هيئة الطيران المدني
CIVIL AVIATION AUTHORITY

SULTANAT oF OMAN
CIVIL AVIATION AUTHORITY

THE CIVIL AVIATION LAW
&
THE EXECUTIVE REGULATION OF THE CIVIL AVIATION LAW

CAA
هيئة الطيران المدني
CIVIL AVIATION AUTHORITY

SULTANAT oF OMAN
CIVIL AVIATION AUTHORITY

THE CIVIL AVIATION LAW
&
THE EXECUTIVE REGULATION OF THE CIVIL AVIATION LAW

LIST OF CONTENTS

- Royal Decree No. (76/2019) 6
- Royal Decree No.(62/2023) 7
- Chapter I: Definitions and General Provisions 10-8
- Chapter II: Competent Authority 10-12
- Chapter III: Rules of the Air 12-13
- Chapter IV: Aerodromes and Air Easement Rights 13-14
- Chapter V: Air Operations 15-16
- Chapter VI: Approvals 16
- Chapter VII: Commercial Air Transport Regulation 17
- Chapter VII: Civil Aviation Fees 17
- Chapter IX: Search and Rescue 18
- Chapter X: Aviation Accident and Incident Investigation.....19-20
- Chapter XII:Third Party Liabilities of Air Operators 21
- Chapter XII: Offences Committed against the Safety and Security of Civil Aviation 21-22
- Chapter XIII: Sanctions and Penalties 22-23

- **Ministerial Decision No. (2023/116) Issuing the Executive Regulation of the Civil Aviation Law** 26
- Chapter 1:Definitions and General Provisions 27
- Chapter 2: Competent Authority 28-29
- Chapter 3: Rules of the Air.....29-30
- Chapter 4: Airports & Obstacle Limitation Surface 30-33
- Chapter 5: Air Operations and Airworthiness.....34-37
- Chapter 6: Meteorological 36-37
- Chapter 7: Commercial Air Transport Policy and Regulations.....37-40
- Chapter 8: Cases of Exemption from Civil Aviation Fees.....40
- Chapter 9: Aviation Accident and Incident Investigation.....40-41

Royal Decree No. (76/2019)
Issuing the Civil Aviation Law

We, Qaboos Bin Said, Sultan of Oman,
having reviewed the Basic Law of the State issued by the Royal Decree No. (96/101),
and the Civil Aviation Law issued by the Royal Decree No. (2004/93),
and in accordance with the public interest,

have decreed as follow:

Article (1): Civil aviation affairs shall be governed by the provisions of the attached Law.

Article (2): The Chairman of the Board of the Public Authority for Civil Aviation shall issue the executive regulations and decisions to the aforementioned Law. Until then, the current regulations and decisions shall continue to be in force as long as there is no conflict with the provisions of the Law.

Article (3): The Civil Aviation Law issued by the Royal Decree No. 2004/93 shall be repealed, as well as, all that is contrary to or contradicting the provisions of the attached Law.

Article (4): This Decree shall be published in the Official Gazette and shall become effective after one day following its publication.

Issued on 9 Rabi al-Awwal 1441 H
Corresponding to 6th of November 2019

Qaboos Bin Said
Sultan of Oman

Royal Decree No.(62/2023)
Amending Certain Provisions of the Civil Aviation Law

We, Haitham bin Tariq, Sultan of Oman,
After reviewing the Basic Law of the State,
And the Civil Aviation Law issued by the Royal Decree No. 2019/76,
In accordance with the public interest

Hereby decree the following:

Article (1): The attached amendments to the Civil Aviation Law referred to shall be enacted.

Article (2): Any provisions that contradict or conflict with the attached amendments are hereby nullified.

Article (3): This decree shall be published in the Official Gazette and shall take effect from the day following its publication.

Issued on: 21st of Safar, 1445 Hijri
Corresponding to: 7th of September, 2023

Haitham bin Tariq
Sultan of Oman

Civil Aviation Law:

Chapter I: Definitions and General Provisions

Article (1): In this Law the following terms and expressions shall have the meanings assigned to them, unless the text otherwise requires:

1) **The Sultanate:** The Sultanate of Oman.

2) **Territory of the Sultanate:** Areas of land and water under its sovereignty, and the air space above them.

3) **Competent Authority:** The Public Authority for Civil Aviation or any other body entrusted with exercising its powers or authorities.

4) **Regulations:** The Rules, Circulars, Instructions, Directives, Requirements, Policies, Orders and Decisions issued by the Head of the Competent Authority or his /her delegate.

5) **Approval:** All licenses, certificates, permits, permissions or any other documents in relation to civil aviation affairs.

6) **Airport:** A defined area on land or water surface (including any buildings, installations or equipment) dedicated wholly or in part for the arrival, departure and surface movement of the aircraft.

7) **Aircraft:** A heavier than air vehicle, powered by moving forces, deriving its lift in flight chiefly from aerodynamic reactions on surfaces remaining constant under given conditions of flight.

8) **Pilot-in-Command:** The pilot responsible for the operation and safety of the aircraft.

9) **Crew Member:** A person assigned by an air operator with duties on an aircraft.

10) **Aircraft-in-Flight:** The period from the moment when all the external doors of the aircraft are closed following embarkation of passengers until the moment when such doors are opened for their disembarkation.

11) **Aircraft-in-Service:** The period from the starting of aircraft preparation by the competent technicians or by crew members for a certain flight up to 24 hours after its last landing, which can be extended to include the entire period during which the aircraft is in flight.

12) Accident: An occurrence associated with the operation of an aircraft, which in the case of a piloted aircraft, takes place at any time between the time any person boards the aircraft with the intention of flying until all such passengers have disembarked from the aircraft, or in the case of an unmanned aircraft, takes place at any time when the aircraft is ready to move with the purpose of flying until such time as it comes to rest at the end of the flight and the primary propulsion system is switched off, including any occurrence of consequential injuries or damages as described in the relevant international annexes and regulations.

13) Aviation Incident: An occurrence, other than an accident, associated with the operation of an aircraft which affects or may affect the safety of operation.

14) Search and Rescue: Every assistance rendered to an aircraft suffering an accident, or threatened by danger, difficulties, or there is doubt or fear for its safety passengers, and crew.

15) General Aviation: Civil aircraft for non-commercial air transport purposes.

16) Commercial Air Transport: Flights transporting passengers, goods, mail or any of them, for remuneration.

17) Air Operator: Any establishment that operates domestic or international commercial air transport operations, either directly or indirectly.

18) Air Navigation Services: Services provided by the Sultanate within its airspace or any other airspace the Sultanate is responsible for.

19) Aeronautical Information Publication: A publication containing aeronautical information of a permanent and necessary nature for air navigation.

20) Chicago Convention: The Civil Aviation International Convention signed at Chicago on 7 December 1944, and its Annexes and amendments ratified by the Sultanate.

21) The Organization: The International Civil Aviation Organization (ICAO).

22) The Regulation: The Executive Regulation of this Law.

