ADVISORY CIRCULAR

SUBJECT:	DATE:	AC NUMBER:	VERSION:
SMALL UNMANNED AIRCRAFT SYSTEMS	2016-06-15	101-01	1.0

NOTE: THIS ADVISORY CIRCULAR IS PUBLISHED TO PROVIDE REGULATORY INFORMATION AND DESCRIBE ACCEPTABLE MEANS OF COMPLIANCE WITH THE GENERAL AUTHORITY OF CIVIL AVIATION REGULATIONS (GACAR).

CHAPTER 1 – INTRODUCTION

1.1 Purpose.

The purpose of this advisory circular is to provide information and instructions to persons seeking authorization to operate civil small unmanned aircraft system (UAS) for non-hobby or non-recreational use under Subpart F of GACAR Part 101. Authorization from the President is required prior to commencing operations. For the purposes of this advisory circular, a small unmanned aircraft system consists of an unmanned aircraft weighing less than 25 kg (55 pounds) and equipment necessary for the safe and efficient operation of that aircraft.

The operation of UAS is considered a new component of the civil aviation system in which the International Civil Aviation Organization (ICAO), the General Authority of Civil Aviation (GACA), and the industry are actively working on establishing appropriate and comprehensive regulations. The GACA currently does not permit the unregulated activity involving UAS due to the potential hazards they could pose to other aircraft and to the civilian population. GACA would allow and authorize certain civil operations of UAS on a case by case basis only when comply with requirements shown Subpart F of GACAR Part 101.

1.2 Applicability.

This advisory circular is applicable to any person wishing to operate small unmanned aircraft systems (UAS) within Kingdom of Saudi Arabia airspace.

NOTE: This advisory circular addresses operations of small UAS flown within visual line of sight of the operator, daylight operations, at heights of 150 m (400 feet) and below, confined areas, and with the permission of all of the persons and landowners who you will be flying over. Operations beyond these parameters are outside of the scope of this advisory circular. If you want to operate outside of

these parameters or you want to operate autonomously (i.e. without a remote pilot) you should contact the GACA Aviation Safety Standards Department for further details (see Chapter 4 for contact details).

The following are examples of possible small UAS operations that could be authorized by the President:

· Aerial photography;
· Research and development;
· Educational/academic uses;
· Crop monitoring/inspection;
· Bridge, power line or pipeline inspections;
· Antenna inspections; and
· Aiding certain rescue operations.

1.3 Cancellation.
This is the first official version of this advisory circular and it cancels no other advisory circulars.

1.4 Related Regulatory Provisions.
GACAR Parts 1, 11, 13, 45, 47, 61, 91 and 101.

1.5 Related Reading Material.
GACA AC 000-05; Payment of Fees and Charges
GACA AC 011-01; Petitioning for Exemptions
GACA AC 047-01; Aircraft Registration Guide

1.6 Definitions of Terms Used in this Advisory Circular.
GACAR Part 1 contains a complete listing of defined terms and abbreviations used in the GACAR. This advisory circular introduces the following additional define term:

Visual line of sight (VLOS) means unaided (corrective lenses and/or sunglasses excepted) visual contact between a pilot in command and an unmanned aircraft sufficient to maintain safe control of the aircraft, know its location, and be able to scan the airspace in which it is operating to see and avoid other air traffic or objects aloft or on the ground.

1.7 Approval.
This advisory circular has been approved for publication by the Assistant President, Safety, Security and Air Transport Sector of the General Authority of Civil Aviation.

CHAPTER 2 – SUMMARY OF REQUIREMENTS

2.1 General.

This chapter summarizes the regulatory requirements to operate small unmanned aircraft systems (UAS) in the Kingdom of Saudi Arabia (KSA). The following are the essential requirements the must be met in order to operate small UAS in the KSA. This list has been arranged in chronological order.

(a) The operator must obtain all necessary approvals from all other Saudi Government agencies that are involved in regulating the civil use of UAS. This includes, but not limited to, approvals from the Ministry of Interior for the importation and use of the UAS and may include approvals from other agencies if the unmanned aircraft (UA) is intended for aerial survey or photography.

