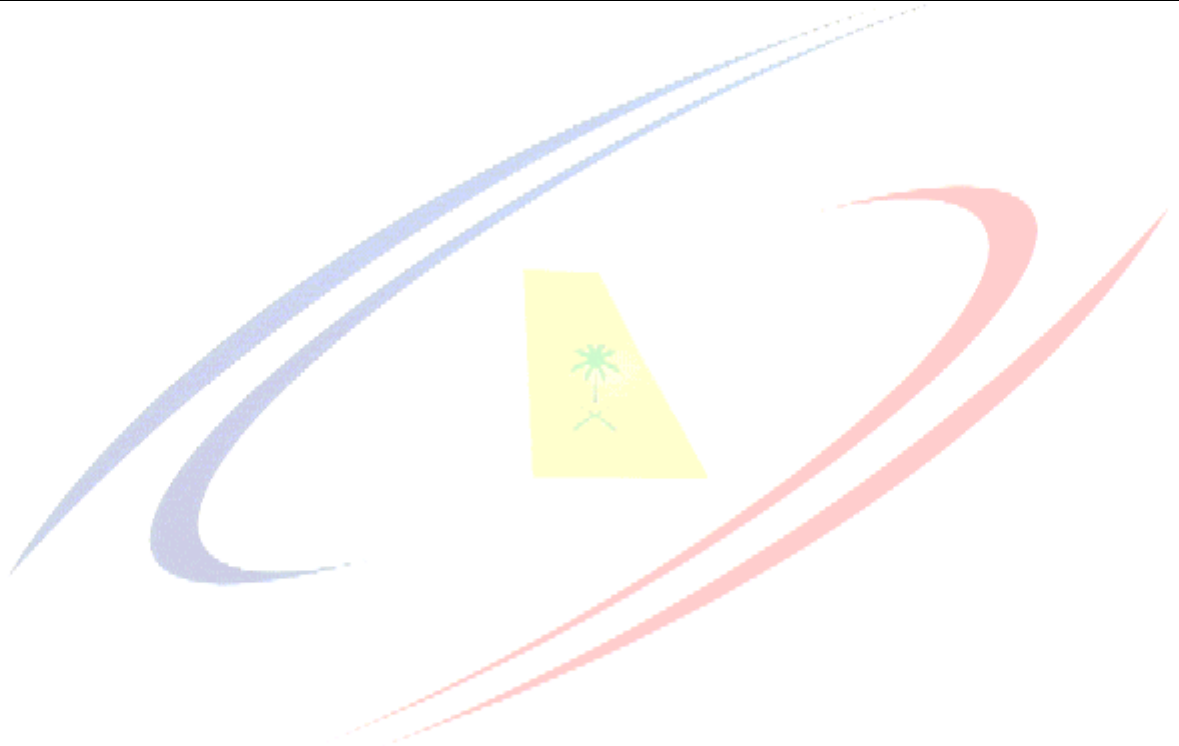
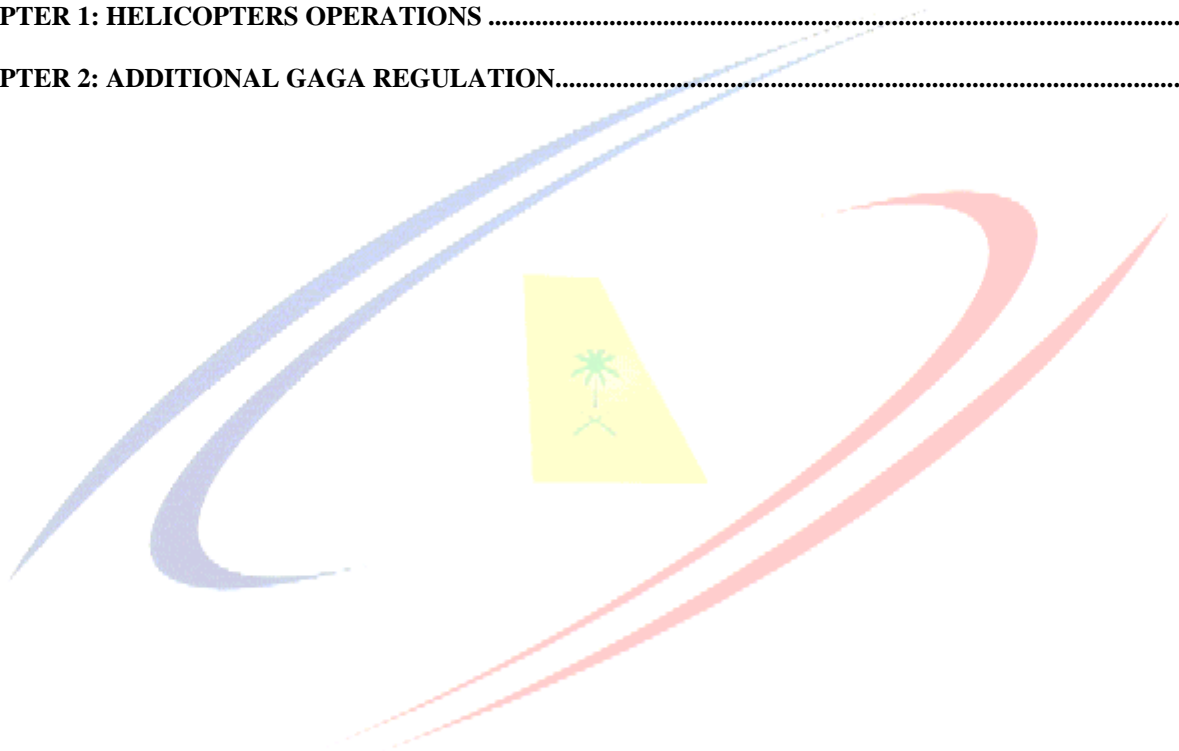


