



AIRWORTHINESS GUIDE # 15

AIRWORTHINESS REQUIREMENTS FOR HAJJ AND UMRAH OPERATIONS

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AIRWORTHINESS GUIDE (AG) - 15

FOREIGN OPERATOR APPROVAL REQUIREMENT

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1. GENERAL

1.1 Purpose

This document provides information on the General Authority of Civil Aviation's (GACA), objectives, regulations, and policies for GACA approval of foreign operators participating in the Hajj and Umrah operations.

1.2 Background

The requirements for foreign operators to obtain an operating certificate in the Kingdom of Saudi Arabia (KSA) were defined in several documents and circulars, including the Hajj guide that is updated every year. This guide is intended to provide a comprehensive list of requirements, forms and documentations that are required to enable GACA to verify that the applicant and the aircraft are eligible for operating in the KSA.

1.3 Explanation of Changes

- General corrections and formatting changes
 - FAA IASA program criteria added
 - Aging aircraft criteria changed

1.4 Definitions & Acronyms

Organization: GACA certificated air carrier, air operator or repair station certificated under GACA/FAR Parts 121, 125, 135 or 145, or a GACA/FAR Part 91 Aircraft Owner/Operator who has engineering resources or can obtain engineering services under contract.

| | |
|----------|---|
| AC | Advisory Circular (FAA) |
| ACJ | Advisory Circular Joint (EASA) |
| AD | Airworthiness Directive |
| AFMS | Aircraft Flight Manual Supplement |
| FAA | Federal Aviation Administration |
| FAR | Federal Aviation Regulations |
| FAAO | Federal Aviation Administration Order |
| JAA | Joint Aviation Authorities |
| KSA | Kingdom of Saudi Arabia |
| GACA | General Authority of Civil Aviation, Saudi Arabia |
| GACA/FAR | GACA regulations |
| PMI | Principal Maintenance Inspector |
| POI | Principal Operation Inspector |
| S & ER | Safety and Economic Regulation |

1.4 Reference Documents

Primary Regulations:

KSA Aviation Act, Dated 11/2/1426H



GACA/FAR Parts 1, 21 and 129

Other documentation:

AC 129-3, Foreign Air Carrier
AC 129-4, Maintenance Programs for US Registered Aircraft under FAR Part 129
AC 120-84, Aging Airplane Inspections and Records Reviews
FAAO 8300.10, Airworthiness Inspector's Handbook
FAAO 8400.10, Operations Inspector's Handbook
Saudi Aeronautical Information Publication (AIP)

Related Application Forms:

GACA-S&ER Form 110-1
GACA-S&ER Form 206F
GACA-S&ER Form 8400-8B
GACA-S&ER Form 110-07

1.5 Distribution

This is an external document appropriate for all air carriers, operators and agents wishing to operate as a 129 foreign operator in the KSA.

2. GACA-S&ER Technical Requirements for Foreign Operators

2.1 Airlines/operators listed in the EU banned list as well as all aircraft registered or have been registered in the countries included in the EU banned list are not permitted to operate in the Kingdom of Saudi Arabia. Operators who wish to be exempted from this ban should provide the reasons they were included in the list, with supporting documentation, and justifications as to why they should be exempted. If sufficient evidence is provided to GACA, a full audit of the applicant aircraft and operations will be conducted by GACA, at the operator's expense, prior to granting such exemption.

The European Commission (EU) banned list is updated periodically and may be accessed through the following link:

http://ec.europa.eu/transport/air-ban/list_en.htm

The above conditions also apply to countries listed as category 2 in the US Federal Aviation Administration, FAA, IASA program.

In addition to the EU banned list, the aircraft, countries and operators listed in Appendix 1 will require additional authorization.

2.2 The Application for foreign operator certificate (FOC) for Umrah has to be submitted at least two months before the intended date of operation. For Hajj operation the deadline for receiving applications is 19 Ramadhan each Hijrah year. Late applications will be subjected to late processing charge according to the schedule shown on Appendix 2.



