

Notice of Proposed Amendment (NPA)

Regulation- Proposed Changes

CAR-100

Safety Management

Part II

Safety Management System

Directorate General of Civil Aviation Regulations

Aviation Safety Regulations Department

Date of Issue: 9/18/2025

Copyright © 2025 by the Civil Aviation Authority (CAA), Oman All rights reserved. No part of this publication may be stored in a retrieval system, transmitted, or reproduced in any way, including but not limited to photo-copy, magnetic or other record, without the prior agreement and written permission of the Executive President, for CAA, Oman

Ref: NPA-CRD No: 01 -2025 to RMT.2024-21 to CAR-100

Date of Issue: 8/31/2025

1. EXPLANATORY NOTE

1.1. General

The Civil Aviation Authority (CAA) has developed this Notice of Proposed Amendment (NPA) to highlight the new revision of CAR-100. This revision establishes updated measures for the implementation of standards and requirements for **Safety Management System** as stipulated in ICAO Annex 19 (Amendment 2).

In line with these updates, the regulation has been fully restructured to ensure alignment with ICAO provisions and supporting guidance.

- **Entry to Force Date: 1-Jun-26**
- **Applicability Date: 1-Jun-26**

1.2. Reason for Change

There are a number of factors that have determined the need for and timing of this amendment:

- ☒ Any amendment to an Annex of the Chicago Convention or Documents and Manuals based thereon (ICAO SARPs).
- ☐ Any amendment to foreign source regulation, which has been adapted into an Omani Civil Aviation Regulation.
- ☐ Evidence indicating that current requirements may be inadequate to appropriately address an identified safety risk, such as:
 - ☐ Outcomes of a safety risk management for new Hazards,
 - ☐ Current safety risk controls are not adequately effective,
 - ☐ Elimination of safety risks for which the Regulation was designed;
- ☐ Petitions from any interested party or requests from industry stakeholders.
- ☒ Any other reason to be specified by the Directorate General of Civil Aviation Regulation.
 - ☐ New technology or scientific data;
 - ☒ Required reviews;
 - ☐ Statutory mandates;
 - ☐ Lawsuits
 - ☐ Recommendations from other external agencies/government bodies;
 - ☒ Other operational and environmental demands;
 - ☐ When it is no longer relevant, applicable or effective

1.3. Description of Changes

This new issue of CAR 100 is designed to implement the changes and updates introduced by Amendment 2 to ICAO Annex 19 (Safety Management) and to align local regulations with international standards and enhance the effectiveness of safety management systems for service providers.

The main changes fall into three key categories: expanded applicability, an enhanced SMS framework, and updated terminology.

1.3.1. Expanded Applicability

The new CAR 100 expands its applicability to include additional aviation service providers; this is a direct result of ICAO's push to extend SMS requirements to more complex and international operations. The regulation now explicitly applies to:

- **Certified Remotely Piloted Aircraft System (RPAS) Operators** authorized to conduct international operations.
- **Approved maintenance organizations** providing service to RPAS Operators; and
- **Operators of Certified Heliports.**

1.3.2. Enhanced SMS Framework

The issue introduces new and updated requirements within the SMS framework to strengthen how safety is managed and monitored.

- **System Description and Interfaces:** A significant change is the requirement for service providers to define the scope of their SMS using a **system description**. The regulation also mandates that hazard identification processes must explicitly include **hazards related to internal and external interfaces**. This ensures that safety risks are managed not just within an organization, but also at the points where it interacts with other aviation entities.
- **Safety Performance Measurement:** The regulation updates the standards for safety performance measurement and monitoring to align with the new ICAO framework; this moves away from the previous concept of an "acceptable level of safety performance" and now requires service providers to establish a clear means to:
 1. Measure and monitor the safety performance of their organization.
 2. Measure and monitor progress toward achieving their safety objectives.
 3. Validate the effectiveness of their safety risk controls.

1.3.3. Updated Terminology and Structure

- **Definitions:** Several definitions have been updated, including those for Safety Management System (SMS), Safety Objective, and Safety Performance, to ensure consistency with the ICAO document.

These changes reflect a move toward a more proactive, data-driven, and interconnected approach to aviation safety management.

2. Notice of Proposed Amendment (NPA) – Public Consultation

In order to ensure broad engagement and gather relevant feedback, this **Notice of Proposed Amendment (NPA)** is hereby issued for consultation to all service providers in Sultanate of Oman.

- A **Comment Form** is included with the consultation details and must be completed and submitted to:
 - **Mail:** Safety Regulation Department (SRD)
 - **Attn:** Acting Director General for Civil Aviation Regulation
 - **Email:** ✉ Safety.Regulations@caa.gov.om
- **Consultation Timeline:**
 - **Consultation Period:** 6 weeks
 - **Effective Start Date:** 09/21/2025
 - **Closing Date for Comments:** 10/30/2025
- **Important:**
 - Comments must be submitted **using the prescribed Comment Form**.
 - Submissions received **after the closing date** or **not in the prescribed format** may not be considered.

3. Comment Response Document (CRD)

- All comments received during the consultation period will be formally reviewed by RWG and relevant Department.
- Responses to all comments will be compiled in a **Comment Response Document (CRD)**.
- The **CRD** will detail:
 - The comments received,
 - CAA responses and justifications,
 - Any revisions made to the proposed regulation text as a result of stakeholder input.
- The CRD may also include a list of all persons and/or organisations that provided comments, in line with transparency and consultation best practices.


Rawya Nasser Hamed Al-Adawi

Aviation Safety Regulations Department Director



- Attached Notice of Proposed Amendment
- Attached Comment Response Document