

CHAPTER 2**2. GENERAL****2.1 APPLICABILITY**

This Chapter prescribes regulations governing the operation of civil aircraft within the United Arab Emirates. The GCAA may issue a waiver authorising deviation(s) from of any rule(s) outlined herein if it finds that the proposed operation can be safely conducted under the terms of that waiver.

2.2 NEGLIGENCE OR RECKLESS OPERATIONS

2.2.1 No person shall operate an aircraft in a careless or reckless manner so as to endanger the life or property of another. Careless or reckless operations may result in enforcement or other legal action against the person committing the act.

2.2.2 If a UAE operator as defined in CAR Part IV allows any aircraft owned or leased by that holder to be engaged in any operation known to be in violation of any national law, regulation or standard of the U.A.E., such operation is a basis for suspending or revoking the operating authority.

2.3 MINIMUM HEIGHTS

Except when necessary for take-off or landing, or except by permission from the GCAA, aircraft shall not be flown over a congested area of cities, towns or settlements or over an open-air assembly of persons, unless at such a height as will permit, in the event of an emergency arising, a landing to be made without undue hazard to persons or property on the surface.

2.4 CRUISING LEVELS

The cruising levels at which a flight or portion of a flight is to be conducted shall be in terms of:

- (a) flight levels, for flights at or below the lowest usable flight level or, where applicable, above the transition altitude;
- (b) altitudes, for flights below the lowest usable flight level or, where applicable, at or below the transition altitude

2.5 DROPPING OR SPRAYING

Nothing shall be dropped or sprayed from an aircraft in flight except under conditions prescribed by the GCAA and in accordance with Part IV, Section B, Agricultural Aircraft Operations.

2.6 TOWING

No person shall operate a civil aircraft towing any object, including a glider, unless that person has been issued a written authorization from the GCAA authorising the operation to be conducted.

2.7 PARACHUTE DESCENTS

Except in emergency, no pilot in command shall allow, and no person shall make, a parachute jump from an aircraft within the United Arab Emirates unless in compliance with Part IV, Special operations, Section C, Parachuting Operations.

2.8 AEROBATIC FLIGHT

2.8.1 Unless specifically authorized by the GCAA no person shall operate an aircraft in aerobatic flight. Once authorized, no person shall operate an aircraft in aerobatic flight:

- (a) over any congested area of a city, town, or settlement;
- (b) over an open air assembly of persons;
- (c) within a control area (unless authorized by ATC), control zone, or airway;
- (d) below an altitude of 1500 feet above the surface; or
- (e) when the flight visibility is less than 8 km.

2.8.2 A pilot of an aircraft authorized under paragraph 2.8.1, when carrying any person other than a crew member, shall not execute any initial manoeuvre that exceeds:

- (a) a bank of 60 degrees relative to the horizon; or
- (b) a nose-up or nose-down attitude of 30 degrees relative to the horizon;

unless each occupant of the aircraft is wearing an approved parachute

2.8.3 Paragraph 2.8.2 above does not apply to:

- (a) flight tests for pilot licensing or ratings; or
- (b) spins or other flight manoeuvres required by the regulations for any licence or rating when administered by a licensed pilot having a valid flight instructor rating;

2.9 FORMATION FLIGHTS

2.9.1 No person shall operate an aircraft in formation flight except with the authority of the GCAA.

2.9.2 No person shall operate an aircraft, carrying passengers for hire, in formation flight.

2.9.3 Aircraft shall not be flown in formation except by pre-arrangement amongst the pilots in command of the aircraft taking part in the flight and, for formation flight in controlled airspace, in accordance with the conditions prescribed by the appropriate ATS authority(ies). These conditions shall include the following:

- (a) the formation operates as a single aircraft with regard to navigation and position reporting;

- (b) separation between aircraft in the flight shall be the responsibility of the flight leader and the pilots in command of the other aircraft in the flight and shall include periods of transition when aircraft are manoeuvring to attain their own separation within the formation and during join-up and break-away; and
- (c) a distance not exceeding 1 km laterally and longitudinally and 100 feet vertically from the flight leader shall be maintained by each aircraft.

2.10 UNMANNED FREE BALLOONS

An unmanned free balloon shall be operated in such a manner as to minimize hazards to persons, property or other aircraft and in accordance with the conditions specified by the GCAA

2.11 PROHIBITED AREAS AND RESTRICTED AREAS

2.11.1 Aircraft shall not be flown in a restricted area, or in a prohibited area, the particulars of which have been duly published, except in accordance with the conditions of the restrictions or by permission of the State over whose territory the areas are established.

