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### 1.6.3 COMPANION REGULATIONS

1.6.3.1 Other regulations related to the GACAR that should also be consulted include:

- Implementing Regulations for the Civil Aviation Tariff Act (GACA)
- Air Transport Regulations (GACA) (formerly titled the Economic Regulations)
- Consumer Protection Regulations (GACA)
- Security Regulations (GACA)
- Facilitation Regulations (GACA)
- Aviation Investigation Bureau (AIB)

### 1.6.4 Related Publications

1.6.4.1 The KSA regulations are complemented by several additional publications. Those that are published by, or on behalf of, the General Authority of Civil Aviation (GACA), may be obtained on the GACA website at [www.gaca.gov.sa](http://www.gaca.gov.sa) and those that are published by ICAO and other States can be obtained directly from those authorities. The following related publications are worthy of special mention:

- Saudi Arabia State Safety Policy Statement.
- Saudi Arabia Aeronautic Information Publication (AIP) published by the GACA.
- Advisory Circlars published by the GACA.
- Other regulatory standards incorporated by reference (ICAO, FAA, other)

### 1.6.5 ESCAT Regulations GACAR PART 99

1.6.5.1 A plan called the Emergency Security Control of Air Traffic (ESCAT), has been developed to ensure that, should

hostilities break out in whole of Saudi Arabian airspace or part thereof, all civilian aircraft in flight within affected sector(s) shall be quickly notified of the circumstances and given special instructions to immediately vacate or avoid those areas considered to be hazardous.

1.6.5.2 In cases where the safety of a flight may be in dire jeopardy, the aircraft shall be instructed to land as soon as possible at the nearest aerodrome suitable to the pilot.

1.6.5.3 Once the JEDDAH ACC has been informed by the Air Defence Notification Center (ADNC) that the following ESCAT rules have been activated, all ATS units in Saudi Arabia shall broadcast on all available frequencies that, "ESCAT RULES ARE NOW ACTIVATED, ALL AIRCRAFT STANDBY FOR ESCAT INSTRUCTIONS", and then, under the direction of ADNC, the appropriate ATS unit shall relay specific ESCAT instructions to each aircraft.

1.6.5.4 At the same time, using all available means, voice circuits, aircraft relay, ATIS, HFRT, AFS (DD message), TLX, facsimile, PTT commercial service, etc.

*The ACC shall notify:*

- a) All ATS units, adjacent and world-wide, and all other aerodrome agencies in Saudi Arabia, that ESCAT rules have been activated and that Saudi Arabian airspace or part(s) thereof is /are closed to all traffic until further notice.
- b) All aircraft operators in Saudi Arabia that ESCAT rules have been activated and to inform all of their aircraft in flight to contact ATC immediately for appropriate ESCAT instructions and for those aircraft not yet airborne, to remain on the ground.
- c) The GACA / SANS / AIM NOTAM office to issue the appropriate NOTAM.

1.6.5.5 *ESCAT rules:*

- a) The rules of the Emergency Security Control of Air Traffic (ESCAT) Plan will only be activated in times of war or during a defence emergency and restrictions to aircraft movements will not be imposed for any greater time or degree than is necessary to meet military tactical requirements.
- b) While ESCAT rules are activated, they shall apply to all aircraft flying in or about to enter Saudi Arabian airspace.
- c) The pilot-in-command of an aircraft entering or operating in Saudi Arabian airspace, once notified that ESCAT rules have been activated, shall comply with all ESCAT instructions to change course, altitude or flight level or to land at the nearest suitable aerodrome acceptable to the pilot.
- d) After ESCAT rules have been activated, ADNC shall assign all proposed flights a Wartime Air Traffic Priority Number based on the flight's purpose, route of flight and the level of necessity for the flight to be flown.

*Note: While ESCAT rules are active, all proposed flight operations in affected sector(s) of Saudi Arabian airspace will require approval by ADNC and be assigned an appropriate Wartime Air Traffic Priority Number.*

*ADNC shall determine which Wartime Air Traffic Priority Numbers are permitted to fly in affected sector(s) based on the level of hostilities, existing or expected, along the aircraft's intended route of flight.*

## 1.6.6 INSTRUCTIONS TO BE FOLLOWED IN THE EVENT OF AN AVIATION ACCIDENT OR OCCURRENCE IN SAUDI ARABIA

Pilots and all concerned are hereby required to adhere to the following instructions in the event of a reportable aviation occurrence in Saudi Arabia.

### 1.6.6.1 Reportable aviation occurrences

1.6.6.1.1 Occurrences that require mandatory notification to the Aviation Investigation Bureau (AIB) are as follows:

- a) all aircraft accidents (see paragraph 1.6.6.1.2);
- b) engine failures:
  1. single engine aircraft: all failures;
  2. multi engine aircraft:
    - failure of more than one engine;
    - failures which are not confined to the powerplant proper;

*Note: compressor blade and turbine bucket failures are not normally reportable.*

- c) Fires which occur in flight including those engine fires which are not contained in the engine, i.e. resulting in fire damage to other aircraft components;
- d) Occurrences which result in danger of collision or actual collision with terrain or obstacles;
- e) Occurrences of any nature which caused difficulties in controlling the aircraft such as aircraft system failures, weather phenomena and operation outside the approved flight envelope;
- f) Take-off and landing problems including undershooting, overrunning, running off the side of runways, wheels-up landing, landing at the wrong aerodrome and abandoning take off after take off thrust has been set;
- g) Inability of any required flight crew member to perform his prescribed flight duties as a result of reduced medical fitness;
- h) Decompression resulting in an emergency descent;
- i) Near collisions and other hazardous air traffic incidents including faulty procedures or equipment failures;
- j) Collision made between aircraft, loading bridges, fuel trucks, mobile lounges, service trucks, other equipment or damage caused by jet blast when no contact is made;
- k) Detachment of any aircraft part, during taxi, take-off, flight, or landing;
- l) Observation of a lightning strike or discovery or resultant damage;
- m) The indication of a bird strike regardless of residual evidence;
- n) Significant load sheet discrepancy, load insecurity, fumes, container leakage, or aircraft damage caused by cargo or baggage;
- o) Total failure or loss of door, window or hatch;
- p) Fuel inadequacy, fuel imbalance, or the incorrect quantity or type of fuel is loaded; and
- q) Foreign object damage resulting in engine change or significant structural damage.

1.6.6.1.2 An aircraft accident is an aviation occurrence which, at any time during the period commencing when the first person boards an aircraft for the purpose of flight and ending when the last person disembarks from the aircraft after the flight, results in:

- a) a person, other than a stowaway, sustains a serious (see paragraph 1.6.6.1.3) or fatal injury that is not self-inflicted, inflicted by another person or caused by natural causes, as a result of that person:
  1. being in the aircraft;
  2. coming into direct contact with any part of the aircraft, including any part that may have become detached from the aircraft; or
  3. being directly exposed to the jet blast of the aircraft.
- b) the aircraft sustains damage or structural failure which adversely affects the structural strength, performance or flight characteristics of the aircraft and normally requiring major repair or replacement of any affected component part, other than damage or failure that is limited to: