



## **CIVIL AVIATION REGULATIONS**

### **CAR PART VIII**

#### **SUBPART 3**

#### **AIRSPACE:**

### **DESIGNATION AND CLASSIFICATION OF AIRSPACE; ACTIVITIES AFFECTING AIRSPACE**



## FOREWORD

1. The General Civil Aviation Authority has implemented CAR Part VIII, Subpart 3 based on ICAO Annexes but with additional paragraphs where considered appropriate.
2. This issue of CAR Part VIII, Subpart 3 is based on NPA 04-2016. Further changes to the NPA have been incorporated in this issue as detailed in the Comments Response Document available on the GCAA website.
3. Future amendments of CAR Subpart 3 shall be harmonised with amendments to ICAO Annexes in a timely manner.
4. Definitions and abbreviations of terms used in Subpart 3 shall always be interpreted as per the applicable international standards.



## RECORD OF AMENDMENTS/DATE OF APPLICABILITY

Rev. No	Date of issue/date of applicability
Issue Initial	15 September 2011
Issue 01 Rev 00	April 2014
Issue 02	Date of issue: 08 <sup>th</sup> May 2017 Date of applicability: 15 <sup>th</sup> May 2017
Issue 03	Date of issue: 08 <sup>th</sup> November 2020 Date of applicability: 08 <sup>th</sup> November 2020

## HIGHLIGHTS OF CHANGES

<b>Issue: 01 Rev:00</b>	<ul style="list-style-type: none"> <li>• Clarification of adjacent airspace classification</li> <li>• Addition of Significant point Designators</li> <li>• Addition of SID/STAR identification</li> <li>• Addition of ATS Route designators</li> <li>• Notification process change</li> </ul>
<b>Issue: 02</b>	<ul style="list-style-type: none"> <li>• Replacement of "Authority" by "General Civil Aviation Authority" across the whole document</li> <li>• GM 1 to CAR 3.1 modified to refer to CAAP-15 and addition of item h).</li> <li>• 3.2a) modified to introduce order of precedence</li> <li>• 3.26a) enhanced to ensure that any airspace above FL600 is designated as Class G Airspace.</li> <li>• 3.32d) added.</li> <li>• 3.62 modified and simplified and vest responsibility to local CAA of each concerned Emirates when dealing with construction or alteration of structures</li> <li>• 3.63 modified to ensure that approval from the GCAA is obtained before use of a structure discouraging efflux, light or laser.</li> <li>• 3.64a) modified.</li> <li>• 3.65a) modified.</li> <li>• 3.66 modified to introduce requirements prohibiting the usage of Skylanterns/Chinese lanterns</li> <li>• 3.67 modified.</li> </ul>
<b>Issue: 03</b>	<ul style="list-style-type: none"> <li>• References to CAAPs are replaced by references to new AMCs</li> </ul>



## TABLE OF CONTENTS

<b>FOREWORD</b> .....	<b>2</b>
<b>RECORD OF AMENDMENTS/DATE OF APPLICABILITY</b> .....	<b>3</b>
<b>HIGHLIGHTS OF CHANGES</b> .....	<b>3</b>
<b>SECTION 0: AIRSPACE DESIGNATION AND CLASSIFICATION</b> .....	<b>6</b>
CAR 3.1    Applicability .....	6
CAR 3.2    Definitions And Acronyms .....	7
CAR 3.3    Scope .....	7
CAR 3.4    Boundaries Of Designated Airspace .....	7
CAR 3.5    Application For Designation And Classification Of Airspace.....	8
CAR 3.6    Procedure For Designation And Classification Of Airspace .....	8
CAR 3.7    Review Of Designated And Classified Airspace .....	9
CAR 3.8    Withdrawal Of Designations And Change Of Airspace Classification.....	9
CAR 3.9    Publication in the UAE AIP.....	9
<b>SECTION 1: CONTROLLED AIRSPACE</b> .....	<b>10</b>
CAR 3.10   General.....	10
CAR 3.11   Control Areas .....	10
CAR 3.12   Control Zones .....	11
CAR 3.13   VFR Transit Lanes / Routes .....	11
CAR 3.14   General Aviation Areas (GAA).....	11
CAR 3.15   Subsidiary Airspace Designations .....	12
<b>SECTION 2: AIRSPACE CLASSIFICATION</b> .....	<b>13</b>
CAR 3.20   Class A Airspace .....	13
CAR 3.21   Class B Airspace .....	13
CAR 3.22   Class C Airspace .....	13
CAR 3.23   Class D Airspace.....	13
CAR 3.24   Class E Airspace .....	13
CAR 3.25   Class F Airspace .....	14
CAR 3.26   Class G Airspace.....	14
<b>SECTION 3: SPECIAL USE AIRSPACE (SUA)</b> .....	<b>15</b>
CAR 3.30   General.....	15
CAR 3.31   Prohibited Areas.....	15
CAR 3.32   Restricted Areas .....	15
CAR 3.33   Danger Areas .....	16
CAR 3.34   Mandatory Broadcast Airspace .....	17
CAR 3.35   Low Flying Zones .....	17
<b>SECTION 4: TRANSPONDER MANDATORY AIRSPACE</b> .....	<b>19</b>
CAR 3.40   Transponder Mandatory Airspace within Controlled Airspace .....	19
CAR 3.41   Transponder Mandatory Airspace within Special Use Airspace.....	19
<b>SECTION 5: MISCELLANEOUS</b> .....	<b>19</b>
CAR 3.50   Visual Reporting Points.....	19
CAR 3.51   Area QNH Zones .....	19
CAR 3.52   Mountainous Zones .....	19
CAR 3.53   Designators For Significant Points .....	20
CAR 3.54   Identification Of Standard Departure And Arrival Routes.....	20



