
GACAR PART 4 – MANDATORY REPORTING OF ACCIDENTS, INCIDENTS AND STATISTICS

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GACAR PART 4 – MANDATORY REPORTING OF ACCIDENTS, INCIDENTS AND STATISTICS

SUBPART A – GENERAL

§ 4.1 Purpose.

(a) This part prescribes rules for the:

- (1) Initial notification, and later reporting, of accidents and incidents; and
- (2) Reporting statistical data related to aircraft operations.

(b) The mandatory notification and reporting requirements prescribed in this part has been implemented to support the Kingdom of Saudi Arabia's State Safety Program.

(c) Notwithstanding the mandatory reporting requirements prescribed in this part, all persons are encouraged to report to the President, on a voluntary basis, any safety concern.

(d) Persons reporting to the President under this part are subject to the protections from disclosure provisions prescribed in GACAR Part 193.

(e) Persons reporting to the President under this part are subject to the immunity from punitive action provisions prescribed in GACAR Part 13.

§ 4.3 Applicability.

(a) Subject to paragraphs (b) of this section, this part applies to all aircraft and ultralight vehicles operated within the territorial limits of the Kingdom of Saudi Arabia (KSA) and all Saudi Arabian registered aircraft no matter where they operate.

(b) This part does not apply to an incident that is exclusively associated with any of the following operations:

- (1) Kites and model aircraft operated under GACAR Part 101.
- (2) Parachutes operated under GACAR Part 105.

(c) For the purposes of this part, a reportable incident includes:

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- (1) All aircraft incidents (as defined in GACAR § 1.1);
 - (2) Incidents involving a directed bright light (e.g. laser) attack on an aircraft or air traffic control facility;
 - (3) Incidents involving suspected unapproved (e.g. counterfeit) parts for aeronautical products;
 - (4) Incidents involving serious maintenance errors discovered after the aircraft was approved for release to service; and
 - (5) Incidents involving ground services including any incident involving ground service personnel or equipment which endangers, or which if not corrected would endanger, an aircraft, its occupants or any other person.
- (d) This part does not apply to:
- (1) The reporting of failures, malfunctions, and defects in aeronautical products as required under GACAR Part 21 or the submission of service difficulty reports, mechanical interruption summary reports and ETOPS system performance reports as required by GACAR Parts 121, 125, 135 or 145.
 - (2) The reporting of dangerous goods accidents or dangerous goods incidents as required by GACAR Part 109.
 - (3) The reporting by pilots of unlawful interference as required by GACAR § 91.15(b).
 - (4) The reporting of certain aviation occurrences as required by GACAR § 171.853.
 - (5) The reporting of facility malfunction incidents as required by GACAR Part 173.
 - (6) The reporting of promulgated information incidents as required by GACAR Part 172, Part 175 or Part 179.

§ 4.5 Language of Notifications and Reports.

- (a) All notifications required under Subpart B of this part must be prepared in the English or

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Arabic languages.

- (b) All reports required under Subpart B of this part must be prepared in the English language.
- (c) All statistical reports required under Subpart C of this part must be prepared in the English language.

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SUBPART B – NOTIFICATION AND REPORTING OF ACCIDENTS AND INCIDENTS

§ 4.21 Notification of Accidents and Serious Incidents.

(a) Each pilot in command (PIC) of an aircraft that is involved in an aircraft accident or serious incident must notify the President of the accident or serious incident as soon as practicable. In cases where the PIC is fatally or seriously injured, or if the aircraft is missing, the aircraft operator must make this notification.

(b) The notification under paragraph (a) must be made in a form and manner acceptable to the President and contain, where ascertainable, the minimum information prescribed by the President.

(c) Appendix A to this part provides a list of examples of serious incidents to assist persons in determining whether an aircraft incident is a serious incident that requires notification under this section.

§ 4.23 Reporting Details of Aircraft Accidents and Serious Incidents.

(a) The PIC of an aircraft that is involved in an aircraft accident or serious incident must provide details of the aircraft accident or serious incident to the President within 48 hours of the accident or serious incidents by a form and manner acceptable to the President. In cases where the PIC is fatally or seriously injured, the aircraft operator must provide the details.

(b) The details required by paragraph (a) of this section must include a statement by each flight crew member who was on the aircraft at the time of the aircraft accident or serious incident, detailing the facts, conditions, and circumstances relating to the aircraft accident or serious incident.

(c) Where a flight crew member is incapacitated, the statement required by paragraph (b) must be submitted as soon as the flight crew member is able.

§ 4.25 Notification of Incidents.

Each holder of a certificate or authorization issued by the President under the GACAR must notify the President as soon as practicable if the certificate or authorization holder is involved in an incident included in the applicability provisions of GACAR § 4.3. Notifications of incidents must be made in a form and manner acceptable to the President.

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§ 4.27 Reporting Details of Incidents.

(a) Notwithstanding the notification of an incident required under GACAR § 4.25, the persons who are involved in an incident must provide the President with details concerning the aircraft incident within 7 calendar days of the incident.

(b) The reporting of details under paragraph (a) must be in a form and manner acceptable to the President.

§ 4.29 Notification of Ultralight Vehicle Accidents.

(a) Each pilot in command (PIC) of an ultralight vehicle that is involved in an ultralight vehicle accident must notify the President of the accident as soon as practicable. In cases where the PIC is fatally or seriously injured, or if the ultralight vehicle is missing, the person in charge/owner of the ultralight vehicle must make the notification.

