

## INFORMATION BULLETIN 11/2006

<b>SUBJECT</b>	: PROFESSIONAL AIR LAW EXAMINATION
<b>ORIGINATOR</b>	: LICENSING & AEROMEDICAL SECTION
<b>STATUS</b>	: MANDATORY
<b>ADDRESSED TO</b>	: ALL UAE OPERATORS & FLYING SCHOOLS
<b>DATE</b>	: WEDNESDAY, JUNE 7 <sup>TH</sup> , 2006

### 1. PURPOSE:

The purpose of this bulletin is to provide information and guidelines on Professional Air Law Examination for the issuance of ATPL, CPL and IR (Aeroplane(A)/Helicopter(H)), as a result of a recent revision on the U.A.E Civil Aviation Regulation. The examination syllabus, questionnaires and requirements will now include the new CAR OPS 1 and 3 introduced on 1 January 2005 and also takes into consideration other aviation related materials like ICAO annexes and publications. Obsolete questions that are not in line with current regulations are thus removed from the question bank and examination papers.

Training organizations and operators, as a follow up action are required to amend their training program and manual accordingly. Applicants for Professional Air Law Examination are to take note of these changes.

### 2. APPLICABILITY:

This information and material applies to:

- Flying Training Organisations involved in CPL/IR/ATPL training
- All Operators



c. Applicants for Professional Air Law Examination.

### 3. GENERAL:

An applicant for ATPL, CPL and JR for (A) and (H) shall demonstrate a level of knowledge appropriate to the privileges in either Air Law (A) or Air Law (H) subjects.

The examination is a multi choice answers consisting of 50 questions, the examination length is one (1) hour forty (40) minutes, whilst a pass in an examination paper will be awarded to an applicant achieving 75% of the marks awarded to that paper. A pass in the Air Law Examination will be accepted for the grant of the respective licences or Instrument Rating during the six month from the date of gaining a pass mark.

### 4. EXAMINATION PROCEDURES:

Air Law Examination will be held on every Sunday of the month at 0900 hours. In the event Sunday is a public holiday, the next working day will be the examination date.

Application and payment for Air Law Examination must reach the GCAA at least 7 working days prior to the examination date.

An applicant shall be recommended for an examination by the approved training organization or operators responsible for the applicant's training.

All examination papers appropriate to the syllabus will be held by the GCAA, unless approval is granted to an approved organization to conduct Air Law Examination. The Air Law examination when conducted by an approved training organization is exclusively for applicants registered and enrolled with the training organization. For other applicants, the examination venue will only be at the GCAA centers namely (GCAA Abu Dhabi or Dubai).

The identity of the applicant will be established before the examination is taken. The contents of the examination papers will retain a confidential status.

If the GCAA considers that the applicant is not complying with examination procedures during examination, this misconduct will be considered with a view to failing the applicant in the respective examination or in the examination as a whole if applicable.



## 5. EXAMINATION SYLLABUS AND REFERENCE MATERIALS:

The appropriate syllabus is in appendix 1. The syllabus also contains reference materials that can assist training organizations, operators and applicants in conducting air law ground training.

## 6. IMPLEMENTATION DATES:

The revised Professional Air Law Examination will take effect on 15th July 2006. The first revised examination paper will therefore be introduced on **16th July 2006**.

## 7. CENTRAL QUESTION BANK:

The GCAA is developing a Central Question Bank where questions appropriate to the syllabus will be held in a Central Data Bank. When this is operational, selection of examination papers, examination answers and corrections will all be done on computers. A timely notice will be issued, once computerization of Air Law Examination is ready to set in motion.



For **MOHAMMED ABUBAKER FAREA**  
**DIRECTOR AVIATION SAFETY & SECURITY**

**THEORETICAL KNOWLEDGE REQUIREMENTS FOR THE CONDUCT OF  
AIR LAW THEORETICAL KNOWLEDGE EXAMINATION FOR  
PROFESSIONAL PILOT LICENSES (ATPL, CPL AND IR – AEROPLANE AND  
HELICOPTER)**

