CAR-FOR

FOREIGN OPERATORS REGULATION (FOR)

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FOREWORD

1) The structure and substance of these regulations are based on the Convention of International Civil Aviation and its related Annexes, in particular but not limited to Annex 1— Personnel Licensing, Annex 6 - Operation of Aircraft and Annex 8 - Airworthiness of Aircraft.

2) Pursuant to the United Arab Emirates Civil Aviation Law (Federal Act No. 20 of 1991); and General Civil Aviation Authority Law (Federal Act No.4 of 1996), this CAR lays down detailed rules for Foreign Operators and Foreign Aircraft engaged in Commercial operations and Non-Commercial operations in the territory of United Arab Emirates.

HIGHLIGHTS OF CHANGES

	Amended Paragraph	Amendment Details	Date of applicability
Issue 02 17th March 2022	All	Adoption of new format; Addition of FOR.GEN.035 E-Publication Minor changes in the whole document	1st June 2022

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SECTION GEN - GENERAL REQUIREMENTS

FOR.GEN.001 Applicability

This CAR applies to:

(a) Any Foreign Air Operator (hereafter called Operator) operating within the Emirates FIR and the territory of the UAE;
(b) Aircraft whose State of registry is not UAE unless it is operated by a UAE Air Operator; and
(c) Any person or owner of an aircraft conducting regulated activities stipulated under Section NOC.

This CAR does not apply to:

(a) Any foreign Air Operator of a State aircraft; and
(b) State aircraft.

FOR.GEN.002 Scope

This CAR prescribes the regulatory framework for:

(a) Operations of an aircraft by a Foreign Air Operator in the Emirates FIR and the territory of the UAE; and
(b) The issuance of No Objection Certificate (NOC) to person or owner of an aircraft (refer to definition of "aircraft" under this CAR) for any of the following activities stipulated under Section NOC.

This CAR contains essential information to:

(a) ATS units certified in the UAE (e.g. aircraft, foreign air operator ban list);
(b) Airport Operators (e.g. registration or de-registration of aircraft taking place in the territory of the UAE); and
(c) UAE Air Operators or UAE approved maintenance organisation (e.g. dismantling or destroying an aircraft in the territory of the UAE).

FOR.GEN.003 Abbreviations and Definitions

(a) Abbreviations:

ACAS	Airborne Collision Avoidance System
ADS-B	Automated Dependent Surveillance – Broadcast
AIC	Aeronautical Information Circular
AIP	Aeronautical Information Publication
AMC	Acceptable Means of Compliance
AOC	Air Operator Certificate
ASA	Air Service Arrangements
CAR	Civil Aviation Regulation
CAT	Commercial Air Transport
EFB	Electronic Flight Bag
EU	European Union
FIR	Flight Information Region

FOA	Foreign Operator Affairs
FOR	Foreign Operator Registration
GCAA	General Civil Aviation Authority
GM	Guidance Material
GNSS	Global Navigation Satellite System
ICAO	International Civil Aviation Organisation
MAPSC	Maximum Allowed Passenger Seating Capacity
MCTOM	Maximum Certificated Take-Off Mass
MOPSC	Maximum Operational Passenger Seating Capacity
NOC	No Objection Certificate
Ops Specs	Operations Specifications
PBN	Performance Based Navigation
POC	Private Operator Certificate
RNAV	Area Navigation
SAFA	Safety Assessment of Foreign Aircraft
SARP	Standards and Recommended Practices
SDR	Special Drawing Rights
RVSM	Reduced Vertical Separation Minimum
TCAS	Traffic Collision Avoidance System
UAE	United Arab Emirates

(b) Definitions:

1. Aerial Work

An aircraft operation in which the aircraft is used for specialized services such as: agriculture, construction, photography, surveying, observation and patrol, search and rescue, aerial advertisement, etc.

2. Air Operator Certificate (AOC)

A certificate issued by the Competent Authority of the State of the Operator authorising an Operator to carry out specified commercial air transport operations.

3. Aircraft

An aircraft means any aircraft:

a) Whose State of Registry is not UAE; or
b) De-registered from the Aircraft Civil Registry of the UAE with the intent to be dismantled or destroyed in the territory of the UAE.