2.11.2 Aircraft shall not be flown in a prohibited area within the Emirates FIR, the particulars of which have been duly published, at any time.

2.12 RESTRICTED OPERATIONS

2.12.1 No aircraft shall operate into a United Nations sanctioned area without prior approval from the GCAA.

2.13 FLIGHT RESTRICTIONS NEAR PUBLIC FIGURES

No person shall operate an aircraft over or in the vicinity of any area to be visited or travelled by the President, Sheikhs, or other public figures contrary to the restrictions established by the GCAA, DCA or ATC.

2.14 TEST FLIGHT AREAS

No person shall flight test an aircraft except over open water, or sparsely populated areas having light air traffic and only then in accordance with any conditions specified by the GCAA and the provisions of Part V of these regulations.

2.15 PROXIMITY

An aircraft shall not be operated in such proximity to another aircraft as to create a collision hazard.

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2.16 RIGHT OF WAY RULES

2.16.1 General

2.16.1.1 When weather conditions permit, regardless of whether an operation is conducted under Instrument Flight Rules or Visual Flight Rules, vigilance shall be maintained by each person operating an aircraft so as to see and avoid other aircraft in compliance with this Chapter.

2.16.1.2 An aircraft that is obliged by the following rules to keep out of the way of another shall avoid passing over, under or in front of the other, unless it passes well clear and takes into account the effects of aircraft wake turbulence.

2.16.1.3 An aircraft in distress has the right of way over all other air traffic.

2.16.1.4 The aircraft that has right of way shall maintain its heading and speed, but nothing in these rules shall relieve the pilot in command of an aircraft from the responsibility of taking such action, including collision avoidance manoeuvres based on resolution advisories provided by ACAS equipment, as will best avert collision.

2.16.2 Airborne Operations

2.16.2.1 Approaching Head-On. When two aircraft are approaching head-on, or approximately so, and there is a danger of collision, each aircraft shall alter course to the right.

2.16.2.2 Converging. When aircraft are converging at approximately the same level, the aircraft that has the other on its right shall give way, except as follows,

- (a) Power-driven aircraft heavier than air aircraft shall give way to airships, gliders and balloons;
- (b) Airships shall give way to gliders and balloons;
- (c) Gliders shall give way to balloons;
- (d) Power-driven aircraft shall give way to aircraft, which are seen to be towing, or externally carrying, other aircraft or objects.

2.16.2.3 Overtaking. An overtaking aircraft is an aircraft that approaches another from the rear of a line forming an angle of less than 70 degrees with the plane of symmetry of the latter, i.e. is in such a position with reference to the other aircraft that at night it should be unable to see either of the aircraft's left or right navigation lights. An aircraft that is being overtaken has the right of way and the overtaking aircraft, whether climbing, descending or in horizontal flight, shall keep out of the way of the other aircraft by altering its heading to the right, and no subsequent change in the relative positions of the two aircraft shall absolve overtaking aircraft from this obligation until it is entirely past and clear.

2.16.2.4 Landing. An aircraft in flight, or operating on the ground or water, shall give way to aircraft landing or in the final stages of approach to land. When two or more heavier than air aircraft are approaching an aerodrome for the purpose of landing, aircraft at the higher level shall give way to aircraft at the lower level, but the latter shall not take advantage of this rule to cut in front of another which is on final stages of an approach to land, or to overtake that aircraft. Nevertheless, power-driven heavier-than-air aircraft shall give way to gliders

2.16.2.5 Emergency Landing. An aircraft that is aware that another is compelled to land shall give way to that aircraft.

2.16.2.6 Taking Off. An aircraft taxiing on the manoeuvring area of an aerodrome shall give way to aircraft taking off or about to take off.

2.16.3 **Surface Movement of Aircraft**

2.16.3.1 In case of danger of collision between two aircraft taxiing on the movement area of an aerodrome the following shall apply:

- (a) Approaching Head-On. When two aircraft are approaching head on, or approximately so, each shall stop or where practicable alter its course to the right so as to keep well clear;
- (b) Converging. When two aircraft are on a converging course, the one which has the other on its right shall give way;
- (c) Overtaking. An aircraft which is being overtaken by another aircraft shall have the right-of-way and the overtaking aircraft shall keep well clear of the other aircraft.

2.16.3.2 An aircraft taxiing on the manoeuvring area shall stop and hold at all lighted stop bars and may proceed further when the lights are switched off.

2.16.4 **Water Operations**

2.16.4.1 When two aircraft or an aircraft and a vessel are approaching one another and there is a risk of collision, the aircraft shall proceed with careful regard to existing circumstances and conditions including the limitations of the respective craft.

2.16.4.2 All aircraft on water shall also comply with requirements of the International Regulations for Preventing Collisions at Sea

2.16.4.3 In case of danger of collision between aircraft or vessels, the following shall apply:

- (a) Converging. An aircraft, which has another aircraft or a vessel on its right shall give way so as to keep well clear.
- (b) Approaching Head-On. An aircraft approaching another aircraft or a vessel head-on, or approximately so, shall alter its heading to the right to keep well clear.
- (c) Overtaking. The aircraft or vessel which is being overtaken has the right of way, and the one overtaking shall alter its heading to keep well clear.
- (d) Landing and Taking Off. Aircraft landing on or taking off from the water shall, in so far as practicable, keep well clear of all vessels and avoid impeding their navigation.

2.16.5 Avoidance of Collisions

Nothing in these regulations shall relieve the pilot in command of an aircraft from the responsibility of taking such action, including collision avoidance manoeuvres based on resolution advisories provided by ACAS equipment, as will best avert collision.

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2.17 AIRCRAFT LIGHTS

2.17.1 Except as provided in paragraph 2.17.5 below, from sunset to sunrise or during any other period, which may be prescribed by the appropriate authority, all aircraft in flight shall display:

- (a) anti-collision lights intended to attract attention to the aircraft; and
- (b) navigation lights intended to indicate the relative path of the aircraft to an observer and other lights shall not be displayed if they are likely to be mistaken for these lights.

2.17.2 Except as provided in paragraph 2.17.5 below, from sunset to sunrise or during any other period prescribed by the appropriate authority:

- (a) all aircraft moving on the movement area of an aerodrome shall display navigation lights intended to indicate the relative path of the aircraft to an observer and other lights shall not be displayed if they are likely to be mistaken for these lights;
- (b) unless stationary and otherwise adequately illuminated, all aircraft on the movement area of an aerodrome shall display lights intended to indicate the extremities of their structure;
- (c) all aircraft operating on the movement area of an aerodrome shall display lights intended to attract attention to the aircraft; and
- (d) all aircraft on the movement area of an aerodrome whose engines are running shall display lights, which indicate that fact.

2.17.3 Except as provided in paragraph 2.17.5, below, all aircraft in flight and fitted with anti-collision lights to meet the requirement sub-paragraph 2.17.1 (a) above, shall also display such lights outside the period specified in paragraph 2.17.1.

2.17.4 Except as provided by paragraph 2.17.5, all aircraft:

- (a) operating on the movement area of an aerodrome and fitted with anti-collision lights to meet the requirement of sub-paragraph 2.17.2 (c); or
- (b) on the movement area of an aerodrome and fitted with lights to meet the requirement of sub-paragraph 2.17.2 (d);

shall display such lights also outside the period specified in 2.17.2.

2.17.5 A pilot shall be permitted to switch off or reduce the intensity of any flashing lights fitted to meet the requirements of paragraphs 2.17.1 through 2.17.3 above, if they do or are likely to:

- (a) adversely affect the satisfactory performance of duties; or
- (b) subject an outside observer to harmful dazzle.

2.18 SIMULATED INSTRUMENT FLIGHTS

An aircraft shall not be flown under simulated instrument flight conditions unless:

- (a) fully functioning dual controls are installed in the aircraft; and

- (b) a qualified pilot occupies a control seat to act as safety pilot for the person who is flying under simulated instrument conditions. The safety pilot shall have adequate vision forward and to each side of the aircraft, or a competent observer in communication with the safety pilot shall occupy a position in the aircraft from which his field of vision adequately supplements that of the safety pilot.

2.19 OPERATION ON AND IN THE VICINITY OF AN AERODROME

An aircraft operated on or in the vicinity of an aerodrome shall, whether or not within an aerodrome traffic zone:

- (a) observe other aerodrome traffic for the purpose of avoiding collision;
- (b) conform with or avoid the pattern of traffic formed by other aircraft in operation;
- (c) make all turns to the left, when approaching for a landing and after taking off, unless otherwise instructed;
- (d) land and take off into the wind unless safety, the runway configuration, or air traffic considerations determine that a different direction is preferable.