2.3 Airlines with regular scheduled flights to KSA may operate additional Hajj and Umrah flights without any airworthiness applications upon receiving the required permits from Air Transport Department provided that they submit a copy of their approved Operations Specifications issued by their state of operator. However, if they are leasing aircraft for a limited time period, all the requirements of this section apply. Upon review and acceptance of the subject aircraft they will be added to the airline Ops Specs.

2.4 Airlines without scheduled flights to KSA may not operate Hajj and Umrah flights unless they have provided an approved copy of their Ops Specs from their state of operator and a completed application for 129 Ops Specs.

2.5 The applicant has to comply with the provisions, requirements and instructions set forth in the Saudi Aeronautical Information Publications (AIP), taking into account the relevant revisions, amendments and periodical updates that occur, with special emphasis given to Paragraphs (GEN Page 5 of 14, 1.2.2, GEN 1.2.1).

2.6 Applicants should obtain Form No. (GACA-S&ER 110-1), from the Airworthiness Division or Air Transport Division - Safety and Economic Regulation Department, copy attached. The applicant should adhere to and comply with the requirements contained therein and submit the same upon fulfillment of all requirements for assessment in order to be processed for approval. The form and attachments shall be submitted for each aircraft separately, refer to Appendix 3 for complete list of documentation. The airline/operator shall carry on board each aircraft an approved copy of this form.

2.7 The aircraft must satisfy the airworthiness requirements of GACA/FAR Part 129 as well as all requirements of the International Civil Aviation Organization (ICAO) as set forth in Annex 6, Part 1. As a minimum the aircraft must be equipped with the following:

- 1 Flight Data and Cockpit Voice Recorders.
- 2 Airborne Collision Avoidance System (ACAS/TCAS).
- 3 Wind Shear Warning.
- 4 Reinforced Cockpit Door.
- 5 Enhanced Ground Proximity Warning System (EGPWS).
- 6 All required emergency equipment.

2.8 Upon completion of the technical requirements, if necessary, the air carrier/operator shall determine the time and location where the aircraft intended for operation will be available for inspection by GACA Airworthiness Inspectors, in accordance with the Aviation Safety Requirements and Rules. The operator/air carrier shall also be responsible for the inspector's transportation, travel and per diem costs associated with this inspection in accordance with the AIP, Paragraph (GEN 4.3-2.4.2.b).

2.9 The flight crew must be conversant with the aeronautical communication systems, air control facilities and the Kingdom's Aeronautical Information Publication (AIP), and should be able to communicate in English language, level 4 as specified in ICAO Annex 1.



2.10 A history of aircraft registration for each aircraft intended for operation in the KSA is required. This list per GACA FORM # 110-07 should include all the changes in registration marks and ownership from the date of manufacture to the date of application.

2.11 Violations related to the airworthiness of the aircraft are penalized according to the schedule provided in Table1 below.

Table1. Penalties for violations related to the airworthiness of the aircraft

| VIOLATION | PENALTY |
|--|---|
| Category I Violations directly affecting the safety of flight that results in grounding the aircraft or requires a ferry flight to base without passengers. | Up to SR500,000 (Five hundred thousands Saudi Riyals). |
| Category II Violations affecting safety of the aircraft but the aircraft is allowed to continue its operations; such as missing some of the emergency equipment. | Up to SR300,000 (Three hundred thousands Saudi Riyals). |
| Category III Violations that do not affect the safety of flight and can be addressed by corrective actions before the following flight, such as missing documentation or minor aircraft repairs. | Subject to a fine ranging from SR10,000 to SR100,000 (Ten thousands to a hundred thousands Saudi Riyals). |



3. Aging Aircraft Policy

3.1 The General Authority of Civil Aviation (GACA) of the Kingdom of Saudi Arabia (KSA) has established a policy to ensure the airworthiness of all aging aircraft. For this purpose, an aging aircraft is defined as an aircraft with an original certificate of airworthiness issued more than 20 years prior to its flight permit application date.