Article (2): The provisions of this Law shall apply to:

a. Civil aircraft registered in the Sultanate, wherever they may be, in so much as there is no conflict with the provisions of the laws of the foreign states where the aircraft operate.

b. Civil airports and their facilities in the Territory of the Sultanate.

c. Commercial air transport and general aviation.

d. Air navigation services.

e. Any other related activities to civil aviation in the Territory of the Sultanate.

Article (3): The provisions of the Chicago Convention and of any other relevant treaties ratified by the Sultanate shall constitute an integral part of this Law. In case of conflict, the provisions of the international treaties shall prevail.

Chapter II: Competent Authority

Article (4): The Competent Authority shall have a juridical personality, and shall be financially and administratively autonomous. The Head of the Authority shall be the one responsible for guaranteeing the execution of the requirements of the comprehensive civil aviation safety and security oversight.

Article (5): The Competent Authority may entrust an international or regional organization or any expert or competent person it deems fit with performing any of its functions in accordance with the provisions of the Executive Regulation and Civil Aviation Regulations.

Article (6): The Competent Authority shall have the right to expropriate properties needed for the implementation of aviation projects, in accordance with the provisions of the Expropriation of Property for Public Interest Law.

Article (7): The Competent Authority shall be responsible for the implementation of the provisions of this Law, and shall have the following powers and competencies:

a. Regulation, supervision and oversight of the establishment and operation of civil airports, airfields, heliports and their facilities.

b. Regulation and oversight of the safety and security of civil aviation, commercial air transport facilities, general aviation, air operators, air navigation services, meteorology and any other civil aviation activities.

c. Issuance and publication of regulations as well as the National Civil Aviation Security Programme, National Air Transport Facilitation Programme, State Safety Programme and any other national programmes and monitoring of their implementation.

d. Regulation of the establishment, operation and management of navigational aids, meteorological and air traffic services in the Sultanate.

e. Regulation of the establishment, operation and maintenance of weather stations for the service and safety of air navigation.

f. Inspection of aircraft, impounding relevant documents and preventing violating aircraft from flying.

g. Issuance of the necessary rules to ensure clear separation between the regulatory functions, and the operational functions relating to civil aviation activities as well as air navigation and meteorological services.

h. Closing of the Omani airspace in coordination with the concerned parties and announcing such decision.

i. Issuance of public weather alerts and warnings in exceptional weather conditions that may impose dangers to persons, property, aircraft and civil aviation installations.

j. Investigation into any violation of the provisions of this Law.

k. Banning or restricting any activity that may affect the safety of civil aviation or air navigation.

l. Imposing and collecting the applicable fees for the services provided by the Competent Authority in coordination with the Ministry of Finance and the concerned parties.

m. Issuance of regulations on environment protection from the effects of civil aviation activities in accordance with the international standards and applicable legislation in the Sultanate, in coordination with the concerned parties.

n. Issuance of regulations on the establishment of commercial air transport and general aviation companies.

Article (8): Competent Authority employees and inspectors nominated by a resolution by the Competent Body in agreement with the Head of the Competent Authority shall have law enforcement power in relation to the enforcement of the provisions of this Law or any of the regulations, rules and resolutions in execution thereof.

They shall have the powers specified in the office procedures manual. In doing that, they shall have the right to:

a. Unrestricted access to inspect aircraft, airports, air navigation services and other civil aviation facilities and institutions.

b. Inspect relevant documents and records if required.

c. Ensure the implementation of operational safety and security measures and arrangements for all civil aviation facilities and operators.

d. Inspect and test the effectiveness of the security measures and arrangements followed and the security equipment and devices used.

e. Seize the aircraft and prevent it from flying for justifiable reasons.

f. Withhold approvals issued to civil aviation personnel and entities.

Chapter III: Rules of the Air

Article (9): The Sultanate has complete and exclusive sovereignty over the airspace above its Territory and may intercept and force to land unidentified or unauthorized aircraft upon entering its airspace.

Article (9) repeated: The rules of the air - according to Annex 2 of the Chicago Convention – apply in the airspace over the high seas without exception.

Article (10): The Competent Authority shall set rules of the air and airspace use in accordance with the prescribed international rules and regulations in coordination with the concerned parties.

Article (11): Every aircraft registered in the Sultanate must comply with all applicable flight rules and regulations wherever it may be.

Article (12): The Competent Authority shall designate in coordination with the concerned parties:

a. Airways and air routes to be used by aircraft within the Territory of the Sultanate.

b. Prohibited, restricted and danger areas and declare the same.

Chapter IV: Aerodromes and Air Easement Rights

Article (13): It is prohibited to establish or operate any airports, landing areas, airfields or air navigation and meteorological facilities without approval from the Competent Authority, in accordance with the applicable regulations.

Article (14): Aircraft are prohibited from landing at undeclared airports, except in cases of emergencies or with the consent of the Competent Authority.

Article (15): The Competent Authority shall impose air easement rights and shall determine the scope and extent of such rights for the purpose of ensuring the safety of air navigation and the protection of persons and property in accordance with the prescribed international rules and regulations.

Article (16): The Competent Authority shall have the right to ban the construction of beacons, buildings, installations, equipment or any other thing that may affect air navigation safety, and order their removal or adjustment if installed without approval. The offender shall bear all the expenses resulting therefrom.

Article (16) repeated: The competent authority approval must be obtained before erecting buildings, installations, factories, laying electrical lines, communication towers, light beacons and any obstacle located inside the roof spaces to reduce the obstacles specified in accordance with the regulations, in order to verify the following:

a. The proposed height does not constitute an obstacle affecting the safety of air navigation.

b. The establishment of the obstacle does not cause the Bringing of wildlife, within a radius of (13 km) from the airport.

c. That the external lights of the obstacle or light beacons do not affect the safety of air navigation.

Article (16) repeated (1): The competent authority approval must be obtained before erecting buildings, installations, factories, laying electrical lines, communication towers, light beacons, and any obstacle located outside the areas of the obstacle reduction surfaces, and its height exceeds (60) sixty meters from ground level.

Article (17): The concerned parties shall determine the manner of use of the land in accordance with air easement rights and Airport Vicinity Protection Area plan and after the obtainment of the Competent Authority approval. No approval may be granted for buildings, installations or land use in a manner contrary to the provisions pertaining to the Airport Vicinity Protection Area plan, or the conditions relating to air easements rights.

Article (17) repeated: The airport operator must conduct a study to assess the risks of wildlife at each airport, in accordance with the regulations.
The airport operator must also form a committee chaired by him, and the membership of a representative from each of the: The Competent Authority, the concerned government agencies, and partners working at the airport, to study and follow up the risks of wildlife within the airport or areas adjacent to it, and the committee submits its reports to the head of the competent authority to take the necessary measures.