(b) The UA must be registered in accordance with the requirements prescribed in GACAR Part 47. This requirement does not apply if the UA has a maximum takeoff mass (MTOM) of less than 250 grams. Consult GACA AC 047-01 for further information how to register a UAS.

(c) The UA must be identified and marked in accordance with the requirements prescribed in GACAR Part 45. This includes identification marking of the assigned registration marks on the UA.

(d) The operator must petition for a regulatory exemption from specific GACA regulations (GACAR) that are not appropriate for small UAS. Consult GACA AC 011-01 for further information on the general procedures on how to petition for an exemption. Chapter 3 of this advisory circular provides further details on how to petition for the exemption.

(e) The operator must apply for a certificate of authorization (COA). Consult Chapter 3 of this advisory circular for further information how to make this application for the COA.

(f) When satisfied that the operation can be conducted safely, the President will issue a grant of exemption and a COA which authorizes the operation of the UAS and prescribes the conditions and limitations that must be followed by the operator at all times.

(g) The pilot of the UAS must hold a valid pilot certificate issued under GACAR Part 61 and medical certificate issued under GACAR Part 67.

NOTE: Depending on the type of airspace involved and the areas and nature of the operation, the exemption may include relief from the pilot and medical certification requirements. In such cases a minimum age for the PIC will be imposed. The minimum age imposed will not be less 16 years.

NOTE: Exemptions will not be granted and a COA will not be issued to a UAS manufacturer unless the manufacturer intends to be the operator of the UAS.

2.2 Operating Rules.

Once the grant of exemption and COA has been issued by the President, the operator may commence operations of the UAS respecting all conditions and limitations prescribed in the grant of exemption and COA. Generally, the standard conditions and limitations imposed in the grant of exemption and COA are as follows:

1. Operations are limited to the UA when weighing less than 25 kg (55 pounds) including payload.

2. The UA may not be operated at a speed exceeding 87 knots (100 miles per hour). The exemption holder may use either groundspeed or calibrated airspeed to determine compliance with the 87 knot speed restriction. In no case may the UA be operated at airspeeds greater than the maximum operating airspeed recommended by the UA manufacturer.

3. The UA must be operated at a height of no more than 120 m (400 feet) above ground level (AGL).

4. The UA must be piloted within visual line of sight (VLOS) of the remote pilot at all times. This requires the pilot in command (PIC) to be able to use human vision unaided by any device other than corrective lenses.

5. All operations must utilize a visual observer (VO). The UA must be operated within the visual line of sight (VLOS) of the PIC and VO at all times. The VO may be used to satisfy the VLOS requirement as long as the PIC always maintains VLOS capability. The VO and PIC must be able to communicate verbally at all times; electronic messaging or texting is not permitted during flight operations. The PIC must be designated before the flight and cannot transfer his or her designation for the duration of the flight. The PIC must ensure that the VO can perform the duties required of the VO.

6. The exemption and all documents needed to operate the UAS and conduct its operations in accordance with the conditions and limitations stated in the grant of exemption, are referred to as the operating documents. The operating documents must be accessible during UAS operations and made available to the officials of GACA or any law enforcement official upon request. If a discrepancy exists between the conditions and limitations in this exemption and the procedures outlined in the operating documents, the conditions and limitations herein take precedence and must be followed. Otherwise, the operator must follow the procedures as outlined in its operating documents. The operator may update or revise its operating documents except for the grant of exemption which may only be revised by the GACA. It is the operator’s responsibility to track such revisions and present updated and revised documents to the officials of GACA or

any law enforcement official upon request. The operator must also present updated and revised documents if it petitions for extension or amendment to this grant of exemption. If the operator determines that any update or revision would affect the basis upon which the GACA granted this exemption, then the operator must petition for an amendment to its grant of exemption. The GACA Safety, Security & Air Transport Sector may be contacted if questions arise regarding updates or revisions to the operating documents.

7. Any UAS that has undergone maintenance or alterations that affect the UAS operation or flight characteristics, e.g., replacement of a flight critical component, must undergo a functional test flight prior to conducting further operations under this exemption. Functional test flights may only be conducted by a PIC with a VO and must remain at least 150 m (500 feet) from other people. The functional test flight must be conducted in such a manner so as to not pose an undue hazard to persons and property.