3.2 All Leased, Chartered, Loaned or Owned Aging Aircraft that are intended to be utilized for the purpose of providing transportation to and from the **KSA** during the Umrah and/or the Hajj seasons will be subject to an Airworthiness Inspection and documentation review.

In addition to the documents required in Appendix 4 of this AG, the following documents will be required:

- 1- Date of the last inspection and records review required by the Aging Aircraft Safety rule,
- 2- Current status of life limited parts of the airframe,
- 3- Time since last overhaul of all structural components required to be overhauled on a specific time basis,
- 4- Current inspection status of the airplane, including the time since the last inspection required by the inspection program under which the airplane is maintained,
- 5- Current status of applicable Airworthiness Directives including the date and method of compliance and if the AD involves recurring action the time and date when this action required,
- 6- A list of major structural alterations, and
- 7- A report of major structural repairs and the current inspection status for those repairs.

3.3 Any aircraft registered in countries outside of ICAO category A or B of the counsel must submit satisfactory supporting documentation of the latest major inspection(s). For ICAO country's category, please refer to <http://www.icao.org>

3.4 In addition to these requirements, GACA shall physically inspect these aircraft prior to authorizing their flight into the Kingdom. The applicant will be responsible for providing Business Class roundtrip air travel tickets, ground transportation and hotel accommodations for all GACA team members assigned to this inspection.

3.5 Applicants will be required to make arrangements for the physical inspection of their aircraft with sufficient advance notice (2 to 4 months) to prevent a delay for their planned utilization dates.



4. GACA-S&ER FORMS TO BE COMPLETED BY THE OPERATOR

Operators are required to complete and submit the following forms:

4.1-GACA-S&ER Form 110-1 (as revised) for each aircraft, (foreign operator authorization for commercial operations within the Kingdom of Saudi Arabia).

4.2-GACA-S&ER Form 206F (as revised) for each aircraft, (Data Sheet for Foreign Operator Form to be stamped by Civil Aviation Authority of the Aircraft state of Registry).

4.3-GACA-S&ER Form 8400-8B (as revised) General Authority of Civil Aviation, Safety and Economic Regulation Department, Kingdom of Saudi Arabia (Operations Specifications), to be stamped by the operator's civil aviation authority.

Copies of these forms are given in appendix 3.

The technical information and all documents required in accordance with Form 110-1 should be simultaneously submitted to S&ER for review and approval at the following address:

**Attn: Director of Airworthiness
Safety & Economic Regulation Sector
P.O. Box 887, Jeddah 21165
KSA**

**By Courier add:
King Abdul Aziz International Airport
Building 364, GACA Hangar**

5. DOCUMENTS TO BE SUBMITTED BY THE OPERATOR

Operators are required to submit the following documents:

- 1- A copy of Air Operator Certificate (AOC) (Operator + wet lessor)
- 2- A copy of Certificate of Registration for each aircraft
- 3- A copy of Certificate of Airworthiness for each aircraft
- 4- A copy of Certificate of Insurance for each aircraft
- 5- A copy of Noise Certificate for each aircraft
- 6- A copy of Radio License for each aircraft
- 7- A copy of Aircraft Lease Agreement (if applicable) (2 copies if the owner is differ from the lessor)
- 8- Original Letter of Undertaking (Company Letterhead signed by authorized person and Company Stamp affixed) stating that the Company will be fully responsible in case of violation, incident, accident or whatsoever occurrence related to the aircraft.
- 9- A copy of contract showing an arrangement for aircraft maintenance within the Kingdom of Saudi Arabia in case of aircraft out of service. If there is no



arrangement, then an appropriately rated mechanic must be onboard to return the aircraft to service.

- 10- Statement of compliance with GACA/FAR 129.28 (Reinforced Cockpit Door).
- 11- Statement of Compliance (DFDR&CVR, ACAS/TCAS, Wind shear warning system, and EGPWS).
- 12- History of aircraft registration.
- 13- Aging Aircraft documentation (if required).
- 14- A copy of the operator's Operation Specifications approved by the state of the operator.