2.20 FLIGHT PLANS

2.20.1 General

Information relative to an intended flight or portion of a flight, to be provided to ATS units, shall be in the form of a flight plan.

2.20.2 Requirement to Submit a Flight Plan

A flight plan shall be submitted prior to operating:

- (a) any flight or portion thereof to be provided with air traffic control service;
- (b) any IFR flight within advisory airspace;
- (c) any flight within or into designated areas, or along designated routes, when so required by the appropriate ATS authority to facilitate the provision of flight information, alerting and search and rescue services.
- (d) any flight within or into designated areas, or along designated routes, when so required by the appropriate ATS authority to facilitate co-ordination with appropriate military units or with ATS units in adjacent States in order to avoid the possible need for interception for the purpose of identification;
- (e) any flights across international borders;
- (f) any VFR flight in Class E airspace within the Emirates FIR.

2.20.3 Submission of a Flight Plan

- 2.20.3.1 A flight plan shall be submitted before departure to an ATS reporting office or, during flight, transmitted to the appropriate ATS unit or air-ground control radio station, unless arrangements have been made for submission of repetitive flight plans.

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2.20.3.2 Unless otherwise prescribed by the appropriate ATS authority, a flight plan for a flight to be provided with air traffic control service or air traffic advisory service shall be submitted at least 60 minutes before departure, or, if submitted during flight, at a time which will ensure its receipt by the appropriate air traffic services unit at least ten minutes before the aircraft is estimated to reach;

- (a) the intended point of entry into a control area or advisory area; or
- (b) the point of crossing an airway or advisory route.

2.20.4 **Contents Of The Flight Plan**

A flight plan shall comprise information regarding such of the following items as are considered relevant by the appropriate ATS authority:

- (a) Aircraft identification.
- (b) Flight rules and type of flight.
- (c) Number and type(s) of aircraft and wake turbulence category.
- (d) Equipment.
- (e) Departure aerodrome.
- (f) Estimated off-block time.
- (g) Cruising speed(s).
- (h) Cruising level(s).
- (i) Route to be followed.
- (j) Destination aerodrome and total estimated elapsed time.
- (k) Alternate aerodrome(s).
- (l) Fuel endurance.
- (m) Total number of persons on board.
- (n) Emergency and survival equipment.
- (o) Other information as requested by ATS.

2.20.5 **Completion Of A Flight Plan**

2.20.5.1 Whatever the purpose for which it is submitted, a flight plan shall contain information, as applicable, on relevant items up to and including "Alternate aerodrome(s)" regarding the whole route or the portion thereof for which the flight plan is submitted.

2.20.5.2 It shall, in addition, contain information, as applicable, on all other items when so prescribed by the appropriate ATS authority or when otherwise deemed necessary by the person submitting the flight plan.

2.20.6 Changes To A Flight Plan

Subject to the provisions of paragraph 2.33.3, all changes to a flight plan submitted for an IFR flight, or a VFR flight operated as a controlled flight, shall be reported as soon as practicable to the appropriate air traffic services unit.

For other VFR flights, significant changes to a flight plan shall be reported as soon as practicable to the appropriate air traffic services unit.

2.20.7 Closing A Flight Plan

2.20.7.1 Unless otherwise prescribed by the appropriate ATS authority, a report of arrival shall be made either in person, by radiotelephony or via data link at the earliest possible moment after landing, to the appropriate ATS unit at the arrival aerodrome, by any flight for which a flight plan has been submitted covering the entire flight or the remaining portion of a flight to the destination aerodrome.

2.20.7.2 When a flight plan has been submitted only in respect of a portion of a flight, other than the remaining portion of a flight to destination, it shall, when required, be closed by an appropriate report to the relevant ATS unit.

2.20.7.3 When no ATS unit exists at the arrival aerodrome, the arrival report, when required, shall be made as soon as practicable after landing and by the quickest means available to the nearest ATS unit.

2.20.7.4 When communications facilities at the arrival aerodrome are known to be inadequate and alternate arrangements for the handling of arrival reports on the ground are not available the following action shall be taken. Immediately prior to landing the aircraft shall, if practicable, transmit to the appropriate ATS unit, a message comparable to an arrival report, where such report is required. Normally, this transmission shall be made to the aeronautical station serving the ATS unit in charge of the FIR in which the aircraft is operated.

