



GCAA SAFETY AFFAIRS REGULATORY OR INFORMATIVE INSTRUMENTS ISSUE 01



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1 Foreword

This standard provides the necessary information about the instruments that the GCAA is using to communicate with and regulate the civil aviation system.

2 Regulatory or informative instruments

2.1 The UAE Cabinet promulgated two pieces of civil aviation legislation, the FEDERAL LAW No. 20 of 1991 (referred to as the Civil Aviation Law) which prescribes provisions to ensure aviation safety in the UAE airspace, and the FEDERAL LAW No. 4 of 1996 (referred to as the GCAA Law) which establishes the General Civil Aviation Authority.

2.2 Article 6 of the GCAA Law states that the GCAA shall undertake the execution of the Civil Aviation Law.

2.3 Article 7 of the GCAA Law empowers the GCAA to promulgate the general policy for civil aviation and propose laws and regulations which ensure the organisation of the civil aviation system in the UAE.

2.4 Article 19 of the Civil Aviation Law considers the Chicago Convention and other protocols and agreements pertaining to civil aviation as complementary to the provisions of the civil aviation law, as long as they do not contradict it. By virtue of this provision, the Chicago Convention is an integral part of the civil aviation legislative framework, as long as it does not contradict it.

2.5 The GCAA has recognized the need to highlight the different instruments promulgated by the GCAA in order to achieve the objective of the Civil Aviation Law.

2.6 In this document, “aviation document holder” means a person or organisation that holds an approval, certificate, licence or any other authorisation issued by the GCAA in accordance with the applicable requirements.

2.7 The GCAA promulgates the following regulatory or informative instruments:

- a) **Civil Aviation Regulations (CARs)** is a regulatory instrument that consists of a series of implementing requirements that may be supported by one or more AMC and/or one or more GM. Each implementing requirement is designed in a manner that it addresses one or more safety objective(s), through creating or limiting rights, creating or limiting duties and responsibilities. Compliance with CARs is mandatory unless a waiver has been granted by the GCAA.
- b) **Acceptable Means of Compliance (AMC)** is a regulatory instrument that illustrates a means to establish compliance with an implementing requirement contained in a CAR. In some CARs, the term Advisory Circular (AC) is also used interchangeably with AMC. Normally, AMCs are combined with



- c) CARs in the same document. Compliance with AMC is mandatory unless an Alternative Means of Compliance has been accepted by the GCAA.
- d) **Alternative Means of Compliance (AltMoC)** is a regulatory instrument that serves as:
- an alternative to an existing AMC; or
 - a means to establish compliance with an implementing requirement contained in a CAR or Safety Decision for which no associated AMC has been promulgated by the GCAA.

Once an AltMoc is accepted by the GCAA, compliance therewith is mandatory.

- e) **Safety Decision (S-DEC)** (previously known as DG Directive) is a regulatory instrument for promulgation of mandatory requirement to contain or correct a known and imminent safety risk or hazard. S-DEC may be also used to address specific safety issues or operational needs that are not served by the CARs. Compliance with S-DEC is mandatory.
- f) **Guidance material (GM)** is a regulatory instrument that provides interpretative explanatory material that helps to interpret and illustrate the meaning of a requirement contained in a CAR or S-DEC. Though not binding in its own right, referring to it facilitates the correct interpretation and implementation of associated requirements.
- g) **Information Bulletin (IB)** is an informative instrument providing a means to relay information or administrative requirements to the industry. Information contained in IBs is not regulatory in nature.
- h) **Safety Alert (SA)** is a regulatory instrument that is used for the purpose of safety promotion. It includes lessons learned from wrong practices, safety events, trends observed, misinterpretation of the rules etc. It contains recommendations for the aviation industry to correct anomalies and cover potential gaps. The implementation of the recommendations contained in the SAs, though not mandatory, serves as an indicator for the effectiveness of the aviation document holder's safety and/ or quality management system. If, during oversight, it becomes evident that there are safety issues that cannot be corrected without following the SA recommendations, the GCAA may mandate the implementation of the recommendations on the concerned document holder.
- i) **Safety Standard (SS)** is a regulatory instrument that outlines the requirements that fall primarily under the GCAA responsibility. These requirements may at the same time result in imposing some requirements over aviation document holders
- j) **Civil Aviation Advisory Publication (CAAP)** is a regulatory instrument that provides a means to comply with the provisions of CAR. A CAAP always stems from an existing CAR and must be interpreted as equivalent to an AMC. CAAPs will be progressively phased out.



2.8 **Deviation or waiver:** Following the promulgation of a requirement contained in a CAR or S-DEC, the GCAA may issue a deviation or waiver. A deviation or waiver is an approval granted to a document holder for deviating from an implementing requirement contained in a CAR or a mandatory requirement contained in a Safety Decision.

Note: Deviating from a provision of an AMC or CAAP or GM does not require a deviation or waiver.