

## Ministerial Decision

No. (116/2023)

### Issuing the Executive Regulation of the Civil Aviation Law

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

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

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**Article (3):** The aforementioned Ministerial Decision No. 44/N/2007 is hereby repealed, with the exception of Chapter 13 pertaining to flight fees, air navigation, and meteorological services; moreover, everything that contravenes or is in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

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:

1. 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.
2. 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:

- A- 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.
- B- 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
- H-

### **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 15-day 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 (12), (30), (31) 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.

#### **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, and
- F- The draft Final Report of an accident or incident investigation.