S/N	TOPICS	AEROPLANE	HELICOPTER
1	CAR part I	x	x
	CAR part II	x	x
	CAR part III	x	x
	CAR part IV	x	x
	• CAROPS 1	x	
	• CAR OPS 3		x
	CAR part V	x	x
	CAR part VI	x	x
	CAR part VII	x	x
	CAR part VIII	x	x
2	UAE Aeronautical Information Publication	x	x
	• Part 1 General	x	x
	• Part 2 En-route	x	x
3	Civil Aviation Advisory Publication (CAAP)	x	x
	• CAAP 4	x	x
	• CAAP 8	x	x
4	UAE Civil Aviation Law	x	x
5	International Agreement and Organization	x	x
	The Convention of Chicago	x	x
	Part 1-Air navigation		
	General principles and application; sovereignty, territory		
	• Flight over territory of contracting States; right of non scheduled flight, scheduled air services, cabotage, landing at custom airports, applicability of air regulations, rules of the air, search of aircraft.		
	• Measures to facilitate air navigation; customs duty, conditions to be fulfilled with respect to aircraft certificates of airworthiness, licenses of personnel, recognition of certificates and licenses, cargo		

	<p>restrictions, photographic apparatus; document to be carried in the aircraft.</p> <ul style="list-style-type: none"> <li>• International standard and recommended practices; adoption of international standards and procedures, endorsement of certificates and licenses, validity of endorsed certificates and licenses; departure from international standards and procedures (notification of differences)</li> </ul> <p>Part 2- ICAO</p> <ul style="list-style-type: none"> <li>• Objective and composition</li> </ul> <p>Regional structure and offices.</p> <ul style="list-style-type: none"> <li>• Duties in relation to <ul style="list-style-type: none"> <li>○ annexes to the convention</li> <li>○ standard and recommended practices</li> <li>○ procedures for air navigation services</li> <li>○ regional supplementary procedures</li> <li>○ regional air navigation</li> <li>○ manual and circulars</li> </ul> </li> </ul>		
	Other International Agreement	<b>x</b>	<b>x</b>
	<ul style="list-style-type: none"> <li>• The International air transport agreement <ul style="list-style-type: none"> <li>○ The five freedom</li> </ul> </li> <li>• Convention of Tokyo, La Haye Montreal <ul style="list-style-type: none"> <li>○ Jurisdiction</li> <li>○ jurisdiction and authority of Pilot In Command (PIC)</li> </ul> </li> </ul>	<b>x</b>	<b>x</b>
	<ul style="list-style-type: none"> <li>• Warsaw Convention</li> </ul>	<b>x</b>	<b>x</b>
	<ul style="list-style-type: none"> <li>• PIC authority regarding safety and security</li> </ul>	<b>x</b>	<b>x</b>
	<ul style="list-style-type: none"> <li>• Operators and pilots liabilities</li> </ul>	<b>x</b>	<b>x</b>
	<ul style="list-style-type: none"> <li>• Commercial practices and rules on (leasing) <ul style="list-style-type: none"> <li>○ Dry lease</li> <li>○ Wet lease</li> </ul> </li> </ul>	<b>x</b>	<b>x</b>
<b>6</b>	Annex 7 and 8 - Airworthiness of Aircraft	<b>x</b>	<b>x</b>

	and Aircraft nationality and Registration Marks.		
	• Applicability	X	X
7	Annex I- Personnel Licensing		
	• Applicability	X	X
	Relationship between Annex 1 and CAR part II	X	X
8	Rules of the Air based on Annex 2	X	X
	Essential definitions, applicability of the rules of the air, general rules (except water operations), VFR, IFR, signal, interception of civil aircraft, table of cruising levels	X	X
9	Air Traffic Services based on Annex 11 and Doc 4444)	X	X
	<p>Air Traffic Services – Annex 11</p> <ul style="list-style-type: none"> <li>o Definition</li> <li>• General <ul style="list-style-type: none"> <li>o Objectives of ATS, division of ATS, designation of the position of the airspace and controlled aerodromes where ATS will be provided, classification of airspaces (appendix 4 of annex 11), RNP, establishment and designation of the units providing ATS, specifications for flight information regions, control areas and control zones, minimum flight altitudes, priority in the event of an aircraft in emergency, in-flight contingencies, time in ATS</li> </ul> </li> <li>• Air Traffic Control <ul style="list-style-type: none"> <li>o Application</li> <li>o Provision of air traffic control services, operation of air traffic control service, separation minima, contents of clearances, control of persons and vehicles at aerodromes</li> </ul> </li> </ul> <p>Flight Information Service</p> <ul style="list-style-type: none"> <li>o Application</li> </ul>	X	X

