
GACAR PART 1 – DEFINITIONS, ABBREVIATIONS AND EDITORIAL CONVENTIONS

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SUBPART A – DEFINITIONS

§ 1.1 General Definitions.

(a) As used in the General Authority of Civil Aviation Regulations (GACAR), unless the context requires otherwise—

ACAS I means an airborne collision avoidance system (ACAS) that provides only traffic advisories to the pilot.

ACAS II means an airborne collision avoidance system (ACAS) that provides traffic advisories and resolution advisories in the vertical plane to the pilot.

ACAS III means an airborne collision avoidance system (ACAS) that provides traffic advisories and resolution advisories in the vertical and horizontal planes to the pilot.

Acceptance checklist means a document used to assist in carrying out a check on the external appearance of packages of dangerous goods and their associated documents to determine that all appropriate requirements have been met.

Accepted means, with respect to an application, filing, method, procedure, or policy, the President has reviewed it and has neither objected to nor approved its proposed use or implementation.

Accident: See *aircraft accident, dangerous goods accident*

Acclimated means a condition in which a flight crew member has been in a theater for 72 hours or has been given at least 36 consecutive hours free from duty.

Accountable executive means a person designated by an aviation organization as having responsibility for the effective and efficient performance of the aviation organization's safety management system.

Act of unlawful interference means acts or attempted acts such as to jeopardize the safety of civil aviation including, but not limited to:

- a) Unlawful seizure of aircraft in flight,

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- b) Unlawful seizure of aircraft on the ground,
- c) Hostage-taking on board an aircraft or on aerodromes,
- d) Forcible intrusion on board an aircraft, at an aerodrome or on the premises of an aeronautical facility,
- e) Introduction on board an aircraft or at an aerodrome of a weapon or hazardous device or material intended for criminal purposes, or
- f) Communication of false information as to jeopardize the safety of an aircraft in flight or on the ground, of passengers, crew, ground personnel or the general public, at an aerodrome or on the premises of a civil aviation facility.

Adequate aerodrome means an aerodrome that meets the landing limitations prescribed for an alternate aerodrome and is either—

- a) An aerodrome that meets the requirements of GACAR Part 139, Subpart D, excluding those that apply to aircraft rescue and firefighting service, or
- b) A military aerodrome that is active and operational.

Aerial application operations means the operation of an aircraft for the purpose of dispensing any liquid or particulate matter.

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.

Aerobatic flight means maneuvers intentionally performed by an aircraft involving an abrupt change in its attitude, an abnormal attitude, or an abnormal variation in speed.

Aerodrome means an area of land or water, including any buildings, installations, and equipment, designated wholly or partly for the arrival, movement, or departure of aircraft.

Aerodrome certificate means a certificate issued by the President under GACAR Part 139 for the operation of an aerodrome.

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Aerodrome control tower means a unit established to provide air traffic control service to aerodrome traffic.

Aerodrome elevation means the elevation of the highest point of the landing area.

Aerodrome model means a model incorporated into the software of a flight simulation training device (FSTD) that is classified as follows:

- a) Class I. Whether modeling real world or fictional aerodromes (or landing areas for rotorcraft), these aerodrome models (or landing areas for rotorcraft) are those that meet the requirements of Table A3B or C3B, found in attachment 2 of Appendix A or C to Title 14, Code of Federal Regulations of the United States (14 CFR) part 60, as appropriate, are evaluated by the President, and are listed on the Statement of Qualification (SOQ).
- b) Class II. Whether modeling real world or fictional aerodromes (or landing areas for rotorcraft), these aerodrome models (or landing areas for rotorcraft) are those models in excess of those used for simulator qualification at a specified level. The FSTD sponsor is responsible for determining these models meet the requirements set out in Table A3C or C3C, found in attachment 2 of Appendix A or C to 14 CFR part 60, as appropriate.
- c) Class III. This is a special class of aerodrome model (or landing area for rotorcraft), used for specific purposes, and includes models that may be incomplete or inaccurate when viewed without restriction, but when appropriate limits are applied (for example, “valid for use only when reported visibility or RVR of 800 m or less is specified,” “valid for use only for approaches to Runway 22L and 22R”), those features that may be incomplete or inaccurate may not be able to be recognized as such by the crew member being trained, tested, or checked. Class III aerodrome models used for training, testing, or checking activities require the certificate holder to submit to the President an appropriate analysis of the skills, knowledge, and abilities necessary for competent performance of the task(s) in which this particular model is to be used, and requires GACA acceptance of each Class III model.

Aerodrome operator means any natural or corporate person operating an aerodrome or part thereof.

Aerodrome reference point means the designated geographical location of an aerodrome.

Aerodrome/standby reserve means a defined duty period during which a flight crew member is

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required by a certificate holder to be at an aerodrome for a possible assignment.

Aerodrome traffic means all traffic on the maneuvering area of an aerodrome and all aircraft flying in the vicinity of an aerodrome. An aircraft is in the vicinity of an aerodrome when it is in, entering or leaving an aerodrome traffic circuit.

Aerodrome traffic zone means airspace of defined dimensions established around an aerodrome for the protection of aerodrome traffic.

Aerodynamic coefficients means nondimensional coefficients for aerodynamic forces and moments.

Aeronautical chart means a representation of a portion of the Earth, its culture and relief, specifically designated to meet the requirements of air navigation.

Aeronautical data means a representation of aeronautical facts, concepts or instructions in a formalized manner suitable for communication, interpretation or processing.

Aeronautical experience means pilot time obtained in an aircraft or flight simulation training device (FSTD) for meeting the appropriate training and flight time requirements for an airman certificate or rating, or recency of flight experience requirements.

Aeronautical facility means:

- a) The various types of communication systems used for an aeronautical broadcasting service, or an aeronautical fixed service, that supports IFR flight or an air traffic service;
- b) The ground elements of the various types of communication systems used for an aeronautical mobile service;
- c) The various types of radio navigation aids used for the aeronautical radio navigation service;
- d) Any other type of ground-based telecommunication system that supports IFR flight or an air traffic service; or
- e) The various types of ground based telecommunication systems that operate in the aeronautical mobile radio frequency bands and are used to provide basic weather

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information, local aerodrome information, or flight following services.

Aeronautical ground light means any light specially provided as an aid to air navigation, other than a light displayed on an aircraft.

Aeronautical Information Publication (AIP): See KSA Aeronautical Information Publication.

Aeronautical information service (AIS) means the provision of aeronautical information/data necessary for the safety, regularity and efficiency of air navigation.

Aeronautical telecommunication service means the provision of a telecommunication service provided for any aeronautical purpose. The aeronautical telecommunication service includes the aeronautical radio navigation service which is the provision of guidance information or position data for the efficient and safe operation of aircraft supported by one or more radio navigation aids.

Affects (or Affected) means, with respect to an aircraft structure, that the structure has been physically repaired, altered, or modified, or the structural loads acting on the structure have been increased or redistributed.

Agent for service means a person designated by a certificate holder to receive legal notices or processes on its behalf.

Air agency means a school, training center, repair station or Aviation Recreation Organization holding a certificate issued by the President under Chapter I of the GACAR.

Air ambulance operations means the transportation of medical patients by aircraft between one aerodrome and another aerodrome.

Air defense identification zone (ADIZ) means special designated airspace of defined dimensions within which aircraft are required to comply with special identification and/or reporting procedures additional to those related to the provision of air traffic services (ATS).

Air report (AIREP) means a report from an aircraft in flight, prepared in conformity with requirements for position and operational and/or meteorological reporting.

Air traffic means all aircraft in flight or operating on the maneuvering area of an aerodrome.

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Air traffic control (ATC) clearance means authorization for an aircraft to proceed under conditions specified by an air traffic control unit.

Air traffic control (ATC) means a service operated by the GACA or other appropriate authority to promote the safe, orderly, and expeditious flow of air traffic.

Air traffic control (ATC) service means a service provided for the purpose of—

- a) Preventing collisions—
 - (1) Between aircraft and
 - (2) On the maneuvering area between aircraft and obstructions.
- b) Expediting and maintaining an orderly flow of air traffic.

Air traffic flow management (ATFM) means a service established with the objective of contributing to a safe, orderly and expeditious flow of air traffic by ensuring that ATC capacity is utilized to the maximum extent possible and that the traffic volume is compatible with the capacities declared by the air traffic service provider in the airspace concerned.

Air traffic service (ATS) means a variety of services provided to flight crew members, including flight information service, alerting service, air traffic advisory service, and ATC service.

Air traffic service (ATS) route means a specified route designated for channeling the flow of traffic as necessary for the provision of air traffic services. The term “ATS route” refers to a variety of airways, including jet routes, area navigation (RNAV) routes, and arrival and departure routes. An ATS route is defined by route specifications, which may include—

- a) An ATS route designator,
- b) The path to or from significant points,
- c) Distance between significant points,
- d) Reporting requirements, and

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- e) The lowest safe altitude determined by the appropriate authority.

Air traffic services unit (ATSU) means a generic term meaning variously, air traffic control unit, flight information center or air traffic services reporting office.

Airborne collision avoidance system (ACAS) means a system installed in an aircraft which operates independently of ground-based equipment that uses interrogations of and replies from airborne transponders to provide traffic information to the pilot.

Aircraft means any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth's surface.

Aircraft accident means an occurrence associated with the operation of an aircraft which, in the case of a manned aircraft, takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, or in the case of an unmanned aircraft, takes place between the time the aircraft is ready to move with the purpose of flight until such time as it comes to rest at the end of the flight and the primary propulsion system is shut down, in which:

- a) A person is fatally or seriously injured as a result of:

(1) Being in the aircraft, or

(2) Direct contact with any part of the aircraft, including parts which have become detached from the aircraft, or direct exposure to jet blast, except when the injuries are from natural causes, self-inflicted or inflicted by other persons, or when the injuries are to stowaways hiding outside the areas normally available to the passengers and crew; or

- b) The aircraft sustains damage or structural failure which:

(1) Adversely affects the structural strength, performance or flight characteristics of the aircraft, and

(2) Would normally require major repair or replacement of the affected component, except for engine failure or damage, when the damage is limited to a single engine, (including its cowlings or accessories), to propellers, wing tips, antennas, probes, vanes, tires, brakes, wheels, fairings, panels, landing gear doors, windscreens, the

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aircraft skin (such as small dents or puncture holes), or for minor damages to main rotor blades, tail rotor blades, landing gear, and those resulting from hail or bird strike (including holes in the radome); or

c) The aircraft is missing or is completely inaccessible.

Aircraft engine means a unit used or intended to be used for aircraft propulsion. It consists of at least those components and equipment necessary for functioning and control, but excludes the propellers or rotors.

Aircraft flight manual (AFM) means a manual, associated with an aircraft's certificate of airworthiness, containing limitations within which the aircraft is to be considered airworthy, and instructions and information necessary to the flight crew members for the safe operation of the aircraft. For purposes of the GACAR, AFM includes airplane flight manuals and rotorcraft flight manuals.

Aircraft incident means any occurrence that is not included in the definition of an aircraft accident, and is associated with the operation of an aircraft and affects, or has the potential to affect, safe operation thereof.

Aircraft inspection program means a document that describes the specific scheduled inspection tasks and their frequency of completion necessary for the safe operation of those aircraft to which it applies.

Aircraft maintenance schedule means a document that describes the specific scheduled maintenance tasks and their frequency of completion and related procedures, such as a reliability program, necessary for the safe operation of those aircraft to which it applies.

Airframe means the fuselage, booms, nacelles, cowlings, fairings, airfoil surfaces (including rotors but excluding propellers and rotating engine airfoils), and landing gear of an aircraft and their accessories and controls.

Airman means a person holding, or required to hold, a current and valid certificate or authorization issued under GACAR Part 61, 64, 65 or 66.

Airplane means an engine-driven, fixed wing, heavier than air aircraft that is supported in flight by the dynamic reaction of the air against its wings.

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Note- *Airplane* has the same meaning as the ICAO term *Aeroplane*.

Airship means an engine-driven, lighter-than-air aircraft that can be steered.

Airside means the part of the aerodrome from which unrestricted access is available to the aircraft movement area and from which unauthorized personnel are excluded for safety and security reasons.

Airway means a control area or portion thereof established in the form of a corridor.

Airworthiness certificate means a document issued by a state certifying that an aircraft complies with the design aspects of appropriate airworthiness requirements.

Note—This term is synonymous with the term “Certificate of Airworthiness” used by ICAO.

Airworthiness directive (AD) means a legally enforceable rule that applies to aircraft registered in the Kingdom of Saudi Arabia. ADs are designed to be applicable to specific types of aircraft or engines, propellers, and articles that are part of the aircraft type design, even if an individual product or article has been changed by modifying, altering, or repairing it in the area addressed by an airworthiness directive.

Airworthiness release means a document signed by an appropriately certificated individual who is authorized by a certificate holder operating under GACAR Part 121 or 125 certifying that an aircraft is airworthy and may be returned to service following maintenance, preventive maintenance, or alteration. The airworthiness release includes the following four certifications:

1. The work was performed in accordance with the requirements of the certificate holder’s maintenance manual;
2. All items required to be inspected were inspected by an authorized person who determined the work was satisfactorily completed;
3. No known condition exists that would make the aircraft non-airworthy; and
4. So far as the work performed is concerned, the aircraft is in condition for safe operation.

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Airworthy means an aircraft conforms to its type design and is in a condition for safe operation.

Alternate aerodrome means an aerodrome to which an aircraft may proceed when it becomes either impossible or inadvisable to proceed to or to land at the aerodrome of intended landing where the necessary services and facilities are available, where aircraft performance requirements can be met and which is operational at the expected time of use. Alternate aerodromes include the following:

- a) *Takeoff alternate*. An alternate aerodrome at which an aircraft would be able to land should this become necessary shortly after takeoff and it is not possible to use the aerodrome of departure.
- b) *En-route alternate*. An alternate aerodrome at which an aircraft would be able to land in the event that a diversion becomes necessary while en route.
- c) *ETOPS alternate*. A suitable and appropriate alternate aerodrome at which an airplane would be able to land after experiencing an engine shutdown or other abnormal or emergency condition while en route in an ETOPS operation.
- d) *Destination alternate*. An alternate aerodrome at which an aircraft would be able to land should it become either impossible or inadvisable to land at the aerodrome of intended landing.

Altimetry system error means the difference between the altitude indicated by the altimeter display, assuming a correct altimeter barometric setting, and the pressure altitude corresponding to the undisturbed ambient pressure.

Altitude means the vertical distance of a level, a point or an object considered as a point, measured from mean sea level (MSL).

Altitude engine means a reciprocating aircraft engine whose rated takeoff power is producible from sea level to an established higher altitude.

Amateur rocket means an unmanned rocket that—

- a) Is propelled by a motor or motors with a combined total impulse of 889 600 newton-seconds (N*s) or less, and

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b) Cannot reach an altitude greater than 150 km above the surface of the earth.

Appliance means any instrument, mechanism, equipment, part, apparatus, appurtenance, or accessory, including communications equipment, that is used or intended to be used in operating or controlling an aircraft in flight; is installed in or attached to the aircraft; and is not part of an airframe, engine, or propeller.

Approach control unit (APP) means a unit established to provide air traffic control service to controlled flights arriving at, or departing from, one or more aerodromes.

