

SULTANATE OF OMAN CIVIL AVIATION AUTHORITY		
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OOMM-MUSCAT FIR-DUE REGARDS OPERATIONS

1. Introduction:

Article 3 of the Chicago Convention requires the ICAO Contracting States to have “due regard” for the safety of navigation of civil aircraft and this can be achieved by either:

- a) operating like other civil aircraft and complying with the civil aviation rules;
- b) operating inside segregated/reserved/restricted airspace; or
- c) operating contrary to the civil aviation system’s rules, using special procedures established by the State that ensure the safety of navigation of civil aircraft.

2. Purpose of Circular:

The purpose of this circular is to provide guidance about the appropriate conditions, aircraft equipage, flight preparation, flight operations, and flight planning requirements for applying the “DUE REGARD OPERATIONS” over the international water in the Muscat FIR.

3. Scope of Circular:

This circular is applicable to all pilots, aircraft operators, and ATS personnel of Muscat ATS units.

4. Area of Applicability

The area of applicability is the airspace over the international water in the Muscat FIR.

5. Flight Preparation

- Prior coordination with national airspace/ATC authorities can limit potential communication problems.
- State aircraft crew should also make themselves familiar with:
 - the type(s) of civil aircraft operations;
 - the airspace organization and responsible ATS unit(s);
 - ATS routes and their dimensions; and
 - relevant regulations and special rules, including airspace restrictions.

6. Flight Planning

- A comment can be made in the remarks section of the flight plan, if one is filed.
- Include the point or fix where "due regard" will commence/end on the flight plan.

7. Flight Operations

Before an aircraft declares "due regard" the following conditions shall be met:

- Establish two-way communication with the appropriate ATS unit.
- Notify ATS unit with intentions and prior to turning, descending or climbing.
- Aircraft shall operate in Visual Meteorological Conditions (VMC);
- Aircraft shall ensure carriage and use of SSR transponder Mode A and Mode C at all times.
- Aircraft shall be equipped with airborne radar that is sufficient to provide separation between themselves, aircraft they may be controlling, and other aircraft; or
- Aircraft shall avoid controlled airspace and away from high density traffic areas.
- An understanding between the pilot and the controller regarding the intent of the pilot and the status of the flight should be arrived at before the aircraft leaves ATC frequency.
- Report "Operational Normal" every 30 mins.

Note: *The International Civil Aviation Organisation (ICAO) Convention describes "state" aircraft as those aircraft used in military, customs, and police services.*

8. Effective Date:

The change will take effect in May 30, 2024. Exact implementation dates will be promulgated in NOTAM. The AIC will be amended as required in accordance with the necessary changes.

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