



## INFORMATION BULLETIN 08/2010

<b>SUBJECT</b>	<b>: AIRSPACE EXCLUSION</b>
<b>ORIGINATOR</b>	<b>: REGULATION &amp; INVESTIGATION SECTION</b>
<b>STATUS</b>	<b>: MANDATORY</b>
<b>ADDRESSED TO</b>	<b>: DEPARTMENTS OF CIVIL AVIATION</b>
<b>EFFECTIVE DATE</b>	<b>: 12 February 2010</b>

### 1. INTRODUCTION

The General Civil Aviation Authority (GCAA), being safety regulator for the United Arab Emirates (UAE) is responsible for the safety of:

- Air operations over its airspace, and
- Flying public, and
- UAE registered aircraft operating in the country and operating overseas, and
- Public and property on ground from the hazards caused by such operations.

Effective aviation safety standards in the UAE have resulted in aviation safety record among the best in the world. The GCAA cannot afford any compromises in aviation safety and adopts various means to ensure that outcome. One of the ways through which the GCAA achieves the desired objective is the study of:

- Reports of routine and/or random audits, and
- Investigation of accidents and incidents, and
- Service difficulty reports, and
- Planned visits, and
- Observations and trend-monitoring, and
- Ramp inspections

The GCAA then takes actions based on the findings of above mentioned activities. The potential threats are dealt with in a way that is commensurate with the level of threat. The GCAA actions may vary from observing to notices and warnings.

In rare cases where threat to aviation safety is considered high, or if the findings indicate a systemic problem then the GCAA is left with no option other than banning the aircraft model, the operator, or in some cases the country whose NAA's oversight is found deficient when compared to the international (ICAO) standards.



The subject Information Bulletin (IB) lists the aircraft models, operators and countries which are excluded from the UAE airspace because of the GCAA ban. This IB serves as a preventive instrument for safeguarding aviation safety as well as providing a strong incentive for all stake holders to remedy safety deficiencies.

Please note that the GCAA is only able to inspect aircraft operating flights to and from the UAE and in view of the random nature of such inspections, it is not possible to check all aircraft. Similarly, due to limited resources available, it is not possible for the GCAA to study and assess all aircraft models, manufacturers and the NAAs. Accordingly, the fact that an operator or an aircraft is not included in this IB does not mean that it meets the applicable safety standards.

Please also note that the GCAA ban is not permanent and is subject to change when it is able to establish a positive and substantially acceptable change to comply with acceptable international standards.

## 2. APPLICABILITY

The GCAA ban is applicable to all aircraft carrying the following nationality registration markings and/or **operated** by holders of the following countries Air Operator Certificate.

1. Kingdom of Swaziland	Nationality Mark	<b>3D</b>
2. Equatorial Guinea	Nationality Mark	<b>3C</b>
3. Sierra Leone	Nationality Mark	<b>9L</b>
4. Democratic Republic of the Congo	Nationality Mark	<b>9Q</b>
5. Republic of Sao Tome and Principe	Nationality Mark	<b>S9</b>

The following aircraft models would be considered banned and are not allowed to fly in the UAE airspace with effect from 01 March 2010:

1. Antonov ASTC Antonov 12 (An-12) aircraft – All Models / Variants.

## 3. EFFECTIVE DATE

Information Bulletin 01/2009 dated 06 January 2009 would be considered cancelled and superseded from the effective date of this Information Bulletin.

## 4. REQUIREMENTS

In accordance with the provisions of UAE Civil Aviation Law Federal Act No. 20 (1991) Chapter II Article 4 (5), all aircraft carrying the above nationality registration marks, and the aircraft makes and models listed in the applicability section of this IB are prohibited from entering the UAE airspace unless specifically permitted by the GCAA.



This bulletin is issued in keeping with Article 33 of the Convention on International Civil Aviation where it has not been clearly established that these aircraft are observing the terms of the convention to a level consistent with the public safety.



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**DIRECTOR GENERAL**