Article (17) repeated (1): The airport operator must coordinate with the competent authority to take the necessary measures to remove or prevent the erection of waste depots or any other sources attracting wildlife to airports or their vicinity, and in the event that the existing sites cannot be removed, the airport operator must ensure that any danger to aircraft posed by these sites is assessed and reduced to a practically reasonable minimum.

Article (18): The regulation and certification of all air navigation services shall be in accordance with the applicable regulations.

Article (19): The Royal Oman Police, concerned Security parties, Quarantine, Agricultural, Veterinary, and other Concerned parties shall have the right to carry out their respective functions in accordance with the relevant laws, in coordination with the Competent Authority, in a manner consistent with the provisions of this Law.

Chapter V: Air Operations

Article (20): The Competent Authority shall establish a national register of civil aircraft in accordance with the terms and procedures prescribed in the regulations.

It is prohibited to dispose of any aircraft registered in the National Register, whether by sale or mortgage or lease or by any other method of disposal, except with the approval of the Competent Authority and in accordance with the applicable regulations.

In all cases, it is prohibited to operate a civil aircraft unless it is registered in the Sultanate or in a foreign State.

Article (21): The operation and maintenance of aircraft registered in the Sultanate shall be in accordance with the applicable regulations.

Article (22): The air operator shall not operate in the Territory of the Sultanate without approval from the Competent Authority in accordance with the Executive Regulation and other Civil Aviation Regulations.

Article (23): The pilot-in-command may take any measures or arrangements to secure the safety of the aircraft and its load of persons and property, and to keep order and discipline on board.

Article (24): The pilot-in-command and aircraft crew members are prohibited from carrying out their assigned duties whilst under the influence of alcohol or any other abuse substance.

Article (25): The air operator or pilot-in-command shall, upon conducting any flight operations, comply with the provisions of this Law and applicable regulations. He/she shall keep aircraft documents and records and shall, when requested, submit them to the Competent Authority.

Article (26): When an agreement is reached between the state of the operator and the state of registration, the transfer of tasks and duties shall be carried out in accordance with Article 83, repeated, of the Chicago Convention. The competent authority shall recognize the licenses of the personnel and the certificates of competency and the licenses of wireless devices on the aircraft issued or renewed by the state of the operator. It shall also recognize the documents issued in accordance with the provisions of the mentioned article and the agreement concluded between the other ICAO contracting states.

Article (27): It is prohibited to carry or transport arms, ammunition, explosives, or other flammable or dangerous substances on board civil aircraft without the approval of the Competent Authority. The Competent Authority shall set regulations governing the transfer and possession of such materials on board aircraft in the Territory of the Sultanate.

Article (28): The following acts shall be prohibited:

a. The use of remotely controlled or unmanned aircraft or any other flying object in the Territory of the Sultanate without obtaining the Competent Authority's approval.

b. Directing laser or any other light or rays towards aircraft in a manner that may endanger them or affect the safety of air navigation.

c. Any act or activity that may affect the safety and security of air navigation, aircraft, crew, or passengers.

Article (29): It shall be prohibited to equip civil aircraft operating in the Territory of the Sultanate with any devices or equipment unless they are licensed in accordance with the applicable laws and regulations in the Sultanate and the international regulations. Such devices shall not be used for any purposes other than air navigation.

Chapter VI: Approvals

Article (30): It is prohibited to practice civil aviation activities, air navigation and meteorological services except with the approval of the Competent Authority as set forth in the regulations.

Article (31): Any approvals issued from foreign states to navigators or other personnel working in civil aviation activities are subject to approval by the Competent Authority.

Article (32): The Competent Authority shall approve training institutions providing training or various civil aviation activities as detailed in the rules and regulations. It is prohibited to conduct training on such activities without the Competent Authority's approval.

Chapter VII: Commercial Air Transport Regulation

Article (33): Commercial air traffic rights are considered established sovereign rights. The Competent Authority is empowered to negotiate such rights with other states and to grant authorizations to make use of them.

Article (34): The Competent Authority shall issue the rules of economic regulation in relation to commercial air transport and general aviation, and the rules of passenger rights protection.

Article (35): The air operator and general aviation entities operating in the Sultanate shall provide the Competent Authority with all the required aviation information, data and statistics.

Article (36): Subject to the provisions of the Commercial Companies Law, no company may be established to conduct commercial air transport activity or general aviation activities within the Sultanate except with the approval of the Competent Authority and the concerned parties in accordance with the applicable regulations.

Chapter VII: Civil Aviation Fees

Article (37): The Competent Authority, in coordination with the concerned parties, shall:

a. Determine Civil Aviation and Air Navigation fees and their collection mechanism.

b. Approve fees levied by the services providers of airport open to public use, air navigation, meteorology and any other services.

c. Determine the amount of charges for the operation and use, in whole or in part, of airports open for public use or land and property of the Competent Authority.

Article (38): The Competent Authority may exempt any aircraft from such fees if the public interest so requires as detailed in the Executive regulations and other Civil Aviation Regulations, and shall publish a list of the owners and operators of aircrafts who are exempted from the fees in the aircraft manual.

Chapter IX: Search and Rescue

Article (39): The provision of search and rescue services shall be in accordance with national and international regulations in force.

Article (40): The Competent Authority shall determine, in collaboration with the concerned parties, the search and rescue areas for which it shall be responsible, and shall designate search and rescue coordination centers.

Article (41): The Competent Authority shall take the necessary measures to coordinate and cooperate with neighboring states in search and rescue operations.

Article (42): The authorities responsible for search and rescue operations shall issue a respective national plan in accordance with the applicable regulations.

Article (43): The Competent Authority shall make such arrangements as may be necessary to assist aircrafts in danger in the Territory of the Sultanate. No entity or person shall refuse to render, when so requested, assistance in search and rescue operations if he is able to do so, or if the nature of his work requires him to offer such assistance.

Article (44): The court of the place of the accident shall have jurisdiction over claims arising from the search and rescue operations. If the accident occurs in a Territory that is not under the sovereignty of any state, the Sultanate courts shall have jurisdiction in the following cases:

a. If the aircraft subject of the search and rescue operations is registered in the Sultanate.

b. If the plaintiff is a national of the Sultanate.

c. If the aircraft subject of the search and rescue operations is found within the Territory of the Sultanate.

Article (45): Claims arising from search and rescue operations shall elapse after two (2) years from the date of completion of the search and rescue operation. In case of suspension or interruption of the statute of limitation, such claims shall not be accepted after three (3) years from the date of completion of search and rescue.

Chapter X: Aviation Accident and Incident Investigation

Article (46): An independent administrative unit for aviation accidents and incidents investigation shall be established by a decision of the Minister of Transport in order to improve the level of aviation safety and prevent such accidents and incidents. This administrative unit shall undertake the following:

a. Investigate aviation accidents and incidents that occur in the Territory of the Sultanate.

b. Investigate aviation accidents and incidents that occur to aircraft registered in the Sultanate over the high seas or in the Territory that does not belong to a particular state in respect of aircrafts registered in the Sultanate.

c. Participate in the investigation of aviation accidents and incidents that occur to aircraft registered in the Sultanate outside its Territory.