4. Air Service Arrangements (ASA)

ASAs are bilateral arrangements to allow international commercial air transport services between two States. These may be in the form of an initialled or signed ASA and/or a signed Memorandum of Understanding, Agreed Minutes or Record of Discussions. (Ref. ICAO DOC 9626)

5. Basing

An aircraft is considered to be based in UAE if:

a) It has not been in the State of the Overseeing Authority for more than 60 days; and
b) It has been operated from or to airports located in the UAE more than 14 days within the 60 day period.

6. Commercial Air Transport

An aircraft operation involving the transport of passengers, cargo or mail for remuneration or hire.

7. Corrective Action

Action to eliminate the root cause of a defect which led to a finding.

8. Demonstration Flight

A demonstration flight is a flight conducted for the purpose of demonstrating an aircraft to a potential buyer.

9. Duty Period

It is the period which starts when a flight crew or cabin crew member is required by an Operator to report for or to commence a duty and ends when that person is free from all duties.

10. Information Bulletin

Information Bulletins are published on GCAA Website under E-Publication.

11. Maximum Certificated Take-Off Mass

The maximum permissible take-off mass of the aircraft according to the certificate of airworthiness, the flight manual or other official documents.

12. Maximum Operational Passenger Seating Capacity

It is the maximum passenger seating capacity of an individual aircraft, excluding crew seats, established for operational purposes and specified in the operations manual. Taking as a baseline the maximum passenger seating configuration established during the certification process conducted for the type certificate (TC), supplemental type certificate (STC) or change to the TC or STC as relevant to the individual aircraft, the MOPSC may establish an equal or lower number of seats, depending on operational constraints.

13. Minimum Safety Standards

Standards as defined in Chicago Convention and its Annexes.

14. No Objection Certificate

A document issued on the request of an organisation which does not hold further liability on the GCAA. The document is only for the mentioned purpose, its usage apart from this subject would be considered null and void.

15. Operations Specifications

The authorisations, conditions and limitations associated with the operator certificate and subject to the

conditions in the operations manual

16. Operator
A person, organisation or enterprise authorised by a foreign State to operate an aircraft. If no person, organisation, or enterprise is designated, the GCAA will consider that the Operator is the owner of the aircraft or its legal representative.

17. Overseeing Authority
The authority responsible for the regulatory safety oversight of the operator and/or the aircraft.

18. Permit to Fly
A Permit to Fly (or other authorization) means a document declaring that an aircraft is not holding a valid Certificate of Airworthiness or is temporarily not meeting all airworthiness requirements, but it is declared that this aircraft is capable to perform a safe flight.

19. Preventive Action
Action to prevent reoccurrence of the non-compliance which led to a finding.

20. Ramp Inspection
Inspection performed by the GCAA to evaluate compliance of an aircraft with the ICAO Minimum Safety Standards and the provisions of this regulation.

21. State Aircraft
State aircraft means any aircraft used in military, customs and police services.

22. Safety Alert
Safety Alerts are published on GCAA Website under E-Publication.

23. Safety Assessment of Foreign Aircraft (SAFA)
Ramp Inspections and exchange of information to evaluate and communicate the compliance of an aircraft within the framework of Regulation (EC) No 216/2008.

24. State of the Operator
The State in which the Operator's principal place of business is located. If there is no such place of business, the operator's permanent residence.

25. State of Registry
The State in which an aircraft is registered.

26. Standards and Recommended Practices (SARPs)
SARPs are technical specifications adopted by the Council of ICAO in accordance with Article 37 of the Convention on International Civil Aviation to achieve "the highest practicable degree of uniformity in regulations, standards, procedures and organisation in relation to aircraft, personnel, airways and auxiliary services in all matters in which such uniformity will facilitate and improve air navigation".

27. Test Flight

A flight is considered to be a test flight when conducted for the purpose of:

a) Certification of aircraft or equipment installed on the aircraft
b) Operating an aircraft beyond the limitations set by Aircraft Flight Manual or any other approved document.
c) Verification that the aircraft is airworthy and the scope of the flight is not defined in an approved document.