CAR 3.55	Identification Of Navigation Specifications And ATS Routes.....	21
<b>SECTION 6: OBJECTS AND ACTIVITIES AFFECTING AIRSPACE .....</b>		<b>22</b>
CAR 3.60	Description.....	22
CAR 3.61	Purpose .....	22
CAR 3.62	Construction or Alteration of Structure.....	22
CAR 3.63	Use of a Structure Discharging Efflux, a Light, or a Laser .....	22
CAR 3.64	Use of Weapons .....	23
CAR 3.65	Use of Pyrotechnics.....	23
CAR 3.66	Sky Lanterns / Chinese Lanterns.....	23
CAR 3.67	Approval Requirements .....	23



## SECTION 0: AIRSPACE DESIGNATION AND CLASSIFICATION

### CAR 3.1 Applicability

- a) CAR Part VIII, Subpart 3 Section 1 to 5 contains the Rules relating to the designation and classification of airspace within the United Arab Emirates (UAE.)
- b) Section 6 contains the Rules relating to:
  1. The construction or alteration of any structure that could constitute a hazard in airspace; and
  2. The use of an object or an activity, that could create a hazard in airspace.

**GM 1 to CAR 3.1 – Objects and activities affecting airspace:** For the purposes of this subpart objects and activities affecting airspace are defined as follows:

(a) *Free Flight Objects*

1. *Balloons, including meteorological, promotional or cluster balloons*
2. *Model Aircraft*

(b) *Tethered objects*

1. *Balloons, including advertising balloons*
2. *Kites*

(c) *Other objects or lights*

1. *Rockets*
2. *Pyrotechnic displays*
3. *Laser and searchlights*

(d) *Small arms weapons ranges*

(e) *Blasting activities*

(f) *Parasail, parachuting and derivatives*

(g) *Aerial photography and survey, Aerial reconnaissance, Aerial advertising, Airshows and Aerial demonstrations (Refer AMC-15) in the event that SUA is required for the operation.*

(h) *Sky Lanterns / Chinese Lanterns*

- c) The objective of Section 1 to 5 of this Rule is to meet the requirements of Articles 20 and 21 of the Civil Aviation Law, requiring the GCAA to:
  1. Establish Rules of the air and other regulations concerning overflight of aircraft, air navigation, the protection of persons and property on the surface and the use of airspace, and
  2. Designate the airways and routes to be used by aircraft when entering into, departing from or flying over the territory of the State, and
  3. Designate prohibited, restricted and danger areas.
- d) The objective of Section 6 of this Rule is to meet the requirements of Articles 10 and 20 of the Civil Aviation Law with respect to the construction of tall buildings/structures and the use of airspace.
- e) This Subpart also relates to airspace not over the territory of the UAE, for which the UAE has accepted responsibility for the provision of air traffic services, through regional air navigation agreements.



### **CAR 3.2 Definitions And Acronyms**

- a) Definitions existing in ICAO Documents shall form part of this Rule, supplemented by the definitions contained in CAR Part I and CAR Part VIII, Subpart 1. Where there are differences between the definitions in the various sources, the following shall be the order of precedence.
  1. CAR VIII, Subpart 1, then
  2. This Subpart, then
  3. CAR Part I, then
  4. ICAO Documents.
- b) For the purposes of this Subpart, essential public services are defined as those services provided to meet essential public needs such as transport, supply of electricity, water and gas.
- c) Acronyms are contained in CAR Part VIII, Subpart 1.

### **CAR 3.3 Scope**

- a) Under this Subpart the General Civil Aviation Authority may designate –
  1. Any portion of airspace within the UAE Flight Information Region as any one or more of the following:
    - i. a sector if the General Civil Aviation Authority considers such a designation is necessary to facilitate the provision of an air traffic service within that flight information region:
    - ii. controlled and associated airspace in accordance with Section 1:
    - iii. special use airspace in accordance with Section 3:
    - iv. transponder mandatory airspace in accordance with Section 4.
  2. Visual reporting points, area QNH zones, mountainous zones, and other miscellaneous designations in accordance with Section 5.
- b) The General Civil Aviation Authority shall classify airspace that is designated as controlled airspace under CAR 3.3.a.1.ii, in accordance with Section 2.
- c) The General Civil Aviation Authority may classify a portion of airspace that is not designated as controlled airspace under CAR 3.3.a.1.ii as Class F in accordance with Section 2.
- d) Any portion of airspace within a flight information region that is not designated as controlled airspace under CAR 3.3.a.1.ii is uncontrolled airspace and is classified as Class G unless it is classified as Class F airspace under Section 2.