8. The operator is responsible for maintaining and inspecting the UAS to ensure that it is in a condition for safe operation.

9. Prior to each flight, the PIC must conduct a pre-flight inspection and determine the UAS is in a condition for safe flight. The pre-flight inspection must account for all potential discrepancies, e.g., inoperable components, items, or equipment. If the inspection reveals a condition that affects the safe operation of the UAS, the aircraft is prohibited from operating until the necessary maintenance has been performed and the UAS is found to be in a condition for safe flight.

10. The operator must follow the UAS manufacturer’s maintenance, overhaul, replacement, inspection, and life limit requirements for the aircraft and aircraft components.

11. Each UAS operated must comply with all manufacturer safety bulletins.

12. When so included in the conditions of the exemption/COA, the PIC must hold either an airline transport, commercial, private, or sport pilot certificate issued by the GACA. The PIC must also hold a current airman medical certificate issued by the GACA. The PIC must also meet the flight review requirements specified in GACAR Part 61 in an aircraft in which the PIC is rated on his pilot certificate.

13. The operator may not permit any PIC to operate unless the PIC demonstrates the ability to safely operate the UAS in a manner consistent with how the UAS will be operated under this exemption, including evasive and emergency maneuvers and maintaining appropriate distances from persons, vessels, vehicles and structures. PIC qualification flight hours and currency must be logged in a manner consistent with GACAR § 61.13(b). Flights for the purposes of training the operator’s PICs and VOs (training, proficiency, and experience-building) and determining

the PIC's ability to safely operate the UAS in a manner consistent with how the UAS will be operated under the exemption and COA. However, training operations may only be conducted during dedicated training sessions. During training, proficiency, and experience-building flights, all persons not essential for flight operations are considered nonparticipants, and the PIC must operate the UA with appropriate distance from nonparticipants in accordance with GACAR § 91.67.

14. UAS operations may not be conducted during night. All operations must be conducted under day visual meteorological conditions (VMC). Flights under special visual flight rules (SVFR) are not authorized.

15. The UA may not operate within 8 km (5 statute miles) of an aerodrome reference point (ARP) as denoted in the current Saudi Arabian Aeronautical Information Publication or for aerodromes not denoted with an ARP, the center of the aerodrome symbol as denoted on the current GACA-published aeronautical chart, unless a letter of agreement with that aerodromes' s management is obtained or otherwise permitted by a certificate of authorization (COA) issued to the exemption holder. The letter of agreement with the aerodrome management must be made available to the officials of GACA or any law enforcement official upon request.

16. The UA may not be operated less than 150 m (500 feet) below or less than 600 m (2,000 feet) horizontally from a cloud or when visibility is less than 5 km (3 statute miles) from the PIC.

17. For tethered UAS operations, the tether line must have colored pennants or streamers attached at not more than 15 m (50 feet) intervals beginning at 45 m (150 feet) above the surface of the earth and visible from at least 1.5 km (1 statute mile). This requirement for pennants or streamers is not applicable when operating exclusively below the top of and within 125 m (250 feet) of any structure, so long as the UA operation does not obscure the lighting of the structure.

18. If the UAS loses communications or loses its GPS signal, the UA must return to a pre-determined location within the private or controlled-access property by using an automatic control feature.

19. The PIC must abort the flight in the event of unpredicted obstacles or emergencies.

20. The PIC is prohibited from beginning a flight unless (considering wind and forecast weather conditions) there is enough available power for the UA to conduct the intended operation and to operate after that for at least five minutes or with the reserve power recommended by the manufacturer if greater.

21. All operations must be conducted in accordance with an issued COA. The exemption holder

may apply for a new or amended COA if it intends to conduct operations that cannot be conducted under the terms of the attached COA.

22. All aircraft operated in accordance with this exemption must be identified, at the time of intended flights, by serial number, registered in accordance with GACAR Part 47, and have identification markings in accordance with GACAR Part 45. Markings must be as large as practicable.