Note: A flight is not considered to be a test flight if the flight is:

a) Conducted after a maintenance action,
b) Required to issue a release to service and
c) Defined in the Approved Maintenance Schedule or the scope of the flight has been approved by the Type Certificate Holder or the Overseeing Authority.

28. True Certified Copy

True Certified Copy means the copy of a document bearing information, stamp and signature from the issuing Authority that the copy of the document conforms to the original document.

FOR.GEN.004 Applicable Standards and Means of Compliance

(a) No operator shall undertake a flight within the Emirates FIR unless the State of the Operator and State of Registry are ICAO Contracting States or have entered into bilateral ASA with UAE; and it remains in compliance with the provisions/limitations of:

(1) Chicago Convention and its Annexes;

(2) UAE - Civil Aviation Law;

(3) Air Service Agreement (relevant agreement between UAE and the State of the Operator);

(4) Applicable UAE publications in particular but not limited to:

(i) This CAR or any other applicable CAR;

(ii) Part VII (Aviation Security Regulations);

(iii) Civil Aviation Regulations Part VI (Transport of Dangerous Goods by Air);

(iv) The UAE AIP;

(v) Safety Alerts; and

(vi) Information Bulletins published by GCAA.

(b) The Operator shall notify the GCAA of any non-compliance with (a).

(c) Notwithstanding point (a), the GCAA may authorise an Operator whose State of Registry or State of the Operator is not an ICAO Contracting State.

(d) Any aircraft operator shall be responsible for providing the GCAA with any information, documents, or data required to show compliance with this regulation in particular the means to comply with FOR.GEN.025.

(e) Information, documents or data shall be written in English language or a language accepted by the GCAA.

GM1 FOR.GEN.004 (e) Means of Compliance

"Other languages accepted by the GCAA" means any language for which a technical assessment by the GCAA is possible using internal resources.

FOR.GEN.005 ICAO three letter operator designators

All operators conducting flights from or to UAE using three letter operator designator other than those assigned by ICAO, shall notify the GCAA. Flights under a lease agreement with a UAE AOC Holder, are excluded from this requirement.

GM1 FOR.GEN.005 ICAO three letter operator designators

To notify GCAA FOA team, contact: gcap@gcaa.gov.ae.

GM2 FOR.GEN.005 ICAO three letter operator designators

Further details on use of ICAO three letter operator designators for non-scheduled flights can be found in the UAE AIP GEN 1.5.7.

FOR.GEN.010 Access to aircraft, documents, manuals and crew licences

The Operator shall ensure that any person authorised by the GCAA will be permitted to board an aircraft which has landed in the territory of UAE, at any time, with or without prior notice to:

(a) Inspect the documents and manuals to be carried on board and to perform inspections to ensure compliance with this CAR;
(b) Inspect the crew licences, certificates and other authorizations; or
(c) Carry out a ramp inspection.

FOR.GEN.015 Production of documentation, manuals and records

When requested by a person authorized by the GCAA, the pilot-in-command shall provide without delay to the GCAA, the documentation, manuals, records, crew licences, certificates and other authorisations required to be carried on board.

FOR.GEN.020 Findings and corrective actions

Following notification from the GCAA of a Ramp Inspection, corrective action and preventive action shall be provided by the Operator and/or the Overseeing Authority for Category 2 (minor) and Category 3 (major) findings.

GM1 FOR.GEN.020 Findings and corrective actions

Operator involved in CAT should be registered to the EU SAFA Database, to get access, the Operator must contact its Overseeing Authority, if the Overseeing Authority is not registered to the EU SAFA Database, in exceptional cases, Operator may forward corrective action to safa@gcaa.gov.ae

FOR.GEN.021 Technical Meetings

The GCAA will conduct technical meeting with either the operator and/ or competent authority when required for significant safety concerns or non-compliances to UAE Rules and Regulations.