	<ul style="list-style-type: none"> <li>o Scope of flight information service</li> <li>o Operational flight information service broadcast</li> </ul> <p>Alerting Service</p> <ul style="list-style-type: none"> <li>o Application, notification of rescue co-ordination centers ( only INCERFA, ALERFA, DETRESFA), information to aircraft operating in the vicinity of an aircraft in a state of emergency</li> </ul> <ul style="list-style-type: none"> <li>• Principles governing the identification of RNP types and the identification of ATS routes other than standard departure and arrival routes (appendix 1)</li> <li>• Rules of the Air and Air Traffic Service (Doc 4444 – RAC /501/11 and ICAO Doc 7030- Regional supplementary procedures.) <ul style="list-style-type: none"> <li>o Definition</li> <li>o Relationship to other documents</li> </ul> </li> </ul> <p>General provisions</p> <ul style="list-style-type: none"> <li>o General air traffic services operating practices; submission of a flight plan, change from IFR to VFR, clearances and information, control of air traffic flow, altimeter setting procedures, indication of heavy wake turbulence category and MLS capacity, position reporting, air traffic incident report, procedure in regard to aircraft equipped with airborne collision avoidance system (ACARS)</li> <li>o Appendix 1</li> </ul> <ul style="list-style-type: none"> <li>• Area control service <ul style="list-style-type: none"> <li>o General provisions for the separation of controlled traffic</li> <li>o Vertical separation; vertical separation application, vertical</li> </ul> </li> </ul>		
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	<p>separation minimum cruising level, assignment of cruising level, vertical separation during ascent or descent.</p> <ul style="list-style-type: none"> <li>o Horizontal separation; lateral separation application, longitudinal separation and application (except between supersonic aircraft)</li> <li>o Reduction in separation minima</li> <li>o Air traffic control clearances; contents, description of air traffic control clearances, clearances to fly maintaining own separation while in VMC, essential traffic information, clearance of a requested changed in flight plan.</li> <li>o Emergency and communication failure; emergency procedures (only general priority, emergency descent, action by pilot-in-command), air ground communication failure (only concerning the actions by pilot-in-command), interception of civil aircraft.</li> </ul> <ul style="list-style-type: none"> <li>• Approach control service. <ul style="list-style-type: none"> <li>o Departing aircraft; general procedures for departing aircraft, clearances for departing aircraft to climb maintaining own separation while in visual meteorological conditions, information for departing aircraft.</li> <li>o Arriving aircraft; general procedures for arriving aircraft, clearances to descend subject to maintaining own separation while in visual meteorological conditions, visual approach, instrument approach, holding, approach</li> </ul> </li> </ul>		
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	<p>sequence, expected approach time information for arriving aircraft.</p> <ul style="list-style-type: none"> <li>• Aerodrome control service <ul style="list-style-type: none"> <li>○ Functions of aerodrome control towers; general, alerting service provided by aerodrome control towers, suspension of VFR operations by aerodrome control towers</li> <li>○ Traffic and taxi circuits; selection of <b>runway-in-use</b></li> <li>○ Information to aircraft by aerodrome control towers; information related to the operation of the aircraft, information on aerodrome conditions.</li> <li>○ Control of aerodrome traffic; order of priority for arriving aircraft, wake turbulence categorization of aircraft and increased longitudinal separation minima, authorization of special VFR flights</li> </ul> </li> <li>• Flight information service and alerting service <ul style="list-style-type: none"> <li>○ Flight information service</li> <li>○ Alerting service</li> </ul> </li> <li>• Use of radar in air traffic service <ul style="list-style-type: none"> <li>○ General provisions; limitations in the use of radar, identification procedures (only establishment of radar identity), position information, radar vectoring</li> <li>○ Use of radar in the air traffic control service.</li> </ul> </li> </ul>		
		<b>X</b>	X
10	Aeronautical Information Service based on Annex 15	X	X
	<ul style="list-style-type: none"> <li>• Annex 15 <ul style="list-style-type: none"> <li>○ Essential definition</li> <li>○ <b>Applicability</b></li> </ul> </li> </ul>	X	X