### **CAR 3.4 Boundaries Of Designated Airspace**

- a) The lateral limits of airspace designated under this Subpart shall be defined by –
  1. WGS-84 Geographical co-ordinates in degrees, minutes and seconds, to a resolution as specified in CAR PART VIII sub part 2; and
  2. Any one or more of the following:
    - i. prominent geographical line features;
    - ii. a circle or any part of a circle of specified radius around a WGS-84 geographical co-ordinate;
    - iii. a great circle between 2 points;



- iv. a parallel of latitude.
- b) The vertical limits of airspace designated under this Subpart shall be defined by heights, altitudes, or flight levels.
- c) Unless otherwise specified, the expression **to a height** includes that height.
- d) Where two designated airspace adjoin vertically, i.e. one above the other, flight at the common boundary would comply with the requirements of, and be given services applicable to the less restrictive class of airspace.

### **CAR 3.5 Application For Designation And Classification Of Airspace**

- a) Any person with a bona fide interest in airspace may apply to the General Civil Aviation Authority for a designation of, change to, or classification of airspace under this Subpart.
- b) An applicant for an airspace designation or classification shall follow the procedures and guidance contained in AMC-41 and submit an application via the GCAA E-Services on the GCAA website.
- c) Except for urgent requests that are associated with Police operations, search and rescue operations, security, or other emergency situations, an application for an airspace designation or classification shall be submitted to the Authority not less than 90 days before the date on which the designation or classification is to come into force unless a shorter period is acceptable to the General Civil Aviation Authority.

### **CAR 3.6 Procedure For Designation And Classification Of Airspace**

- a) Before making a designation or classification under this Subpart, the General Civil Aviation Authority shall consult with such persons, organisations, and representative groups within the aviation industry and elsewhere, Government departments, and Civil Aviation Authorities as the General Civil Aviation Authority in each case considers appropriate, having regard to the requirements of –
  - 1. Section 1 (controlled airspace);
  - 2. Section 2 (of airspace classification);
  - 3. Section 3 (special use airspace);
  - 4. Section 4 (transponder mandatory airspace);
  - 5. Section 5 (miscellaneous); and
  - 6. Section 6 (Objects and activities affecting airspace).
- b) For each designation or classification of airspace made under this Subpart, the General Civil Aviation Authority shall specify –
  - 1. The period that the designation or classification is active; or
  - 2. The method by which the designation or classification is made active.
- c) Designation and classifications of airspace and designations of reporting points, ATS routes, area QNH zones, and mountainous zones that are made under this Subpart do not come into force until those designations and classifications are notified and published in accordance with CARs 3.6.d and 3.6.e.
- d) Except as provided in CAR 3.6.g, the General Civil Aviation Authority shall ensure that each of the following is published in the UAE AIP:
  - 1. A designation of airspace:
  - 2. A classification of airspace:



3. A designation of a reporting point:
  4. A designation of an ATS route:
  5. A designation of an area QNH zone:
  6. A designation of a mountainous zone:
- e) The General Civil Aviation Authority shall ensure that the details of each designation and classification of airspace, ATS route, and each designation of a reporting point, area QNH zone, and mountainous zone are published in accordance with CAR Part VIII Sub part 2 as part of the Integrated Aeronautical Package.
- f) The UAE AIP publication required under CAR 3.6.d shall specify the date on which the designation and the classification, as the case may be, comes into force
- f) Designations and classifications that will be effective for a period of not more than 3 months need not be published in the UAE AIP, and can be published via NOTAM in accordance with the AIRAC cycle.

#### **CAR 3.7 Review Of Designated And Classified Airspace**

- a) At least every 5 years, the entities responsible for the airspace shall review each current airspace designation and classification to verify the continuing need for the airspace designation or classification

#### **CAR 3.8 Withdrawal Of Designations And Change Of Airspace Classification**

- a) If the General Civil Aviation Authority is satisfied that a designation, or a classification, that has been made under this Subpart is no longer needed or is no longer appropriate, the General Civil Aviation Authority may withdraw the designation or alter the classification
- b) Except as provided in CAR 3.8.d, the withdrawal of an airspace designation or the change of an airspace classification made under CAR 3.8.a does not come into force –
1. Until that withdrawal or change is published in the GCAA AIP; or
  2. The details are published in an AIP Supplement or by NOTAM.
- c) The GCAA AIP publication required under CAR 3.8.b.1 and 2 shall specify the date that the withdrawal of an airspace designation or the change of an airspace classification comes into force.
- d) CAR 3.8.b.1 does not apply to an airspace designation or an airspace classification that has been in force for a period of not more than 3 months.

#### **CAR 3.9 Publication in the UAE AIP**

- a) The General Civil Aviation Authority shall ensure that the UAE AIP contains the following information:
1. A current description of each portion of airspace and ATS route that is designated under this Subpart:
  2. Current information, including the name or designator and coordinates of each visual reporting point designated under this Subpart:
  3. The details required by CAR Part VIII, Subpart 6 for each current instrument flight procedure.