Approach procedure with vertical guidance (APV) means a performance-based navigation (PBN) instrument approach procedure designed for 3D instrument approach operations Type A.

Approval for return to service means a document which contains a certification confirming the maintenance work to which it relates has been completed in a satisfactory manner, either in accordance with approved data and the procedures described in the maintenance organization's procedures manual or under an equivalent system.

Note- *Approval for Return to Service* has the same meaning as the ICAO term Maintenance Release.

Approved means, with respect to an application, filing, method, procedure, or policy, the President has reviewed it and issued a formal written approval.

Approved data means data approved, or deemed approved, by the President for use in the performance of repairs and alterations to products and articles. Approved data includes, but is not limited to, type design data approved under GACAR Part 21, structural repair manuals issued by aircraft manufacturers, and design data referred to in airworthiness directives.

Apron means a defined area, on a land aerodrome, intended to accommodate aircraft for purposes of loading or unloading passengers, mail or cargo, fuelling, parking or maintenance.

Apron management service means a service provided to regulate the activities and the movement of aircraft and vehicles on an apron.

Area control center (ACC) means a unit established to provide air traffic control service to

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controlled flights in control areas under its jurisdiction.

Area navigation (RNAV) means a method of navigation which permits aircraft operation on any desired flight path within the coverage of ground- or space-based navigation aids or within the limits of the capability of self-contained aids, or a combination of these.

Area navigation (RNAV) route means an air traffic service (ATS) route established for the use of aircraft capable of employing area navigation.

Armed Forces means the Royal Saudi Air Force, Royal Saudi Land Force, Royal Saudi Navy, Royal Saudi Air Defense, Saudi Arabian National Guard, and foreign military personnel serving under the command and acting under the orders of the Kingdom of Saudi Arabia.

Article means —

- a) For purposes of GACAR Parts 21, 39 and 45, a material, part, component, process, or appliance; and
- b) For purposes of GACAR Part 145, an aircraft, airframe, aircraft engine, propeller, appliance, or component part.

Augmented flight crew means a flight crew that has more than the minimum number of flight crew members required by the aircraft type certificate to operate the aircraft to allow a flight crew member to be replaced by another qualified flight crew member for in-flight rest.

Authorized means, with respect to an operation or action, that the President or other relevant authority permits that operation or action. Authorization may be formal or informal.

Authorized instructor means—

- a) A person who holds a ground instructor certificate issued under GACAR Part 61 and is in compliance with GACAR § 61.217, when conducting ground training in accordance with the privileges and limitations of his ground instructor certificate;
- b) A person who holds a flight instructor certificate issued under GACAR Part 61 and is in compliance with GACAR § 61.201, when conducting ground training or flight training in accordance with the privileges and limitations of his flight instructor certificate; or

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c) A person authorized by the President to provide ground training or flight training under GACAR Part 121, 133, 135, 142, or 143 when conducting ground training or flight training in accordance with that authority.

Authorized representative means an individual or entity authorized in writing to act on behalf of a person.

Authorizing document means a document issued by the President to an entity regulated under the GACAR and that specifies authorizations, conditions and limitations associated with specific activities that have been authorized by the President. Types of authorizing documents include, but are not limited to, air operator certificates, airmen certificates, aerodrome certificates, air agency certificates, operations specifications, certificates of authorization, and certificates of waiver.

Autorotation means a rotorcraft flight condition in which the lifting rotor is driven entirely by action of the air when the rotorcraft is in motion.

Auxiliary rotor means a rotor that serves either to counteract the effect of the main rotor torque on a rotorcraft or to maneuver the rotorcraft about one or more of its three principal axes.

Aviation medical examiner (AME) means a physician with training in aviation medicine and practical knowledge and experience of the aviation environment, who is designated by the President under GACAR Part 183 to conduct medical examinations of fitness of applicants for medical certificates under GACAR Part 67.

Aviation Recreation Organization means an organization that has been established for the purposes of promoting and supporting recreational aviation activities and special aviation events within the Kingdom of Saudi Arabia.

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

Avionics means electronic articles and systems whose functions contribute to the operation of an aircraft. Examples include: communication and navigation equipment, instrumentation and display equipment, and flight data recording and aircraft monitoring systems.

Balloon means a lighter-than-air aircraft that is not engine driven, and that sustains flight

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through the use of either gas buoyancy or an airborne heater.

Banner means a visual medium supported by a temporary framework attached externally to an aircraft and towed by that aircraft.

Banner towing operation means the operation of an aircraft for the purpose of pulling or towing a banner or similar object attached to the aircraft by a line or cable.

Base aircraft means an aircraft identified by a certificate holder for use as a reference to compare differences with another aircraft.

Based and primarily used in the Kingdom of Saudi Arabia means an aircraft where the flight hours accumulated within the Kingdom of Saudi Arabia amount to at least 60 percent of the total flight hours of the aircraft during the period consisting in the remainder of the registration month and the following 6 months and each 6 month period thereafter. Any periods during which the aircraft is not validly registered in the Kingdom of Saudi Arabia are disregarded.

Baseline structure means a structure that is designed under the original type certificate or amended type certificate for an airplane model.

Brake horsepower means the power delivered at the propeller shaft (main drive or main output) of an aircraft engine.

Cabin crew member means a crew member, other than a flight crew member, who performs duties assigned by the operator or the PIC of the aircraft in the interest of passenger safety.

Calendar means discrete temporal reference system that provides the basis for defining temporal position to a resolution of one day.

Calibrated airspeed (CAS) means the indicated airspeed of an aircraft, corrected for position and instrument error.

Canard means the forward wing of a canard configuration. It may be a fixed, movable, or variable-geometry surface, with or without control surfaces.

Canard configuration means a configuration in which the span of the forward wing is substantially less than that of the main wing.

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Cape Town Protocol means the Protocol to the Convention on International Interests in Mobile Equipment on Matters Specific to Aircraft Equipment.

Capstone inspection module means a component of a training program that involves performing a complex task using concepts and techniques that span several topic areas.

Cargo aircraft means any aircraft, other than a passenger aircraft, that is carrying goods or property.

Category means—

- a) With respect to the certification, ratings, privileges, and limitations of airmen, a broad classification of aircraft. Examples include airplane, rotorcraft, glider, and lighter-than-air.
- b) With respect to the type certification of aircraft, a grouping of aircraft based upon intended use or operating limitations. Examples include transport, commuter, normal, utility, acrobatic, and restricted.

Category A, with respect to rotorcraft type certification, means multi-engine rotorcraft designed with engine and system isolation features specified in GACAR Part 29 and using scheduled takeoff and landing operations under a critical engine failure concept which assures adequate designated surface area and adequate performance capability for continued safe flight in the event of engine failure.

Category B, with respect to rotorcraft type certification, means single-engine or multi-engine rotorcraft which do not fully meet all Category A standards. Category B rotorcraft have no guaranteed ability to remain airborne in the event of engine failure and forced landing is assumed.

Category I operations, with respect to the operation of aircraft, means a straight-in approach to the runway of an aerodrome under a Category I instrument approach procedure. Category I approaches include a decision height not lower than 200 ft (60 m) and either a visibility not less than 800 m or a runway visual range not less than 550 m.

Category II operations, with respect to the operation of aircraft, means a straight-in approach to the runway of an aerodrome under a Category II instrument approach procedure. Category II approaches include a decision height lower than 200 ft (60 m), but not lower than 100 ft (30

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m), and a runway visual range not less than 350 m.

Category III operations, with respect to the operation of aircraft, means an approach to, and landing on, the runway of an aerodrome using a Category III instrument approach procedure. Category III operations may be further classified as follows:

a) *Category IIIa operations* means an approach and landing with no decision height (DH), or a DH below 100 ft (30 m), and controlling runway visual range not less than 700 ft (200 m).

b) *Category IIIb operations* means an approach and landing with no DH, or with a DH below 50 ft (15 m), and controlling runway visual range less than 700 ft (200 m), but not less than 150 ft (50 m).

c) *Category IIIc operations* means an approach and landing with no DH and no runway visual range limitation.

Ceiling means the height above the ground or water of the base of the lowest layer of cloud below 6 000 meters (20 000 feet) covering more than half the sky.

Certificate of aircraft registration means a document issued by the President to the owner or operator of a civil aircraft as evidence that the aircraft has been entered on the Saudi National Aircraft Register.

Changeover point means the point at which an aircraft navigating on an ATS route segment defined by reference to very high frequency omnidirectional radio ranges is expected to transfer its primary navigational reference from the facility behind the aircraft to the next facility ahead of the aircraft.

Check pilot (airplane) means a person who is qualified, and permitted, to conduct flight checks or instruction in an airplane or in a flight simulation training device (FSTD) for a particular airplane type.

Check pilot (simulator) means a person who is qualified to conduct flight checks or instruction, but only in a flight simulation training device (FSTD) for a particular airplane type.

Citizen of the Kingdom of Saudi Arabia means one of the following:

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- a) An individual who is of Saudi nationality;
- b) A partnership where each partner is an individual who is of Saudi nationality; or
- c) An entity organized under the laws of the Kingdom of Saudi Arabia, of which the primary executive officer and at least two-thirds of the board of directors and other managing officers are of Saudi nationality, which is under the actual control of citizens of the Kingdom of Saudi Arabia, and in which at least 51 percent of the voting interest is owned or controlled by persons that are of Saudi nationality.

Civil aircraft means aircraft other than state or military aircraft.

Civil Aviation Authority means a governmental body with the authority to oversee civil aviation affairs of a particular state.

Class means—

- a) As used with respect to the certification, ratings, privileges, and limitations of airmen, means a classification of aircraft within a category having similar operating characteristics. Examples include: single engine, multiengine, land, water, gyroplane, helicopter, airship, and free balloon; and
- b) As used with respect to the certification of aircraft, means a broad grouping of aircraft having similar characteristics of propulsion, flight, or landing. Examples include: airplane, rotorcraft, glider, balloon, landplane, and seaplane.

Clearance limit means the point to which an aircraft is granted an air traffic control clearance.

Clearway means a defined area on the ground or water under the control of the appropriate authority, selected or prepared as a suitable area over which an airplane may make a portion of its initial climb to a specified height.

Climbout speed means, with respect to rotorcraft, a referenced airspeed that results in a flight path clear of the height-velocity envelope during initial climbout.

Code share means a practice by which one air operator or foreign air carrier permits a second air operator or foreign air carrier to use its airline designator code on a flight, or by which

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both operators or foreign air carriers share the same airline code on a flight.

Command and control link (C2) means the data link between the remotely piloted aircraft and the remote pilot station for the purposes of managing the flight.

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.

Commercial operator means a person who engages in the commercial air transportation.

Commercial part means an article that is listed on a U.S. Federal Aviation Administration (FAA) approved or GACA-approved commercial parts list included in a design approval holder's instructions for continued airworthiness.

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.

Competency means a combination of skills, knowledge and attitudes required to perform a task to the prescribed standard.

Complex airplane means an airplane that has a retractable landing gear, flaps, and a controllable pitch propeller, including airplanes equipped with an engine control system consisting of a digital computer and associated accessories for controlling the engine and propeller, such as a full authority digital engine control; or, in the case of a seaplane, flaps and a controllable pitch propeller, including seaplanes equipped with an engine control system consisting of a digital computer and associated accessories for controlling the engine and propeller, such as a full authority digital engine control.

Conditional sales contract means—

- a) For the sale of an aircraft, aircraft engine, propeller, appliance, or spare part under which the buyer takes possession of the property but title to the property vests in the buyer at a later time on—

- (1) Paying any part of the purchase price;

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(2) Performing another condition; or

(3) The happening of a contingency.

b) To have physical possession of or lease an aircraft, aircraft engine, propeller, appliance, or spare part, under which the third party in physical possession or lessee—

(1) Agrees to pay an amount substantially equal to the value of the property and

(2) Is to become, or has the option of becoming, the owner of the property on complying with the contract.

Configuration, Maintenance, and Procedures (CMP) document means a document approved by the GACA that contains minimum configuration, operating, and maintenance requirements, hardware life limits, and Master Minimum Equipment List (MMEL) constraints necessary for an airplane-engine combination to meet ETOPS type design approval requirements.

Congested area. In relation to a city, town or settlement, any area which is substantially used for residential, commercial, or recreational purposes.

Congested hostile environment means a hostile environment within a congested area.

Consensus standard means, for the purpose of certifying light-sport aircraft, an industry-developed consensus standard that applies to aircraft design, production, and airworthiness. It includes, but is not limited to, standards for aircraft design and performance, required equipment, manufacturer quality assurance systems, production acceptance test procedures, operating instructions, maintenance and inspection procedures, identification and recording of major repairs and major alterations, and continued airworthiness.

Continuing airworthiness means the set of processes by which an aircraft, engine, propeller or part complies with the applicable airworthiness requirements and remains in a condition for safe operation throughout its operating life.

Continuing Analysis and Surveillance System (CASS) means a system that air operators use to monitor, analyze, and optimize the performance and effectiveness of their air operator maintenance and inspection programs for the purpose of correcting any deficiencies in those programs.

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Continuous Airworthiness Maintenance Program (CAMP) means a comprehensive maintenance and preventive maintenance system used by air operators that collectively and systematically serves to ensure each aircraft has been properly maintained for commercial operations and is airworthy. The CAMP includes the following 10 elements:

1. Airworthiness responsibility,
2. Air operator maintenance manual,
3. Air operator maintenance organization,
4. Accomplishment and approval of maintenance and alterations,
5. Aircraft maintenance schedules,
6. Required Inspection Items,
7. Maintenance recordkeeping system,
8. Contract maintenance,
9. Personnel training, and
10. Continuing Analysis and Surveillance System (CASS).

Control area means a controlled airspace extending upwards from a specified limit above the earth.

Control zone means a controlled airspace extending upwards from the surface of the earth to a specified upper limit.

Controlled aerodrome means an aerodrome at which air traffic control service is provided to aerodrome traffic.

Controlled airspace means airspace of defined dimensions within which ATC services are provided in accordance with the airspace classification.

Controlled flight means any flight which is subject to an ATC clearance.

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Conveyance means a written instrument, including a conditional sales contract, affecting title to, or interest in, property.

Core curriculum means a set of courses approved by the President for use by a training center and its satellite training centers. The core curriculum consists of training which is required for certification, and does not include training for tasks and circumstances unique to a particular user.

Course means, for purposes of airman training—

- a) A program of instruction to obtain airman certification, qualification, authorization, or currency; or
- b) A program of instruction to meet specified requirements of a program for airman training, certification, qualification, authorization, or currency.

Courseware means instructional material developed for each course or curriculum, including lesson plans, flight event descriptions, computer software programs, audiovisual programs, workbooks, and handouts.

Crew member means a person assigned by an operator to duty on an aircraft during a flight duty period.

Critical altitude means the maximum altitude at which, in standard atmosphere, it is possible to maintain a specified power or a specified manifold pressure at a specified rotational speed. Unless otherwise stated, the critical altitude is the maximum altitude at which it is possible to maintain one of the following at the maximum continuous rotational speed:

- a) With respect to engines for which this power rating is the same at sea level and at the rated altitude, the maximum continuous power.
- b) With respect to engines for which the maximum continuous power rating is governed by a constant manifold pressure, the maximum continuous rated manifold pressure.

Critical engine means the engine whose failure would most adversely affect the performance or handling qualities of an aircraft.