TABLE OF CONTENTS

FOREWORD	i
CONTENT RULES	ii
AMENDMENT PROCEDURE	iv
SUPPLEMENTARY REGULATIONS.....	v
AMENDMENT RECORD.....	vi
LIST OF CURRENT DIFFERENCES TO ICAO SARPS	vii
TABLE OF CONTENTS	viii
CHAPTER 1: HELICOPTERS OPERATIONS	1-1
CHAPTER 2: ADDITIONAL GAGA REGULATION.....	2-1



CHAPTER 1: HELICOPTERS OPERATIONS

- 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 III – Helicopters Operations.
- 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 (RESERVED)
 - Section 10 - Aeronautical Telecommunications
 - Section 11 - Air Traffic Services
 - Section 12 - Search and Rescue
 - Section 13 - Aircraft Accident and Incident Investigation
 - Section 14 - Aerodromes
 - Section 15 - Aeronautical Information Services
 - Section 16 - Environmental Protection (GACAR /FAR)
 - Section 17 - Aviation Security (RESERVED)
 - Section 18 - Safety Management
 - Section 19 - The Safe Transportation of Dangerous Goods by Air
 - Section 21 - Safety Management System
- 4) The Kingdom of Saudi Arabia has no commercial helicopter operation activities, therefore, this GACA Section 6 - Operation of Aircraft, Volume III – Helicopters Operations is not applicable for the purpose of complying with the standards and recommended practices (SARPs) of ICAO Annex 6 – OPERATION of AIRCRAFT -Part III -International Operations — Helicopters
- 5) When GACA promulgate regulations applicable to Section 6 - Operation of Aircraft, Volume III – Helicopters Operations, any differences between this GACAR and ICAO Annex 6 Standards and Recommended Practices (SARPs) will be reported to ICAO and reflected in Kingdom of Saudi Arabia (KSA) Aeronautical Information Publications (AIP's).

CHAPTER 2 - ADDITIONAL GAGA REGULATION

Reserve