The administrative unit may seek the assistance of any competent authority to conduct the required investigation or participate in it.

Article (47): The aviation accident and incident investigation unit shall develop an investigation procedures manual in accordance with regulations issued according to Annex 13 of Chicago Convention.

Article (47) repeated: The head of the Aircraft Accident and Incident Investigation Unit shall be responsible for forming the aircraft accident and incident investigation team and shall appoint the investigator in charge for conducting the investigation and approve their reports.

Article (48): The competent authority or the concerned entities shall immediately and without delay notify the Aircraft Accident and Incident Investigation Unit of the occurrence of an accident or aviation incident by the quickest means available. The Unit shall establish a system for collecting data and information about aviation accidents and incidents to facilitate the effective analysis on actual or potential aviation safety deficiencies.

The accident and incident investigation unit investigators` shall have judicial law enforcement power in relation to the enforcement of the provisions of this Law or any of the regulations, rules and resolutions in execution thereof. They shall exercise the following powers:

a. Unrestricted access to accident sites and other sites that require investigation.

b. Unrestricted inspection and control over documents, records, flight recorders and Air Traffic Service (ATS) records and preserve all what is required for the investigation.

c. Summon persons with relevant interests and witnesses and questioning them.

d. Take the necessary measures to preserve the aircraft, its contents, parts, and to move it or any parts thereof, for conducting detailed examinations of materials and relevant evidence without delay.

Article (49): The concerned parties shall preserve and guard the site of the accident and the aircraft, its contents and wreckage, and to prevent the entry of unauthorized persons and not move the aircraft or any parts thereof except for the purposes of saving lives and protecting properties or for operational safety reasons until the arrival of a team from the aviation accident and incident investigation unit.

Article (50): If the aviation accident and incident investigation unit finds that the aviation accident or incident involves, or likely to involve a crime, it shall refer the matter to the competent authorities in the Sultanate to institute the necessary legal proceedings in this regard.

Article (51): The investigation conducted by the aircraft accident and incident investigation unit shall be independent from investigations conducted by other authorities including the competent authority and judicial authorities. This unit shall not receive any instructions from any entity in the conduct of the investigation.

Article (52): Aviation accident and incident investigation unit may, by a reasoned decision, reopen an investigation of an aircraft accident, if new evidence has emerged which could affect the conclusion of the investigation.

Article (53): If an aviation accident or incident involving military and civil aircraft occurs in the Territory of the Sultanate, a joint investigation team shall be formed from the aviation accident and incident investigation unit and the military authorities. This team shall include equal membership from both sides and shall be headed by a representative of the unit.

Article (54): It is prohibited to conceal or remove any part of the aircraft or its contents, records, on-board recording equipment, and ground recordings unless otherwise authorized by the aviation accident and incident investigation unit.

The following is prohibited from disclosure other than for the purpose of aircraft accident and incident investigation:

a. Written and recorded investigation records during the investigation process.

b. All communications that occurred among persons related to the accident or incident during aircraft operation.

c. Medical or private information about persons related to the accident or incident.

d. Voice recordings of air traffic control units and their written records.

e. Analysis and opinions of investigators and accredited representatives regarding investigation information, including the content of cockpit voice recordings, in addition to visual content of any recordings on board the aircraft, submitted by the Aircraft Accident and Incident Investigation Unit regarding the accident or incident.

f. The Draft Final Report of an accident or incident investigation

Chapter XII:Third Party Liabilities of Air Operators

Article (55): The provisions of the Convention for the Unification of Certain International Air Transport Rules (Montreal 1999) shall be applicable to all air transport contracts for passengers, baggage and cargo.

Article (56): The air operator shall be liable for the damage caused to third parties on land or water surface if caused by an aircraft-in-flight.

Article (57): The air operator shall bear search and rescue expenses and compensation for damages that occurred during or due to aircraft search and rescue operations.

Article (58): The air operator shall be absolved of any liability if the pilot-in-command of the aircraft had to disembark any passenger who jeopardized good order and discipline on board or endangered the safety of the aircraft or its passengers.

Chapter XII: Offences Committed against the Safety and Security of Civil Aviation

Article (59): A person is considered as a perpetrator of an offence against the safety and security of civil aviation if he/she attempts, commits, or takes part in committing any of the following acts:

a. Taking hostages on board an aircraft or in airport premises;

b. Seizing or using an aircraft in service for the purpose of conducting terrorist acts;

c. Destroying or causing serious damages to air navigation installations or airport facilities serving civil aviation or aircraft not in service, present at the airport;

d. Interrupting airport services in a manner that may endanger the safety of civil aviation;

e. Performing an act of violence against a person at an airport serving civil aviation or on board an aircraft-in-flight;

f. Placing a device or substance in an aircraft in service that may destroy or cause damages to the aircraft that renders it incapable of flying or may endanger its safety during flight;

g. Communicating information that is known to be false and thereby jeopardizing the safety of an aircraft, its passengers and crew, or ground service personnel or the general public, at an airport or in the civil aviation buildings or facilities;

h. Placing into an aircraft or airport: weapons, ammunition, explosives or dangerous devices and substances.

Article (60): Any person is considered committing an offence if he/she attempts, commits or contributes to the commission of any of the following acts on board an aircraft-in-flight:

a. Attacking a member of the crew; or

b. Disobeying instructions issued by the pilot-in-command or a crew member on his behalf for the purpose of securing the safety of the aircraft, passengers and property or maintaining order and discipline on board.

Article (61): The Omani courts shall have jurisdiction to adjudicate upon crimes committed in violation of the provisions of this Law in the following cases:

a. If the crime is committed within the Territory of the Sultanate or on board an aircraft registered in the Sultanate.

b. If the aircraft, on board of which the offence was committed, landed in the Territory of the Sultanate with the accused still being on board.

c. If the crime was committed on board an aircraft leased to an operator whose head office is located in the Sultanate, or has a permanent residency therein.

d. If the accused is found in the Territory of the Sultanate.

e. In any other case, the Sultanate shall initiate criminal proceedings in accordance with its laws.

Chapter XIII: Sanctions and Penalties

Article (62): The Competent Authority may impose on any person who violates the provisions of this Law or the regulations or decisions issued thereunder, one or more of the following penalties:

a. Issuing warnings or temporary withholding or cancelling of exemptions and approvals.

b. Banning or limiting the practice of operating privileges granted hereunder temporarily or permanently.

c. Stopping or restricting any flight or air route operated by an Air Operator.

d. An administrative penalty not exceeding thirty thousand (30,000) Omani Rials, that shall be doubled in case of recurrence.

Article (63): Any person who violates the provision of any of the Articles (,14 ,13 54 ,32 ,30 ,29 ,27 ,25 ,24 ,22 ,21) of this Law shall be punished by imprisonment for a term not less than one (1) year and not exceeding three (3) years and a fine of not less than fifteen thousand (15,000) Omani Rials and not exceeding fifty thousand (50,000) Omani Rials, or either of the two penalties.