Cross-country time means, other than for purposes of GACAR Parts 61 and 141, time

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acquired during flight—

- a) Conducted by a person who holds a pilot certificate;
- b) Conducted in an aircraft;
- c) That includes a landing at a point other than the point of departure; and
- d) That involves the use of dead reckoning, pilotage, electronic navigation aids, radio aids, or other navigation systems to navigate to the landing point.

Cross-country time means, for purposes of GACAR Parts 61 and 141—

- a) Time acquired during flight—
 - (1) Conducted by a person who holds a pilot certificate;
 - (2) Conducted in an aircraft;
 - (3) That includes a landing at a point other than the point of departure; and
 - (4) That involves the use of dead reckoning, pilotage, electronic navigation aids, radio aids, or other navigation systems to navigate to the landing point.
- b) For the purpose of meeting the aeronautical experience requirements (except for a rotorcraft category rating) for a private pilot certificate (except for a powered parachute category rating), a commercial pilot certificate, or an instrument rating, time acquired during a flight—
 - (1) Conducted in an appropriate aircraft;
 - (2) That includes a point of landing that was at least a straight-line distance of more than 50 NM from the original point of departure; and
 - (3) That involves the use of dead reckoning, pilotage, electronic navigation aids, radio aids, or other navigation systems to navigate to the landing point.
- c) For the purpose of meeting the aeronautical experience requirements for a sport pilot

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certificate (except for powered parachute privileges), time acquired during a flight conducted in an appropriate aircraft that—

(1) Includes a point of landing at least a straight-line distance of more than 25 NM from the original point of departure, and

(2) Involves, as applicable, the use of dead reckoning, pilotage, electronic navigation aids, radio aids, or other navigation systems to navigate to the landing point.

d) For the purpose of meeting the aeronautical experience requirements for a sport pilot certificate with powered parachute privileges or a private pilot certificate with a powered parachute category rating, time acquired during a flight conducted in an appropriate aircraft that—

(1) Includes a point of landing at least a straight-line distance of more than 15 NM from the original point of departure, and

(2) Involves, as applicable, the use of dead reckoning, pilotage, electronic navigation aids, radio aids, or other navigation systems to navigate to the landing point.

e) For the purpose of meeting the aeronautical experience requirements for any pilot certificate with a rotorcraft category rating or an instrument-helicopter rating, time acquired during a flight—

(1) Conducted in an appropriate aircraft;

(2) That includes a point of landing that was at least a straight-line distance of more than 25 NM from the original point of departure; and

(3) That involves the use of dead reckoning, pilotage, electronic navigation aids, radio aids, or other navigation systems to navigate to the landing point.

f) For the purpose of meeting the aeronautical experience requirements for an airline transport pilot (ATP) certificate (except with a rotorcraft category rating), time acquired during a flight—

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- (1) Conducted in an appropriate aircraft;
 - (2) That is at least a straight-line distance of more than 50 NM from the original point of departure; and
 - (3) That involves the use of dead reckoning, pilotage, electronic navigation aids, radio aids, or other navigation systems.
- g) For a military pilot who qualifies for a commercial pilot certificate (except with a rotorcraft category rating) under GACAR § 61.93, time acquired during a flight—
- (1) Conducted in an appropriate aircraft;
 - (2) That is at least a straight-line distance of more than 50 NM from the original point of departure; and
 - (3) That involves the use of dead reckoning, pilotage, electronic navigation aids, radio aids, or other navigation systems.

Cruising level means a level maintained during a significant portion of a flight.

Damage tolerance (DT) data means damage tolerance evaluation (DTE) documentation and the associated damage tolerance inspection (DTI) documentation.

Damage tolerance evaluation (DTE) means a process that leads to a determination of maintenance actions necessary to detect or preclude fatigue cracking that could contribute to a catastrophic failure. As applied to repairs and alterations, a DTE includes the evaluation both of the repair or alteration and of the fatigue critical structure affected by the repair or alteration.

Damage tolerance evaluation (DTE) documentation means data that identify the evaluated fatigue critical structure, the basic assumptions applied in a DTE, and the results of a DTE.

Damage tolerance inspection (DTI) means the inspection developed as a result of a damage tolerance evaluation (DTE). A DTI includes the areas to be inspected, the inspection method, the inspection procedures including acceptance and rejection criteria, the threshold, and any repeat intervals associated with those inspections. The DTI may specify a time limit within which a repair or alteration needs to be replaced or modified. If the DTE concludes that

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damage tolerance-based supplemental structural inspections are not necessary, the DTI documentation contains a statement to that effect.

Damage tolerance inspection (DTI) documentation means a document specifying the parameters and procedures for performance of a DTI.

Danger area means an airspace of defined dimensions within which activities dangerous to flight of aircraft may exist at specified times.

Dangerous goods means articles or substances that are capable of posing a risk to health, safety, property or the environment and are shown in the list of dangerous goods in the Technical Instructions or are classified according to the Technical Instructions.

Dangerous goods accident means an occurrence associated with and related to the transport of dangerous goods by air which results in fatal or serious injury to a person or major property or environmental damage

Dangerous goods incident means an occurrence, other than a dangerous goods accident, associated with and related to the transport of dangerous goods by air, not necessarily occurring aboard an aircraft, which results in injury to a person, property or environmental damage, fire, breakage, spillage, leakage of fluid or radiation, or other evidence that the integrity of the packaging has not been maintained. Any occurrence relating to the transport of dangerous goods which seriously jeopardizes the aircraft, its occupants, or the environment is also deemed to constitute a dangerous goods incident

Dangerous goods label means a visual symbol specified in the Technical Instructions that communicates the class (Classes 1 through 9) and any required handling instructions for a dangerous good.

Dangerous goods marking means text containing the shipping name of the dangerous good together with its United Nations (UN) number, if any.

Dangerous Goods Preparer Certificate (DGPC) means a certificate issued by the President to a person that prepares dangerous goods for transport by air on its own behalf or on behalf of a non-certificated shipper.

Dangerous Goods Transport Authorization (DGTA) means an authorization issued by the President to an operator that permits the transport of dangerous goods by air.

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Dangerous goods transport document means a document specified by Part 5, Chapter 4 of the Technical Instructions. It is completed by the person who offers dangerous goods for transport by air and contains information about the shipper, the recipient, and the dangerous goods.

Data quality means a degree or level of confidence that the data provided meet the requirements of the data user in terms of accuracy, resolution and integrity.

Datum means any quantity or set of quantities that may serve as a reference or basis for the calculation of other quantities.

Deadhead transportation means transportation of a flight crew member as a passenger or non-operating flight crew member, by any mode of transportation, as required by a certificate holder, excluding transportation to or from a suitable accommodation. All time spent in deadhead transportation is duty and is not rest. For purposes of determining the maximum flight duty period in Table B of GACAR Part 117, deadhead transportation is not considered a flight segment.

Decision altitude (DA) or decision height (DH) means a specified altitude or height in a 3D instrument approach operation at which a missed approach must be initiated if the required visual reference to continue the approach has not been established.

Note 1 - Decision altitude (DA) is referenced to mean sea level and decision height (DH) is referenced to the threshold elevation.

Note 2 - The required visual reference means that section of the visual aids or of the approach area which should have been in view for sufficient time for the pilot to have made an assessment of the aircraft position and rate of change of position, in relation to the desired flight path. In Category III operations with a decision height the required visual reference is that specified for the particular procedure and operation.

Note 3 - For convenience where both expressions are used they may be written in the form “decision altitude/height” and abbreviated “DA/H”.

Defense area means any airspace of the Kingdom of Saudi Arabia that is not an air defense identification zone (ADIZ) in which the control of aircraft is required for reasons of national security.

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Detect and avoid means the capability to see, sense or detect conflicting traffic or other hazards and take the appropriate action.

Differences training means the training required for crew members and dispatchers who have qualified and served with respect to a particular type aircraft, when the President finds additional training is necessary before a crew member or dispatcher, as appropriate, serves in the same capacity with respect to another variation of that aircraft.

Directly in charge means having the responsibility for the work of a maintenance organization that performs maintenance, preventive maintenance, alterations, or other functions affecting aircraft airworthiness. A person who is “directly in charge” need not physically observe and direct each worker constantly but must be readily available for consultation on matters requiring instruction or decision from higher authority than that of the persons performing the work.

Distress phase means a situation wherein there is reasonable certainty that an aircraft and its occupants are threatened by grave and imminent danger or require immediate assistance.

Dry lease means any leasing arrangement when the aircraft is operated under the operating certificate of the lessee and the lessee has operational control.

DT data mean DTE documentation and the DTI.

DTE documentation means data that identify the evaluated fatigue critical structure, the basic assumptions applied in a DTE, and the results of a DTE.

During flight means, for the purpose of service difficulty reporting requirements, the period from the moment the aircraft leaves the surface of the earth on takeoff until it touches down on landing.

Duty means any task that an airman performs as required by an operator or employing agency, including but not limited to flight duty, pre- and postflight duties, deadhead transportation, aircraft positioning on the ground, aircraft loading, aircraft servicing, dispatch duties, ATC duties, training, and administrative work.

Duty period means any task that an airman performs as required by the certificate holder, including but not limited to flight duty period, pre and post-flight duties, administrative work, training, deadhead transportation, aircraft positioning on the ground, aircraft loading,

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aircraft servicing, dispatch duties, and air traffic control duties.

Early ETOPS means ETOPS-type design approval obtained without gaining non-ETOPS service experience on the candidate airplane-engine combination certified for ETOPS.

Effective length of the runway, for purposes of landing, means the distance from the point at which the obstruction clearance plane associated with the approach end of the runway intersects the centerline of the runway to the far end thereof.

Electronic copy of the Master Qualification Test Guide (MQTG), as used in Subpart B of GACAR Part 60, means an electronic copy of the MQTG provided by an electronic scan presented in a format acceptable to the President.

Electronic flight bag (EFB) means an electronic information system, comprised of equipment and applications for flight crew members, which allows for storing, updating, displaying and processing of EFB functions to support flight operations or duties.

Electronic signature means an electronic means, acceptable to the President, for a person to validate the contents of an electronic document. Use of an electronic signature is equivalent to the act of signing a physical document.

Elevation means the vertical distance of a point or a level, on or affixed to the surface of the earth, measured from mean sea level.

Enhanced vision system (EVS) means an electronic means to provide a display of the forward external scene topography through the use of imaging sensors.

Entity means a firm, partnership, corporation, company, association, joint-stock association, or governmental entity.

Equivalent airspeed means the calibrated airspeed of an aircraft corrected for adiabatic compressible flow for the particular altitude.

ETOPS Alternate Aerodrome means an adequate aerodrome listed in a certificate holder's operations specifications that is designated in a dispatch or flight release for use in the event of a diversion during the ETOPS portion of the flight. This definition applies only to flight planning, and does not in any way limit the authority of the PIC during flight.

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ETOPS Area of Operation means one of the following areas:

- a) For two-engine airplanes, an area beyond 60 minutes from an adequate aerodrome, computed using a one-engine-inoperative cruise speed under standard conditions in still air.
- b) For passenger-carrying airplanes with more than two engines, an area beyond 180 minutes from an adequate aerodrome, computed using a one-engine-inoperative cruise speed under standard conditions in still air.

ETOPS Entry Point means the first point on the route of an ETOPS flight that is in the ETOPS Area of Operation.

ETOPS significant system means an airplane system, including the propulsion system, whose failure or malfunctioning could adversely affect the safety of an ETOPS flight, or the continued safe flight and landing of an airplane during an ETOPS diversion. Each ETOPS significant system is either an ETOPS group 1 significant system or an ETOPS group 2 significant system.

a) An ETOPS group 1 significant system—

- (1) Has fail-safe characteristics directly linked to the degree of redundancy provided by the number of engines on the airplane;
- (2) Is a system whose failure or malfunction could result in an in-flight shutdown (IFSD), loss of thrust control, or other power loss;
- (3) Contributes significantly to the safety of an ETOPS diversion by providing additional redundancy for any system power source lost as a result of an inoperative engine; or
- (4) Is essential for prolonged operation of an airplane at engine inoperative altitudes.

b) An ETOPS group 2 significant system is an ETOPS significant system that is not an ETOPS group 1 significant system.

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Evaluation, as used in Subpart B of GACAR Part 60, means—

- a) With respect to an individual, the checking, testing, or review associated with flight crew member qualification, training, and certification under GACAR Part 61, 121, or 135.
- b) With respect to a flight simulation training device (FSTD), the qualification activities for the device (for example, the objective and subjective tests, the inspections, or the continuing qualification evaluations) associated with the requirements of GACAR Part 60.

Evaluator means a person employed by a training center certificated under GACAR Part 142 who is authorized by the President to perform tests for certification, added ratings, authorizations, and proficiency checks, as authorized under the certificate holder's training specification.

Examiner means any person who is authorized by the President to conduct examinations or tests for a medical certificate or airman certificate, rating or endorsement.

Extended Operations (ETOPS) means an airplane flight operation, other than an all-cargo operation in an airplane with more than two engines, during which a portion of the flight is conducted beyond the following time thresholds determined using an approved one-engine-inoperative cruise speed under standard atmospheric conditions in still air:

- a) From an adequate aerodrome with one engine inoperative for a two-engine airplane: 60 minutes or
- b) From an adequate aerodrome with one engine inoperative for a passenger-carrying airplane with more than two engines: 180 minutes.

Extended over-water operation means—

- a) With respect to aircraft other than rotorcraft, an operation over water at a horizontal distance of more than 50 NM, or 30 minutes at normal cruising speed, whichever is lesser, from land suitable for making an emergency landing; and
- b) With respect to rotorcraft, an operation over water at a horizontal distance of more than 50 NM, or 30 minutes at normal cruising speed, whichever is lesser, from land suitable for making an emergency landing or an offshore heliport structure.

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External load means a load that is carried, or extends, outside of the aircraft fuselage.

External-load attaching means the structural components used to attach an external load to an aircraft, including external-load containers, the backup structure at the attachment points, and any quick-release device used to jettison the external load.

FAA Oversight Office means the FAA aircraft certification office or office of the FAA Transport Airplane Directorate with oversight responsibility for the relevant type certificate or supplemental type certificate, as determined by the Administrator of the FAA.

Factor of safety means a design factor used to provide for the possibility of loads greater than those assumed, and for uncertainties in design and fabrication.

Fatigue (of persons) means a physiological state of reduced mental or physical performance capability resulting from sleep loss or extended wakefulness, circadian phase, or workload (mental and/or physical activity) that can impair an airman's alertness and ability to safely operate an aircraft or perform safety-related duties.

Fatigue critical structure means an airplane structure that is susceptible to fatigue cracking that could contribute to a catastrophic failure. Fatigue critical structures include structures, which, if repaired or altered, could be susceptible to fatigue cracking and contribute to a catastrophic failure. Such structures may be part of the baseline structure or part of an alteration.

Fatigue Risk Management System (FRMS) means a data-driven means of continuously monitoring and managing fatigue-related safety risks or persons, based upon scientific principles and knowledge as well as operational experience that aims to ensure relevant personnel are performing at adequate levels of alertness.

Facility malfunction incident means an incident that involves an aeronautical facility.