## SECTION 1: CONTROLLED AIRSPACE

### CAR 3.10 General

- a) If the General Civil Aviation Authority determines that an air traffic control service is required in a portion of airspace within a flight information region, the General Civil Aviation Authority shall:
  1. Designate that portion of airspace as a control area or a control zone in accordance with this Section; and
  2. Classify that portion of airspace as Class A, B, C, D, E or F airspace in accordance with Section 2
- b) The General Civil Aviation Authority may designate portions of airspace within a control area or control zone as a specific sector to facilitate air traffic management.
- c) A control area or control zone becomes uncontrolled Class G airspace during those times when an air traffic control service is not being provided within that control area or control zone.
- d) For each portion of airspace designated as a control area or control zone the General Civil Aviation Authority shall –
  1. Specify the air traffic control unit that has responsibility for providing the air traffic control service within that control area or control zone; and
  2. Identify the control area or control zone by –
  3. the ICAO nationality letters of the State providing the air traffic control service followed by the letter “A” followed by a number; and
  4. the name of the air traffic control unit providing the air traffic control service within that control area or control zone, except that, if appropriate, the control area or control zone may be identified with the name of the aerodrome, town, city, or geographical feature over which the control area or control zone is established.
- e) Each proposal for designation of controlled airspace shall comply with the Airspace change process contained in AMC-41 and complete an application through the GCAA E-Services on the GCAA website.

### CAR 3.11 Control Areas

- a) The General Civil Aviation Authority may specify a control area designated under this Section as:
  1. A control area;
  2. An upper control area or;
  3. A terminal control area if the General Civil Aviation Authority determines that an approach control service is required at the confluence of ATS routes in the vicinity of one or more major aerodromes
- b) The upper limit of a control area shall not exceed flight level 600.
- c) The lower limit of a control area shall –
  1. Be at least 500 feet below the flight paths of IFR flights that the General Civil Aviation Authority determines to require an air traffic control service; and
  2. Be established at –
    - i. the highest practical altitude; and
    - ii. not less than 700 feet above the surface of the earth; and



3. When the lower limit of a control area is above 3000 feet AMSL, coincide with a VFR cruising altitude or flight level prescribed in CAR Part 3.
- d) If a portion of airspace below a control area is designated as another control area, the upper limit of the lower control area shall extend to the lower limit of the control area directly above it.

#### **CAR 3.12 Control Zones**

- a) The General Civil Aviation Authority may designate as a control zone that portion of airspace around an aerodrome if;
  1. The General Civil Aviation Authority determines that an aerodrome control service or an aerodrome and approach control service is required; and
  2. The traffic density and pattern requires controlled airspace.
- b) A control zone shall be as small as practical consistent with the need to protect the flight paths of IFR flights arriving at and departing from the aerodrome.
- c) The lateral limits of a control zone shall –
  1. Encompass at least those portions of the airspace that are not within a control area containing the paths of IFR flights arriving at and departing from the aerodrome under IMC; and
  2. Extend to at least 5 nm from the centre of the aerodrome in the directions from which instrument approaches may be made; and
  3. Take into account the category of IFR aircraft using the aerodrome and the areas of airspace that need to be protected for those IFR flights.
- d) Prominent geographical features shall be used, where practical, to define the lateral limits of a control zone.
- e) A control zone with an upper limit above 3000 feet AMSL, if not contiguous with a CTA above, shall coincide with a VFR cruising altitude or flight level prescribed in this Subpart.

#### **CAR 3.13 VFR Transit Lanes / Routes**

- a) The General Civil Aviation Authority may, following a proposal from an ANSP, designate a portion of controlled airspace as a VFR transit lane / route for either or both of the following purposes:
  1. Separating transiting VFR traffic from arriving and departing IFR flights:
  2. Permitting transiting VFR traffic to operate within the VFR transit lane without requiring an ATC clearance.
- b) VFR Transit Lanes shall be:
  1. Developed by the proponent according to the AMC-41 Airspace change process; and
  2. Separated from controlled airspace according to the SUA separation criteria in Subpart 4, Appendix 1; and
- c) The General Civil Aviation Authority shall identify each VFR transit lane by the ICAO nationality letters of the State providing the air traffic control service followed by the letter “T” followed by a number.
- d) A VFR transit lane is Class G airspace and may only be active during daylight hours only.

#### **CAR 3.14 General Aviation Areas (GAA)**

- a) The General Civil Aviation Authority may, following a proposal from an ANSP, designate a portion of controlled airspace as a general aviation area for the purpose of allowing VFR flights access to a portion of previously controlled airspace without the requirement for an ATC clearance.



- b) Each GAA shall be:
1. Developed by the proponent according to the AMC-41 Airspace change process; and
  2. Separated from controlled airspace according to the SUA separation criteria in Subpart 4, Appendix 1; and
- c) For each general aviation area, the General Civil Aviation Authority shall –
1. Specify, at the time that the General Civil Aviation Authority designates the airspace, the air traffic control unit having responsibility for providing the air traffic control service over the area; and
  2. Identify the area by the ICAO nationality letters of the State providing the air traffic control service followed by the letter “G” followed by a number; and
  3. Specify that the area is active –
    - i. Permanently during the day; or
    - ii. By approval of the ATC unit responsible for the airspace; or
    - iii. By prior notification from an airspace user to the ATC unit responsible for the airspace.
- d) A general aviation area –
1. May only be active during the day; and
  2. Is Class G airspace while the area is active.