11	Aerodrome based on Annex 14 Vol. 1 and 2	x	x
	<ul style="list-style-type: none"> <li>• Annex 14 <ul style="list-style-type: none"> <li>○ Definitions,</li> </ul> </li> <li>• Aerodrome data <ul style="list-style-type: none"> <li>○ Conditions of the movement area and related facilities</li> </ul> </li> <li>Visual aids for navigation <ul style="list-style-type: none"> <li>○ Indicators and signaling devices</li> <li>○ Marking</li> <li>○ Lights</li> <li>○ Signs</li> <li>○ Markers</li> </ul> </li> <li>• , Visual aids for denoting obstacles <ul style="list-style-type: none"> <li>○ Marking of objects</li> <li>○ Lighting of objects</li> </ul> </li> <li>• Visual aids for denoting restricted use of areas <ul style="list-style-type: none"> <li>Emergency and other services <ul style="list-style-type: none"> <li>○ Rescue and fire fighting</li> <li>○ Apron management service</li> <li>○ Ground servicing of aircraft</li> </ul> </li> <li>Attachment A to Annex 14 <ul style="list-style-type: none"> <li>○ Calculation of declared distances</li> <li>○ Radio altimeter operating areas</li> <li>○ Approach lighting system</li> </ul> </li> </ul> </li> </ul>	x	x
12	Facilitation based on Annex 9	<b>x</b>	x
	<ul style="list-style-type: none"> <li>○ Definitions</li> <li>• Entry and departure of aircraft <ul style="list-style-type: none"> <li>○ Description, purpose and use of aircraft documents; general declaration</li> </ul> </li> <li>• Entry and departure of persons and their baggage. <ul style="list-style-type: none"> <li>○ Entry requirement and procedures crew and other operator's personnel</li> </ul> </li> </ul>	<b>x</b>	x
13	Search and Rescue based on Annex 12	x	x
	<ul style="list-style-type: none"> <li>• Annex 12 <ul style="list-style-type: none"> <li>○ Definitions</li> </ul> </li> <li>• Organization <ul style="list-style-type: none"> <li>○ Establishment and provision of SAR service</li> </ul> </li> </ul>	x	x

	<ul style="list-style-type: none"> <li>o Establishment of SAR regions</li> <li>o Establishment and designation of SAR service units</li> <li>• Co-operation <ul style="list-style-type: none"> <li>o Co-operation between states</li> <li>o Co-operation with other services</li> </ul> </li> <li>• Operating procedures <ul style="list-style-type: none"> <li>o Procedures for pilot-in-command at the scene of an accident</li> <li>o Procedures for pilot-in-command intercepting a distress transmission</li> <li>o Search and Rescue signals</li> </ul> </li> <li>• Search and rescue signals <ul style="list-style-type: none"> <li>o Signals with surface craft</li> <li>o Ground/air visual signal code</li> <li>o Air/ground signals</li> </ul> </li> </ul>		
14.	Security based on Annex 17	x	x
	<ul style="list-style-type: none"> <li>• Annex 17</li> <li>• General <ul style="list-style-type: none"> <li>o aim and objectives</li> </ul> </li> <li>• Organization- <ul style="list-style-type: none"> <li>o Co-operation and co-ordination</li> </ul> </li> <li>• Operator; operator's security program</li> </ul>	x	x
15	Aircraft Accident Investigation based on Annex 13	x	x
	<ul style="list-style-type: none"> <li>• Annex 13 <ul style="list-style-type: none"> <li>o Definition</li> <li>o Applicability</li> </ul> </li> </ul>	x	x
16	Procedures for Air Navigation – Aircraft Operations Doc 81681611, Vol.1	x	x
	<p>Forward</p> <ul style="list-style-type: none"> <li>o Introduction</li> <li>• Definitions and abbreviation ( see general statements)</li> <li>• Departure procedures <ul style="list-style-type: none"> <li>o General procedures</li> <li>o Standard instrument departure</li> <li>o Omni directional departures</li> <li>o Published information</li> <li>o Simultaneous operations on parallel or near parallel</li> </ul> </li> </ul>	x	x

	<p>instrument runways</p> <ul style="list-style-type: none"> <li>o Area navigation (RNAV) departure procedures based on VOR/DME</li> <li>o Use of FMS/RNAV equipment to follow conventional departure procedures</li> </ul> <ul style="list-style-type: none"> <li>• Approach procedures <ul style="list-style-type: none"> <li>o General criteria (except tables)</li> <li>o Approach procedure design; instrument approach areas, accuracy of fixes (only intersection fix tolerance factors, other fix tolerance factors, accuracy of facility providing track, approach area splay, descent gradient)</li> <li>o Arrival and approach segment; general, standard instrument arrival, initial approach segment (only general) intermediate approach segment, final approach segment (except tables), missed approach segment (only general)</li> <li>o Visual manoeuvring (circling) in the vicinity of the aerodrome; general, the visual manoeuvring(circling) area (except table), visual manoeuvring (circling) are not considered for obstacles clearance (except table), minimum descent altitude/height, visual flight manoeuvre, missed approach while circling</li> <li>o Simultaneous ILS operations on parallel or near parallel runways</li> <li>o Area navigation (RNAV) approach procedures based on VOFUDME</li> <li>o Use of FMS/RNAV equipment to follow conventional non</li> </ul> </li> </ul>		
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