Fictional aerodrome, as used in Subpart B of GACAR Part 60, means a visual model of an aerodrome that is a collection of “non real world” terrain, instrument approach procedures, navigation aids, maps, and visual modeling detail sufficient to enable completion of an airline transport pilot (ATP) certificate or type rating.

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Final approach fix (FAF) means that fix or point of an instrument approach procedure where the final approach segment commences..

Final approach segment means that segment of an instrument approach procedure in which alignment and descent for landing are accomplished.

Final takeoff speed (V_{FTO}) means the speed of an airplane that exists at the end of the takeoff path in the en-route configuration with one engine inoperative.

Fire resistant means—

- a) With respect to sheet or structural members, the capacity to withstand the heat associated with fire at least as well as aluminum alloy in dimensions appropriate for the purpose for which those sheet or structural members are used.
- b) With respect to fluid-carrying lines, fluid system parts, wiring, air ducts, fittings, and powerplant controls, the capacity to perform their intended functions under the heat and other conditions likely to occur when there is a fire at the place concerned.

Fireproof means—

- a) With respect to materials and parts used to confine fire in a designated fire zone, the capacity to withstand the heat produced, when there is a severe fire of extended duration in that zone, at least as well as steel in dimensions appropriate for the purpose for which those materials and parts are used.
- b) With respect to other materials and parts, the capacity to withstand the heat associated with fire at least as well as steel in dimensions appropriate for the purpose for which those materials and parts are used.

Fit for duty means physiologically and mentally prepared and capable of performing assigned duties at the highest degree of safety.

Flame resistant means not susceptible to combustion to the point of propagating a flame beyond safe limits after the ignition source is removed.

Flammable means, with respect to liquid or gas, susceptible to igniting readily or to

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exploding.

Flap extended speed (V_{FE}) means the highest speed permissible with wing flaps in a prescribed, extended position.

Flight crew member means a crew member performing duties as a pilot or flight engineer.

Flight cycle means a complete flight segment consisting of a takeoff, climb, en-route portion, descent, and a landing.

Flight duty period (FDP) means a period that begins when a flight crew member is required to report for duty with the intention of conducting a flight, a series of flights, or positioning or ferrying flights, and ends when the aircraft is parked after the last flight and there is no intention for further aircraft movement by the same flight crew member. A flight duty period includes the duties performed by the flight crew member on behalf of the certificate holder that occur before a flight segment or between flight segments without a required intervening rest period. Examples of tasks that are part of the flight duty period include deadhead transportation, training conducted in an aircraft or flight simulator, and aerodrome/standby reserve, if the above tasks occur before a flight segment or between flight segments without an intervening required rest period.

Flight information center (FIC) means a unit established to provide flight information service and alerting service.

Flight information region (FIR) means an airspace of defined dimensions within which flight information service and alerting service are provided.

Flight information service (FIS) means a service provided for the purpose of giving advice and information useful for the safe and efficient conduct of flights.

Flight level (FL) means a surface of constant atmospheric pressure which is related to a specific pressure datum, 1 013.2 hectopascals (hPa), and is separated from other such surfaces by specific pressure intervals. Flight levels are expressed in three digits representing hundreds of feet.

Flight plan means specified information, relating to the intended flight of an aircraft, that is filed orally or in writing with an appropriate air traffic service (ATS) unit.

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Flight recorder means any type of recorder installed in the aircraft for the purpose of complementing accident/incident investigation.

Flight safety documents system (FSDS) means a set of interrelated documentation established by the operator, compiling and organizing information necessary for flight and ground operations, and comprising, as a minimum, the operations manual and the operator's maintenance manual.

Flight simulation training device (FSTD) means a full flight simulator or a flight training device.

Flight time means—

- a) For an airplane, the total time from the moment an airplane first moves for the purpose of taking off until the moment it finally comes to rest at the end of the flight;
- b) For a rotorcraft, the total time from the moment the rotor blades start turning until the moment the rotorcraft finally comes to rest at the end of the flight, and the rotor blades are stopped; or
- c) For a glider, the total time occupied in flight, whether being towed or not, from the moment the glider first moves for the purpose of taking off until the moment it comes to rest at the end of the flight.

Flight training means flight crew member training received from an authorized instructor in an aircraft in flight or using a flight simulation training device (FSTD) or aviation training device (ATD).

Flight training device (FTD) means a replica of aircraft instruments, equipment, panels, and controls in an open or enclosed flightdeck area. It includes the equipment and computer programs necessary to represent aircraft operations (or a set of aircraft operations) in ground and flight conditions. It has the full range of capabilities of the systems installed in the device as described in GACAR Part 60 and the qualification performance standards (QPS) for a specific FTD qualification level.

Flight training equipment means full flight simulators (FFS), flight training devices (FTD), and aircraft.

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Flight visibility means the visibility forward from the cockpit of an aircraft in flight.

Flightdeck duty means duties of a flight crew member that are required for the operation of an aircraft.

Foreign air carrier means any person other than a citizen of the Kingdom of Saudi Arabia holding an air operator certificate issued by a foreign state, who undertakes directly, by lease or other arrangement, to engage in commercial air transport operations to, from, or within the Kingdom of Saudi Arabia.

Foreign qualifying authority (FQA) means, for flight simulation training devices (FSTD) qualified in accordance with GACAR § 60.55, the FAA or the contracting state to the Convention on International Civil Aviation which has issued the qualification upon the basis of which a Statement of Qualification (SOQ) is issued by the President.

Freight container means an article of transport equipment designed to facilitate the transport of goods by one or more modes of transport.

Freight forwarder, as used in GACAR Part 109, means a Dangerous Goods Preparer Certificate DGPC holder who offers the service of arranging the transport of cargo by air on behalf of a shipper.

FSTD approval means the extent to which a flight simulation training device (FSTD) may be used by a certificate holder as authorized by the GACA.

Full flight simulator (FFS) means a replica of a specific type; or make, model, and series aircraft flightdeck. It includes the assemblage of equipment and computer programs necessary to represent aircraft operations in ground and flight conditions, a visual system providing an out-of-the-flightdeck view, a system that provides cues at least equivalent to those of a three-degree-of-freedom motion system, and has the full range of capabilities of the systems installed in the device as described in GACAR Part 60 and the qualification performance standards (QPS) for a specific FFS qualification level.

Full-time means members of staff who are employed for not less than 35 hours per week excluding vacation and holiday periods.

Generic aerodrome model means a Class III visual model that combines correct navigation aids for a real world aerodrome with a visual model that does not depict that same aerodrome.

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Geodetic datum means a minimum set of parameters required to define location and orientation of the local reference system with respect to the global reference system/frame.

Geoid means the equipotential surface in the gravity field of the Earth which coincides with the undisturbed mean sea level (MSL) extended continuously through the continents.

Geoid undulation means the distance of the geoid above (positive) or below (negative) the mathematical reference ellipsoid.

Note - In respect to the World Geodetic System — 1984 (WGS-84) defined ellipsoid, the difference between the WGS-84 ellipsoidal height and orthometric height represents WGS-84 geoid undulation.

Glider means a heavier-than-air aircraft that is supported in flight by the dynamic reaction of the air against its lifting surfaces and whose free flight does not depend principally on an engine.

Go-around power or thrust setting means the maximum allowable in-flight power or thrust setting identified in the performance data.

Gross mass means, for objective testing purposes, as follows:

- a) Basic Operating Mass (BOM). The empty mass of the aircraft plus the mass of the following: Normal oil quantity; lavatory servicing fluid; potable water; required crew members and their baggage; and emergency equipment.
- b) Light Gross Mass. A mass chosen by the sponsor or data provider that is not more than 120 percent of the BOM of the aircraft being simulated or the minimum practical operating mass of the test aircraft.
- c) Medium Gross Mass. A mass chosen by the sponsor or data provider that is within 10 percent of the average of the numerical values of the BOM and the maximum certificated gross mass.
- d) Near Maximum Gross Mass. A mass chosen by the sponsor or data provider that is not less than the BOM of the aircraft being simulated plus 80 percent of the difference between the maximum certificated gross mass (either takeoff mass or landing mass, as

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appropriate for the test) and the BOM.

Ground handling agent means a person that performs a function or functions on behalf of an operator. Functions performed by a ground handling agent may include, without limitation, receiving, loading, unloading, transferring, or other processing of passengers or cargo.

Ground icing conditions means—

- a) Conditions defined as ground icing conditions in the applicable AFM; or
- b) If the aircraft manufacturer has not defined ground icing conditions, conditions such that frost, ice, or snow is adhering or may reasonably be expected to adhere to the surface of an aircraft, taking into account aircraft skin temperature and weather conditions.

Ground training means crew member training, other than flight training, received from an authorized instructor.

Ground visibility means the visibility at an aerodrome as reported by an accredited observer or by automatic systems.

Gyroglider means a manned, nonpowered heavier-than-air vehicle supported in flight by the reaction of the air on one or more rotors which rotate freely on substantially vertical axes.

Gyroplane means a rotorcraft, whose rotors are not engine driven except for initial startup, are made to rotate by action of the air when the rotorcraft is moving; and whose means of propulsion, consisting usually of conventional propellers, is independent of the rotor system.

Hazard means a condition or an object with the potential to cause or contribute to an accident or incident or damage to the environment.

Head-up display (HUD) means a display system that presents flight information into the pilot's forward external field of view.

Height means the vertical distance of a level, a point or an object considered as a point, measured from a specified datum.

Helicopter means a rotorcraft that, for its horizontal motion, depends principally on its engine-driven rotors.

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Heliport means an aerodrome or a defined area on a structure intended to be used wholly or in part for the arrival, departure, and surface movement of helicopters or powered-lifts.

High-performance airplane means an airplane with an engine capable of producing more than 150 kW.

Holdover time means the estimated time anti-icing fluid (treatment) will prevent the formation of ice and frost and the accumulation of snow on the protected (treated) surfaces of an aircraft.

Home base means the location designated by a certificate holder where a flight crew member normally begins and ends his duty periods.

Hostile environment means, with respect to rotorcraft operations, an environment in which—

- a) A safe forced landing cannot be accomplished because the surface and surrounding environment are inadequate;
- b) The rotorcraft occupants cannot be adequately protected from the elements;
- c) Search and rescue response/capability is not provided consistent with anticipated exposure; or
- d) There is an unacceptable risk of endangering persons or property on the ground.

Hot spot means a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

Human factors principles means principles which apply to aeronautical design, certification, training, operations, and maintenance, the objective of which is to achieve a safe interface between the human and other system components by proper consideration of human performance.

Human performance means human capabilities and limitations which have an impact on the safety and efficiency of aeronautical operations. Training in human performance includes training in the principles of threat and error management.

Idle thrust means the jet thrust obtained with the engine power control level set at the stop for the least thrust position at which it can be placed.

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IFR flight means a flight conducted in accordance with the instrument flight rules.

Implementation schedule means documentation that establishes the timing for accomplishing the necessary actions for developing damage tolerance (DT) data for repairs and alterations, and for incorporating those data into an operator's Continuous Airworthiness Maintenance Program (CAMP). The documentation must identify times when actions must be taken as specific numbers of airplane flight hours, flight cycles, or both.

Incident: See aircraft incident, dangerous goods incident, facility malfunction incident, promulgated information incident

Indicated airspeed (IAS) means the speed of an aircraft as shown on its pitot static airspeed indicator, calibrated to reflect standard atmosphere adiabatic compressible flow at sea level, uncorrected for airspeed system errors.

Individual flotation device means an article, intended to aid in buoyancy of a person in water, the design and manufacture of which meet the requirements of the most recent version of FAA TSO-C72, or another standard acceptable to the President.

In-flight shutdown (IFSD) means, for purposes of ETOPS, an airborne occurrence in which an engine ceases to function and is shut down, whether self-induced, flight crew initiated, or caused by an external influence. This includes, but is not limited to: flameout, internal failure, flight crew initiated shutdown, foreign object ingestion, icing, inability to obtain or control desired thrust or power, and cycling of the start control, however briefly, even if the engine operates normally for the remainder of the flight. This definition does not include the airborne cessation of the functioning of an engine when immediately followed by an automatic engine relight and when an engine does not achieve desired thrust or power but is not shut down.

Initial training, means—

- a) As used in GACAR Part 121, the training required for crew members and dispatchers who have not qualified and served in the same capacity on or with respect to another aircraft of the same group, as specified in GACAR § 121.5(a), for the same certificate holder; and
- b) As used in GACAR Part 135, the training required for crew members who have not qualified and served in the same capacity on another aircraft for the same certificate holder.

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Inspection program: See *Aircraft Inspection Program*

Instructor means, for purposes of GACAR Part 142, a person employed by a training center and designated to provide instruction in accordance with Subpart C of that part.

Instrument means a device using an internal mechanism to visually or aurally show the attitude, altitude, or operation of an aircraft or aircraft part. It includes electronic devices for automatically controlling an aircraft in flight.

Instrument approach means a method, using electronic navigation aids and predetermined procedures, by which an approach to landing may be accomplished under conditions not permitting a visual approach.

Instrument approach operation means an approach and landing using instruments for navigation guidance based on an instrument approach procedure. There are two methods for executing instrument approach operations:

- a) A two-dimensional (2D) instrument approach operation, using lateral navigation guidance only; and
- b) A three-dimensional (3D) instrument approach operation, using both lateral and vertical navigation guidance.

Note 1— Instrument approach operations are classified based on the designed lowest operating minima below which an approach operation may only be continued with the required visual reference as follows:

- a) *Type A*: a minimum descent height or decision height at or above 75 m (250 ft); and
- b) *Type B*: a decision height below 75 m (250 ft).

Type B instrument approach operations are categorized as:

- (1) Category I (CAT I): a decision height not lower than 60 m (200 ft) and with either a visibility not less than 800 m or a runway visual range not less than 550 m;
- (2) Category II (CAT II): a decision height lower than 60 m (200 ft), but not lower

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than 30 m (100 ft) and a runway visual range not less than 300 m;

(3) Category IIIA (CAT IIIA): a decision height lower than 30 m (100 ft) or no decision height and a runway visual range not less than 175 m;

(4) Category IIIB (CAT IIIB): a decision height lower than 15 m (50 ft), or no decision height and a runway visual range less than 175 m but not less than 50 m; and

(5) Category IIIC (CAT IIIC): no decision height and no runway visual range limitations.

Note 2— Where decision height (DH) and runway visual range (RVR) fall into different categories of operation, the instrument approach operation would be conducted in accordance with the requirements of the most demanding category (e.g. an operation with a DH in the range of CAT IIIA but with an RVR in the range of CAT IIIB would be considered a CAT IIIB operation or an operation with a DH in the range of CAT II but with an RVR in the range of CAT I would be considered a CAT II operation).

Note 3— The required visual reference means that section of the visual aids or of the approach area which should have been in view for sufficient time for the pilot to have made an assessment of the aircraft position and rate of change of position, in relation to the desired flight path. In the case of a circling approach operation the required visual reference is the runway environment.

Instrument approach procedure (IAP) means a series of predetermined maneuvers by reference to flight instruments in accordance with which an instrument approach is executed. An IAP begins from the initial approach fix, or where applicable, from the beginning of a defined arrival route, and continues to a point from which a landing can be completed, or, if a landing is not completed, to a position at which holding or en-route obstacle clearance criteria apply.

Instrument flight conditions means meteorological conditions experienced in flight such that flight by outside visual references is not possible.