NOTES:

(a) A copy of GACA-S&ER 110-1 approved form shall be carried onboard each aircraft at all times and shall be presented upon request to GACA representative.

(b) The aircraft shall be inspected by GACA upon arrival in the Kingdom on the first flight. The operator's representative will advise GACA-S&ER (Fax # 685-5745) about the date and time of arrival of the first flight.

(c) Changes in any of the above information must be reported to the Director of Airworthiness immediately so that GACA records remain accurate and current.

(d) The documents must be legible and must be submitted in the same order as listed in the checklist given in Appendix 4.



6. APPENDICES

Appendix 1 Air Operators Banned From Operation in the Kingdom Of Saudi Arabia

Appendix 2 Schedule for Late Submission Charges of Permit Applications

Appendix 3 Related Forms:

Figure 1, GACA - S&ER form 110-07, History of aircraft registration for aircraft intended for operation in the Kingdom of Saudi Arabia

Figure 2, GACA - S&ER form 110-1, foreign operator authorization for commercial operations within the Kingdom of Saudi Arabia

Figure 3, GACA - S&ER form 206F, Data Sheet for Foreign Operator Form to be stamped by Civil Aviation Department of Aircraft Registry

Appendix 4 Airworthiness Checklist for Foreign Aircraft



APPENDIX 1. AIR OPERATORS BANNED FROM OPERATION IN THE KINGDOM OF SAUDI ARABIA

In addition to air operators listed in the European Commission banned list and based on GACA experience during previous Hajj operations, the following operators will require special approval, on an individual basis and will require full base inspection. For that purpose, applications for aircraft registered in these countries should be received at least six months prior to the intended date of operations.

- 1- Tajikistan, All EY-xxxx registered aircraft.
- 2- Daghestan, All
- 3- Russia, All RA-xxxx registered aircraft.
- 4- Swaziland, All 3D-xxxx registered aircraft.
- 5- Kyrgyz Republic, All EX-xxxx registered aircraft.
- 6- Djibouti All J2-xxxx registered aircraft.



APPENDIX 2. SCHEDULE FOR LATE SUBMISSION CHARGES OF PERMIT APPLICATIONS

| DATES | | FINE IN SR |
|----------|--------------|------------|
| Hijri | | ----- |
| 20-30 | Ramadan | 10,000 |
| 1-15 | Shawal | 15,000 |
| 16-30 | Shawal | 20,000 |
| 1-15 | Dhul-Qea'dah | 25,000 |
| After 16 | Dhul-Qea'dah | 50,000 |



APPENDIX 3. GACA RELATED FORMS

Kingdom of Saudi Arabia

General Authority of Civil Aviation
Safety & Economic Regulation



المملكة العربية السعودية

الهيئة العامة للطيران المدني
قطاع للسلامة والتراخيص الاقتصادية

**HISTORY OF AIRCRAFT REGISTRATION FOR AIRCRAFT INTENDED FOR
OPERATION IN THE KINGDOM OF SAUDI ARABIA**

OPERATOR: _____

CURRENT AIRCRAFT REG. #: _____

AIRCRAFT SERIAL NUMBER: _____

YEAR OF MANUFACTURE: _____

(STARTING FROM DATE OF MANUFACTURE)