### **CAR 3.15 Subsidiary Airspace Designations**

- a) If the General Civil Aviation Authority considers it necessary in the interests of aviation safety, air traffic management, or international agreements, the General Civil Aviation Authority may designate any controlled airspace or portion of controlled airspace as either or both of the following:
1. PBN airspace, on consideration of air traffic density, ATS route structure and aircraft navigation system accuracy, where a prescribed navigation specification is required and in compliance with the UAE PBN Implementation Plan:
  2. RVSM airspace, on consideration of air traffic density, ATS route structure and aircraft altimetry system accuracy.



## SECTION 2: AIRSPACE CLASSIFICATION

### CAR 3.20 Class A Airspace

- a) Any portion of airspace that is designated as a control area or control zone under CAR 3.10.a shall be classified as Class A airspace if the General Civil Aviation Authority considers it necessary in the interests of aviation safety that –
1. Separation is required between all flights; and
  2. VFR flights are not permitted.

### CAR 3.21 Class B Airspace

- a) Any portion of airspace that is designated as a control area or control zone under CAR 3.10.a shall be classified as Class B airspace if the General Civil Aviation Authority considers it necessary in the interests of aviation safety that separation is required between all flights.

### CAR 3.22 Class C Airspace

- a) Any portion of airspace that is designated as a control area or control zone under CAR 3.10.a shall be classified as Class C airspace if the General Civil Aviation Authority considers it necessary in the interests of aviation safety that –
1. Separation is required between –
    - i. IFR flights; and
    - ii. IFR and VFR flights; and
    - iii. IFR and special VFR flights; and
    - iv. Special VFR flights when the flight visibility is reported to be less than 5 km; and
  2. Traffic information shall be provided to VFR flights about other VFR flights; and
  3. Traffic avoidance advice shall be provided to VFR flights on request.

### CAR 3.23 Class D Airspace

- a) Any portion of airspace that is designated as a control area or control zone under CAR 3.10.a shall be classified as Class D airspace if the General Civil Aviation Authority considers it necessary in the interests of aviation safety that –
1. Separation is required between –
    - i. IFR flights; and
    - ii. IFR and special VFR flights; and
    - iii. special VFR flights when the flight visibility is reported to be less than 5 km; and
  2. Traffic information shall be provided to –
    - i. IFR flights about VFR flights; and
    - ii. VFR flights about IFR flights; and
    - iii. VFR flights about other VFR flights; and
  3. Traffic avoidance advice shall be provided to IFR and VFR flights on request.

### CAR 3.24 Class E Airspace



- a) Any portion of airspace that is designated as a control area under CAR 3.10.a shall be classified as Class E airspace if the General Civil Aviation Authority considers it necessary in the interests of aviation safety that –
1. Separation is required between IFR flights; and
  2. Traffic information shall be provided, where practical, to –
    - i. IFR flights about VFR flights; and
    - ii. VFR flights about IFR flights; and
    - iii. VFR flights about other VFR flights.

**CAR 3.25 Class F Airspace**

- a) The General Civil Aviation Authority may classify any portion of uncontrolled airspace as Class F airspace if the Authority considers it necessary in the interests of aviation safety that –
1. IFR flights within the airspace need to receive air traffic advisory service; and
  2. All flights within the airspace should receive a flight information service if requested.

**CAR 3.26 Class G Airspace**

- a) Class G airspace is any uncontrolled airspace that is not Class F airspace or any airspace that is above FL600, within which both IFR and VFR flights receive a flight information service if requested.



### SECTION 3: SPECIAL USE AIRSPACE (SUA)

#### CAR 3.30 General

- a) The General Civil Aviation Authority may, following a proposal from an ANSP, designate special use airspace under this Section if the General Civil Aviation Authority considers such airspace is necessary –
1. In the interests of safety or security within the civil aviation system; or
  2. In the interests of national security; or
  3. For any other reason in the public interest.
- b) Each proposal for SUA shall be developed by the proponent according to the AMC-41 Airspace change process.
- c) The General Civil Aviation Authority shall ensure that each portion of airspace designated under this Section is as small as practicable consistent with the activities for which the area is required.
- d) Airspace designated by the General Civil Aviation Authority under this Section shall be identified by an alphanumeric designator that is not being used to identify any other portion of airspace designated under this Section.

#### CAR 3.31 Prohibited Areas

- a) The General Civil Aviation Authority may –
1. Designate a portion of airspace, in which flight is prohibited, as a prohibited area of aircraft within that area –
    - i. within the territorial limits of UAE; and
    - ii. within the territorial limits of the UAE FIR; and
  2. Impose conditions under which the administering authority responsible for the restricted area shall operate.
- b) The General Civil Aviation Authority shall –
1. Specify the type of activity for which each prohibited area is designated; and
  2. Specify the administering authority responsible for each prohibited area; and
  3. Identify each area by the ICAO nationality letters of the applicable State followed by the letter “P” followed by a number.
- c) If the prohibited area is designated as being made active by NOTAM, the administering authority shall give at least 24 hours’ notice to the UAE NOTAM Office of the prohibited area becoming active, except that in the case of emergencies, less than 24 hours’ notice may be given.