GM1 FOR.GEN.021 Technical Meetings

Following the technical meeting in case operator and/ or competent authority is not able to address GCAA concerns, FOA has to consider enforcement action as identified in FOR.GEN.025

FOR.GEN.025 GCAA actions to a Safety Concern

(a) In case of finding(s) having a major impact to the safety of the operation or non-compliance with CARs and associated procedures, instructions or policy, the GCAA has the right to:

(1) Restrict operation of the aircraft /operator;
(2) Impose corrective actions before next flight;
(3) Ground the aircraft;
(4) Ban the operation in the Emirates FIR; or
(5) Initiate a judicial prosecution.

(b) No aircraft that has been grounded shall be allowed to operate within the Emirates FIR unless the grounding order has been lifted by the GCAA.

(c) No aircraft, aircraft type/model, Operator, or aircraft from a State that has been banned shall be allowed to operate within the Emirates FIR unless authorized by the GCAA.

GM1 FOR.GEN.025 (a)(3) GCAA actions to a Safety Concern

The GCAA will inform the Operator, its Overseeing Authority and all concerned stakeholders of a grounding.

GM2 FOR.GEN.025(a)(3); (a)(4) GCAA actions to a Safety Concern

The GCAA will inform all concerned stakeholders of banned State, Operator(s), aircraft type(s) and individual aircraft.

GM3 FOR.GEN.025 (b) GCAA actions to a Safety Concern

The grounding will be lifted if acceptable corrective actions have been submitted and accepted by GCAA.

GM4 FOR.GEN.025(c) GCAA actions to a Safety Concern

The ban can be lifted if acceptable level of compliance with this regulation or compliance with the applicable Minimum Safety Standards has been demonstrated. The ban cannot be lifted unless 6 months have elapsed. The banned party needs to submit a formal request containing appropriate corrective and preventive actions to be lifted. The application form can be found on the GCAA Website.

GM5 FOR.GEN.025 (a) GCAA Actions to Safety Concern

(a) The GCAA should arrange a Safety Consultation Meetings on:

(1) Request of the operator affected by restrictions identified in FOR.GEN.025 (a) or
(2) Request of the competent authority affected by restrictions identified in FOR.GEN.025 (a) or
(3) Request to clarify a safety concern in advance of taking measures with the intention to identify preventive actions in order to avoid restriction.

FOR.GEN.030 Occurrence Reporting

An Operator shall report an incident which has occurred within Emirates FIR within 72 hours to FOA email foa@gcaa.gov.ae

AMC1 FOR.GEN.030 Occurrence Reporting

Further details, instructions and guidance can be found in AMC-22.

GM1 FOR.GEN.030 Occurrence Reporting

AMC-22 can be found on the GCAA Website:

https://www.gcaa.gov.ae/en/epublication/pages/standaloneamc.aspx

FOR.GEN.035 E-Publication

Operators engaged an in CAT operations or any operator operating aircraft of a maximum certificated take-off mass in excess of 2,730 kg or with MAPSC of more than 5 passengers, from or to airports located in the territory of the UAE, shall subscribe to the UAE GCAA E-Publication service.

GM1 FOR.GEN.035 E-Publication

Further instructions and guidance can be found on the GCAA Website:
https://www.gcaa.gov.ae/en/pages/servicescatalogue.aspx?find=true&_c=E-Publication&_k=Subscription

GM2 FOR.GEN.035 E-Publication

All other operators are recommended to subscribe to the UAE GCAA E-Publication service.

SECTION OPS – FLIGHT OPERATIONS

FOR.OPS.001 Operator Registration

(a) No Operator shall engage an aircraft in CAT operations from or to airports located in the territory of the UAE unless the operator is registered with GCAA and holds a valid FOR number granted by the GCAA.

(b) The validity of the FOR number shall not be longer than two years and shall be subject to compliance with CARs and any condition therein.

(c) The FOR number shall be entered on each individual ATC flight plan required to be submitted as per CAR PART III – Chapter 2 or other applicable requirement, unless permitted by the GCAA.

GM1 FOR.OPS.001 (a) Operator Registration

Required information can be found in the UAE AIP GEN 1.2.12 and ENR 1.10. Further inquiries should be sent to gcap@gcaa.gov.ae.

