



NOTICE OF PROPOSED AMENDMENT 2018-01

Issue 01

Date of Issue: 14th March 2018

SUBJECT:

FOREIGN OPERATORS REGULATION (FOR)

REASON:

The GCAA considers that the clear rules for Foreign Operator and entities involved in the operation of foreign aircraft are essential to safety of the Emirates Airspace. Following consultation with the industry, the GCAA intends to revise the Foreign Operator Regulation CAR-Part IV.

The intent of the revision is to enhance the level of safety and to reflect the latest changes of the recently introduced new airspace requirements. The specific objective of this NPA is to ensure that the requirements and guidance are clear, suitable to enhance the level of safety in the most efficient practically way.

The following structural and technical changes have been incorporated in this NPA:

- Revised definition of basing by differencing commercial and private operation
- Extended validity of the Foreign Operator Registration
- Performance based Navigation requirements revised to meet airspace requirements
- Limitations set for the use of Psychoactive Substances
- Limitations set for Smoking on board
- Added the requirement to subscribe for E-Publication
- Added requirements for Family Assistance Plan

The GCAA seeks the feedback of industry stakeholders on the changes.

AFFECTED STAKEHOLDERS:

Foreign Air Operator, UAE Air Operator and other entities involved in the operation of foreign aircraft

AFFECTED RULES:

N/A

RECOMMENDATION:

This NPA is published to announce to the public this amendment, and to entitle all concerned parties to:

- a) Review the attached proposed changes to regulation;
- b) Agree on the date of applicability for those changes being set to one week from the date of issue of the final rule; and
- c) Submit their comments on the changes and date of applicability online through the GCAA website by one week from the day of issue of this NPA (due to the fact that the impact on UAE entities is very limited).



- d) Comments must be submitted through the GCAA Website – E-Publication – Notice of Proposed Amendment, using the Action of “Submit NPA Feedback Request”. Any comments submitted using any other means will not be considered.
- e) Comments and Responses may be viewed in the Comments Response Document CRD pertaining to this NPA on the GCAA website.

CONTACT:

foa@gcaa.gov.ae with copy to regulations@gcaa.gov.ae



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 Air Transport (CAT) operations and Non-Commercial Air Transport operations into the territory of United Arab Emirates.



FOREWORD	4
SECTION GEN - GENERAL REQUIREMENTS	7
FOR.GEN.001 Applicability	7
FOR.GEN.002 Scope	7
FOR.GEN.003 Abbreviations and Definitions	7
FOR.GEN.004 Applicable Standards	12
FOR.GEN.005 ICAO three letter operator designators	12
FOR.GEN.010 Access to aircraft, documents, manuals and crew licences	12
FOR.GEN.015 Production of documentation, manuals and records	13
FOR.GEN.020 Findings and corrective actions	13
FOR.GEN.025 GCAA actions to a Safety Concern	13
FOR.GEN.030 Occurrence Reporting	14
SECTION OPS – FLIGHT OPERATIONS	15
FOR.OPS.001 Operator Registration	15
FOR.OPS.005 Documents to be carried onboard	15
FOR.OPS.010 Performance Based Navigation (PBN)	16
FOR.OPS.015 Carriage of Airborne Collision Avoidance System (ACAS II)	16
FOR.OPS.020 Carriage of Transponder	16
FOR.OPS.025 ADS-B	17
FOR.OPS.030 Use of EFB	17
FOR.OPS.035 Transport of Dangerous Goods	17
FOR.OPS.040 Transport of Weapons and Ammunition of War	17
FOR.OPS.045 Use of substances impairing flight crew and cabin crew performance	18
FOR.OPS.055 E-Publication	18
FOR.NOC.001 Registration of an aircraft located in the territory of the UAE	20
FOR.NOC.005 De-registration of an aircraft located in the territory of the UAE	20
FOR.NOC.010 Basing of an aircraft in the territory of the UAE	20
FOR.NOC.015 Demonstration Flight with an aircraft	20



FOR.NOC.020 Test Flight of an aircraft	21
FOR.NOC.025 Flight of an aircraft with Permit to fly or equivalent document	21
FOR.NOC.030 Return to service of an aircraft after long term parking	21
FOR.NOC.035 Dismantling or destroying of an aircraft in the territory of the UAE	21
FOR.NOC.040 Conduct aerial work activities with an aircraft	21



SECTION GEN - GENERAL REQUIREMENTS

FOR.GEN.001 Applicability

This CAR applies to:

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

This CAR does not apply to:

- Any foreign Air Operator of a State aircraft; and
- State aircraft.