Instrument flight procedure (IFP) means a description of a series of predetermined flight maneuvers by reference to flight instruments, published by electronic and/or printed means.

Instrument meteorological conditions (IMC) means meteorological conditions expressed in

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terms of visibility, distance from cloud, and ceiling, less than the minimums specified in GACAR Part 91 for visual meteorological conditions (VMC).

Instrument training means the time in which training is received from an authorized instructor under actual or simulated instrument meteorological conditions (IMC).

Integrity means, with respect to aeronautical data, a degree of assurance that aeronautical data and their values have not been lost or altered since the data origination or authorized amendment.

Isolated aerodrome means a destination aerodrome for which there is no destination alternate aerodrome suitable for a given aircraft type.

Kite means a framework covered with paper, cloth, metal, or other material, intended to be flown at the end of a rope or cable, and whose only support is the force of the wind moving past its surfaces.

Knowledge test means a test on the knowledge areas required for an airman certificate or rating.

KSA Aeronautical Information Publication (AIP) means a publication issued under the authority of the President and containing aeronautical information of a lasting character essential to air navigation in the Kingdom of Saudi Arabia.

Landing area means that part of a movement area intended for the landing or takeoff of aircraft.

Landing distance available means—

- a) With respect to airplane operations, the length of a runway which is declared available and suitable for the ground run of an airplane landing; and
- b) With respect to rotorcraft operations, the length of the final approach and takeoff area (FATO) plus any additional area declared available and suitable for rotorcraft to complete the landing maneuver from a defined height.

Landing distance required (LDRH) means the horizontal distance required for a rotorcraft to land and come to a full stop from a point 50 ft (15 m) above the landing surface.

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Landing gear extended speed (V_{LE}) means the maximum speed at which an aircraft can be safely flown with the landing gear extended.

Landing gear operating speed (V_{LO}) means the maximum speed at which the landing gear can be safely extended or retracted.

Large aircraft means an airplane with a maximum certificated takeoff mass of more than 5 700 kg (12 500 lbs).

Layout of passenger accommodations (LOPA) means an engineering diagram of an aircraft's interior that includes, but is not limited to, the locations of passenger and cabin crew member seats, emergency equipment, exits, lavatories, and galleys.

Lease, as used in GACAR Part 119, means a contractual arrangement under which a certificated air operator grants or obtains use of an aircraft for a period of time without transfer of ownership.

Lessee means the party to which an aircraft or other property is leased.

Lessor means the party from which an aircraft or other property is leased.

Level means, in the context of the vertical position of an aircraft in flight, the height, altitude, or flight level of the aircraft.

Life preserver means a wearable individual flotation device, the design and manufacture of which meet the requirements of the most recent version of FAA TSO-C13, or another standard acceptable to the President.

Lighter-than-air aircraft means aircraft supported chiefly by its buoyancy in the air.

Light-sport aircraft (LSA) means an aircraft, other than a helicopter or powered lift that, since its original certification, has continued to meet the following:

a) A maximum takeoff mass of not more than—

(1) 600 kg for aircraft not intended for operation on water; or

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- (2) 650 kg for an aircraft intended for operation on water
- b) A maximum never exceed speed (VNE) of not more than 120 kt (222 km/h) CAS for a glider.
 - c) A maximum stall speed or minimum steady flight speed without the use of lift enhancing devices (VS1) of not more than 45 kt (83 km/h) CAS at the aircraft's maximum certificated takeoff mass and most critical center of gravity.
 - d) A maximum seating capacity of no more than two persons, including the pilot.
 - e) A single, reciprocating engine, if powered..
 - f) A fixed or auto feathering propeller system if a powered glider.
 - g) A fixed pitch, semi rigid, teetering, two blade rotor system, if a gyroplane.
 - h) A nonpressurized cabin, if equipped with a cabin.
 - i) Fixed or retractable landing gear, or a hull, for an aircraft intended for operation on water.

Limit loads means the maximum structural loads assumed to occur in the anticipated operating conditions.

Lineholder means a flight crew member who has an assigned flight duty period and is not acting as a reserve flight crew member.

Line maintenance means maintenance performed for an air operator certificated under GACAR Part 121 or 135, or for a foreign air carrier operating under GACAR Part 129, which is generally performed at the ramp, parking area, or gate, and typically will not exceed 24 continuous hours per aircraft.

Line operating flight time means the flight time performed in operations under GACAR Part 121.

Line operational simulation (LOS) means a simulation conducted using operational oriented

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flight scenarios that accurately replicate interaction among flight crew members and between flight crew members and dispatch facilities, other crew members, ATC, and ground operations. LOS are conducted for training and evaluation purposes and include random, abnormal, and emergency occurrences. LOS specifically includes line oriented flight training, special purpose operational training, and line operational evaluation.

Long-call reserve means that, prior to beginning the rest period required by GACAR § 117.25, the flight crew member is notified by the certificate holder to report for a flight duty period following the completion of the rest period.

Load factor means the ratio of a specified load to the total mass of the aircraft. The specified load is expressed in terms of any of the following: aerodynamic forces, inertial forces, or ground or water reactions.

Long-range communication system (LRCS) means a system that uses satellite relay, data link, high frequency, or another approved communication system that extends beyond line of sight.

Long-range navigation system (LRNS) means an electronic navigation unit that is approved for use under instrument flight rules as a primary means of navigation and has at least one source of navigational input, such as an inertial navigation system, global positioning system, or a Long Range Navigation (LORAN)–C system.

Low visibility operations (LVO) means aircraft takeoff, approach and landing operations in low visibility conditions and include low visibility takeoff, lower than standard (LTS) Category I precision instrument approach procedures, Category II and III precision instrument approach approaches, other than standard (OTS) Category II precision instrument approach approaches and instrument approach operations using an enhanced vision system (EVS) for which an operational credit on the landing minimums is applied.

Low visibility procedures (LVP) means procedures applied at an aerodrome for the purpose of ensuring safe operations during LTS Category I, OTS Category II, Category II and III approaches and low visibility takeoffs.

Low visibility takeoff (LVTO) means a takeoff where the visibility is below the standard takeoff minimums as prescribed in GACAR § 91.191(k).

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Lower than standard (LTS) CAT I means a Category I precision approach procedure conducted when reported visibility is below the standard minimums required for such procedures. Only operators specifically authorized by the President under GACAR Part 91 may conduct LTS CAT I operations.

Mach number means the ratio of true airspeed to the speed of sound.

Main rotor means the rotor that supplies the principal lift to a rotorcraft.

Maintenance means the inspection, overhaul, repair, preservation, and replacement of parts, but excludes preventive maintenance.

Maintenance schedule: See *Aircraft Maintenance Schedule*.

Major alteration means an alteration not listed in the aircraft, aircraft engine, or propeller specifications—

- a) That might appreciably affect mass, balance, structural strength, performance, powerplant operation, flight characteristics, or other qualities affecting airworthiness; or
- b) That is not done according to accepted practices or cannot be done by elementary operations.

Note— Further details on alterations that are major alterations is contained in Appendix A to GACAR Part 43.

Major repair means a repair—

- a) That, if improperly done, might appreciably affect mass, balance, structural strength, performance, powerplant operation, flight characteristics, or other qualities affecting airworthiness; or
- b) That is not done according to accepted practices or cannot be done by elementary operations.

Note— Further details on repairs that are major repairs is contained in Appendix A to GACAR Part 43.

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Maneuvering area means that part of an aerodrome to be used for the takeoff, landing and taxiing of aircraft, excluding aprons.

Manifold pressure means absolute pressure as measured at the appropriate point in the induction system.

Marshaler: see *Signalman*.

Master minimum equipment list (MMEL) means a list of items of aircraft equipment, one or more of which is permitted to be unserviceable at the commencement of a flight. The MMEL may be associated with special operating conditions, limitations or procedures.

Master Qualification Test Guide (MQTG), as used in GACAR Part 60, means the GACA approved Qualification Test Guide with the addition of the GACA witnessed test results, applicable to each individual flight simulation training device (FSTD).

Maximum Diversion Time means, for the purposes of ETOPS route planning, the longest diversion time authorized for a flight under a certificate holder's ETOPS authority, calculated under standard conditions in still air at a one-engine-inoperative cruise speed.

Maximum engine overtorque means, for all ratings except one engine inoperative (OEI) ratings of 2 minutes or less, the maximum torque of the free power turbine rotor assembly which will not require rejection of the engine from service, or any maintenance action other than to correct the cause, if that torque is inadvertently reached for up to 20 seconds.

Maximum payload capacity means, for purposes of establishing regulatory applicability, the maximum payload capacity listed on an aircraft's type certificate, as amended by any applicable supplemental type certificate.

Maximum speed for stability characteristics (V_{FC}/M_{FC}) means a speed not less than midway between the maximum operating limit speed (V_{MO}/M_{MO}) and the demonstrated flight diving speed (V_{DF}/M_{DF}), except at altitudes where the mach number is the limiting factor, in which case MFC need not exceed the mach number at which effective speed warning occurs.

Medical assessor means a physician, appointed by the President, qualified and experienced in the practice of aviation medicine and competent in evaluating and assessing medical conditions of flight safety significance.

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Medical certificate means a document issued as evidence the holder meets the prescribed standards of physical fitness to exercise the privileges of an airman certificate.

Medical personnel means a person or persons with medical training, including but not limited to flight physicians, flight nurses, or flight paramedics, who are carried aboard an aircraft during air ambulance or rotorcraft emergency medical service operations in order to provide medical care.

Medium, as used in GACAR Part 60, means the normal operational mass for a given flight segment.

Metadata means data that describes and documents data.

Meteorological service means the provision of meteorological information/data necessary for the safety, regularity and efficiency of air navigation.

Minimum descent altitude (MDA) or minimum descent height (MDH) means a specified altitude or height in a 2D instrument approach operation or circling approach operation below which descent must not be made without the required visual reference.

Note 1. - Minimum descent altitude (MDA) is referenced to mean sea level and minimum descent height (MDH) is referenced to the aerodrome elevation or to the threshold elevation if that is more than 2 m (7 ft) below the aerodrome elevation. A minimum descent height for a circling approach is referenced to the aerodrome elevation.

Note 2. - The required visual reference means that section of the visual aids or of the approach area which should have been in view for sufficient time for the pilot to have made an assessment of the aircraft position and rate of change of position, in relation to the desired flight path. In the case of a circling approach the required visual reference is the runway environment.

Note 3.- For convenience when both expressions are used they may be written in the form “minimum descent altitude/ height” and abbreviated “MDA/H”.

Minimum en-route altitude (MEA) means the altitude for an en-route segment that provides adequate reception of relevant navigation facilities and ATS communications, complies with the airspace structure and provides the required obstacle clearance.

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Minimum equipment list (MEL) means a list which provides for the operation of aircraft, subject to specified conditions, with particular equipment inoperative, prepared by an operator in conformity with, or more restrictive than, the MMEL established for the aircraft type.

Minimum obstacle clearance altitude (MOCA) means the minimum altitude for a defined segment of flight that provides the required obstacle clearance.

Minimum sector altitude (MSA) means the lowest altitude which may be used which will provide a minimum clearance of 1 000 ft above all objects located in an area contained within a sector of a circle of 25 NM radius centered on a radio aid to navigation.

Minor alteration means an alteration other than a major alteration.

Minor repair means a repair other than a major repair.

Missed approach point means that point in an instrument approach procedure at or before which the prescribed missed approach procedure must be initiated in order to ensure that the minimum obstacle clearance is not infringed.

Missed approach procedure means the procedure to be followed if the approach cannot be continued.

Model aircraft means an unmanned heavier-than-air aircraft, other than an amateur rocket, that is —

- a) Flown within visual line of sight of the person operating the aircraft; and
- b) Flown for hobby or recreational purposes.

Moored balloon means an unmanned balloon that is attached to the surface of the earth or an object on the surface of the earth.

Movement area means that part of an aerodrome to be used for the takeoff, landing and taxiing of aircraft, consisting of the maneuvering area and the apron(s).

Navigable airspace means airspace at and above the minimum flight altitudes prescribed by the GACAR, including airspace needed for safe takeoff and landing.

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Navigation specification means a set of aircraft and flight crew requirements needed to support performance-based navigation operations within a defined airspace.

Near limiting performance, as used in GACAR Part 60, means the performance level the operating engine must be required to achieve to have sufficient power to land a rotorcraft after experiencing a single-engine failure during takeoff of a multi-engine rotorcraft. The operating engine must be required to operate within at least 5 percent of the maximum RPM or temperature limits of the gas turbine or power turbine, or operate within at least 5 percent of the maximum drive train torque limits. Near limiting performance is based on the existing combination of density altitude, temperature, and rotorcraft gross mass.

Near-parallel runways means non-intersecting runways whose extended center lines have an angle of convergence/divergence of 15° or less.

Night means the hours between the end of evening civil twilight and the beginning of morning civil twilight or, if no civil twilight data is available, the period beginning 30 minutes after sunset and ending 30 minutes before sunrise.

Night vision goggles (NVG) means an appliance worn by a pilot that enhances a pilot's ability to maintain visual surface reference at night. NVG may be a component of a Night Vision Imaging System (NVIS).

Night vision imaging system (NVIS) means a system that uses image intensifier tubes to produce an enhanced image of a scene in light conditions too low for normal navigation and pilotage.

Night vision imaging system (NVIS) operation means the portion of a flight that occurs during the time period from 1 hour after sunset to 1 hour before sunrise where the pilot maintains visual surface reference using a night vision imaging system in an aircraft that is approved for such an operation.

Noncommercial operator means a person who engages in the operation of aircraft for purposes other than commercial air transportation or aerial work.

Nonhostile environment means an environment in which—

- a) A safe forced landing can be accomplished because the surface and surrounding environment are adequate;

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- b) Rotorcraft occupants can be adequately protected from the elements;
- c) Search and rescue response/capability is provided consistent with anticipated exposure; and
- d) The assessed risk of endangering persons or property on the ground is acceptable.

Nonprecision approach procedure means an instrument approach procedure designed for 2D instrument approach operations Type A

North Pacific Area of Operation (NOPAC) means Pacific Ocean areas north of 40° N latitudes including NOPAC air traffic service (ATS) routes, and published Pacific Organized Track System (PACOTS) tracks between Japan and North America.

North Polar Area means the entire area north of 78° N latitude.

Notice to Airmen (NOTAM) means a notice distributed by means of telecommunication containing information concerning the establishment, condition or change in any aeronautical facility, service, procedure or hazard, the timely knowledge of which is essential to personnel concerned with flight operations.

Object means, for purposes of GACAR Part 105, any item other than a person that descends to the surface from an aircraft in flight when a parachute is used or is intended to be used to slow the object's fall during all or part of the descent.

Objective data, as used in GACAR Part 60, means quantitative data, acceptable to the President, used to evaluate a flight simulation training device (FSTD).

Obstacle means all fixed (whether temporary or permanent) and mobile objects, or parts thereof, that—

- a) Are located on an area intended for the surface movement of aircraft, or
- b) Extend above a defined surface intended to protect aircraft in flight, or
- c) Stand outside those defined surfaces and that have been assessed as being a hazard to air navigation.