| DATE | REGISTRATION | COUNTRY OF REGISTRATION | OWNER |
|------|--------------|----------------------------|-------|
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|--|--|-----------------------|---|--|--|
| Kingdom of Saudi Arabia General Authority of Civil Aviation Aviation Standards & Safety Department | | | | المملكة العربية السعودية الهيئة العامة للطيران المدني الإدارة العامة لمقاييس وسلامة الطيران | |
| FOREIGN OPERATOR AUTHORIZATION FOR COMMERCIAL OPERATIONS WITHIN THE KINGDOM OF SAUDI ARABIA | | | | | |
| AIRCRAFT INFORMATION | | | | | |
| MAKE AND MODEL: | | SERIAL NO.: | | REGISTRATION NO.: | |
| YEAR OF MANUFACTURE: | | MAXIMUM T. O. WEIGHT: | | ENGINES MAKE AND MODEL: | |
| NAME AND ADDRESS OF REGISTERED OWNER: | | | | | |
| COUNTRY OF REGISTRATION: | | | | | |
| CERTIFICATE OF REGISTRATION ISSUE DATE: | | | CERTIFICATE OF REGISTRATION EXPIRATION DATE: | | |
| CERTIFICATE OF AIRWORTHINESS ISSUE DATE: | | | CERTIFICATE OF AIRWORTHINESS EXPIRATION DATE: | | |
| TYPE OF APPROVED MAINTENANCE PROGRAM: | | | | | |
| DATE AND TYPE OF LAST INSPECTION PERFORMED: | | | | | |
| OPERATOR | | | | | |
| NAME: | | | ADDRESS: | | |
| TELEPHONE NO.: | | TELE-FAX NO.: | | TELEX NO.: | |
| NO. AND DETAILS OF AIR OPERATOR CERTIFICATE: | | | ADDRESS AND FAX OF THE CAA AUTHORITY IN CHARGE OF THE OPERATOR: | | |
| PERSON RESPONSIBLE FOR OPERATIONAL CONTROL: | | | PERSON RESPONSIBLE FOR MAINTENANCE CONTROL: | | |
| NAME: | | | NAME: | | |
| SAUDI ARABIAN ADDRESS: | | | SAUDI ARABIAN ADDRESS: | | |
| TEL. NO.: | | FAX: | | TEL. NO.: | |
| FAX: | | FAX: | | FAX: | |
| TYPE OF OPERATION: | | | INTENDED DURATION OF OPERATION: | | |
| DATE: _____ (Name) _____ (Position/Title) _____ (Company) | | | | | |
| do hereby certify that the above information and the attached documents are true and correct and that the aircraft is in a condition for safe operation. | | | | | |
| DATE: _____ | | SIGNATURE: _____ | | STAMP: _____ | |
| * IMPORTANT NOTES ON REVERSE SIDE: <i>Please read before signing.</i> | | | | | |
| THE SUBMITTED DOCUMENTS WERE REVIEWED AND APPROVED BY THE UNDERSIGNED GACA REPRESENTATIVES. | | | | | |
| DATE: _____ | | | | | |
| SIGNATURE: _____ PRINCIPAL OPERATIONS INSPECTOR AIR CARRIER GENERAL AUTHORITY OF CIVIL AVIATION | | | SIGNATURE: _____ DIRECTOR OF AIRWORTHINESS AVIATION STANDARDS & SAFETY DEPT. GENERAL AUTHORITY OF CIVIL AVIATION | | |
| ORIGINAL: Director, Airworthiness (GACA-ASSD) | | | COPY: Director, Air Transport (GACA) | | |
| COPY: Carried in Aircraft | | | COPY: Director, Air Traffic Services (GACA) | | |