Article (64): Any person who violates the provision of any of the Articles (36 ,28 ,17 ,16) of this Law shall be punished by imprisonment for a term not less than three (3) months and not exceeding one (1) year and a fine not less than five thousand (5,000) Omani Rials and not exceeding ten thousand (10,000) Omani Rials or either of the two penalties.

Article (65): Any person who attempts, commits or takes part in committing any of the acts prescribed in Article (59) of this Law shall be punished by imprisonment for a term not less than three (3) years and not exceeding fifteen (15) years and a fine of not less than thirty thousand (30.000) Omani Rials and not exceeding sixty thousand (60,000) Omani Rials.

Article (66): Any person who attempts, commits or takes part in committing any of the acts set forth in Article (60) of this Law shall be punished by imprisonment for a term not less than six (6) months and not exceeding one (1) year and a fine of not less than five hundred (500) Omani Rials and not exceeding two thousand (2,000) Omani Rials, or either of the two penalties.

Article (67): The Sultanate›s courts may order the confiscation of the aircraft in the following cases:

a. The aircraft is not displaying the registration mark or uses an incorrect one.

b. The aircraft is equipped with or uses aerial photography equipment without prior approval of the Competent Authority.

c. The air operator carries weapons, ammunitions, explosives, or other dangerous substances with the intention of smuggling or committing a crime.

Article (68): Without prejudice to any severer penalty provided for in this Law or any other law, any person who violates the provisions of this Law or any Executive Regulations and other Civil Aviation Regulations or decisions issued thereunder shall be punished by imprisonment for a term not less than one (1) month and not exceeding one (1) year and a fine not less than two thousand (2,000) Omani Rials and not exceeding twenty thousand (20,000) Omani Rials, or either of the two penalties.

The Executive Regulation of the Civil Aviation Law

Ministerial Decision
No. (2023/116)
Issuing the Executive Regulation of the Civil Aviation Law

Having reviewed the Royal Decree No. 2013/43 promulgating the System of the Public Authority for Civil Aviation,

the Civil Aviation Law promulgated by Royal Decree No. 2019/76,

the Executive Regulation of the Civil Aviation Law issued by Ministerial Decision No. 44/N/2007,

the approval of the Board of Directors of the Civil Aviation Authority,
And in pursuance of the public interest,

It is hereby decided:

Article (1): The provisions of the attached Executive Regulation of the Civil Aviation Law shall apply in regard to Civil Aviation.

Article (2): The Chairman of the Civil Aviation Authority's Board of Directors shall issue the decisions and regulations necessary to implement the provisions of this regulation.

Article (3): The aforementioned Ministerial Decision No. 44/N/2007 is hereby repealed, with the exception of Chapter 13 pertaining to flight fees, air navigation, and meteorological services; moreover, everything that contravenes or is in conflict with the aforementioned regulations is also hereby revoked.

Article (4): This decision shall be published in the Official Gazette and shall come into effect from the day following the date of its publication.

Issued on: 7/Rajab/1444
Corresponding to: 29/January/2023

Eng. Saeed bin Hamoud bin Said Al Mawali
Minister of Transport, Communications, and Information Technology

Chairman of the Civil Aviation Authority's BoD

Chapter 1:Definitions and General Provisions

Article (1): In this Executive Regulation, the words and phrases therein shall have the same meanings listed in Civil Aviation Law, and each of the following words and phrases shall also have the meanings hereby assigned to them, unless the context otherwise requires:

The Authority: Civil Aviation Authority.

President: The President of Civil Aviation Authority.

The Low: Civil Aviation Low.

Aerodrome Operator: Any legal person that operates and manages the airport by themselves or through their subordinates.

Accident Investigation Authority/ the Oman Transport Safety Bureau (OTSB): The competent administrative division for the investigation of aviation accidents and incidents.

Article (2): In accordance with the Annexes to the Chicago Convention on International Civil Aviation, the Authority shall establish regulations relating to the definition of terms in the field of civil aviation.

The president shall ratify the regulations in accordance with the Chicago Convention and any other applicable air transport treaties.

Article (3): The provisions of this regulation shall apply to the following activities:

a. Aircraft, airports, aircraft operators, air navigation services, aircraft maintenance organizations, design and manufacturing organizations, training organizations, and any organization in the Sultanate of Oman providing aviation-related services.

b. Activities related to all fields concerning foreign aircraft operating at the Sultanate of Oman and aircrafts overflying the Sultanate of Oman's land areas or territorial waters, as well as the personnel working on those aircraft.

Article (4): Rules of the Air - Annex (2) to the Convention on International Civil Aviation– shall apply to the airspace on the high seas without exception.

Article (5): To ensure environmental protection, the owner or the Aerodrome Operator must conduct an environmental impact assessment study before developing a new airport or altering an existing one.

Chapter 2: Competent Authority

Article (6): The following procedures must be followed in order to comply with Article (5) of the Law when assigning any of the Authority's responsibilities to third parties:

A- In the event of assignment to an international or regional organization:

1. The organization must be internationally recognized and competent in the tasks assigned to it.

2. Before awarding, the necessary approvals must be secured from the relevant authorities in the Sultanate of Oman.

B- In the event of awarding to institutions and individuals:

1.The person to be delegated must be experienced and competent.

2. Prior to awarding, individuals must obtain a security clearance certificate.

Article (7): The Authority shall establish a National Civil Aviation Security Program with the objective of:

- Fulfilling the obligations contained in the Chicago Convention and its annexes in terms of aviation security, as well as other international agreements and treaties related to civil aviation security in which the Sultanate of Oman is party.

- Maintaining the safety of passengers, flight crew, ground employees, and the public interest, as well as safeguarding them from unlawful interference with civil aviation.

Article (8): The Authority shall set up rules to ensure the following:

a. Aircraft engines, propellers, parts, and equipment must be designed and manufactured in accordance with the environmental protection criteria outlined in Annex (16) to the Chicago Convention.

b. Adhering to international laws and standards concerning environmental protection in the civil aviation industry.

c. Implementation of a Safety Management System in accordance with international standards and recommended practices.

d. Collecting, analyzing and recording aviation safety data and information in the Sultanate of Oman.

e. Exchanging aviation safety data with relevant countries and organizations in the Sultanate of Oman.

f. Securing aviation safety data and information, as well as their sources.

Article (9): The Authority shall prepare and update a National Air Navigation Plan (NANP) in accordance with international standards and recommended practices, taking the following into account:

a. The plan shall include priorities for delivering and enhancing air navigation services in the Sultanate of Oman to be in line with worldwide visions.

b. Set up rules that enforce the plan on relevant air navigation service providers in the Sultanate of Oman, as well as monitoring their performance.

Article (10): The Authority shall establish the National Air Transport Facilitation Programme (NATFP) and monitor its progress. The programme shall aim to:

a. Comply with the standards and obligations contained in the Chicago Convention and its Annexes on air transport facilitation.

b. Facilitate the movement of aircraft, passengers, crews, baggage, cargo, mail, supplies, and others.

Chapter 3: Rules of the Air

Article (11): The President shall issue a decision to form the National Committee for Airspace Planning, which shall be headed by a representative of the Authority with a job rank of at least Director General, and comprised of representatives from the following entities:

a. Ministry of Foreign Affairs.

b. The Royal Air Force of Oman.

If required, the committee may seek the cooperation of representatives from other parties.

Article (12): The National Committee for Airspace Planning shall be responsible for the following:

a. Determining the airways and air routes specified in Article (12) of the Civil Aviation Law.

b. Classifying the airspace and proposing recommendations to the Authority.

c. Introducing, amending, and withdrawing airspace designations.

d. Allocating air traffic services provided or intended to be provided within airspace or at aerodromes.

e. Validating the current airspace structures and associated air traffic services provided within such structures as defined in the National Airspace Master Plan (NAMP).

f. Introducing, amending, and withdrawing any communications, navigation and surveillance (CNS) or air traffic management (ATM) systems.

g. Any other tasks entrusted to it with respect to the airspace Territory of the Sultanate of Oman.

Article (13): The Authority shall submit proposals, to the National Committee for Planning Airspace, defining, publishing, classifying and labeling airspace as follows:

a. The vicinity of the Sultanate of Oman's aerodromes for which air traffic services are provided.

b. Airways and aerodromes in which aircraft are taking off, landing or overflying the airspace of the Sultanate of Oman, or performing flights between Sultanate of Oman airports where air traffic services are provided.

c. Prohibited, restricted or dangerous areas, and specifying the conditions for their operation in cooperation with the relevant authorities.

Article (14): The competent authority, when performing its duties in regulating, approving and monitoring air navigation services, must adhere to the following:

a. Developing separate accounts, records and reports for budget items related to air navigation.

b. Establishing administrative controls to ensure air navigation service policies and procedures are followed.

c. Developing funding mechanisms for air navigation services, and ensuring their proper control.

d. Implementing reporting and accountability mechanisms to provide the maximum possible functional separation between the provision of air navigation services and other services.

Chapter 4: Airports & Obstacle Limitation Surface

Article (15): After payment of the prescribed fees, the application for approval of the establishment of airports, landing areas, vertical and amphibious airstrips, and their attachments shall be submitted to the Authority using the form prepared for this purpose, accompanied by the following data, information, and documents:

a. A cadastral map developed in line with map standards, satisfying security and safety criteria in accordance with applicable civil aviation regulations, and certified by the competent authorities.

b. A list of the aircraft that will operate at the airport.

Article (16): After payment of the prescribed fees, an application for a license to operate the airport, landing areas, vertical and amphibious landing strips shall be submitted to the Authority using the form designed for this purpose, accompanied by the following data, information, and documents:

a. Airport operations safety plan.

b. Airport security program.

c. Airport emergency plan.

d. Any documents, data or information stipulated in the applicable civil aviation regulations in this regard.

An application for operating the airport, landing areas, vertical and amphibious landing strips, or renewing the operation must be submitted to the Authority ninety (90) days prior to the date set for operation or the expiry date of the operation certificate.

Article (17): The President shall issue a decision to establish a technical committee to analyze and review applications for the approvals stipulated in Article (15) of this executive regulation. The committee must evaluate the applications and provide recommendations to the President within ninety (90) days of receiving the required documents.

Article (18): After receiving the technical committee›s recommendation, the President shall process the applications stipulated in Article (15) of this executive regulation within (15) fifteen days. The request shall be presumed denied if no response is provided within the -15day term. Otherwise, a rationale shall be accompanied in the case of application rejection.

Article (19): The applicant may appeal to the President against decisions made in applications under Article (15) of this executive regulation within (60) sixty days following receipt of rejection notification or after the lapse of the period of (15) fifteen days stipulated under Article (18) of this executive regulation. If the appeal period expires without a response, the appeal is deemed to have been rejected.

Article (20): In the case of a breach of any of the applicable regulations, or for reasons related to civil aviation security or safety of operations, the Authority may suspend or revoke the aerodrome operator›s certificate.

The aerodrome operator's certificate may have re-granted them if the Authority is satisfied that the aerodrome operator has taken the necessary measures to avoid issues that led to the suspension, cancellation or revocation of the aerodrome operator's certificate.

Article (21): The aerodrome operator shall be accountable to the Authority for all operational processes of airport facilities and, shall ensure that these activities comply with national and international standards. The Authority shall audit and control these activities.

The operator must cooperate with the authority's officials and allow them to inspect the airport premises, installations, and related data and records.

Article (22): The Authority must undertake the following in order to use, register, certify, inspect, and maintain airports:

a. Develop guidelines to prevent interference between airports and other civil aviation facilities.

b. Issue approvals with regard to identifying any air navigation infrastructure that is not located at the airport.

c. Approval of airport operations.

d. Accessing airports or other sites where aircraft land, or entering sites where aircraft are manufactured for the purpose of inspection of their activities.

e. Regulating airport obstacles and determining permitted heights and distances in accordance with regulations or protocols to safeguard roadways, air corridors, and flight procedures, as well as to maintain the efficiency and quality of the systems and navigational aids from any interference or impacts.

f. Regulating the use of land, buildings, and lighting in the airport-adjacent regions.

g. Identifying records or documents to be kept at certified airports, and the manner in which to be stored.

Article (23): A committee shall be established to assess and deal with all matters relating to land uses adjacent to airports and aviation, including noise levels and obstructions. It shall be chaired of the President or such other person as he may designate, whose job rank shall not be below that of general manager.

Article (24): An approval from the Authority is required for the construction of buildings, facilities, and plants, and the laying of electrical lines, telecommunication towers, light beacons, and any obstacles located within the Obstacle Limitation Surface areas as per the Authority's regulations. **This is required to ensure that:**

a. The proposed obstacle does not pose an impediment to air navigation safety.

b. The establishment of the obstacle does not result in the hauling of wild animals within a radius of (13 km) from the airport.

c. Obstacle lighting or light beacons do not affect air navigation safety.

Article (25): For the construction of buildings, facilities, plants, laying of electrical lines, telecommunication towers, light beacons, and any obstacle located outside the designated Obstacle Limitation Surfaces whose height is more than (60) meters above ground level, an approval from the Authority is required.

Article (26): The Authority may impose the installation of visual aids on buildings, facilities, and plants, as well as the laying of electrical lines, communication towers, and light beacons inside and outside surface areas, to reduce obstacles and maintain air navigation safety in accordance with applicable civil aviation regulations.

Article (27): The owner of a facility adjacent to an airport shall acquire approval from the Authority before constructing facilities or buildings or installing cranes or other equipment.

Article (28): The limitations on navigational aids shall be set in accordance with the applicable civil aviation regulations and Annex 10 of the Chicago Convention.