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Obstruction clearance plane means a plane sloping upward from the runway at a slope of 1:20 to the horizontal, and tangent to or clearing all obstructions within a specified area surrounding the runway as shown in a profile view of that area. In the plan view, the centerline of the specified area coincides with the centerline of the runway, beginning at the point where the obstruction clearance plane intersects the centerline of the runway and proceeding to a point at least 450 m from the beginning point. Thereafter the centerline coincides with the takeoff path over the ground for the runway (in the case of takeoffs) or with the instrument approach counterpart (for landings), or, where the applicable one of these paths has not been established, it proceeds consistent with turns of at least 1 200 m radius until a point is reached beyond which the obstruction clearance plane clears all obstructions. This area extends laterally 60 m on each side of the centerline at the point where the obstruction clearance plane intersects the runway and continues at this width to the end of the runway; then it increases uniformly to 150 m on each side of the centerline at a point 450 m from the intersection of the obstruction clearance plane with the runway; thereafter it extends laterally 150 m on each side of the centerline.

Offshore operation means an operation which routinely has a substantial portion of the flight conducted over sea areas to or from offshore locations. Such operations include, but are not limited to, support of offshore oil, gas, and mineral exploitation and sea-pilot transfer.

One-engine-inoperative Cruise Speed means a speed within the certified operating limits of an airplane that is specified by the certificate holder and approved by the President for—

- a) Calculating required fuel reserves needed to account for an inoperative engine, or
- b) Determining whether an ETOPS alternate is within the maximum diversion time authorized for an ETOPS flight.

Operate, with respect to aircraft, means use, cause to use, or authorize to use aircraft for the purpose of air navigation (except as provided in GACAR § 91.17(b)), including the piloting of aircraft with or without the right of legal control.

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

Note—An operating base is normally the location where personnel involved in the operation of the aircraft work and the records associated with the operation are located. An operating base has a degree of permanency beyond that of a regular point of call.

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Operating cycle, see *flight cycle*.

Operational control means with respect to a flight, the exercise of authority over initiating, conducting, or terminating a flight.

Operational flight plan means an operator's plan for the safe conduct of a flight based on considerations of aircraft performance, other operating limitations, and relevant expected conditions on the route to be followed and at the aerodromes concerned.

Operations manual means an electronic or written document that contains guidance for flight, ground, and management personnel in the execution of their duties.

Operations specifications means a document issued by the President to a certificate holder that prescribes authorizations, limitations, and applicable requirements with respect to the certificate holder's operations.

Operator means, with respect to aircraft, a person, organization or enterprise engaged in or offering to engage in an aircraft operation.

Other Than Standard (OTS) CAT II means a Category II precision approach procedure conducted to a runway where some or all of the elements of the light system normally required for Category II operations are not present. Only operators specifically authorized by the President under GACAR Part 91 may conduct OTS CAT II operations.

Overhaul means the disassembly, cleaning, inspection, repairing as necessary, reassembly and testing in accordance with standards and technical data which have been developed and documented by the holder of the type certificate, supplemental type certificate, or a material, part, process, or appliance approved under GACAR Part 21.

Overpack means an enclosure, other than a unit load device, used by a single shipper to contain one or more packages and to form one handling unit for convenience of handling and stowage.

Over-the-top means the operation of an aircraft above a layer of clouds or other obscuring phenomena forming a ceiling.

Owner means—

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- a) The legal holder of a certificate of aircraft ownership,
- b) A buyer in possession to which the certificate of aircraft ownership has not yet transferred, or
- c) A lessee of an aircraft under a contract of conditional sale.

Package means the complete product of the packing operation consisting of the packaging and its contents prepared for transport.

Packaging means one or more receptacles and any other components or materials necessary for the receptacles to perform their containment and other safety functions.

Parachute means a device used or intended to be used to retard the fall of a body or object through the air.

Parachute landing area (PLA) means any pre-determined area upon which parachutists or objects land during parachute operations. The center-point target of a PLA is expressed in nautical miles (NM) from the nearest Very High Frequency Omnidirectional Range (VOR) facility when 30 NM or less; or from the nearest aerodrome, town, or city depicted on the appropriate aeronautical chart, when the nearest VOR facility is more than 30 NM from the PLA.

Parachute operation means the performance of actions for the purpose of, or in support of, intentional parachute activities.

Parachutist means a person who intends to exit an aircraft while in flight using a parachute system to descend to the surface.

Passenger aircraft means an aircraft that carries any person other than—

- a) A crew member;
- b) An employee of the operator or another operator permitted by, and carried in accordance with, the instructions contained in the operations manual;
- c) An authorized representative of the President or other person with official duties relating to the conduct of the flight; or

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d) A person with duties in respect to the carriage of cargo.

Performance-based navigation (PBN) means area navigation (RNAV) based on performance requirements for aircraft operating along an air traffic service (ATS) route, on an instrument approach procedure, or in a designated airspace. Performance requirements are expressed as an RNAV specification or a required navigation performance (RNP) specification.

Performance class 1 means rotorcraft operations with performance such that, in the event of a critical engine failure, performance is available to enable the rotorcraft to safely continue the flight to an appropriate landing area, unless the failure occurs prior to reaching the takeoff decision point (TDP) or after passing the landing decision point (LDP), in which cases the rotorcraft must be able to land within the rejected takeoff or landing area.

Performance class 2 means rotorcraft operations with performance such that, in the event of critical engine failure, performance is available to enable the rotorcraft to safely continue the flight to an appropriate landing area, except when the failure occurs early during the takeoff maneuver or late in the landing maneuver, in which cases a forced landing may be required.

Performance class 3 means rotorcraft operations with performance such that, in the event of an engine failure at any time during the flight, a forced landing will be required.

Person means an individual, firm, partnership, corporation, company, association, joint-stock association, or governmental entity. It includes a trustee, receiver, assignee, or similar representative of any of them.

Physiological night's rest means 10 hours of rest that encompasses the hours of 0100 and 0700 at the flight crew member's home base, unless the individual has acclimated to a different theater. If the flight crew member has acclimated to a different theater, the rest must encompass the hours of 0100 and 0700 at the acclimated location.

Pilot in command (PIC) means the person designated as having the final authority and responsibility for the operation and safety of an aircraft during flight.

Pilot school means the holder of a pilot school certificate or a provisional pilot school certificate issued under GACAR Part 141.

Pilot time means that time in which a person—

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- a) Serves as a required pilot;
- b) Receives training from an authorized instructor in an aircraft, flight simulation training device (FSTD), or aviation training device (ATD); or
- c) Gives training as an authorized instructor from a flight crew member station in an aircraft or FSTD.

Pilotage means navigation by visual reference to landmarks.

Pitch setting means the propeller blade setting as determined by the blade angle measured in a manner, and at a radius, specified by the instruction manual for the propeller.

Portable oxygen concentrator means a medical device to assist a user of medical oxygen by separating oxygen from nitrogen and other gases contained in ambient air and dispensing it in concentrated form to the user.

Positioning means—

- a) With respect to a crew member, the transportation of that crew member as a passenger or non-operating crew member, by any mode of transportation, as required by a certificate holder, excluding transportation to or from a suitable accommodation; and
- b) With respect to an aircraft, any operation, the primary purpose of which is the relocation of the aircraft, and during which any carriage of passengers or cargo is incidental. Any operation in which passengers or cargo are carried for compensation or hire does not constitute positioning.

Powered parachute means a powered aircraft comprised of a flexible or semi-rigid wing connected to a fuselage so that the wing is not in position for flight until the aircraft is in motion. The fuselage of a powered parachute contains the aircraft engine, a seat for each occupant and is attached to the aircraft's landing gear.

Powered-lift means a heavier-than-air aircraft capable of vertical takeoff, vertical landing, and low speed flight that depends principally on engine-driven lift devices or engine thrust for lift during these flight regimes and on one or more nonrotating airfoils for lift during horizontal flight.

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Practical test means a test on the areas of operations for an airman certificate, rating, or authorization that is conducted by having the applicant respond to questions and demonstrate the required proficiency in the skills prescribed for that certificate, rating, or authorization in an actual or simulated operating environment.

Precision approach procedure means an instrument approach procedure based on navigation systems (ILS, MLS, GLS and SBAS Cat I) designed for 3D instrument approach operations Type A or B.

Prepare means, for purposes of GACAR Part 109, to classify, mark, label, and package dangerous goods for transport by air.

President means the President of the GACA or any person to whom he has delegated his authority in the matter concerned.

Preventive maintenance means simple or minor preservation operations and the replacement of small standard parts not involving complex assembly operations.

Principal base of operations means the primary operating location of a certificate holder as established by the certificate holder.

Problematic use of psychoactive substances means the use of one or more psychoactive substances by aviation personnel in a way that:

- a) Constitutes a direct hazard to the user or endangers the lives, health or welfare of others, and/or
- b) Causes or worsens an occupational, social, mental or physical problem or disorder.

Product means, for purposes of GACAR Part 21, an aircraft, aircraft engine, or aircraft propeller.

Programmed hours means the hours of airman training to be administered by a certificate holder, as prescribed by regulation.

Prohibited area means an airspace of defined dimensions within which no person may operate an aircraft without the permission of the administering authority.

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Promulgated information incident means an incident that involves significantly incorrect, inadequate, or misleading information or aeronautical data promulgated in an aeronautical information publication, map, chart, or otherwise provided for the operation of an aircraft.

Propeller means a device for propelling an aircraft that has blades on an engine driven shaft and that, when rotated, produces, by its action on the air, a thrust approximately perpendicular to its plane of rotation. Propellers include control components normally supplied by their manufacturers, but do not include main and auxiliary rotors or rotating airfoils of engines.

Psychoactive substances means alcohol, opioids, cannabinoids, sedatives and hypnotics, cocaine, other psychostimulants, hallucinogens, and volatile solvents, excluding coffee and tobacco.

Published repair data means instructions for accomplishing repairs, which are published for general use in structural repair manuals and service bulletins (or equivalent types of documents).

Qualification level, as used in GACAR Part 60, means the categorization of a flight simulation training device (FSTD) established by the President based on the FSTD's demonstrated technical and operational capabilities as prescribed in this part.

Qualification performance standards (QPS), as used in GACAR Part 60, means the collection of procedures and criteria used when conducting objective and subjective tests, to establish flight simulation training device (FSTD) qualification levels. The QPS are published in the appendixes to Title 14, Code of Federal Regulations of the United States part 60, as follows:

Appendix A, for Airplane Simulators;

Appendix B, for Airplane Flight Training Devices;

Appendix C, for Rotorcraft Simulators;

Appendix D, for Rotorcraft Flight Training Devices; and

Appendix E, for Quality Management Systems for Flight Simulation Training Devices.

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Quality assurance means that part of quality management focused on providing confidence that quality requirements will be fulfilled.

Quality control means that part of quality management focused on fulfilling quality requirements.

Radiotelephony means a form of radio communication primarily intended for the exchange of information in the form of speech.

Rating means a statement that, when issued with respect to a certificate, sets forth privileges, limitations, or special conditions for that certificate.

Real-world aerodrome, as used in GACAR Part 60 in reference to aerodrome visual models, means a computer-generated visual depiction of an existing aerodrome.

Rebuilding means the disassembly, cleaning, inspecting, repairing as necessary, reassembly, and testing to the same tolerances and limits as a new item, using either new parts or used parts that either conform to new part tolerances and limits or to approved oversized or undersized dimensions.

Record means any writing, drawing, map, recording, tape, film, photograph, or other documentary material by which information is preserved or conveyed in any format, including, but not limited to, paper, microfilm, identification plates, stamped marks, bar codes, and electronic formats. It can either be separate from, attached to, or inscribed on any product, part, appliance, or material.

Recreational aviation activity means noncommercial aviation activities that are carried out for the primary purpose of the recreational enjoyment of the participants and spectators.

Recurrent training means periodic training required for a qualified airman in the specific position and/or operation in which the airman serves.

Register means the Saudi National Aircraft Register maintained by the GACA to register national civil aircraft or aircraft engines.

Rejected takeoff distance required (RTODR) means the horizontal distance required from the start of the takeoff to the point where the helicopter comes to a full stop following an engine failure and rejection of the takeoff at the takeoff decision point.

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Related aircraft means any two or more aircraft of the same make with either the same or different type certificates that have been demonstrated and determined by the President to have commonality to the extent that credit between those aircraft may be applied for flight crew member training, checking, recent experience, operating experience, operating cycles, and line operating flight time for consolidation of knowledge and skills.

Related aircraft differences training means the flight crew member training required for aircraft with different type certificates that have been designated as related by the President.

Repair means to correct a defective condition. For the purposes of GACAR Part 147, repair of an airframe or powerplant system includes component replacement and adjustment, but not component repair.

Remote pilot means a person charged by the operator with duties essential to the operation of a remotely piloted aircraft and who manipulates the flight controls, as appropriate, during flight time.

Remote pilot station means the component of the remotely piloted aircraft system containing the equipment used to pilot the remotely piloted aircraft.

Remotely piloted aircraft (RPA) means an unmanned aircraft system which is piloted from a remote pilot station.

Remotely piloted aircraft system (RPAS) means a remotely piloted aircraft, its associated remote pilot station(s), the required command and control links and any other components as specified in the type design.

Repetitive flight plan (RFP) means a flight plan related to a series of frequently recurring, regularly operated individual flights with identical basic features, submitted by an operator for retention and repetitive use by air traffic service units.

Reporting point means a specified geographical location in relation to which the position of an aircraft can be reported.

Report time means the time that the certificate holder requires a flight crew member to report for an assignment.

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Requalification training means the training required for crew members previously trained and qualified, but who have become unqualified due to not having met, within the required period, the applicable line check, recurrent training, or proficiency check requirements.

Required communication performance (RCP) means a statement of the performance requirements for operational communication in support of specific air traffic management functions.

Required communication performance type (RCP type) means a label (e.g. RCP 240) that represents the values assigned to RCP parameters for communication transaction time, continuity, availability and integrity.

Reserve availability period means a duty period during which a certificate holder requires a flight crew member on short call reserve to be available to receive an assignment for a flight duty period.

Reserve flight crew member means a flight crew member who a certificate holder requires to be available to receive an assignment for duty.

Rest facility means a bunk or seat accommodation installed in an aircraft that provides a flight crew member with a sleep opportunity.

(1) Class 1 rest facility means a bunk or other surface that allows for a flat sleeping position and is located separate from both the flight deck and passenger cabin in an area that is temperature-controlled, allows the flight crew member to control light, and provides isolation from noise and disturbance.

(2) Class 2 rest facility means a seat in an aircraft cabin that allows for a flat or near flat sleeping position; is separated from passengers by a minimum of a curtain to provide darkness and some sound mitigation; and is reasonably free from disturbance by passengers or flight crew members.

(3) Class 3 rest facility means a seat in an aircraft cabin or flight deck that reclines at least 40 degrees and provides leg and foot support.

Rest period means a continuous and defined period of time, subsequent to and/or prior to duty, during which airmen are free of all duties.

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Restricted area means an airspace of defined dimensions within which the flight of aircraft is restricted in accordance with certain specified conditions.

Risk means the composite of predicted severity and likelihood of the potential effect of a hazard.

Risk control means a means to reduce or eliminate the effects of hazards.

Rocket means an aircraft propelled by ejected expanding gases generated in the engine from self-contained propellants and not dependent on the intake of outside substances. It includes any part that becomes separated during the operation.