IMPORTANT GACA REQUIREMENTS

- A. IT WILL BE OPERATOR'S RESPONSIBILITY TO ASCERTAIN THAT PROPER NAVIGATION EQUIPMENT AND CHARTS ARE CARRIED ON BOARD EACH AIRCRAFT AT ALL TIMES.
- B. YOUR OPERATIONS WILL BE CONDUCTED IN ACCORDANCE WITH THE APPLICABLE GENERAL AUTHORITY OF CIVIL AVIATION REGULATIONS (U.S. FEDERAL AVIATION REGULATIONS PART 129) AND GACA REQUIREMENTS IN GACA-AIP AND APPLICABLE AIRWORTHINESS GUIDELINES.
- C. PLEASE SUBMIT THIS FORM WITH THE ORIGINAL COMPANY STAMP AFFIXED ON EACH COPY TOGETHER WITH THE FOLLOWING:
1. **GACA-ASSD FORMS TO BE FILLED BY THE OPERATOR.**
 - GACA-ASSD FORM 110-1 FOR EACH AIRCRAFT, FOREIGN OPERATOR AUTHORIZATION FOR COMMERCIAL OPERATIONS WITHIN THE KINGDOM OF SAUDI ARABIA.
 - GACA-ASSD FORM 206F FOR EACH AIRCRAFT, DATA SHEET FOR FOREIGN OPERATOR TO BE STAMPED BY CIVIL AVIATION OF AIRCRAFT OF REGISTRY.
 - GACA-ASSD FORM 8400-8B FOR EACH AIRCRAFT, GENERAL AUTHORITY OF CIVIL AVIATION, AVIATION STANDARDS AND SAFETY, KINGDOM OF SAUDI ARABIA (OPERATION SPECIFICATIONS), TO BE STAMPED BY THE OPERATOR'S CIVIL AVIATION AUTHORITY.
 2. **DOCUMENTS TO BE SUBMITTED BY THE OPERATOR.**
 - A COPY OF AIR OPERATOR CERTIFICATE (A.O.C.)
 - A COPY OF VALID CERTIFICATE OF REGISTRATION FOR EACH AIRCRAFT.
 - A COPY OF VALID CERTIFICATE OF AIRWORTHINESS FOR EACH AIRCRAFT.
 - A COPY OF VALID AIRCRAFT INSURANCE CERTIFICATE FOR EACH AIRCRAFT.
 - A COPY OF NOISE CERTIFICATE FOR EACH AIRCRAFT.
 - A COPY OF RADIO LICENSE FOR EACH AIRCRAFT.
 - ORIGINAL LETTER OF UNDERTAKING (LETTERHEAD SIGNED BY THE AUTHORIZED PERSON AND COMPANY STAMP AFFIXED) STATING THAT THE COMPANY WILL BE FULLY RESPONSIBLE IN CASE OF VIOLATION, INCIDENT, ACCIDENT OR WHATSOEVER OCCURRENCE RELATED TO THE AIRCRAFT.
 - A COMPANY CONTRACT SHOWING AN ARRANGEMENT FOR AIRCRAFT MAINTENANCE WITHIN THE KINGDOM OF SAUDI ARABIA IN CASE OF AIRCRAFT OUT OF SERVICE, IF THERE IS NO ARRANGEMENT, THEN AN APPROPRIATELY MECHANIC MUST BE ON BOARD TO RETURN THE AIRCRAFT TO SERVICE.
 - STATEMENT OF COMPLIANCE WITH GACA/FAR 129.28.
 - STATEMENT OF COMPLIANCE WITH FDCVR, ACAS/TCAS, WIND SHEAR WARNING SYSTEM AND EGPWS.
- D. A COPY OF THIS APPROVED FORM SHALL BE CARRIED ON BOARD THE AIRCRAFT AT ALL TIMES AND SHALL BE PRESENTED UPON REQUEST OF A REPRESENTATIVE OF THE GENERAL AUTHORITY OF CIVIL AVIATION.
- E. SUBMIT GACA-ASSD COVER LETTER, APPROVED FORM GACA ASSD 110-1 AND GACA/FAR 129 OPERATIONS SPECIFICATIONS TO GACA AIR TRANSPORT DEPARTMENT FOR GACA AUTHORIZATION.
- F. THE AIRCRAFT SHALL BE INSPECTED BY GACA UPON ARRIVAL IN THE KINGDOM ON THE FIRST FLIGHT. THE OPERATOR'S REPRESENTATIVE WILL ADVISE GACA-ASSD (FAX NOS. 685-5745 / 685-5142) ABOUT THE DATE AND TIME OF THE ARRIVAL OF THE FIRST FLIGHT. THE OPERATOR MUST HAVE IN THE AIRCRAFT WITH ALL ITS RECORDS AND DOCUMENTS (i.e., AFM, MEL WEIGHT AND BALANCE RECORD, EQUIPMENT LIST, AIRCRAFT AND ENGINE LOGBOOK AND MAINTENANCE RELEASE CERTIFICATION FOR THE LAST OVERHAUL OF ENGINE AND PROPELLERS, ETC.) AS SOON AS THE AIRCRAFT ARRIVES IN THE KINGDOM OF SAUDI ARABIA.
- E. CHANGES IN ANY OF THE ABOVE INFORMATION MUST BE REPORTED TO THE DIRECTOR OF AIRWORTHINESS IMMEDIATELY SO THAT THE GACA RECORD REMAIN ACCURATE AND CORRECT.