#### CAR 3.32 Restricted Areas

- a) The General Civil Aviation Authority may –



1. Designate a portion of airspace as a restricted area to restrict the activities of aircraft within that area –
    - i. within the territorial limits of UAE; and
    - ii. within the territorial limits of the UAE FIR; and
  2. Impose conditions under which –
    - i. aircraft may be permitted to fly within that restricted area; and
    - ii. the administering authority responsible for the restricted area shall operate.
- b) The General Civil Aviation Authority shall –
1. Specify the type of activity for which each restricted area is designated; and
  2. Specify the administering authority responsible for each restricted area; and
  3. Identify each area by the ICAO nationality letters of the applicable State followed by the letter “R” followed by a number.
- c) The administering authority responsible for a restricted area-
1. Shall manage –
    - i. the entry of aircraft into the restricted area; and
    - ii. the operation of aircraft within the restricted area; and
    - iii. the exit of aircraft from the restricted area; and
  2. If the restricted area is designated as being made active by NOTAM, the administering authority shall give at least 24 hours’ notice to the UAE NOTAM Office that restricted area becoming active, except that in the case of emergencies less than 24 hours’ notice may be given; and
  3. May, within any conditions imposed by the General Civil Aviation Authority under CAR 3.32.a.2.ii impose conditions under which an aircraft may be operated within the restricted area.
- d) The restricted area may be of permanent or temporary nature.

**CAR 3.33 Danger Areas**

- a) The General Civil Aviation Authority may designate a portion of airspace as a danger area to notify operators that there is a potential danger to aircraft flying in the area.
- b) The General Civil Aviation Authority shall –
1. Specify the nature of the danger for which each danger area is designated; and
  2. If the Authority considers it necessary, nominate a using agency as the contact point for a danger area; and
  3. Identify the area by the ICAO nationality letters of the applicable State followed by the letter “D” followed by a number.
- c) The using agency for a danger area shall –
1. Be a person or organisation that is responsible for the activity that necessitated the danger area being so designated; and



2. Ensure that the activities that necessitated the designation of the danger area are contained within that danger area; and
3. If the danger area is designated as being made active by NOTAM, the administering authority shall give at least 24 hours' notice to the UAE NOTAM Office that the danger area is becoming active, except that in the case of emergencies less than 24 hours' notice may be given.

#### **CAR 3.34 Mandatory Broadcast Airspace**

- a) The General Civil Aviation Authority may designate a portion of uncontrolled airspace as mandatory broadcast airspace if, due to traffic density or special circumstances, the pilots within that airspace are required to make radio broadcasts of their position and intentions.
- b) Within Mandatory Broadcast airspace, the requirements for the provision of an ATS flight information service, including information on collision hazards to aircraft while within the Mandatory Broadcast airspace, as per Annex 11, is not required.
- c) Mandatory Broadcast airspace can be either a Mandatory Broadcast Area (MBA), where the base of the applicable airspace is not at the surface or a Mandatory Broadcast Zone (MBZ), where the applicable airspace extends upwards from the surface of the earth.
- d) The General Civil Aviation Authority shall –
  1. Identify each mandatory broadcast airspace by the ICAO nationality letters of the applicable State followed by the letter “B” followed by a number; and
  2. Prescribe the maximum interval between a pilot’s mandatory radio broadcasts.

#### **CAR 3.35 Low Flying Zones**

- a) The General Civil Aviation Authority may designate a portion of airspace as a low flying zone where pilot training in low level manoeuvres may be conducted.
- b) The General Civil Aviation Authority shall –
  1. Nominate a using agency responsible for –
    - i. briefing pilots on the associated conditions of use agreed with the registered owner or administrator of the land or water below the low flying zone; and
    - ii. complying with CARs 3.35.e and 3.35.f; and
  2. Identify each low flying zone by ICAO nationality letters of the applicable State followed by the letter “L” followed by a number.
- c) A low flying zone may only be active during the day.
- d) The vertical limits of a low flying zone shall extend from the surface of the earth to a height of 500 feet.
- e) The General Civil Aviation Authority may not designate a portion of airspace as a low flying zone unless the using agency nominated for the low flying zone –
  1. Provides the Authority with a map or chart on which the boundaries of the low flying zone are defined; and
  2. Satisfies the Authority that the registered owner or administrator of the land or water below the low flying zone consents to the portion of airspace above their land or water being used for low flying; and



3. Provides the Authority with full details of consultation with other airspace users.
- f) A using agency nominated under CAR 3.35.b.1 shall satisfy the Authority, if requested to, that the using agency continues to have the consent referred to in CAR 3.35.e.2



## SECTION 4: TRANSPONDER MANDATORY AIRSPACE

### CAR 3.40 Transponder Mandatory Airspace within Controlled Airspace

- a) The General Civil Aviation Authority may designate a control area or a control zone, or any portion of a control area or a control zone, as transponder mandatory airspace if –
1. The operation of transponders is required for the provision of an air traffic control surveillance service; or
  2. The General Civil Aviation Authority determines that the traffic density in the airspace requires the operation of transponders to reduce the risk of an airborne collision with those aircraft that are required to be fitted with an airborne collision avoidance system.