Article (29): Construction of any permanent or mobile buildings or installations on areas adjacent to the vicinity of navigation aids is banned unless approved by the Authority.

Article (30): The aerodrome operator shall liaise with the appropriate authorities to take the required measures to remove or prevent the building of landfills or other sources that attract wildlife to airports or their surroundings. The aerodrome operator shall assess and mitigate any threat to aircraft to the least degree practically possible if existing sites cannot be removed.

Article (31): The aerodrome operator shall issue a decision to form and chair a committee to investigate and monitor wildlife hazards within the airport or its surrounding areas, with a representative from each of the following: the competent authority, the relevant government agencies, and the airport partners.

This committee shall submit its reports to the President of the Authority to take the necessary measures.

Chapter 5: Air Operations and Airworthiness

Article (32): The Authority shall issue regulations outlining the requirements and procedures for aircraft registration, certificate of registration, registration marks, and aircraft de-registration.

Article (33): No civil national aircraft may overfly the Sultanate of Oman's territory unless it is registered in the national register and displays a national registration mark.

Article (34): No aircraft may operate in the territory of the Sultanate of Oman except after obtaining a certificate of airworthiness or certificate of registration, as the case may be.

Article (35): The Authority grants permits to aircraft allowing investors to conduct air operations in accordance with the Authority›s regulations, as follows:

a. A permanent license if it is based on an international treaty to which the Sultanate of Oman or the country of the operator of the aircraft is a party, or a bilateral air transport agreement to regulate air transport.

b. In cases other than those referred to in Clause (A) of this Article, a provisional license for a term not exceeding (1) one year.
And at the request of the licensee, this temporary license may be extended for further periods.

Article (36): The Authority may permit an aircraft to fly within the Sultanate of Oman's territory only once.

Article (37): The permit shall be only used for the purposes specified by the Authority.

Article (38): The aircraft operator must insure the aircraft, the flight crew, passengers, individuals, and property in flight and on the ground in accordance with the applicable regulations in this regard.

Article (39): Except for the insurance condition, the Authority may exempt manned and unmanned aircraft used in technical experimentation, education, or training from one or more of the conditions outlined in the regulations.

Article (40): **The pilot in command is required to:**

a. Ensure the safety and airworthiness of the aircraft, and its equipment prior to take-off, and verify the validity of the relevant documents necessary to be carried onboard.

b. Verify the Weight and Balance report, as well as gathering all relevant aeronautical information for the intended trip.

c. Ensure that a pre-flight inspection is performed to secure the safety of aircraft operations as well as the safety and security of passengers throughout the flight.

d. File a copy of the flight plan with the Authority and verify that all operational procedures and checklists are performed in accordance with the Operations Manual.

e. Adhere to the appropriate technical guidelines and regulations, air traffic control instructions, and air navigation signals and lights during take-off and landing.

f. Ensure that neither the cockpit voice recorder nor the flight data recorder are disabled, closed, cleared, or manually deleted during or after the flight, and that the emergency locator transmitter switch is in the proper position.

g. Ensure that all passengers are briefed on the location of emergency exits and safety equipment.

h. Register births and deaths that occur during the flight.

i. Prepare reports on incidents that necessitate prompt action to ensure the flight's safety.

Article (41): **The pilot in command shall have the following responsibilities:**

a. Flight postponement or cancellation if it is proven that there is a threat to the flight's security and safety.

b. Refuse to board any passenger who is proven to be intoxicated or under the influence of psychotropic substances that may jeopardize the safety of the aircraft or its passengers.

c. Accept or refuse to fly any aircraft with defects determined by the Minimum Equipment List (MEL) or Configuration Deviation List (CDL), or transfer the aircraft for maintenance.

d. Issue the appropriate commands to guarantee the safety of the aircraft, its passengers, and its cargo.

e. Deviation from operating under regulations and operating procedures is exempted for emergencies that require immediate action to ensure the flight's safety.

f. Dropping some cargo and dumping some fuel during flight when required to preserve the aircraft's safety.

g. When it is impossible to get instructions from the investor or in the absence of his representative, the pilot shall take the appropriate actions to carry out the transport contracts and deliver the cargo to the destination.

Article (42): According to the terms of Article (83) of the Chicago Convention, the Sultanate of Oman shall accept any bilateral agreement reached with other ICAO contracting states regarding the transfer of all or some of the safety oversight responsibilities and tasks among the member states, provided that such agreements are in accordance with international laws.

Article (43): The Authority may, with the consent of other ICAO Contracting States and in accordance with Article (83) bis of the Chicago Convention, accept all or part of the functions and duties specified in Articles (31) ,(30) ,(12) and (32/a) of the Chicago Convention as the State of Registry in respect of aircraft of those countries used by an Omani operator.

Article (44): In the case that any functions and duties are transferred by agreement between the Authority and other ICAO Contracting States, the Authority shall register the agreement with the ICAO council and make it public as soon as possible in accordance with Articles (42) and (43) of this Executive Regulation. The agreement's effect shall not apply to other countries that were formerly members of the organization.

Article (45): Approval of specialized companies in the field of carrying or transporting weapons, ammunition, explosives, or other hazardous or flammable materials shall follow the Authority›s regulations.

Chapter 6: Meteorological

Article (46): The Authority is the sole official source for meteorological forecasts, alerts, and bulletins.

Article (47): It is prohibited for any media agency to broadcast any information or meteorological data other than that acquired from the Authority.

Article (48): It is not permissible to practice any work related to the activities of meteorological services in the Sultanate of Oman, such as installing a meteorological station, providing meteorological services, or carrying out meteorological training activities, except after obtaining the required approval from the Authority in accordance with the terms and conditions for which a decision is issued by the Authority.

Article (49): Except with the approval of the Authority, it is prohibited to utilize meteorological data or information acquired from the competent authority for purposes other than those approved.

Article (50): The licensed person to provide meteorological services, as well as other people, are prohibited from the following:

a. Communicating information and data with any local, regional, or international institution, except for information and data disclosed by the Authority.

b. Publishing or broadcasting fraudulent or misleading meteorological information, statistics, alerts, or warnings.

Article (51): It is prohibited to tamper, move, or encroach upon monitoring and remote sensing equipment or instruments. It is also prohibited to trespass upon monitoring stations and the like, as are meteorological stations› restricted areas.

Chapter 7: Commercial Air Transport Policy and Regulations

Article (52): The Authority shall endeavor to publish economic regulations on commercial air transport and general aviation, as well as regulations for protecting passengers rights, and to oversight and modify their implementation to satisfy the actual demands and requirements of air transport, tourism, foreign and domestic trade, and the various variables in demand for air transport services.

Air operators in the Sultanate of Oman are required to abide by the provisions of these regulations.

Article (53): Without compromising the provisions in Article (33) of the Civil Aviation Law, the Authority may authorize national air carriers to use commercial air transport traffic rights in line with economic regulations.