GM2 FOR.OPS.001(a) Operator Registration

Operators, engaged in CAT, not holding a FOR number or holding an expired FOR number will be subject to enforcement actions as identified in FOR.GEN.025.

AMC1 FOR.OPS.001 (a) Operator Registration

The application for a FOR number should be:

(a) Submitted no later than 10 days before the intended starting date of operation; and
(b) Made in a form and manner established by the GCAA.

GM1 FOR.OPS.001 (c) Operator Registration

A request for permission should be sent to gcap@gcaa.gov.ae. After review of the received request, the GCAA may grant such permission.

FOR.OPS.005 Documents to be carried onboard

(a) No Operator shall engage an aircraft in CAT operations unless the aircraft carries all documents as defined by Chicago Convention including original or a true certified copy of the AOC or equivalent document issued by the State of the Operator together with a copy the Operation Specifications (OPS Specs).

(b) If the State of Operator and the State of Registry have entered into an 83 bis agreement, then a copy of the lease agreement shall be carried on board.

(c) No Operator shall engage an aircraft in CAT operations unless the aircraft carries a valid insurance certificate meeting at minimum the UAE insurance requirements specified in AIC 03/2020 or any other rule in force.

FOR.OPS.010 Performance Based Navigation (PBN)

(a) No Operator involved in CAT shall undertake a flight under IFR rules with an aircraft above 5,700 kg from or to airports located in the territory of the UAE, unless it is equipped with RNAV equipment meeting RNAV 1 navigation specifications and GNSS as set out in ICAO Annex 10 Volume I (Radio Navigation Aids) and ICAO Doc 9613 Performance Based Navigation (PBN).

(b) If an Aeronautical Navigation Database is required for Navigation, the commander of the flight shall be able to determine that the on-board aeronautical database and software version in use is valid for the duration of the intended flight.

GM1 FOR.OPS.010 (b) Performance Based Navigation (PBN)

Detailed information as published in the UAE AIP GEN 1.5.5.

GM2 FOR.OPS.010 (b) Performance Based Navigation (PBN)

For authorizations contact: foa@gcaa.gov.ae

FOR.OPS.015 Carriage of Airborne Collision Avoidance System (ACAS II)

(a) No Operator shall undertake a flight with a turbine engine aircraft involved in CAT operations of a maximum certificated take-off mass in excess of 5,700 kg or with MAPSC more than 19 passengers unless the aircraft is fitted with ACAS II equipment.

(b) No Operator shall undertake a flight with a turbine engine aircraft involved in non-CAT operations of a maximum certificated take-off mass in excess of 15,000 kg or with MAPSC more than 30 passengers unless the aircraft is fitted with ACAS II equipment.

(c) The ACAS II equipment shall be fitted with software TCAS version 7.1.

(d) Notwithstanding (c), the GCAA may authorize operation with TCAS version 7.0.

GM1 FOR.OPS.015 Carriage of Airborne Collision Avoidance System (ACAS II)

Further details and requirements are published in the UAE AIP GEN 1.5.6.

GM1 FOR.OPS.015 (d) Carriage of Airborne Collision Avoidance System (ACAS II)

An operator to be authorised to operate with TCAS version 7.0 instead of 7.1 should provide the GCAA with mitigation measures established to address the design deficiencies of TCAS version 7.0 and rectified in TCAS version 7.1 along with an action plan to achieve compliance TCAS Version 7.1.

GM2 FOR.OPS.015 Carriage of Airborne Collision Avoidance System (ACAS II)

For authorizations contact: ana.approval@gcaa.gov.ae

FOR.OPS.020 Carriage of Transponder

(a) No Operator of an aircraft fitted with ACAS II equipment shall undertake a flight unless equipped with a mode S transponder compliant with Annex 10, Volume IV within the Emirates FIR.

(b) No Operator of an aircraft shall undertake an IFR flight within the Emirates FIR unless it is equipped with a SSR transponder having Mode A, 4096 codes, and Mode C.

GM1 FOR.OPS.020 Carriage of Transponder

Further information can be found in the UAE AIP GEN 1.5.4.