Rotorcraft means a heavier-than-air aircraft that depends principally on the lift generated by one or more rotors for its support in flight.

Rotorcraft emergency medical service (REMS) means a flight, or sequence of flights, with a patient or medical personnel on board, for the purpose of medical transportation by rotorcraft from a site other than an aerodrome to an aerodrome. A REMS operation includes, but is not limited to—.

- a) Flights conducted to position the rotorcraft at the site at which a patient or donor organ will be picked up.
- b) Flights conducted to reposition the rotorcraft after completing the patient, or donor organ transport.
- c) Flights initiated for the transport of a patient or donor organ that are terminated due to weather or other reasons.

Rotorcraft external-load operations means the operation of a rotorcraft with a load that extends outside the rotorcraft fuselage, or is carried or suspended beneath the rotorcraft.

Rotorcraft hoist operations (RHO) means an operation the purpose of which is to facilitate the transfer of persons and/or cargo by means of a rotorcraft hoist.

Rotorcraft offshore operation means operations which routinely have a substantial proportion of the flight conducted over water to or from offshore locations. Such operations include, but are not limited to, support of offshore oil, gas, and mineral exploitation and

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sea-pilot transfer.

Rotorcraft-load combination means the combination of a rotorcraft and an external load, including the external-load attaching means.

RPA observer means a trained and competent person designated by the operator who, by visual observation of the remotely piloted aircraft, assists the remote pilot in the safe conduct of the flight.

Runway means a defined rectangular area on a land aerodrome.

Runway visual range (RVR) means the range over which the pilot of an aircraft on the center line of a runway can see the runway surface markings or the lights delineating the runway or identifying its center line.

Safe forced landing means unavoidable landing or ditching with a reasonable expectancy of no injuries to persons in the aircraft or on the surface.

Safety means the state in which risks associated with aviation activities are reduced and controlled to an acceptable level.

Safety assurance means processes within the SMS that function systematically to ensure the performance and effectiveness of safety risk controls and that the organization meets or exceeds its safety objectives through the collection, analysis, and assessment of information.

Safety data means a defined set of facts or set of safety values collected from various aviation related sources which when analyzed is used to maintain or improve safety.

Safety directive as used in the context of light-sport aircraft (LSA) means a directive issued by a manufacturer of an LSA that is intended to correct an existing unsafe condition.

Safety information means safety data processed, organized or presented in a given context so as to make it useful for purposes of sharing, exchanging or retaining them for safety management.

Safety link means, in the context of aircraft banner towing operations under GACAR Part 133, a link contained in the towing apparatus that is strong enough for towing but has low enough breaking strength to protect the aircraft and pilot in the event of an accidental

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overload.

Safety management system means a systematic approach to managing safety including necessary organizational structures, accountability, responsibilities, policies and procedures.

Safety objective means a measurable goal or desirable outcome related to safety.

Safety performance means realized or actual safety accomplishment relative to the aviation organization's safety objectives.

Safety policy means the aviation organization's documented commitment to safety, which defines its safety objectives and the accountabilities and responsibilities of its employees in regards to safety.

Safety promotion means a combination of training and communication of safety information to support the implementation and operation of an SMS in an organization.

Safety risk management means a process within the SMS composed of describing the system, identifying the hazards, and analyzing, assessing and controlling risk.

Scheduled means, in the context of flight operations, a passenger-carrying operation for compensation or hire, conducted by the holder of an air operator certificate, for which the certificate holder offers, in advance, the departure location and departure time, and an arrival location different than the departure location.

Sea level engine means a reciprocating aircraft engine which, under standard atmospheric conditions, is capable of producing its rated takeoff power only at sea level.

Second in command (SIC) means a pilot who is designated to be second in command of an aircraft for which more than one pilot is required during flight time.

Serious incident means an aircraft incident involving circumstances indicating that there was a high probability of an aircraft accident. The difference between an aircraft accident and a serious incident lies only in the result.

Serious injury means an injury which is sustained by a person in an aircraft accident and which—

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- a) Requires hospitalization for more than 48 hours, commencing within 7 days from the date the injury was received;
- b) Results in fracture of any bone (except simple fractures of fingers, toes or nose);
- c) Involves lacerations which cause severe hemorrhage, nerve, muscle or tendon damage;
- d) Involves injury to any internal organ; or
- e) Involves second- or third-degree burns, or any burns affecting more than 5 percent of the body surface.
- f) Involves verified exposure to infectious substances or injurious radiation.

Service, as used in GACAR Part 147, means to perform functions that assure continued operation of an aircraft, system, or component in an airworthy condition.

Set of aircraft means aircraft that share similar performance characteristics, such as similar airspeed and altitude operating envelopes, similar handling characteristics, and the same number and type of propulsion systems.

Shipper, as used in GACAR Part 109, means any person who offers dangerous goods for transportation by air.

Short-call reserve means a period of time in which a flight crew member is assigned to a reserve availability period.

Show means, unless the context requires otherwise, to demonstrate to the satisfaction of the President.

Signalman means a person providing marshaling signals to crew members or other persons taxiing or towing an aircraft on the ground.

Small aircraft means any airplane that is not a large airplane.

Small unmanned aircraft means an unmanned aircraft weighing less than 55 pounds on takeoff, including everything that is on board or otherwise attached to the aircraft.

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Small unmanned aircraft system (small UAS) means a small unmanned aircraft and its associated elements (including communication links and the components that control the small unmanned aircraft) that are required for the safe and efficient operation of the small unmanned aircraft in the national airspace system.

Solo flight means that flight time during which a person undergoing training toward a pilot certificate is the sole occupant of the aircraft or that flight time during which the person performs the duties of a PIC of a gas balloon or an airship requiring more than one pilot flight crew member.

South Polar Area means the entire area south of 60° S latitude.

Spare parts means aircraft parts, engines, propellers, radio devices, tools and equipment and parts thereof; and, in general, all other items of any nature kept for the purpose of replacing parts or instruments making up an aircraft.

Special aviation event means an aerial display or demonstration before an assembly of persons by one or more aircraft.

Special Unscheduled. See explanation in GACAR § 121.5(b).

Special VFR operations means aircraft operations not conducted under IFR in meteorological conditions not meeting basic VFR weather minimums. Such operations must be requested by the pilot and approved by ATC, and may only be conducted in controlled airspace.

Specialty Curriculum means a set of courses designed to satisfy a requirement of the GACAR and approved by the President for use by a particular training center or satellite training center. The specialty curriculum includes training requirements unique to one or more training center clients.

Split duty means a flight duty period that has a scheduled break in duty that is less than a required rest period.

State of design means the State having jurisdiction over the organization responsible for the type design.

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State of manufacture means the State having jurisdiction over the organization responsible for the final assembly of the aircraft.

State of design means the country or jurisdiction with regulatory authority over the organization responsible for the design and continued airworthiness of a civil aeronautical product or article.

State of manufacturer means the country or jurisdiction with regulatory authority over the organization responsible for the production and airworthiness of a civil aeronautical product or article.

State of operator means the State in which the operator's principal place of business is located or, if there is no such place of business, the operator's permanent residence.

State of registry means the State on whose register the aircraft is entered.

Stopway means a defined rectangular area on the ground at the end of takeoff run available prepared as a suitable area in which an aircraft can be stopped in the case of an abandoned takeoff.

Strayed aircraft means an aircraft which has deviated significantly from its intended track or which reports that it is lost.

Student pilot seeking a sport pilot certificate means a person who has received an endorsement—

- a) To exercise student pilot privileges from a certificated flight instructor with a sport pilot rating; or
- b) That includes the limitations specified in GACAR § 61.107(d) issued by a certificated flight instructor with other than a sport pilot rating.

Suitable accommodation means a temperature-controlled facility with sound mitigation and the ability to control light that provides a flight crew member with the ability to sleep either in a bed, bunk or in a chair that allows for flat or near flat sleeping position. Suitable accommodation only applies to ground facilities and does not apply to aircraft onboard rest

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facilities.

Suitable RNAV system means an area navigation (RNAV) system that meets the required performance established for a type of operation, such as IFR. It is suitable for operation over the route to be flown in terms of any performance criteria (including accuracy) established by the air navigation service provider for certain routes, such as oceanic, air traffic service (ATS) routes, and instrument approach procedures (IAP). An RNAV system's suitability is dependent upon the availability of ground and/or satellite navigation aids needed to meet any route performance criteria that may be prescribed in route specifications to navigate the aircraft along the route to be flown.

Takeoff decision speed means the maximum speed in the takeoff at which the pilot may initiate action (for example, apply brakes, reduce thrust, deploy speed brakes) to abandon the takeoff and stop the airplane within the accelerate stop distance. It also means the minimum speed in the takeoff, following a failure of the critical engine at VEF, at which the pilot can continue the takeoff and achieve the required height above the takeoff surface within the takeoff distance.

Takeoff distance available means the length of the final approach and takeoff area (FATO) plus the length of helicopter clearway (if provided) declared available and suitable for helicopters to complete the takeoff.

Takeoff distance required (TODRH) means the horizontal distance required from the start of the takeoff to the point at which V_{TOSS} , a selected height, and a positive climb gradient are achieved, following failure of the critical engine being recognized at the takeoff decision point (TDP), the remaining engines operating within approved operating limits.

Note—The selected height stated above is to be determined with reference to either:

- a) The takeoff surface, or
- b) A level defined by the highest obstacle in the takeoff distance required.

Takeoff flight path means the vertical and horizontal path of a helicopter, with the critical engine inoperative, from a specified point in the takeoff to 1 000 ft (300 m) above the surface.

Takeoff power means—

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- a) With respect to reciprocating engines, the brake horsepower that is developed under conditions at standard sea level and under the maximum conditions of crankshaft rotational speed and engine manifold pressure approved for the normal takeoff, and limited in continuous use to the period of time shown in the approved engine specification.
- b) With respect to turbine engines, the brake horsepower that is developed under static conditions at a specified altitude and atmospheric temperature under the maximum conditions of rotor shaft rotational speed and gas temperature approved for the normal takeoff, and limited in continuous use to the period of time shown in the approved engine specification.

Takeoff safety speed (V_2) means a referenced airspeed obtained after lift-off at which the required one-engine-inoperative climb performance can be achieved.

Takeoff thrust means, with respect to turbine engines, the jet thrust that is developed under static conditions at a specific altitude and atmospheric temperature under the maximum conditions of rotor shaft rotational speed and gas temperature approved for normal takeoff, and limited in continuous use to the period of time shown in the approved engine specification.

Tandem wing configuration means a configuration of two wings of similar span, mounted in tandem.

Task familiar describes a flight crew member who is familiar with and can satisfactorily accomplish the duties of a particular crew duty position, though not qualified for that duty position. For example, an SIC candidate who performs the duties of the PIC during simulator training.

Taxiing means the movement of an aircraft on the surface of an aerodrome under its own power, excluding takeoff and landing.

Taxiway means a defined path on a land aerodrome established for the taxiing of aircraft and intended to provide a link between one part of the aerodrome and another.

Technical instructions means the latest effective edition of the Technical Instructions for the Safe Transport of Dangerous Goods by Air, including the supplement and any addendums, approved and published by decision of the Council of the ICAO (ICAO Document 9284).

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Theater means a geographical area in which the distance between the flight crew member's flight duty period departure point and arrival point differ by no more than 60 degrees longitude.

Time in service means, with respect to maintenance records, the time from the moment an aircraft leaves the surface of the earth until it touches it at the next landing.

Tow hitch means the tow release mechanism and its mounting fixture that is normally attached to aircraft used in towing operations. The tow hitch serves as a point of attachment for all trailing equipment, and has a remote control release from the flightdeck.

Track means the projection on the earth's surface of the path of an aircraft, the direction of which path at any point is usually expressed in degrees from North (true, magnetic or grid).

Traffic information means information issued by an air traffic services unit to alert a pilot to other known or observed air traffic which may be in proximity to the position or intended route of flight and to help the pilot avoid a collision.

Trainee air traffic controller (ATCO) means the holders of ATCO certificate who is undergoing on-the-job training (OJT):

- a) Towards the grant of a rating and unit endorsement (if any) in which they have not previously held a valid rating, but in which they have successfully completed an approved course of initial training under GACAR Part 144; or
- b) At a unit where they do not yet hold a valid endorsement appropriate to the ATC service to be provided but in which they hold, or have held within the previous five years, a valid rating in the same rating discipline at another unit.

Training center means an organization certificated under GACAR Part 142 that provides training, testing, and checking of pilots, flight instructors, ground instructors, and flight engineers subject to the requirements of the GACAR.

Training program means the collection of courses, courseware, facilities, equipment, and personnel necessary to accomplish a specific training objective. It may include a core curriculum and a specialty curriculum.

Training time, for purposes of recording flight crew member experience, means training

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received—

- a) In flight from an authorized instructor,
- b) On the ground from an authorized instructor, or
- c) In a flight simulation training device (FSTD) from an authorized instructor.

Transition altitude means the altitude at or below which the vertical position of an aircraft is controlled by reference to altitudes.

Transition training means the training required for crew members or aircraft dispatchers who have qualified and served in the same capacity on or with respect to another aircraft for the same certificate holder. For operations under GACAR Part 121, the other aircraft must be in the same group, as specified in GACAR § 121.5(a).

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).

Troubleshoot means to analyze and identify the nature and source of malfunctions in an airframe, powerplant, or aircraft component.

True airspeed means the airspeed of an aircraft relative to undisturbed air. True airspeed is equal to equivalent airspeed multiplied by $(\rho_0/\rho)^{1/2}$.

Ultralight Vehicle. See description in GACAR § 103.1.

Ultralight vehicle accident means an occurrence associated with the operation of an ultralight vehicle which takes place between the time any person boards the ultralight vehicle with the intention of flight until such time as all such persons have disembarked, in which:

- a) A person is fatally or seriously injured as a result of:
 - (1) Being in the ultralight vehicle, or
 - (2) Direct contact with any part of the ultralight vehicle, including parts which have

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become detached from the ultralight vehicle, except when the injuries are from natural causes, self-inflicted or inflicted by other persons; or

- b) The ultralight vehicle is missing or is completely inaccessible.

Unforeseen operational circumstance means an unplanned event of insufficient duration to allow for adjustments to schedules, including unforecast weather, equipment malfunction, or air traffic delay that is not reasonably expected.

Unidentified aircraft means an aircraft which has been observed or reported to be operating in a given area but whose identity has not been established.

Unit load device means any type of freight container, aircraft container, aircraft pallet with a net, or aircraft pallet with a net over an igloo.

Note - An overpack is not included in this definition.

United Nations (UN) number means the four digit number assigned by the United Nations Committee of Experts on the Transport of Dangerous Goods and on the Globally Harmonized System of Classification and Labeling of Chemicals to identify an article or substance or a particular group of articles or substances.

Unmanned Aircraft Systems (UAS) means heavier-than-air aircraft—other than a model aircraft or amateur rocket—and their associated elements which are operated with no pilot onboard. The term UAS includes remotely piloted aircraft systems (RPAS) and autonomous unmanned aircraft systems.

Unmanned free balloon means a non-power-driven, unmanned, lighter-than-air aircraft in free flight.

Unscheduled means, in the context of flight operations, an operation for compensation or hire, conducted by the holder of an air operator certificate, that is one of the following:

- a) An operation in which the departure time, departure location, and arrival location are specifically negotiated with the customer or the customer's representative;
- b) An operation in which the departure location and the arrival location are the same; or

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c) An all-cargo operation.