### CAR 3.41 Transponder Mandatory Airspace within Special Use Airspace

- a) The General Civil Aviation Authority may designate any portion of special use airspace as transponder mandatory airspace if the Authority determines that the traffic density in the airspace requires the operation of transponders to reduce the risk of an airborne collision with those aircraft that are required to be fitted with an airborne collision avoidance system.

## SECTION 5: MISCELLANEOUS

### CAR 3.50 Visual Reporting Points

- a) The General Civil Aviation Authority may designate visual reporting points for the purpose of –
1. Facilitating the requirements of air traffic services for information regarding the progress of aircraft in flight; or
  2. Facilitating the safe conduct of flight by visual reference.
- b) The General Civil Aviation Authority shall ensure that visual reporting points –
1. Are based on prominent features; and
  2. Are identified by names or designators that –
    - i. are easily recognizable in voice communications; and
    - ii. will not be confused with those of other reporting points in the same general area; and
    - iii. do not create confusion with other communications exchanged between pilots and between air traffic services and pilots.

### CAR 3.51 Area QNH Zones

- a) The General Civil Aviation Authority may designate as an area QNH zone those portions of airspace from the surface of the earth to a specified altitude within which a common area QNH altimeter setting shall be used.

### CAR 3.52 Mountainous Zones

- a) The General Civil Aviation Authority may designate a portion of airspace as a mountainous zone if, in the interests of safety, the General Civil Aviation Authority considers it necessary to increase the minimum obstacle clearance to provide additional height above terrain for IFR flights to accommodate



the possible effects of turbulence, down draughts, and other meteorological phenomena on the performance of aircraft.

- b) The definition of mountainous terrain contained in ICAO Document 8168, Volume II shall be used to determine whether or not an area is considered mountainous.

### **CAR 3.53 Designators For Significant Points**

- a) Where a significant point is required at a position and is used for ATC purposes, it shall be designated by a unique five-letter pronounceable “name-code” This name-code designator then serves as the name as well as the coded designator of the significant point.

*Note. — The principles governing the use of alphanumeric name-codes in support of RNAV SIDs, STARs and instrument approach procedures are detailed in PANS-OPS (Doc 8168).*

- b) The name-code designator shall be selected so as to avoid any difficulties in pronunciation by pilots or ATS personnel when speaking in the language used in ATS communications.
- c) The name-code designator shall be easily recognizable in voice communications and shall be free of ambiguity with those used for other significant points in the same general area.
- d) The unique five-letter pronounceable name-code designator assigned to a significant point shall not be assigned to any other significant point. When there is a need to relocate a significant point, a new name-code designator shall be chosen. In cases when it is desired to keep the allocation of specific name-codes for reuse at a different location, such name-codes shall not be used until after a period of at least six months.
- e) ATM user requirements for unique five-letter pronounceable name-code designators shall be notified to the Regional Offices of ICAO for coordination through the AIM office at Sheikh Zayed Air Navigation Center.
- f) Significant points shall be determined and reported in terms of World Geodetic System — 1984 (WGS-84) geographical coordinates.

### **CAR 3.54 Identification Of Standard Departure And Arrival Routes**

- a) Plain language designator
  1. The plain language designator of a standard departure or arrival route shall consist of:
    - i. a basic indicator; followed by
    - ii. a validity indicator; followed by
    - iii. a route indicator, where required; followed by
    - iv. the word “departure” or “arrival”; followed by
    - v. the word “visual”, if the route has been established for use by aircraft operating in accordance with the visual flight rules (VFR).
  2. The basic indicator shall be the name or name-code of the significant point where a standard departure route terminates or a standard arrival route begins.
  3. The validity indicator shall be a number from 1 to 9.
  4. The route indicator shall be one letter of the alphabet. The letters “I” and “O” shall not be used.
- b) Coded designator



1. The coded designator of a standard departure or arrival route, instrument or visual, shall consist of:
  - i. the coded designator or name-code of the significant point described in CAR 3.53; followed by
  - ii. the validity indicator in CAR 3.54.a.3; followed by
  - iii. the route indicator in CAR 3.54.a.4, where required.

### **CAR 3.55 Identification Of Navigation Specifications And ATS Routes**

#### **a) Composition of designator**

1. The ATS route designator shall consist of a basic designator supplemented, if necessary, by:
  - i. one prefix as prescribed in CAR 3.55.a.5; and
  - ii. one additional letter as prescribed in CAR 3.55.a.6.
2. The number of characters required to compose the designator shall be kept to a maximum of five characters.
3. The basic designator shall consist of one letter of the alphabet followed by a number from 1 to 999.
4. Selection of the letter shall be made from those listed hereunder:
  - i. A, B, G, R for routes which form part of the regional networks of ATS routes and are not area navigation routes;
  - ii. L, M, N, P for area navigation routes which form part of the regional networks of ATS routes;
  - iii. H, J, V, W for routes which do not form part of the regional networks of ATS routes and are not area navigation routes;
  - iv. Q, T, Y, Z for area navigation routes which do not form part of the regional networks of ATS routes.
5. Where applicable, one supplementary letter shall be added as a prefix to the basic designator in accordance with the following:
  - i. K to indicate a low-level route established for use primarily by helicopters;
  - ii. U to indicate that the route or portion thereof is established in the upper airspace;
  - iii. S to indicate a route established exclusively for use by supersonic aircraft during acceleration, deceleration and while in supersonic flight.
6. When prescribed by the appropriate ATS authority or on the basis of regional air navigation agreements, a supplementary letter may be added after the basic designator of the ATS route in question in order to indicate the type of service provided in accordance with the following:
  - i. the letter F to indicate that on the route or portion thereof advisory service only is provided;
  - ii. the letter G to indicate that on the route or portion thereof flight information service only is provided.