23. Documents used by the operator to ensure the safe operation and flight of the UAS and any documents required under GACAR § 91.9 must be available to the PIC at the ground control station of the UAS any time the aircraft is operating. These documents must be made available to the officials of GACA or any law enforcement official upon request.

24. The UA must remain clear and give way to all manned aviation operations and activities at all times.

25. The UAS may not be operated by the PIC from any moving device or vehicle.

26. All flight operations must be conducted at least 150 m (500 feet) from all nonparticipating persons, vessels, vehicles, and structures unless:

(i) Barriers or structures are present that sufficiently protect nonparticipating persons from the UA and/or debris in the event of an accident. The operator must ensure that nonparticipating persons remain under such protection. If a situation arises where nonparticipating persons leave such protection and are within 150 m (500 feet) of the UA, flight operations must cease immediately in a manner ensuring the safety of nonparticipating persons; and

(ii) The owner/controller of any vessels, vehicles or structures has granted permission for operating closer to those objects and the PIC has made a safety assessment of the risk of operating closer to those objects and determined that it does not present an undue hazard. The PIC, VO, operator trainees or essential persons are not considered nonparticipating persons under this exemption.

27. All operations shall be conducted over private or controlled-access property with permission from the property owner/controller or authorized representative. Permission from property owner/controller or authorized representative will be obtained for each flight to be conducted. Any incident, accident, or flight operation that transgresses the lateral or vertical boundaries of the operational area as defined by the applicable COA must be reported to the GACA within 24 hours. Accidents must be reported to the Aviation Investigation Bureau of the

Kingdom of Saudi Arabia (AIB) per instructions contained on the AIB Web site: www.aib.gov.sa.

28. At least 3 days before UAS operations, the operator of the UAS affected by the exemption must submit a written plan of activities to the air traffic services unit (ATSU) with jurisdiction over the area of proposed operation. The 3-day notification may be waived with the concurrence of the ATSU. The plan of activities must include at least the following:

(i) Dates and times for all flights;

(ii) Name and phone number of the operator for the UAS conducted under this grant of exemption;

(iii) Name and phone number of the person responsible for the operation of the UAS;

(iv) Make, model, and registration marks of UAS to be used;

(v) Name and pilot certificate number (if applicable) of remote pilots involved in the operations;

(vi) A statement that the operator has obtained permission from property owners and/or local officials to conduct the [type(s) of operation intended]; the list of those who gave permission must be made available to the inspector upon request;

(vii) Signature of exemption holder or representative; and

(viii) A description of the flight activity, including maps or diagrams of any area over which [type(s) of operation intended] will be conducted and the altitudes essential to accomplish the operation.

29. For operations conducted closer than 150 m (500 feet) to people directly participating in the intended purpose of the operation, not protected by barriers, the following additional conditions and limitations apply:

30. The operator must have an operations manual that contains at least the following items, although it is not restricted to these items.

(i) *Operator name, address, and telephone number.*

(ii) *Distribution and Revision.* Procedures for revising and distributing the operations

manual to ensure that it is kept current. Revisions must comply with the applicable conditions and limitations in this exemption.

(iii) *Persons Authorized.* Specify criteria for designating individuals as directly participating in the safe operation of the UAS. The operations manual must include procedures to ensure that all operations are conducted at distances from persons in accordance with the conditions and limitations of the exemption.

(iv) *Plan of Activities.* The operations manual must include procedures for the submission of a written plan of activities.

(v) *Permission to Operate.* The operations manual shall specify requirements and procedures that the operator will use to obtain permission to operate over property or near vessels, vehicles, and structures in accordance with this exemption.

(vi) *Security.* The manual must specify the method of security that will be used to ensure the safety of nonparticipating persons. This should also include procedures that will be used to stop activities when unauthorized persons, vehicles, or aircraft enter the operations area, or for any other reason, in the interest of safety.

(vii) *Briefing of persons directly participating in the intended operation.* Procedures must be included to brief personnel and participating persons on the risks involved, emergency procedures, and safeguards to be followed during the operation.