(b) The notification under paragraph (a) must be in a form and manner acceptable to the President and contain, where ascertainable, the minimum information prescribed by the President.

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SUBPART C – REPORTING OF STATISTICS

§ 4.51 Aircraft Operating Statistics.

(a) Each owner/operator of an aircraft must provide the statistical data and information for each aircraft in accordance with Table 4-1, and in accordance with the frequency and due dates listed in Table 4-2 for aircraft being operated in commercial air transportation or Table 4-3 for all other operations.

Table 4-1 – Statistical Data and Information Required for each Type of Aircraft Operation

<i>Aircraft Operation</i>	<i>Statistical Data and Information</i>
Saudi Arabian registered aircraft operated in commercial air transportation.	<ul style="list-style-type: none"> •Aircraft make, model and registration marks •The hours flown •The number of flights carrying passengers •The number of flights carrying cargo only
Saudi Arabian registered aircraft issued with an airworthiness certificate used in other operations not listed above.	<ul style="list-style-type: none"> •Aircraft make, model and registration marks •The hours flown •The number of flights

Table 4-2 - Reporting Periods for Aircraft in Commercial Air Transportation

<i>Report</i>	<i>Period Covered</i>	<i>Due Date</i>
1st Quarter	1 Jan through 31 Mar	1 May
2nd Quarter	1 Apr through 30 Jun	1 Aug
3rd Quarter	1 Jul through 30 Sep	1 Nov
4th Quarter	1 Oct through 31 Dec	1 Feb

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Table 4-3 - Reporting Periods for Aircraft Not in Commercial Air Transportation

<i>Report</i>	<i>Period Covered</i>	<i>Due Date</i>
Annual	1 Jan through 31 Dec	15 Feb

(b) The reports required by paragraph (a) must be submitted by a form and means acceptable to the President.

§ 4.53 Air Traffic Statistics.

(a) Each air traffic service provider providing services under GACAR Part 171 must provide the statistical data and information listed in paragraphs (b) through (e) of this section in accordance with the reporting regime prescribed in paragraph (f) of this section.

(b) *Movement data enroute.* Data must be broken down into IFR, VFR, and Military and identify domestic flights, international arrival or departure flights, and international overflights.

(c) *Flight hour data enroute.* Data must be broken down into IFR, VFR and Military.

(d) *Movement data at each controlled aerodrome in KSA.* Data must be broken into IFR, VFR and Military and identify arrivals, departures and circuits.

(e) *Peak Hour data at each controlled aerodrome in the KSA.* In the context of this paragraph, peak hour data means the average number of movements per hour derived from an average of the 10 busiest hours over the month.

(f) Each data set must be reported to the President on a monthly basis. Each monthly report must be received by the President no later than 60 calendar days following the month end of the period being reported.

§ 4.55 Confidentiality of Statistical Reports.

(a) The President or any person employed by the President must not communicate to any unauthorized persons any information provided in statistical reports that identifies any individual certificate holder except:

- (1) With the consent of the certificate holder;

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(2) In accordance with Article 67 of the Convention on International Civil Aviation; or

(3) Pursuant to provisions prescribed in other applicable laws of the Kingdom of Saudi Arabia.

(b) The President may provide to the Council of the International Civil Aviation Organization statistics that relate to international commercial air transportation operations.

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APPENDIX A TO GACAR PART 4 – LIST OF EXAMPLES OF SERIOUS INCIDENTS

The aircraft incidents listed below are typical examples of aircraft incidents that are likely to be serious incidents. The list is not exhaustive and only serves as guidance to the definition of serious incident.

- (a) Near collisions requiring an avoidance maneuver to avoid a collision or an unsafe situation or when an avoidance action would have been appropriate.
- (b) Collisions not classified as accidents.
- (c) Controlled flight into terrain only marginally avoided.
- (d) Aborted take-offs on a closed or engaged runway, on a taxiway or unassigned runway.
- (e) Take-offs from a closed or engaged runway, from a taxiway or unassigned runway.
- (f) Landings or attempted landings on a closed or engaged runway, on a taxiway or unassigned runway.
- (g) Gross failures to achieve predicted performance during take-off or initial climb.
- (h) Fires and/or smoke in the cockpit, in the passenger compartment, in cargo compartments or engine fires, even though such fires were extinguished by the use of extinguishing agents.
- (i) Events requiring the emergency use of oxygen by the flight crew.
- (j) Aircraft structural failures or engine disintegrations, including uncontained turbine engine failures, not classified as an accident.
- (k) Multiple malfunctions of one or more aircraft systems seriously affecting the operation of the aircraft.
- (l) Flight crew incapacitation in flight.

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- (m) Fuel quantity level or distribution situations requiring the declaration of an emergency by the pilot, such as insufficient fuel, fuel exhaustion, fuel starvation, or inability to use all usable fuel on board.
- (n) Runway incursions classified with severity "A". The ICAO Manual on the Prevention of Runway Incursions (Doc 9870) contains information on the severity classifications.
- (o) Take-off or landing incidents. Incidents such as under-shooting, overrunning or running off the side of runways.
- (p) System failures, weather phenomena, operations outside the approved flight envelope or other occurrences which caused or could have caused difficulties controlling the aircraft.
- (q) Failures of more than one system in a redundancy system mandatory for flight guidance and navigation.
- (r) The unintentional or, as an emergency measure, the intentional release of a slung load or any other load carried external to the aircraft.