FOR.GEN.002 Scope

This CAR prescribes the regulatory framework for:

- Operations of an aircraft by a Foreign Air Operator in the Emirates FIR and the territory of the UAE; and
- 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:

- ATS units certified in the UAE (e.g. aircraft, foreign air operator ban list);
- Airport Operators (e.g. registration or de-registration of aircraft taking place in the territory of the UAE); and
- 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
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
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:

- Whose State of Registry is not UAE; or
- 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. Basing

An aircraft involved in Commercial Air Transport is considered to be based in UAE if:

- It has not been in the State of the Overseeing Authority for more than 7 days; and
- It has accumulated more than 7 landings at any airport located in the UAE within the last consecutive 30 days.



An aircraft not involved in Commercial Air Transport is considered to be based in UAE if the aircraft is located at any airport within UAE for more than accumulated 60 days within the last consecutive 12 months.

5. Commercial Air Transport

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

6. Corrective Action

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

7. Demonstration Flight

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

8. 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.

9. Information Bulletin

Information Bulletins are published on GCAA Website under E Publication.

10. Minimum Safety Standards

Standards as defined in Chicago Convention and its Annexes.

11. 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.

12. Operations Specifications

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

13. 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.

14. Overseeing Authority

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

15. Permit to Fly

A Permit to Fly (or other designation) 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.



16. Preventive Action

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

17. Ramp Inspection

Inspections performed by the GCAA to evaluate compliance of an aircraft with the ICAO Minimum Safety Standards and the provisions of this regulation. The inspections are carried out within the framework of Regulation (EC) No 216/2008.

18. State Aircraft

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

19. Safety Alert

Safety Alerts are published on GCAA Website under E Publication.

20. Safety Assessment of Foreign Aircraft (SAFA)

Ramp Inspections and exchange of information to evaluate and communicate the compliance of an aircraft with ICAO Minimum Safety Standards within the framework of Regulation (EC) No 216/2008.

21. 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.

22. State of Registry

The State in which an aircraft is registered.

23. 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".

24. Test Flight

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

- Certification of aircraft or equipment installed on the aircraft
- Operating an aircraft beyond the limitations set by Aircraft Flight Manual or any other approved document.
- 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

25. 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

- (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; 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 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.

FOR.GEN.005 ICAO three letter operator designators

No operator conducting non-scheduled flights from or to UAE shall use three letter operator designator and call sign other than those assigned by the State of the Operator unless permitted by the GCAA.

GM1 FOR.GEN.005 ICAO three letter operator designators

Further details 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:

- 1) Inspect the documents and manuals to be carried on board and to perform inspections to ensure compliance with this CAR;
- 2) Inspect the crew licences, certificates and other authorisations; or
- 3) Carry out a ramp inspection.



GM1 FOR.GEN.010 (a) (3) Access to aircraft, documents, manuals and crew licences

Ramp Inspections will be entered in EU SAFA Database. Follow up of Ramp Inspections should be done by using provisions of the database by accessing <https://safa.easa.europa.eu/site/login>.

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

Within a reasonable time of being requested to do so by a person authorized by the GCAA, the pilot-in-command shall produce to that person the documentation, manuals and records required to be carried on board.

FOR.GEN.020 Findings and corrective actions

- (a) When a CAT 2 (significant) or CAT 3 (major) finding has been detected during a SAFA Ramp Inspection, the GCAA shall inform the Operator and the Overseeing Authority in writing with the request to perform corrective action and preventive action.
- (b) The GCAA shall notify the State of the Operator and/or the State of Registry, as applicable, of all findings it has raised.

GM1 FOR.GEN.020 Findings and corrective actions

The State of the Operator involved in CAT and/or State of Registry should be registered to the EU SAFA Database. In exceptional cases corrective action may be forwarded to safa@gcaa.gov.ae.