GM2 FOR.OPS.020 Carriage of Transponder

For authorizations contact: ana.approval@gcaa.gov.ae

FOR.OPS.025 ADS-B

No Operator of an aircraft shall undertake an IFR flight within the Emirates FIR, unless it is equipped with ADS-B OUT compliant with the standard specified in ICAO ANNEX 10 Volume IV.

AMC1 FOR.OPS.025 ADS-B

For authorizations contact: ana.approval@gcaa.gov.ae

FOR.OPS.035 Transport of Dangerous Goods

No Operator engaged in CAT shall transport Dangerous Goods by air unless:

(a) It is approved by the State of the Operator
(b) It complies with the provisions of CAR PART VI Chapter-2 (Transport of Dangerous Goods by Air).

GM1 FOR.OPS.035 Transport of Dangerous Goods

Further instructions and guidance can be found in ICAO Annex 18, UAE AIP GEN 1.4.1 and IATA dangerous goods regulations with regards to UAE variations.

FOR.OPS.040 Transport of Weapons and Ammunition of War

No Operator shall transport weapons and ammunition of war by air unless:

(a) It is approved for Transport of Dangerous Goods by the State of the Operator

(b) It complies with the provisions of CAR PART VI Chapter-2 (Transport of Dangerous Goods by Air) and the following provisions:

(1) The cargo manifest accurately describes the type and the quantity of weapons; and

(2) The transport has been authorised by the UAE Ministry of Foreign Affairs.

GM1 FOR.OPS.040 Transport of Weapons and Ammunition of War

Further instructions and guidance can be found in UAE AIP GEN 1.4.1 and IATA dangerous goods regulations with regards to UAE variations.

FOR.OPS.045 Use of substances impairing flight crew and cabin crew performance

(a) No person shall act as a crew member under the influence of any substance which may impair his/her

capacity to effectively perform his/her duties. In all circumstances, he/she shall not use any such substance while on duty.

(b) A crew member can be subject to substances testing at any time whilst on duty within the UAE.

(c) Any positive test or refusal to be tested shall be subject to actions stated under FOR.GEN.025.

AMC1 FOR.OPS.045 Use of substances impairing flight crew and cabin crew performance

A crew member is considered to be acceptable to the GCAA if:

(a) The crew member has not consumed alcohol 12 hours prior to the specified reporting time for flight duty or the commencement of standby;

(b) The crew member has not commenced a flight duty period with a blood alcohol level in excess of 0.2 promille;

(c) The crew member has not consumed alcohol during the flight duty period or whilst on standby.

FOR.OPS.050 Smoking

The commander shall ensure that no person on board is allowed to smoke:

(a) While the aircraft is operated within Emirates FIR.

(b) While the aircraft is on the ground.

FOR.OPS.055 Channel Spacing 8.33 kHz

All aircraft operating above FL 195 shall be equipped with 8.33 kHz channel spacing capable radio equipment.

SECTION NOC – NO OBJECTION FOR SPECIAL ACTIVITIES WITH A FOREIGN REGISTERED AIRCRAFT

FOR.NOC.001 Registration of an aircraft located in the territory of the UAE

No operator shall register an aircraft located in the territory of the UAE into a foreign state civil aircraft registry unless it holds a No Objection Certificate issued by the GCAA. This is not applicable to aircraft which have been de-registered from the UAE Civil Aircraft Registry.

GM1 FOR.NOC.001, FOR.NOC.005, FOR.NOC.010, FOR.NOC.015, FOR.NOC.020, FOR.NOC.025, FOR.NOC.030, FOR.NOC.035, AND FOR.NOC.040

Applications can be found on GCAA Website: https://www.gcaa.gov.ae/en/pages/default.aspx.
Contact GCAA Foreign Operator Section for additional guidance about the process: foa@gcaa.gov.ae.

GM2 FOR.NOC.001, FOR.NOC.005, FOR.NOC.010, FOR.NOC.015, FOR.NOC.020, FOR.NOC.025, FOR.NOC.030, FOR.NOC.035, AND FOR.NOC.040

All No Objection Certificates are automatically terminated if the conditions set in the certificate are not met. Additionally, the GCAA may decide to terminate them at any time.