NOTES:

1. APPROVED GACA-ASSD FORM 110-1 AND GACA/FAR 129 OPERATIONS AND SPECIFICATIONS ALLOW YOU TO OPERATE YOUR AIRCRAFT FOR COMMERCIAL/COMPENSATION PURPOSES.
2. ALL INFORMATION IN THE DOCUMENTS UNDER ITEM 'C' EXCEPT FOR ITEM C.1 COVER LETTER, MUST BE IN ENGLISH OR THE TRANSLATION IN ENGLISH LANGUAGE IS CERTIFIED.
3. ALL OPERATORS ARE REQUIRED TO SUBSCRIBE TO THE KINGDOM OF SAUDI ARABIA AERONAUTICAL INFORMATION PUBLICATIONS (AIP).
4. YOU CAN VISIT GENERAL AUTHORITY OF CIVIL AVIATION WEB SITE FOR MORE INFORMATION CONCERNING GACA FORMS AND AIRWORTHINESS GUIDELINES.

www.gaca.gov.sa/gaca/standards.htm



| Kingdom of Saudi Arabia General Authority of Civil Aviation Safety and Economic Regulations | | المملكة العربية السعودية الهيئة العامة للطيران المدني إدارة السلامة والتراخيص الاقتصادية | |
|---|--|--|--|
| DATA SHEET FOR FOREIGN OPERATOR | | | |
| AIRCRAFT REGISTRATION NO.: | | TYPE CERTIFICATE NO.: | |
| DATE OF APPLICATION: | | | |
| MAKE: | | MODEL NO.: | |
| SERIAL NO.: | | | |
| MAXIMUM GROSS WEIGHT: | | TOTAL TIME (HOURS): | |
| CYCLES: | | LANDINGS: | |
| ENGINE MAKE: | | MODEL NO.: | |
| TYPE CERTIFICATE NO.: | | | |
| SERIAL NO.: | | 1. 2. 3. 4. | |
| TSN/TSO NO.: | | 1. 2. 3. 4. | |
| HOURS: | | | |
| CSN/CSO: | | 1. 2. 3. 4. | |
| CYCLES: | | | |
| PROPELLER MAKE: | | MODEL NO.: | |
| SERIAL NO.: | | 1. 2. 3. 4. | |
| TSN/TSO: | | 1. 2. 3. 4. | |
| APU: | | MAKE: | |
| MODEL NO.: | | SERIAL NO.: | |
| HOURS: | | CYCLES: | |
| MEL/MMEL REVISION NO. AND DATE: | | AIRPLANE FLIGHT MANUAL REVISION NO. AND DATE: | |
| AD, B-WEEKLY LISTING NO. COMPLETED: | | AIRCRAFT INSPECTION PROGRAM: | |
| ELT BATTERY EXPIRATION DATE: | | ELT LAST INSPECTION DATE: | |
| EMERGENCY GEAR EXTENSION DUE DATE: | | | |
| FIRST AID KIT EXPIRY DATE: | | 1. 2. 3. 4. | |
| PORTABLE FIRE EXTINGUISHER EXPIRY DATE: | | COCKPIT: CABIN 1. CABIN 2. CABIN 3. | |
| PORTABLE OXYGEN CYLINDER EXPIRY DATE: | | 1. 2. 3. 4. | |
| VOR EQUIPMENT NEXT DUE CHECK DATE: | | NO. 1. NO. 2. | |
| ALTIMETER SYSTEM NEXT DUE CHECK/INSPECTION DATE: | | | |
| ALTIMETER NEXT BENCH CHECK DATE: | | NO. 1. NO. 2. | |
| ATC TRANSPONDER TESTING/INSPECTION DATE: | | NO. 1. NO. 2. | |
| LIFE RAFT NEXT INSPECTION DATE: | | 1. 2. 3. 4. 5. | |
| ESCAPE SLIDE INSPECTION DUE DATE: | | 1. 2. 3. 4. 5. | |
| UPPER DECK ESCAPE SLIDE EXPIRY DATE: | | 1. 2. | |
| LIFE JACKETS EXPIRY DATE: COCKPIT NO 1 | | 2. | |
| LIFE JACKETS CABIN: | | ZONE 1. 2. 3. 4. 5. | |
| AIRCRAFT LAST WEIGHT DATE: | | NEXT WEIGHT DATE: | |
| LAST COMPASS SWING DATE: | | | |
| NEXT COMPASS SWING DUE: | | PBE EXPIRY DATE: | |
| LAST AIRCRAFT INSPECTION PERFORMED | | | |
| TYPE | | DATE | |
| TOTAL TIME | | MECHANIC/REPAIR STATION | |
| Name | | Position/Title | |
| Signature | | Name and Country of Civil Aviation Authority | |
| I hereby certify that, according to records held by the Authority, the above information is true and correct, the Operator is appropriately Certified and that the aircraft holds a valid Certificate of Airworthiness. | | | |
| Date | | | |