(viii) *Personnel directly participating in the safe operation of the UAS Minimum Requirements.* In accordance with this exemption, the operator must specify the minimum requirements for all flight personnel in the operating manual. The PIC at a minimum will be required to meet the certification standards specified in this exemption.

(ix) *Communications.* The operations manual must contain procedures to provide communications capability with participants during the operation. The operator can use oral, visual, or radio communications as along as the participants are apprised of the current status of the operation.

(x) *Accident Notification.* The operations manual must contain procedures for notification and reporting of accidents in accordance with this exemption.

CHAPTER 3 – APPLICATION FOR AUTHORIZATION TO OPERATE SMALL UNMANNED AIRCRAFT

3.1 General.

This chapter summarizes the process, procedures and requirements for obtaining authorization to operate a small UAS in the Kingdom of Saudi Arabia airspace. The process that must be followed is a five step process. Each step will be explained in detail in this chapter. The three steps, in order, are listed below:

Step 1 - The applicant submits a letter of intent to the GACA that outlines all of the key information pertaining to the proposed operation.

Step 2 - The GACA evaluates the proposed operation and makes a determination whether to support the project (in which case Step 3 and Step 4 will be required) or whether to refuse to support the proposed operation. In either case a letter will be sent from the GACA to the applicant outlining the results of the GACA evaluation of the proposed operation.

Step 3 - The applicant submits an application for a Certificate of Authorization (COA) to operate the small UAS.

Step 4 - The applicant petitions for a regulatory exemption from certain requirements deemed necessary for the intended operation.

Step 5 - If the President determines the proposed operation of small UAS is in the best interests of the Kingdom and not likely to adversely affect aviation safety he will grant the regulatory exemption and issues the COA which then authorizes the applicant to begin UAS operations in accordance with the conditions and limitations of the exemption and COA.

3.2 Detailed Procedures and Requirements.

3.2.1 Step 1 - Submitting a Letter of Intent (LOI).

The first step for an applicant is to submit a letter of intent to the GACA Aviation Standards Department (see Chapter 4 for contact details) that outlines all of the key aspects of the proposed operation. Applicants should submit the following supporting information and documents along with the letter of intent:

(a) Applicants should describe the design and operational characteristics for the type(s) of UAS they intend to operate, e.g. aircraft performance and performance limitations, operating procedures, and aircraft loading information in as much detail as possible.

(b) Applicants should describe any procedures they would implement, such as pre-flight inspections, maintenance, and repair, to ensure that the UAS is in a condition for safe flight. This could be provided in the an aircraft flight manual, a maintenance and inspection manual, or similar document.

(c) Applicants should describe the Radio Frequency (RF) spectrum used for control of the UAS and associated equipment that is part of the UAS (i.e., sensors, cameras, etc.), and whether it complies with Saudi Communications and Information Technology and Communications (CITC) or other appropriate government oversight agency requirements.

NOTE: Applicants should be able to provide the CITC (or equivalent) approval letter or show compliance with CITC requirements upon request.

(d) Applicants should describe the qualifications required of any PIC(s) who will be directly responsible for the operation of the UAS, including information such as: the level of airman certificate held; any applicable training related to the operation; and any minimum hours of flight experience required by the PIC(s), both total flight time and the time with the particular UAS. If the operation would use visual observers, petitioners should describe their roles and qualifications. The applicant should provide the names and qualifications of each PIC who will be involved with the operation.

(e) Applicants should describe the medical standards and certification of the PIC(s) directly responsible for the operation of the UAS.

(f) Applicants should fully describe their intended UAS operation(s). Applicants should address any plans to implement clearly defined operational borders and procedures to ensure public safety, which includes persons and property both in the air and on the ground. This can be described in an operations manual, or similar document.

NOTE: The GACA will closely examine the proposed operation(s) with respect to safety of flight, airspace safety considerations, and the safety of the non-participating persons and property during the operational period and within the operational area.

(g) Applicants should specify the proposed maximum operating speed and altitude, and describe minimum flight visibility and distance from clouds for their intended operation(s). Applicants should describe potential hazards and safety mitigation associated with these proposed conditions. These issues can be addressed in an operations manual, or similar document.