2.20.7.5 Arrival reports made by aircraft shall contain the following elements of information:

- (a) aircraft identification;
- (b) departure aerodrome;
- (c) destination aerodrome (only in case of a diversionary landing);
- (d) arrival aerodrome;
- (e) time of arrival.

2.21 SIGNALS

2.21.1 Upon observing or receiving any of the signals given in ICAO Annex 2, Appendix 1, aircraft shall take such action as may be required by the interpretation of the signal.

2.21.2 The above signals shall, when used, have the meaning indicated therein. They shall be used only for the purpose indicated and no other signals likely to be confused with them shall be used.

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2.22 TIME

- 2.22.1 Co-ordinated Universal Time shall be used and shall be expressed in hours, and minutes and, when required, seconds of the 24 hour day beginning at midnight.
- 2.22.2 A time check shall be obtained prior to operating a controlled flight and at such other times during the flight as may be necessary.
- 2.22.3 Whenever time is utilized in the application of data link communications, it shall be accurate to within 1 second of UTC.

2.23 AIR TRAFFIC CONTROL SERVICE

2.23.1 Air Traffic Control Clearances

- 2.23.1.1 An air traffic control clearance shall be obtained prior to operating a controlled flight, or a portion of a flight as a controlled flight. Such clearance shall be requested through the submission of a flight plan to an Air Traffic Control unit.
- 2.23.1.2 When an ATC clearance has been obtained, no pilot in command may deviate from that clearance, except in an emergency, unless he obtains an amended clearance. If a pilot is uncertain of the meaning of an ATC clearance, he shall immediately request clarification from ATC.
- 2.23.1.3 Except in an emergency, no person shall, in an area in which air traffic control is exercised, operate an aircraft contrary to an ATC instruction.
- 2.23.1.4 Each pilot in command who deviates, in an emergency, from an ATC clearance or instruction shall notify ATC of that deviation as soon as possible.
- 2.23.1.5 Whenever an aircraft has requested a clearance involving priority, a report explaining the necessity for such priority shall be submitted, if requested by the appropriate ATC unit.
- 2.23.1.6 An aircraft operated on a controlled aerodrome shall not taxi on the manoeuvring area without clearance from the aerodrome control tower and shall comply with any instructions given by that unit.
- 2.23.1.7 Each pilot in command who deviates from an ATC clearance or instruction, or any rule of this Part, shall upon the request of ATC or the GCAA, submit a detailed written report of that emergency deviation within 48 hours to the GCAA, P.O. Box 6558, Abu Dhabi.

2.23.2 Adherence To Flight Plan

- 2.23.2.1 Except as provided in paragraphs 2.23.3 and 2.23.5 below, an aircraft shall adhere to the current flight plan or the applicable portion of a current flight plan submitted for a controlled flight unless a request for a change has been made and clearance obtained from the appropriate ATC facility, or unless an emergency situation arises which necessitates immediate action by the pilot in command, in which event as soon as circumstances permit, after such emergency authority is exercised, the appropriate ATC facility shall be notified of the action taken and that this action has been taken under emergency authority.
- 2.23.2.2 Unless specifically authorised for random routing by the GCAA and the appropriate ATS authority, or otherwise authorised or directed by the appropriate air traffic control unit, controlled flights shall, in so far as practicable:

- (a) when on an established ATS route, operate along the defined centre line of that route; or
- (b) when on any other route, operate directly between the navigation facilities and/or points defining that route.

2.23.2.3 Subject to the overriding requirement in paragraph 2.23.2.2 above, an aircraft operating along an ATS route segment defined by reference to very high frequency omni-directional radio ranges shall change over for its primary navigation guidance from the facility behind the aircraft to that ahead of it at, or as close as operationally feasible to, the change-over point, where established.

