
GACAR PART 97 – INSTRUMENT FLIGHT PROCEDURES

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GACAR PART 97 – INSTRUMENT FLIGHT PROCEDURES

SUBPART A – GENERAL

§ 97.1 Applicability.

(a) This part identifies the approved instrument flight procedures (IFP) authorized for use within the territorial limits of the Kingdom of Saudi Arabia (KSA) and within all airspace for which the KSA has accepted responsibility under international civil aviation agreements.

(b) This part identifies the approved instrument approach procedures (IAP) authorized for use to civil aerodromes in the KSA.

(c) This part also identifies approved departure procedures for certain civil aerodromes in the KSA and the weather minima that apply to the departure procedure if different than the standard takeoff minima under General Authority of Civil Aviation Regulations (GACAR) Part 91.

(d) The rules governing the development, validation, approval, promulgation and maintenance of instrument flight procedures are addressed under GACAR Part 172.

(e) The rules governing the publication of instrument flight procedures in the KSA Aeronautical Information Publication (AIP) and their depiction on aeronautical charts are addressed under GACAR Part 175.

§ 97.3 Symbols and Terms Used in Procedures.

As used in the approved instrument flight procedures identified in this part—

(a) Aircraft approach category means a grouping of aircraft based on a speed of V_{ref} , if specified, or if V_{ref} is not specified, $1.3 V_{so}$ at the maximum certificated landing mass. V_{ref} , V_{so} , and the maximum certificated landing mass are those values as established for the aircraft under GACAR Part 21. The categories are as follows—

- (1) Category A: Speed less than 91 knots indicated air speed (IAS).
- (2) Category B: Speed 91 knots or more but less than 121 knots IAS.
- (3) Category C: Speed 121 knots or more but less than 141 knots IAS.
- (4) Category D: Speed 141 knots or more but less than 166 knots IAS.

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(5) Category E: Speed 166 knots IAS or more but less than 211 knots IAS.

(b) An operator may impose a permanent lower landing mass, and use of this mass for determining the aircraft approach category if the change is approved by the President. The category defined for a given aircraft must be a permanent value and thus independent of changing day-to-day operations.

(c) Approach procedure segments for which altitudes (minimum altitudes, unless otherwise specified) and paths are prescribed in procedures, are as follows—

(1) Initial approach segment is the segment of an instrument approach procedure between the initial approach fix and the intermediate fix or the point where the aircraft is established on the intermediate course or final approach course.

(2) Initial approach altitude is the altitude (or altitudes, in high altitude procedure) prescribed for the initial approach segment of an instrument approach procedure.

(3) Intermediate approach segment of an instrument approach procedure is the segment between either the intermediate approach fix and the final approach fix or point, or between the end of a reversal, racetrack or dead reckoning track procedure and the final approach fix or point, as appropriate.

(4) Final approach segment of an instrument approach procedure is the segment in which alignment and descent for landing are accomplished.

(5) Missed approach segment starts at the missed approach point and includes the following three phases:

(i) Initial phase — begins at the earliest missed approach point, and extends until the start of climb;

(ii) Intermediate phase — extends from the start of climb to the point where 50 m (164 ft) obstacle clearance is first obtained and can be maintained; and

(iii) Final phase — extends to the point at which a new approach, holding or return to en-route flight is initiated. Turns may be carried out during this phase.

(d) Procedure turn means the maneuver in which a turn is made away from a designated track followed by a turn in the opposite direction to permit the aircraft to intercept and proceed along

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the reciprocal of the designated track . The direction of turn, distance within which the turn must be completed, and minimum altitude are specified in the procedure. However, the point at which the turn may be begun, and the type and rate of turn, is left to the discretion of the pilot.

§ 97.5 Bearings, Courses, Tracks, Headings, Radials, and Miles.

(a) All bearings, courses, tracks, headings, and radials in this part are in degrees magnetic, unless otherwise designated.

(b) RVR values are stated in meters. Other visibility values are stated in meters or kilometers. All other mileages are stated in nautical miles (NM) or applicable SI units.

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SUBPART B—APPROVED INSTRUMENT FLIGHT PROCEDURES

§ 97.11 General.

(a) All approved IFPs (including IAPs, departure procedures and associated weather minimums) within the territorial limits of the KSA and within all airspace for which the KSA has accepted responsibility under international civil aviation agreements are developed and maintained by air navigation service providers certificated under GACAR Part 170 and providing instrument flight procedure services under GACAR Part 172.

(b) Except as provided in (c), all approved IFPs (including IAPs and departure procedures) authorized for use in the KSA are published in the KSA AIP and depicted on relevant aeronautical charts. All IFPs published in the KSA AIP and depicted on aeronautical charts are derived from IFP registers established and maintained by air navigation service providers certificated under GACAR Part 170 and providing instrument flight procedure services under GACAR Part 172.

(c) When authorized by the President, approved IFPs intended for private use only are not required to be published in the KSA AIP unless otherwise decided.