(h) Applicants should describe the characteristics of the area of intended operation(s) and the associated potential hazards regarding proximity to populated areas. These issues can be addressed

in an operations manual, or similar document.

(i) Applicants should describe if they intend to operate in the proximity of any aerodromes.

(j) Applicants should describe how they intend to comply with the requirement to operate within visual line-of-sight (VLOS) at all times.

(k) Applicants should describe any procedures they would implement for conducting a preflight safety risk assessment to determine that the UAS is in a condition for safe flight and that the planned operation can be completed safely. These procedures can be addressed in an aircraft flight manual, operations manual, or similar document.

(l) If the applicant intend to conduct operations which have existing requirements to notify GACA prior to operations (such as motion picture and television filming) the applicant should describe their intended coordination in this regard for their proposed operation(s).

(m) Applicants must provide a copy of the relevant permits issued by the Ministry of Interior (MOI) to use the UAS in the KSA.

3.2.2 Step 2 - Initial GACA Evaluation and Decision to Support Project or Not.

Once the GACA receives a letter of intent from an applicant they will evaluate the details of the proposed operation in order to determine whether GACA will support the project. The GACA evaluation considers various items including whether the proposed operation falls within the parameters for the operation of small UAS as outlined in this advisory circular along which whether the proposed operation is in the best interests of the Kingdom of Saudi Arabia. The conclusion of GACA's evaluation of the letter of intent and submitted supporting documentation will be a decision to support the project or not. In either case a letter will be sent from the GACA to the applicant outlining the results of the GACA evaluation of the proposed operation. A decision to support means the applicant must continue with Step 3 and Step 4 as described below. A decision to not support the project means the applicant may not apply for authorization to operate the small UAS as proposed. In these cases it is recommended that if the applicant still wishes to operate small UAS in the KSA airspace that they discuss the matter further with the GACA management officials from the Aviation Safety Standards Department.

3.2.3 Step 3 - Applying for the Certificate of Authorization (COA).

There is no specific form used to apply for a COA. Applicants must submit their request for COA in writing and include with their request reference to the supporting documents submitted with the letter of intent from Step 1. The COA will not be issued until after the regulatory exemption has been granted.

3.2.4 Step 4 - Petitioning for the Exemption.

The operation of small UAS within the airspace of the Kingdom of Saudi Arabia is still considered a novel operation for which the regulatory framework has not yet fully catered for. The dynamic nature of the UAS operating environment suggests that the regulatory framework necessary to accommodate these operations will not be finalized for several more years. As a result, and in order to allow certain small UAS operations to proceed, it has been decided to permit exemptions from certain regulatory requirements that are considered not necessary for certain small UAS operations given their size, complexity and operating environment.

Specifically, the regulatory requirements that are considered to be inappropriate for small UAS operations are listed below:

(a) Airworthiness certification under GACAR Part 21.

(b) Noise certification under GACAR Part 36.

(c) Certain pilot certification requirements under GACAR Part 61.

(d) Certain operational rules under GACAR Part 91, for example:

(1) GACAR § 91.9 Required Documents
(2) GACAR § 91.11 Empty Mass and Center of Gravity: Currency Requirements
(3) GACAR § 91.47 Flight crew members at stations
(4) GACAR § 91.57 Flight instruction
(5) GACAR § 91.67 Minimum safe altitudes
(6) GACAR § 91.71 Altimeter settings
(7) GACAR § 91.161 Fuel requirements for flights in VFR conditions
(8) GACAR § 91.445 Maintenance required
(9) GACAR § 91.447 Operation after maintenance
(10) GACAR § 91.449 Inspections
(11) GACAR §91.457 Maintenance records.

Each person wishing to operate a small UAS must petition for exemptions from certain regulatory requirements that are considered unnecessary for small UAS given the size, complexity and nature of the aircraft and the type of operations permitted. GACA AC 011-01 provides information on the general procedures on how to petition for an exemption. The information in GACA AC 011-01 is general in nature and applies to every petition for exemption. In the case of small UAS, the President has determined that an exemption process may be used.