2.23.2.4 Deviation from the requirements in paragraph 2.23.2.2 shall be notified to the appropriate ATS unit

2.23.3 **Inadvertent Changes**

2.23.3.1 In the event that a controlled flight inadvertently deviates from its current flight plan, the following action shall be taken:

- (a) Deviation from track: if the aircraft is off track, action shall be taken forthwith to adjust the heading of the aircraft to regain track as soon as practical.
- (b) Variation in true airspeed: if the average true airspeed at cruising level between reporting points varies or is expected to vary by plus or minus 5 per cent of the true airspeed, from that given in the flight plan, the appropriate ATC unit shall be so informed.
- (c) Change in time estimate: if the estimate for the next applicable reporting point, flight information region boundary or destination aerodrome, whichever comes first, is found to be in error in excess of three minutes from that notified to ATC, or such other period of time as prescribed by the appropriate ATS authority or on the basis of air navigation regional agreements, a revised estimated time shall be notified as soon as possible to the appropriate ATS unit.

2.23.3.2 Additionally, when an ADS agreement is in place, the ATS unit shall be informed automatically via data link whenever changes occur beyond the threshold values stipulated by the ADS event contract.

2.23.4 **Intended Changes**

Requests for flight plan changes shall include information as indicated hereunder:

- (a) Change of cruising level. Aircraft identification, requested new cruising level and cruising speed at this level, and revised time estimates (when applicable) at subsequent flight information region boundaries.
- (b) Change of route (destination unchanged). Aircraft identification, flight rules, description of new route of flight including related flight plan data beginning with the position from which requested change of route is to commence, revised time estimates, and any other pertinent information.

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- (c) Change of route (change of destination). Aircraft identification, flight rules, description of revised route of flight to revised destination aerodrome including related flight plan data, beginning with the position from which requested change of route is to commence; revised time estimates, alternate aerodrome(s), and any other pertinent information.

2.23.5 Weather Deterioration Below VMC

When it becomes evident that flight in VMC in accordance with its current flight plan will not be practicable, the pilot in command of an aircraft on a VFR flight operated as a controlled flight shall:

- (a) request an amended clearance enabling the aircraft to continue in VMC to destination or to an alternative aerodrome, or to leave the airspace within which an ATC clearance is required, or
- (b) if no clearance in accordance with subparagraph (a) above, can be obtained, continue to operate in VMC and notify the appropriate ATC unit of the action being taken either to leave the airspace concerned or to land at the nearest suitable aerodrome, or
- (c) if operated within a control zone, request authorization to operate as a Special VFR flight (refer to Chapter 3 of this Part and CAR-OPS 1.465 and CAR-OPS 3.465); and
- (d) request clearance to operate in accordance with the Instrument Flight Rules.

2.23.6 Position Reports

2.23.6.1 All aircraft operating as a controlled flight shall maintain a constant listening watch on a radio station furnishing communications for the unit providing Flight Information Service in the FIR and, unless approved for datalink communications, file with that station information as to their position after the first thirty minutes of flight, and thereafter, every hour.

2.23.6.2 Unless exempted by the appropriate ATS authority or by the appropriate ATS unit under conditions specified by that authority, a controlled flight shall report to the appropriate ATS unit, as soon as possible, the time and level of passing each designated compulsory reporting point, together with any required information. Position reports shall similarly be made in relation to additional points when requested by the appropriate ATS unit. In the absence of designated reporting points, position reports shall be made at intervals prescribed by the appropriate ATS or specified by the appropriate ATS unit.

2.23.6.3 Controlled flights providing information to the appropriate ATS unit via data link communications shall only provide voice position reports when requested.

2.23.7 Termination Of Control

A controlled flight shall, except when landing at a controlled aerodrome, advise the appropriate ATC unit as soon as it ceases to be subject to ATC service.

2.23.8 Communications

An aircraft, operated as a controlled flight, shall maintain continuous air-ground voice communication watch (or SELCAL or similar automatic signalling device) on the appropriate communication channel of, and establish two-way communications as necessary with the ATS unit, except as may be prescribed by the appropriate ATS authority in respect of aircraft forming part of aerodrome traffic at a controlled aerodrome.

2.23.9 **Communication Failure**

Unless otherwise directed by ATC, a pilot who has experienced radio communication failure shall select aircraft transponder code 7600 and comply with the following:

2.23.9.1 VMC Conditions. If the failure occurs in visual meteorological conditions, or if VMC conditions are encountered after the failure, the aircraft shall:

- (a) continue to fly in VMC;
- (b) land at the nearest suitable aerodrome; and
- (c) report its arrival by the most expeditious means to the appropriate ATC unit.