FOR.NOC.005 De-registration of an aircraft located in the territory of the UAE

No operator is allowed to de-register an aircraft located in the territory of the UAE unless approved by GCAA. The operator is not allowed to conduct a flight after the change of registration unless it holds a No Objection Certificate issued by GCAA. This is not applicable to aircraft de-registered from the UAE Civil Aircraft Registry nor an aircraft under a registration process into the UAE Civil Aircraft Registry.

GM1 FOR.NOC.005 De-registration of an aircraft located in the territory of the UAE

To obtain the approval for de-registration, operator has to submit the Certificate of Registration and an evidence that the aircraft will be accepted in another State registry.

FOR.NOC.010 Basing of an aircraft in the territory of the UAE

No operator shall base an aircraft in the territory of the UAE unless:

(a) It holds a No Objection Certificate issued by the GCAA;
(b) The aircraft is in the territory of UAE for the purpose of aircraft maintenance, and the departure flight is a non-revenue flight; or
(c) The aircraft involved in CAT, is in the territory of the UAE for the purpose of parking or long term storage, and the departure flight if any, from UAE is a non-revenue flight.

AMC1 FOR.NOC.010 (a) Basing of an aircraft in the territory of the UAE

The GCAA will review the safety performance of the Operator and will not authorise an operator if:

(a) the demonstration report provided by the Operator and the SAFA inspections conducted by the GCAA exhibit an unacceptable safety performance; or
(b) the Overseeing Authorities of the Operator and aircraft are not able to demonstrate acceptable levels of safety oversight activities during the period of basing.

An operator involved in CAT may apply for a No Objection Certificate, if:

(a) The aircraft has a MOPSC of 19 or less or, a MCTOM of 5700 kg or less, and
(b) The aircraft is under a registration process into UAE civil aircraft registry, or
(c) The operator is under a certification process for an AOC with the GCAA, or
(d) The operator provides a letter of intent, to initiate an AOC with the GCAA.

GM 2 FOR.NOC.010 (a) Basing of an aircraft in the territory of the UAE

The operator not involved in CAT may apply for a No Objection Certificate by submitting an application for basing.

FOR.NOC.015 Demonstration Flight with an aircraft

No operator shall conduct a demonstration within the Emirates FIR unless it holds a No Objection Certificate issued by the GCAA.

GM1 FOR.NOC.015 Demonstration Flight with an aircraft

Further instructions and guidance can be found on in UAE AIP GEN 1.2.5.

FOR.NOC.020 Test Flight of an aircraft

No person or organization shall conduct a test flight within the Emirates FIR unless a No Objection Certificate has been issued by GCAA.

GM1 FOR.NOC.020 Test Flight of an aircraft

Further instructions and guidance can be found on in UAE AIP GEN 1.2.13.

FOR.NOC.025 Flight of an aircraft with Permit to fly or equivalent document

No operator shall operate an aircraft with a Permit to Fly or equivalent document from and to airports within UAE unless it holds a No Objection Certificate issued by GCAA.

GM1 FOR.NOC.025 Flight of an aircraft with Permit to fly or equivalent document

Further details can be found in UAE AIP GEN 1.2.12.

AMC1 FOR.NOC.025 Flight of an aircraft with Permit to fly or equivalent document

For aircraft overflying Emirates FIR without a landing shall obtain an approval from ATC.

FOR.NOC.030 Return to service of an aircraft after long term parking

No operator shall operate an aircraft parked in the territory of the UAE for a period of more than six consecutive months unless it holds a No Objection Certificate issued by GCAA.

FOR.NOC.035 Dismantling or destroying of an aircraft in the territory of the UAE

No person or organisation shall dismantle or destroy an aircraft or aircraft part in the territory of the UAE regardless of its previous nationality marks unless it holds a No Objection Certificate issued by the GCAA.

FOR.NOC.040 Conduct aerial work activities with an aircraft

No operator shall operate an aircraft for aerial work activities within the Emirates FIR unless it holds a No Objection Certificate issued by GCAA.

GM1 FOR.NOC.040 Conduct aerial work activities with an aircraft

Further instructions and guidance can be found on in UAE AIP GEN 1.2.11.