Article (54): The competent authority shall oversee the commercial air transport activity of national and foreign air carriers, issue air operator certificates (AOC) to national air carriers and operating permits to foreign air carriers and approve the amendment or cancellation of any of their air routes or the amendment of flights in compliance with economic regulations.

Article (55): The competent authority shall monitor the commercial air transport activities of national and foreign air carriers operating in the Sultanate of Oman, as well as ensuring their compliance with air transport traffic rights granted to them under bilateral agreements or operating permits issued in this regard.

Article (56): When negotiating contracts with international air carriers or making arrangements for joint investment or other commercial agreements, national air carriers shall coordinate with the Authority. The competent authority has the right to approve and monitor the pricing of domestic, international, scheduled, and non-scheduled air transport services, as well as issuing guidelines in this regard.

Article (57): An application shall be submitted to the Authority, after payment of the prescribed fees, to obtain an air operator license to operate domestic or international commercial air transport activity or general aviation activity of any sort within the Sultanate of Oman, and the following requirements shall be satisfied:

First: General Conditions:

a. Commercial air transport shall provide economic benefit for the Sultanate of Oman.

b. The project shall take the form of a commercial business in compliance with the provisions of the laws governing the establishment of commercial enterprises.

c. A technical feasibility study that comprises factors ensuring the economic profitability of the project and its technical-operational safety shall be submitted.

d. The company›s objectives, articles of incorporation and scope of work shall be determined.

e. A statement shall be submitted describing the size and type of aircraft fleet intended to be owned or leased, provided that it is not less than two aircraft. It is permitted for a maximum period of one year from the date of the lease contract, provided that the aircraft are registered in the Sultanate of Oman after this period expires.

f. The operational plan for the expected destinations shall be submitted, provided that it includes routes data for the first year, and in particular:

1. Average weekly flights for each sector.
2. Aircraft capacity to be used.
3. Average expected load factor during the first year for each sector.

g. The marketing plan for the cities to which the company operates shall be submitted.

Second: Technical Conditions:

a. Documents demonstrating the type of aircraft, their technical specifications, tools, communication and navigation equipment, and the flight manual for each aircraft, issued and approved by the State of Design shall be provided.

b. A maintenance statement for the aircraft, equipment and engine/s shall be provided.

c. A biographical statement for each member of the crew, certificates, qualifications, licenses, and medical certificates shall be provided.

d. A training plan for the crew and ground staff shall be provided.

e. A statement of the available facilities and ground equipment shall be provided.

f. Operational control program and methods of supervision shall be provided.

Third: Financial Conditions:

a. The operator shall own at least %25 of the company›s assets, which will be utilized by the company during the first five years of operations.

b. The project's finance should achieve a balance between its capital, loans, and obligations. Its capital shall correspond to the company's business plan.

c. The capital for the required activity must be as follows:

1. International scheduled passenger transport activity: not less than Five Million (5,000,000) Omani Rials.

2. International non-scheduled passenger transport activity: not less than Three Million (3,000,000) Omani Rials.

3. International air freight transport activity: not less than Three Million (3,000,000) Omani Rials.

4. Air transport activity for up to 20 passengers: not less than One Million Five Hundred Thousand (1,500,000) Omani Rials.

5. Helicopter activity: not less than Fifty Thousand (50,000) Omani Rials.

6. Other activities such as ballooning, air sports, and similar activities that fall under the umbrella of tourism: not less than Twenty-Five Thousand (25,000) Omani Rials.

d. A forecast of profits and losses for the first two years of operation shall be submitted.

e. The estimated balance sheet for the first two years of operation shall be submitted.

f. Evidence of the business's capacity to meet its obligations as well as an estimation of the costs for the first three months of operations, including fuel, salaries, rent, airport fees, and maintenance shall be submitted.

g. The company's financial statements shall be disclosed in any local newspaper at the end of each year.

Article (58): The Authority has the right to revoke the air operator license granted to perform commercial air transport activity, if they violate the provisions of the Law, the Executive Regulation and decisions issued for its implementation, Rules and Economic Regulations.

Chapter 8: Cases of Exemption from Civil Aviation Fees

Article (59): The following aircraft are exempted from civil aviation fees:

a. The Sultanate of Oman›s aircraft that are not used for commercial purposes.

b. Aircraft owned by international and regional organizations of which the Sultanate of Oman is a member.

c. Aircraft used for medical services, search and rescue, and Red Cross and Red Crescent Movement missions.

d. Any other aircraft that the Authority, with the agreement of the Ministry of Finance, may exempt from fees in whole or partially for the public interest as deemed necessary.

Non-commercial aircraft may also be exempted by the Authority for countries that treat the Sultanate of Oman reciprocally.

Chapter 9: Aviation Accident and Incident Investigation

Article (60): The Investigation Unit is the responsible entity for receiving notifications of aviation accidents or incidents. The competent authority and the concerned parties shall immediately notify the investigation unit of the occurrence of an aviation accident or incident by the quickest means available without delay.

Article (61): The head of the Investigation Unit has the authority and is in charge of instituting an investigation by forming an investigation team and appointing an investigator in charge to conduct the investigation and approve the reports.

Article (62): The investigation unit is the responsible entity for the accident or incident scene and all concerned parties are required to liaise with the investigation unit prior to taking any decision or action that could affect the accident site or aircraft or the wreckage or its content against pilfering or deterioration. The concerned parties shall cooperate in granting the investigation unit unhampered access and control over the scene including flight recorders and air traffic service (ATS) records to carry out detailed examination of relevant material and evidence without delay.

Except for the purposes of saving lives and protecting properties and for operational safety reasons, the investigation unit shall be notified immediately along with the reasons for the decisions and actions taken.

Article (63): When investigating an aviation accident or incident, the investigation unit shall issue a report identifying the causes and contributing factors that led to the occurrence of the accident or incident and issue appropriate safety recommendations to the concerned parties.

Article (64): The sole objective of aircraft accident or serious incident investigations is to improve the level of aviation safety and prevent accidents and incidents and not to apportion blame or liability and investigations conducted in accordance with regulations issued according to Annex (13) to the Chicago Convention and shall be conducted independently from any other investigations carried out by other authorities including the competent authority and judicial authorities.

The investigation unit shall have unrestricted authority over its conduct and shall not receive nor seek instructions in the conduct of the investigation.

Article (65): Except for the purpose of accidents and incident investigations the following shall not be disclosed:

a. Records from interviews with persons by the investigation authorities in the course of the investigation,

b. Communications between persons having been involved in the operation of the aircraft,

c. Medical or private information regarding persons involved in the accident or incident,

d. Recordings and transcripts of recordings from air traffic control units,

e. Analysis of and opinions about information (including flight recorder information) made by the accident investigation authority and accredited representatives in relation to the accident or incident,

f. The draft Final Report of an accident or incident investigation.

هيئة الطيران المدني
CIVIL AVIATION AUTHORITY

CIVIL AVIATION AUTHORITY

©CAA 2023

@CAAOMN
@OmanMeteorology
www.caa.gov.om
www.met.gov.om