## SECTION 6: OBJECTS AND ACTIVITIES AFFECTING AIRSPACE

### CAR 3.60 Description

- a) This Section prescribes rules for persons proposing to construct or alter a structure that could pose a hazard in airspace.
- b) This Section also prescribes rules regarding the use of an object or an activity, that could pose a hazard in airspace.
- c) For the purposes of this section, the approval of construction/amendment of structures is the responsibility of the Civil Aviation Authority within the Emirate concerned, except within the Emirate of Abu Dhabi, where responsibility for these matters has been vested in the Abu Dhabi Airports Company (ADAC). Emirates without a Civil Aviation Authority shall contact GCAA-ANA department at [ana@gcaa.gov.ae](mailto:ana@gcaa.gov.ae) to obtain approval of or amendment to a structure.

### CAR 3.61 Purpose

- a) Subject to CAR 3.61.b this section prescribes rules for persons within the territorial limits of the United Arab Emirates, proposing-
  1. To construct or alter a structure that could constitute a hazard in airspace; or
  2. The use of an object or an activity that could constitute a hazard in airspace.
- b) This section does not apply to any member of the United Arab Emirates Defence Force or any aircraft operated by the United Arab Emirates Defence Force acting in connection with-
  1. Any war or other emergency; or
  2. The defence of the United Arab Emirates and other United Arab Emirates interests; or
  3. Aid to the civil power in time of emergency; or
  4. Any operation performed within a prohibited, restricted, or danger, area designated under Section 1 of this Subpart for military purposes.

### CAR 3.62 Construction or Alteration of Structure

A person proposing to construct or alter a structure shall obtain approval from the applicable Civil Aviation Authority of the Emirate concerned of the proposal in accordance with the requirements of CAR Part IX. In the Emirate of Abu Dhabi, responsibility for these matters has been vested in the Abu Dhabi Airports Company (ADAC) and in Emirates without a Civil Aviation Authority approval shall be obtain from GCAA-ANA department at: [ana@gcaa.gov.ae](mailto:ana@gcaa.gov.ae).

### CAR 3.63 Use of a Structure Discharging Efflux, a Light, or a Laser

- a) A person proposing to use a structure to Discharge Efflux, use a Light (e.g. Sky Tracker), or use a Laser shall obtain approval from the General Civil Aviation Authority of the proposal via the GCAA E-service "Activities Affecting airspace" when:
  1. *The structures discharges efflux at a velocity in excess of 4.3 m per second through an obstacle limitation surface of an aerodrome; or*
  2. *The structure discharges efflux at a velocity in excess of 4.3 m per second higher than 60 m above ground level.*



- b) A person proposing to operate a light or a laser shall obtain approval from the General Civil Aviation Authority via the GCAA E-service “Activities affecting airspace”.

**GM 2 to CAR 3.63** – The guidance material from ICAO Document 9815 AN/447 Manual on Laser Emitters and Flight Safety should be used as a reference

- c) The application shall be submitted via the GCAA website along with the payment of the appropriate fee specified by the GCAA Board under Article 10.7 of the GCAA Law.

**CAR 3.64 Use of Weapons**

- a) A person, or a person representing an organisation, shall obtain approval from the General Civil Aviation Authority via the GCAA E-service “Activities affecting airspace” before using a weapon that fires or launches a projectile.
- b) The application shall be submitted via the GCAA website along with the payment of the appropriate fee specified by the GCAA Board under Article 10.7 of the GCAA Law.

**CAR 3.65 Use of Pyrotechnics**

- a) A person, or a person representing an organisation, shall obtain approval from the General Civil Aviation Authority via the GCAA E-service “Activities affecting airspace” before conducting a pyrotechnics display that involves the firing or launching of any projectile.
- b) The application shall be submitted via the GCAA website along with the payment of the appropriate fee specified by the GCAA Board under Article 10.7 of the GCAA Law.

**CAR 3.66 Sky Lanterns / Chinese Lanterns**

Sky lanterns, have the potential to cause damage through engine ingestion or produce FOD if landing on an airport and is considered to be a fire hazard. Therefore the use of sky lanterns is prohibited in the UAE.

**CAR 3.67 Approval Requirements**

- a) A person required to obtain approval from the General Civil Aviation Authority under CARs 3.63, 3.64 or 3.65 shall complete the E Services “Activities affecting airspace” on the GCAA website and submit it to the General Civil Aviation Authority at least 5 working days before the proposed date of use under CAR 3.63, 3.64 , or 3.65.
- b) In the case of an emergency involving essential public services, public health, or public safety, that requires immediate use of a structure, light, laser, weapon, or pyrotechnic the approval requirements in CAR 3.67a do not apply.