This section provides a sample of the items that should be included in each petition for exemption. For blocks not specifically mentioned below the applicant should fill in the basic data as requested. References below are made to GACA Form 1001 which is the official form for petitioning for exemption.

Block 7: Identify the specific regulation(s) which you are seeking to be exempted from:
GACAR Part 21, GACAR Part 36, GACAR §§ 91.7(a), 91.9, 91.11, 91.47, 91.57, 91.67(c), 91.71, 91.161(a)(1), 91.445(a), 91.447(a)(1), 91.449(a)(1) and (2), and 91.457(a) and (b).

[In cases where the petition includes a a request for relief from requiring a certificated pilot, add the following additional items §§ 61.5(a), 61.9(a).]
[In cases where a certificated pilot will be required and the pilot has only a sport pilot certificate or private pilot certificate, add the following additional items §§ 61.135(a)(2), 61.241(b)(2).]

Block 8. Identify the extent of relief which you are seeking:
To allow [Company Name] to operate a small unmanned aircraft system (UAS), Model [####] to perform [State the purpose of operation e.g. Aerial Inspection, Aerial Observation & Surveillance].

Block 10: Explain the reason(s) you seek to be exempted from the regulation(s): Please use additional sheets if necessary.
For GACAR Part 21 and GACA Part 36, in consideration of the UA's size, weight, speed, and limited operating area, the airworthiness certificate, noise certification and testing and requirements to carry registration certificate and have registration markings should not be required for the subject aircraft for the term of the exemption.
For GACAR §§ 91.7(a), 91.9, 91.11, 91.47, 91.57, 91.67(c), 91.71, 91.161(a)(1), 91.445(a), 91.447(a)(1), 91.449(a)(1) and (2), and 91.457(a) and (b), in consideration of the UAS's size, mass, speed, and limited operating area and that the pilot in command (PIC) has final authority and responsibility for the operation and safety of the UAS flight.

[For GACAR §§ 61.5(a), 61.9(a) a certificated pilot is not required ... *[enter in the justification why, given the type of airspace involved and the nature of the UAS operation, that relief from the pilot certification regulations is not likely to adversely affect safe operations]*.]
[For GACAR §§ 61.135(a)(2), 61.241(b)(2) operations for hire and reward for sport and private pilots should be allowed given that no passengers are involved and to facilitate the use of certificated pilots in all UAS operations.]

Block 11: Explain the reasons why granting the exemption would not adversely affect safety, or how the exemption would provide a level of safety at least equal to that provided by the

rule from which you seek the exemption: Please use additional sheets if necessary.
As a result of [UAS Make and Model] size, mass, speed, operational capability, proximity to aerodromes and populated areas, and operation within visual line of sight does not create a hazard to users of the national airspace system or the public or pose a threat to national security. [Company Name] as a UAS operator, will comply with all other applicable regulations concerning the operation of aircraft unless otherwise exempted by the GACA and [Petitioner Name] will control the operation of this UAS.

3.2.3 Step 5 - Authorization to Operate.

If the President determines the proposed operation of small UAS is in the best interests of the Kingdom and not likely to adversely affect aviation safety he will grant the regulatory exemption and issues the COA which then authorizes the applicant to begin UAS operations in accordance with the conditions and limitations of the exemption and COA. All flight operations must comply with the specific operating requirements prescribed in the exemption and COA. Failure to comply is a serious violation that may result in compliance enforcement actions as provided for in GACAR Part 13 and the Civil Aviation Law.

CHAPTER 4 – FOR FURTHER INFORMATION

4.1 Responsible Department(s).

The Aviation Safety Standards Department of the GACA Safety, Security and Air Transport Sector is the group responsible for authorizing operations of small UAS in the Kingdom of Saudi Arabia.

4.2 Contact Details.

The Aviation Safety Standards Department can be contacted at the following coordinates:

In person:
General Authority of Civil Aviation
Aviation Safety Standards Department
Safety, Security and Air Transport Sector Building
KAIA, Jeddah

By mail:
General Authority of Civil Aviation
Aviation Safety Standards Department
Safety, Security and Air Transport Sector
P.O. Box 887
Jeddah, 21421