2.23.9.2 IMC Conditions. If the failure occurs in IMC, or if paragraph 2.23.8 above cannot be complied with, the aircraft shall:

- (a) unless otherwise prescribed on the basis of regional air navigation agreement, maintain the last assigned speed and level, or minimum flight altitude if higher, for a period of 20 minutes following the aircraft's failure to report its position over a compulsory reporting point and thereafter adjust level and speed in accordance with the filed flight plan;
- (b) proceed according to the current flight plan route to the appropriate designated navigation aid serving the destination aerodrome and, when required to ensure compliance with sub-paragraph (c) below, hold over this aid until commencement of descent.
- (c) commence descent from the navigation aid specified in sub-paragraph (b) above, at, or as close as possible to, the expected approach time last received and acknowledged; or, if no expected approach time has been received at, or as close as possible to, the estimated time of arrival from the current flight plan.
- (d) complete a normal instrument approach procedure as specified for the designated navigation aid.
- (e) land, if possible within thirty minutes after the expected time of arrival specified in sub-paragraph (c), above, or the last acknowledged expected approach time, whichever is later.
- (f) if the clearance for the levels covers only part of the route, the aircraft is expected to maintain the last assigned and acknowledged cruising level(s) to the point(s) specified in the clearance and thereafter the cruising level(s) in the current flight plan.
- (g) in addition to the procedures above, aircraft experiencing a radio failure whilst under radar control shall maintain the last assigned heading and level for a period of three minutes after which time the general procedures above apply.

2.24 **UNLAWFUL INTERFERENCE**

An aircraft, which is being subjected to unlawful interference, shall endeavour to notify the appropriate ATS unit of this fact, and significant circumstances associated therewith and any deviation from the current flight plan necessitated by the circumstances, in order to enable the ATS unit to give priority to the aircraft and to minimise conflict with other aircraft.

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2.25 INTERCEPTION

The pilot in command of a civil aircraft, when intercepted, shall comply with the Standards in ICAO Annex 2, Appendix 1 and 2.

2.26 SPECIAL ALTIMETRY FOR REDUCED VERTICAL SEPARATION

For flights in defined portions of airspace where, based on Regional Air Navigation Agreement, a vertical separation minimum (VSM) of 300m (1000 ft) is applied above FL 290, an aeroplane:

- (a) shall be provided with equipment which is capable of:
 - (1) indicating to the flight crew the flight level being flown;
 - (2) automatically maintaining a selected flight level;
 - (3) providing an alert to the flight crew when a deviation occurs from the selected flight level. The threshold for the alert shall not exceed 300 ft;
 - (4) automatically reporting pressure altitude; and
- (b) shall be authorized by the GCAA for operations in the airspace concerned.

2.27 WEATHER REPORTS

2.27.1 Whenever a person operating an aircraft under this Chapter is required to use a weather report or forecast, that person shall use that of the official Meteorological Services Office of the Emirates FIR, or a source approved by the GCAA. However, for operations under VFR, the pilot-in-command may, if such a report is not available, use weather information based on that pilot's own observations or on those of other persons competent to supply appropriate observations.

2.27.2 For the purposes of paragraph 2.27.1 above, weather observations made and furnished to pilots to conduct IFR operations at an airport shall be taken at the airport where those IFR operations are conducted, unless the GCAA issues operations specifications allowing the use of weather observations taken at a location not at the airport where the IFR operations are conducted.

2.28 CIVIL AIRCRAFT SONIC BOOM

Unless otherwise authorized by the GCAA, no person shall operate a civil aircraft in the United Arab Emirates at a true flight mach number greater than 1.

2.29 COMMUNICATION & NAVIGATION EQUIPMENT

2.29.1 The requirements for the carriage of SSR transponders in the Emirates FIR are as follows:

- (a) All IFR flights: Mode A, and Mode C.
- (b) VFR flights in Class C airspace: Mode A, and Mode C.
- (c) VFR flights in Class D airspace: Mode A.

(d) VFR flights at night operating in Class E & G airspace: Mode A.

2.29.2 Exemptions from the above requirements for the carriage of SSR transponders within the Emirates FIR may be granted by the GCAA.

2.30 ALTIMETER SETTING PROCEDURES

The altimeter setting procedures generally conform to those contained in ICAO PANS-OPS (Doc 8168) Volume 1, Part VI, with the following differences:

- (a) Transition altitude is fixed at 13000 feet for the entire Emirates FIR; and
- (b) Transition level is fixed at FL 150 for the entire Emirates FIR.

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