Upgrade training means the training required for flight crew members who have qualified and served as second in command or flight engineer on a particular aircraft type, before they serve as pilot in command or second in command, respectively, on that aircraft.

Uncertainty phase means a situation wherein uncertainty exists as to the safety of an aircraft and its occupants.

Visual line-of-sight (VLOS) operation means an operation in which the remote pilot or RPA observer maintains direct unaided visual contact with the remotely piloted aircraft.

VFR flight means a flight conducted in accordance with the visual flight rules.

Visual meteorological conditions (VMC) means meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling, equal to or better than minimums specified in GACAR Part 91.

Weight-shift-control aircraft means a powered aircraft with a framed pivoting wing and a fuselage controllable only in pitch and roll by the pilot's ability to change the aircraft's center of gravity with respect to the wing. Flight control of the aircraft depends on the wing's ability to flexibly deform rather than the use of control surfaces.

Wet lease means any leasing arrangement when the aircraft is operated under the operating certificate of the lessor and the lessor has operational control.

Wildlife strike hazard means a potential for a damaging aircraft collision with wildlife on or near an aerodrome.

Window of circadian low means a period of maximum sleepiness that occurs between 0200 and 0559 during a physiological night.

Winglet or tip fin means an out-of-plane surface extending from a lifting surface. A winglet or tip fin may or may not have control surfaces.

Working day means a day when official business is conducted by the government of the Kingdom of Saudi Arabia.

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(b) When an Annex to the Convention on International Civil Aviation is incorporated by reference into the GACAR, the associated definitions from that Annex are also incorporated by reference. Where there is any perceived disparity of meaning or inconsistency between the definitions in the Annex and definitions in paragraph (a) of this section, the definitions in paragraph (a) must take precedence.

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SUBPART B – ABBREVIATIONS

§ 1.11 Abbreviations.

ACAS means airborne collision avoidance system.

ACC means area control center.

AD means airworthiness directive.

ADIZ means air defense identification zone.

ADS means automatic dependent surveillance.

ADS-B means automatic dependent surveillance – broadcast.

AFM means aircraft flight manual.

AGL means above ground level.

AHM means the IATA Airport Handling Manual.

AIB means the Aviation Investigation Bureau of the Kingdom of Saudi Arabia.

AIS means aeronautical information service.

AIP means Aeronautical Information Publication.

AIR means airborne image recorder.

AIRAC means aeronautical information regulation and control.

AIREP means air report.

AIXM means aeronautical information exchange model.

ALS means approach light system.

AME means aviation medical examiner.

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AMOC means alternate means of compliance (with an airworthiness directive).

ANS means air navigation service.

ANSC means air navigation service certificate.

AOC means air operator certificate.

APP means approach control unit.

APU means auxiliary power unit.

APV means approach procedure with vertical guidance.

A-SMGCS means advanced surface movements guidance and control system.

ASR means aerodrome surveillance radar.

ATC means air traffic control.

ATCI means air traffic controller instructor.

ATCO means air traffic controller.

ATD means aviation training device.

ATFM means air traffic flow management.

ATIS means automatic terminal information service.

ATP means airline transport pilot.

ATS means air traffic service.

ATSPM means air traffic service procedures manual.

ATSU means air traffic services unit.

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AWOC means aerial work operator certificate.

BOM means basic operating mass.

CAMP means continuous airworthiness maintenance program.

CAS means calibrated airspeed.

CASS means continuing analysis and surveillance system.

CAT means category.

CFIT means controlled flight into terrain.

CFR means United States Code of Federal Regulations.

CMP means configuration, maintenance, and procedures.

CR means certificate of registration.

CRC means cyclic redundancy check.

CVR means cockpit voice recorder.

C2 means command and control link.

DA means decision altitude.

DGPC means Dangerous Goods Preparer Certificate.

DGTA means Dangerous Goods Transport Authorization.

DH means decision height.

DME means distance measuring equipment compatible with ultra high-frequency tactical air navigational aid (TACAN).

DT means damage tolerance.

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DTE means damage tolerance evaluation.

DTI means damage tolerance inspection.

EAS means equivalent airspeed.

EASA means European Aviation Safety Agency.

EFB means electronic flight bag.

ELT means emergency locator transmitter.

ETOPS means extended operations.

EVS means enhanced vision system.

EWIS means the electrical wiring interconnection system.

FAA means United States Federal Aviation Administration.

FADEC means full authority digital engine control.

FAF means final approach fix.

FDAP means flight data analysis program.

FDAU means flight data acquisition unit.

FDP means flight duty period.

FDR means flight data recorder.

FFS means full flight simulator.

FIC means flight information center.

FIR means flight information region.

FIS means flight information service.

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FL means flight level.

FQA means foreign qualifying authority.

FRMS means fatigue risk management system.

FSDS means flight safety documents system.

FSTD means flight simulation training device.

FTD means flight training device.

GACA means the General Authority of Civil Aviation.

GACAR means the General Authority of Civil Aviation Regulations.

GNSS means global navigation satellite system.

GS means glideslope.

HIRL means high-intensity runway light system.

HUD means head-up display.

IAP means instrument approach procedure.

IAS means indicated airspeed.

IATA means the International Air Transport Association.

ICAO means International Civil Aviation Organization.

IFP means instrument flight procedure.

IFR means instrument flight rules.

IFSD means in-flight shutdown.

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IGOM means the IATA Ground Operations Manual.

ILS means instrument landing system.

IM means ILS inner marker.

IMC means instrument meteorological conditions.

ISAGO means the IATA Safety Audit for Ground Operations.

ISO means International Organization for Standardization.

KSA means the Kingdom of Saudi Arabia.

LDA means localizer-type directional aid.

LDRH means landing distance required (helicopter).

LFR means low-frequency radio range.

LMM means compass locator at middle marker.

LOC means ILS localizer.

LOFT means line oriented flight training.

LOM means compass locator at outer marker.

LOPA means layout of passenger accommodations.

LRCS means long-range communication system.

LRNS means long-range navigation system.

LSA means light-sport aircraft.

LTS means lower than standard.

LVO means low visibility operations.

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LVP means low visibility procedures.

LVTO means low visibility takeoff.

M means mach number.

MAA means maximum authorized IFR altitude.

MALS means medium intensity approach light system.

MALSR means medium intensity approach light system with runway alignment indicator lights.

MAT means mass, altitude, temperature.

MCA means minimum crossing altitude.

MDA means minimum descent altitude.

MDH means minimum descent height.

MEA means minimum en route IFR altitude.

MEL means minimum equipment list.

MET means meteorology.

MNPS means minimum navigation performance specification.

MM means ILS middle marker.

MMEL means master minimum equipment list.

MOCA means minimum obstruction clearance altitude.

MQTG means Master Qualification Test Guide.

MRA means minimum reception altitude.

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MSA means minimum sector altitude.

MSL means mean sea level.

NAVAID means navigation aid.

NCR means noncompliance record.

NDB (ADF) means nondirectional beacon (automatic direction finder).

NM means nautical mile.

NOPAC means North Pacific area of operations.

NOPT means no procedure turn required.

NSPM means FAA National Simulator Program Manager.

NOTAM means Notice to Airmen.

NVG means night vision goggles.

NVIS means night vision imaging system.

OC means operator certificate

OEI means one engine inoperative.

OJTI means on-the-job training instructor.

OM means ILS outer marker.

OpSpecs means operations specifications.

OTS means other than standard.

PAR means precision approach radar.

PBE means protective breathing equipment.

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PBN means performance-based navigation.

PIC means pilot in command.

PLA means parachute landing area.

PMA means parts manufacturer approval.

PME means Presidency of Meteorology and Environment.

POB means persons on board.

PPE means personal protective equipment.

QPS means qualification performance standards.

RA means resolution advisory.

RAIL means runway alignment indicator light system.

RCC means rescue coordination center.

RCLM means runway centerline marking.

RCLS means runway centerline light system.

RCP means required communication performance.

RDA means repair design approval.

REIL means runway end identification lights.

REMS means rotorcraft emergency medical service.

RFSS means rescue and firefighting services.

RFP means repetitive flight plan.

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RHO means rotorcraft hoist operations.

RNAV means area navigation.

RPA means remotely piloted aircraft.

RPAS means remotely piloted aircraft system.

RTODR means rejected takeoff distance required.

RVR means runway visual range as measured in the touchdown zone area.

RVSM means reduced vertical separation minimum.

SALS means short approach light system.

SAPMA means Saudi Arabian parts manufacturer approval.

SATCOM means satellite communications.

SATSO means Saudi Arabian technical standard order.

SIC means second in command.

SID means standard instrument departure.

SLOP means strategic lateral offset procedure.

SMGCS means surface movements guidance and control system.

SMS means safety management system.

SOP means standard operation procedure.

SOQ means Statement of Qualification.

SSALS means simplified short approach light system.

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SSALSR means simplified short approach light system with runway alignment indicator lights.

SS&AT means the Safety, Security and Air Transport Sector of the GACA.

SSR means secondary surveillance radar.

STAR means standard terminal arrival.

STC means supplemental type certificate.

TA means traffic advisory.

TACAN means ultra high-frequency tactical air navigational aid.

TAS means true airspeed.

TAWS means terrain awareness and warning system.

TCAS means a traffic alert and collision avoidance system.

TCDS means type certificate data sheet.

TDZ means touchdown zone.

TDZL means touchdown zone lights.

TIBA means traffic information broadcast by aircraft.

TODRH means takeoff distance required (helicopter).

TSO means technical standard order.

TVOR means a VHF terminal omnidirectional range station.

UN means United Nations.

UTC means coordinated universal time.

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UTP means unit training plan.

V₁ means takeoff decision speed.

V₂ means takeoff safety speed.

V_{2min} means minimum takeoff safety speed.

V_A means design maneuvering speed.

V_B means design speed for maximum gust intensity.

V_C means design cruising speed.

V_D means design diving speed.

V_{DF}/M_{DF} means demonstrated flight diving speed.

V_{EF} means the speed at which the critical engine is assumed to fail during takeoff.

V_F means design flap speed.

V_{FC}/M_{FC} means maximum speed for stability characteristics.

V_{FE} means maximum flap extended speed.

VFR means visual flight rules.

V_{FTO} means final takeoff speed.

V_H means maximum speed in level flight with maximum continuous power.

VHF means very high frequency.

V_{LE} means maximum landing gear extended speed.

V_{LO} means maximum landing gear operating speed.

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V_{LOF} means lift off speed.

V_{LOS} means visual line-of-sight.

V_{MC} means visual meteorological conditions.

V_{MC} means minimum control speed with the critical engine inoperative.

V_{MO}/M_{MO} means maximum operating limit speed.

V_{MU} means minimum unstick speed.

V_{NE} means never exceed speed.

V_{NO} means maximum structural cruising speed.

VOR means a very high frequency omnidirectional range station.

$VORTAC$ means collocated VOR and TACAN stations.

V^R means rotation speed.

V_{REF} means reference landing speed.

V_S means the stalling speed or the minimum steady flight speed at which the airplane is controllable.

V_{S0} means the stalling speed or the minimum steady flight speed in the landing configuration.

V_{S1} means the stalling speed or the minimum steady flight speed obtained in a specific configuration.

V_{SR} means reference stall speed.

V_{SR0} means reference stall speed in the landing configuration.

V_{SR1} means reference stall speed in a specific configuration.

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V_{SW} means speed at which onset of natural or artificial stall warning occurs.

V_{TOSS} means takeoff safety speed for Category A rotorcraft.

V_X means speed for best angle of climb.

V_Y means speed for best rate of climb.

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SUBPART C – EDITORIAL CONVENTIONS

§ 1.21 Rules of Construction.

(a) As used in the GACARs, unless the context requires otherwise—

- (1) Words importing the singular include the plural.
- (2) Words importing the plural include the singular.
- (3) Words importing the masculine gender include the feminine.

(b) The word—

- (1) “Must” is used in an imperative sense.
- (2) “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.
- (3) “Includes” means “includes but is not limited to.”
- (4) “President” means the President of the General Authority of Civil Aviation (GACA) or his delegated officials.
- (5) “GACA” means the Safety, Security and Air Transport Sector of the General Authority of Civil Aviation unless otherwise noted.

(c) For ICAO Standards and Recommended Practices incorporated by reference, the ICAO verb “shall” for Standards is considered to be equivalent to “must”. The ICAO verb “should” for Recommended Practices is considered to be equivalent to “may” unless the Recommended Practice is specifically prescribed as mandatory in the GACAR requirements that refer to the relevant Recommended Practice.

(d) Where two sets of units are quoted it must not be assumed that the pairs of values are equal and interchangeable. It may, however, be inferred that an equivalent level of safety is achieved when either set of units is used.

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(e) The GACAR is organized according to the follow format (descending order):

- (1) Chapters (e.g. Chapter A – General Provisions)
- (2) Parts (e.g. GACAR Part 5 – Safety Management Systems)
- (3) Subparts (e.g. Subpart A – General)
- (4) Sections (e.g. § 5.3 General Requirements)
- (5) Paragraphs and Sub-Paragraphs (e.g. § 5.3(a), § 5.3(a)(1), etc.)
- (6) Appendices

§ 1.23 Presentation of Changes.

- (a) Each section that is added, amended or corrected as a result of formal rulemaking action will be identified by the amendment number and effectivity date under which it is added, amended or corrected.
- (b) New, amended and corrected text will be enclosed within heavy square brackets [] until a subsequent ‘Change’ is issued.

Example:

Original text:

§ 5.1 Applicability.

This part applies to each aviation organization (certificate holder) under-

- (a) General Authority of Civil Aviation (GACAR) Part 119 and authorized to conduct operations in accordance with the requirements of GACAR Parts 121, 125 or 135;
- (b) GACAR Part 139 (except Heliports);
- (c) GACAR Part 141;
- (d) GACAR Parts 142 and 143 who are operating aircraft;

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(e) GACAR Part 145; or

(f) GACAR Part 171.

First amended text (sample only):

§ 5.1 Applicability.

This part applies to each aviation organization (certificate holder) under-

(a) General Authority of Civil Aviation (GACAR) Part 119 and authorized to conduct operations in accordance with the requirements of GACAR Parts 121, 125 or 135;

(b) GACAR Part 139 (except Heliports);

(c) GACAR Part 141;

(d) GACAR Parts 142 and 143 who are operating aircraft;

(e) GACAR Part 145;

(f) GACAR Part 171; or

[(g) GACAR Part 173.]

[Amendment 5-1; Effective January 11, 2015]

Second amended text (sample only):

§ 5.1 Applicability.

This part applies to each aviation organization (certificate holder) under-

(a) General Authority of Civil Aviation (GACAR) Part 119 and authorized to conduct operations in accordance with the requirements of GACAR Parts 121, 125 or 135;

(b) GACAR Part 139 (except Heliports);

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- (c) GACAR Part 141;
- (d) GACAR Parts 142 and 143 who are operating aircraft;
- (e) GACAR Part 145;
- (f) GACAR Part 171;
- (g) GACAR Part 173; or
- [(h) GACAR Part 175.]

Amendment 5-1; Effective January 11, 2015

[Amendment 5-2; Effective March 11, 2020]