APPENDIX 4. AIRWORTHINESS CHECKLIST FOR FOREIGN AIRCRAFT

Kingdom of Saudi Arabia

General Authority of Civil Aviation
Safety & Economic Regulation



المملكة العربية السعودية

الهيئة العامة للطيران المدني
قطاع السلامة والتراخيص الاقتصادية

FOREIGN OPERATOR AUTHORIZATION REQUIREMENTS FOR COMMERCIAL OPERATION WITHIN KINGDOM OF SAUDI ARABIA

OPERATOR: _____

AIRCRAFT REG. #: _____

YEAR OF MANUFACTURE: _____

GACA-S&ER FORMS TO BE FILLED BY THE OPERATOR

| S.NO. | ITEMS | CHECK SATISFACTORY | REMARKS |
|-------|------------------------|--------------------|----------------------|
| 1. | GACA-S&ER Form 110-1 | | Stamped by Operator. |
| 2. | GACA-S&ER Form 206F | | Country of Registry |
| 3. | GACA-S&ER Form 8400-8B | | Operator CAA stamp |

DOCUMENTS TO BE SUBMITTED BY THE OPERATOR

| S.NO. | ITEMS | CHECK SATISFACTORY | REMARKS |
|-------|---|--------------------|--|
| 1. | Air Operator Certificate | | Operator + wet lessor |
| 2. | Certificate of Registration | | |
| 3. | Certificate of Airworthiness | | |
| 4. | Certificate of Insurance | | |
| 5. | Noise Certificate | | |
| 6. | Radio License | | |
| 7. | Aircraft Lease Agreement | | Identifying the owner and all lessors. |
| 8. | Letter of Undertaking | | By operator |
| 9. | Maint. Contract in K.S.A. | | |
| 10. | Statement of Compliance with GACA/FAR 129.28 Reinforced Cockpit Door | | |
| 11. | Statement of Compliance with (DFDR&CVR, ACAS/TCAS, Wind shear warning system, EGPWS) | | |
| 12. | History of A/C Registration | | Form 110-07 |
| 13. | Aging A/C documentation (if required) | | |
| 14. | copy of the operator's OpSpecs approved by the state of the operator | | If applicable |

Date : _____