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, policy, the GCAA has the right to:
 - 1) Restrict operation of the aircraft in the Emirates FIR;
 - 2) Impose corrective actions before next flight;
 - 3) Ground the aircraft;
 - 4) Ban the operation of aircraft; 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 that has been banned shall be allowed to operate within the Emirates FIR unless authorised by the GCAA.

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

The GCAA will inform the Operator and 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 with appropriate corrective and preventive actions to be lifted. The application form can be found on the GCAA Website.

FOR.GEN.030 Occurrence Reporting

An Operator shall immediately report to the GCAA any safety-related occurrence qualified as reportable by its Overseeing Authority and which had happened within the Emirates FIR or the territory of UAE.

GM1 FOR.GEN.030 Occurrence Reporting

A copy of the Occurrence Report should be forwarded to foa@gcaa.gov.ae. Further details can be found in the UAE AIP GEN 1.2.7.



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 registration shall not be longer than two years and 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.

AMC1 FOR.OPS.001 (a) Operator Registration

The application for a FOR number should be:

- 1) Submitted no later than 10 days before the intended starting date of operation; and
- 2) Made in a form and manner established 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 action as identified in FOR.GEN.025.

GM 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) 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 DG DIRECTIVE 14-2016 or any other rule in force.



FOR.OPS.010 Performance Based Navigation (PBN)

- (a) No Operator shall undertake a flight under IFR rules with an aircraft above 5.700 kg within the Emirates FIR 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 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: ana.approval@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 authorise 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 after 01 January 2020, unless it is equipped with ADS-B OUT to 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.030 Use of EFB

No Operator shall conduct a flight with the use of an EFB unless it holds a special approval issued by the Overseeing Authority.

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)
 - 2) The cargo manifest accurately describes the type and the quantity of weapons; and
 - 3) The transport has been authorised by the 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 Psychoactive substances

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

- 1) The crew member has not consumed alcohol 12 hours prior to the specified reporting time for flight duty or the commencement of standby;
- 2) The crew member has not commenced a flight duty period with a blood alcohol level in excess of 0.2 promille;
- 3) 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:

- 1) While the aeroplane is on the ground unless specifically permitted in accordance with procedures defined in the Operations Manual;
- 2) Outside designated smoking areas, in the aisle(s) and in the toilet(s);
- 3) In cargo compartments and/or other areas where cargo is carried which is not stored in flame resistant containers or covered by flame resistant canvas; and
- 4) In those areas of the cabin where oxygen is being supplied.

FOR.OPS.055 E-Publication

Operators engaged in CAT and 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 performing more than 12 flights within Emirates FIR shall subscribe for E-Publication.

GM1 FOR.OPS.055 E-Publication

Further instructions and guidance can be found:

<https://www.gcaa.gov.ae/en/pages/servicescatalogue.aspx?find=true&c=E-Publication&k=Subscription>

GM2 FOR.OPS.055 E-Publication

All operator are recommended to subscribe for E-Publication.



FOR.OPS.060 Family Assistance Plan

Operator involved in CAT shall submit a confirmation to GCAA that they have a Family Assistance Plan.

GM1 For.OPS.060 Family Assistance Plan

Requirements, instructions and guidance can be found:

<https://www.gcaa.gov.ae/en/ePublication/Pages/CARs.aspx?CertID=CARs>

GM2 For.OPS.060 Family Assistance Plan

The letter shall confirm that the operator has a family assistance plan that is equivalent the Civil Aviation Regulations PART III, CAR-FAP of the United Arab Emirates and signed by the accountable manager.



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 shall de-register an aircraft located in the territory of the UAE unless it holds a No Objection Certificate issued by GCAA. This is not applicable to aircraft de-registered and under a registration process into the UAE Civil Aircraft 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 it holds a No Objection Certificate issued by the GCAA.

GM 1 FOR.NOC.010

The operator involved in CAT may apply for an authorization if:

- (a) The aircraft is under a registration process into UAE civil aircraft registry,
- (b) The operator is under a certification process for an AOC or POC with the GCAA or
- (c) The operator is conducting flights within the framework of a contract with an UAE entity.

GM 2 FOR.NOC.010

The operator not involved in CAT may apply for an authorization 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 organisation 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 within the Emirates FIR 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.

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.