



Civil Aviation Authority

CAR-129

Civil Aviation Regulation

Air Operations of Foreign Operators

Effective: 1st June 2025
Approved by HE Eng. Naif Ali Hamed Al-Abri
President of CAA Oman

Corrigendum of Amendments

Issue	Rev.	Date	Description
01	00	1 st March 2023	First Issue.
01	01	1 st June 2025	First Revision.

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Regulation on Air Operations of Foreign Operators

The Civil Aviation Authority of Sultanate of Oman

Pursuant to the Provisions of Royal Decree No. (76/2019) issuing the Civil Aviation Law of The Sultanate of Oman (hereinafter referred to as 'the Civil Aviation Law') on the regulation of civil aviation in the State of Oman and Ministerial Decision No 2023/15 with specific reference to Article 54 and 55, the CAA can authorise foreign operators to operate into, within and out of Oman. The authorisation is necessary to ensure compliance to Article 12 of the Convention. Summary of regulatory provisions is:

- (a) The Civil Aviation Authority of Oman (herein after referred to as 'CAA') is the authority having exclusive jurisdiction over civil aviation sector and civil aerodromes in the State of Oman, and being empowered to prescribe and promulgate rules, regulations for the discharge of its functions.
- (b) Operators and personnel involved in the operation of certain aircraft have to comply with the relevant provisions of the Civil Aviation Law.
- (c) It is necessary to establish technical requirements and administrative procedures to amplify and implement the provisions of the Civil Aviation Law to ensure the safe operation of aircraft.
- (d) The CAA, in addition to the oversight of authorisations that the CAA has issued, it is required to conduct an oversight on ramp inspections, and shall take any measure, including the grounding of aircraft if required, to prevent the continuation of an infringement or non-compliance with the Civil Aviation Law and its Regulations.
- (e) In order to maintain a high level of civil aviation safety technical requirements and administrative procedures agreed under the auspices of the International Civil Aviation Organisation (hereinafter 'ICAO'), as well as existing legislation pertaining to a specific national environment, shall be considered.
- (f) It is necessary to provide sufficient time for the aviation industry to adapt to the new regulatory changes and to recognize under certain conditions the validity of certificates issued before this Regulation applies.
- (g) Compliance with the measures provided by this Regulation satisfy the applicable standards and recommended practices of the Annexes of the Chicago Convention on International Civil Aviation of 1944 (Doc 7300) and Manual of Procedures for Operations Inspection, Certification and Continued Surveillance (Doc 8335).

Article 1: Subject matter and scope

This Regulation lays down detailed rules for operators of aircraft registered in a foreign country and used by a foreign-country operator into, within or out of Oman engaged in commercial air transport operations, including conditions for issuing, maintaining, amending, limiting, suspending or revoking their authorisations, the privileges and responsibilities of the holders of authorisations as well as conditions under which operations shall be prohibited, limited or subject to certain conditions in the interest of safety.

Article 2: Abbreviations

AltMoC	Alternate Means of Compliance
AMC	Acceptable Means of Compliance
AOC	Air Operators Certificate
CAA	Oman Civil Aviation Authority
CAD	Civil Aviation Directive
CAT	Commercial Air Transport
C of A	Certificate of Airworthiness
C of R	Certificate of Registration
EDTO	Extended Diversion Time Operations
EFOD	Electronic Filing of Differences
FIR	Flight Information Region
GM	Guidance Material
LVO	Low Visibility Operations
MNPS	Minimum Navigation Performance Specifications
OPSPECS	Operations Specifications
OTSB	Oman Transport Safety Bureau
PBN	Performance Based Navigation
RVSM	Reduced Vertical Separation Minima
RSOOs	Regional Safety Oversight Organisation

Article 3: Definitions

For the purposes of this Regulation:

- (a) **‘alternative means of compliance (AltMoC)’** are those that propose an alternative to an existing Acceptable Means of Compliance or those that propose new means to establish compliance with this regulation for which no associated AMC have been adopted by the CAA;
- (b) **‘commercial air transport (CAT) operation’** means an aircraft operation to transport passengers, cargo or mail for remuneration or other valuable consideration;
- (c) **‘flight’** means a departure from a specified aerodrome towards a specified destination aerodrome;
- (d) **‘foreign country operator’** means any operator holding an air operator certificate not issued by Oman CAA;
- (e) **‘Regional Safety Oversight Organization’** means a group of States collaborate, share best practices, safety oversight tasks and resources, with the aim to establish and maintain an effective aviation safety oversight system.
- (f) **‘State of Registry’** means the State on whose register the aircraft is entered.

Note: In the case of the registration of aircraft of an international operating agency on other than a

national basis, the States constituting the agency are jointly and severally bound to assume the obligations which, under the Chicago Convention, attach to a State of Registry.

- (g) **‘State of the Operator’ means the** State in which the operator’s principal place of business is located or, if there is no such place of business, the operator’s permanent residence.

Note: The responsibilities of the State of the Operator are summarized in Part I, Chapter 2 of Doc 8335.

- (h) **‘surveillance’** means the states activities through which the State proactively verifies through inspections and audits that aviation licence, certificate, authorisation or approval holders continue to meet the established requirements and function at the level of competency and safety required by the State.

Article 4: Authorisations

Foreign country operators shall only engage in commercial air transport operations within, into or out of Sultanate of Oman if they comply with the requirements of Annex I and hold an authorisation issued by the CAA in accordance with Annex II to this Regulation.

Article 5: Entry into force

- (a) This Regulation shall enter into force from date of publication and apply from the 1st June 2025.
- (b) Notwithstanding the paragraph (a), Foreign Country Operators that are authorised to operate into Oman at the date of entry into force of the regulation may continue to operate into Oman provided that they comply with the scope and privileges defined in the authorisation for a period of 12 months or until the CAA has taken a decision in accordance with Annex I to this Regulation.
- (c) Upon receiving an application, the CAA shall assess the foreign country operator's compliance with the applicable requirements. The assessment shall be completed no later than two months after entry into force of this Regulation.

ANNEX I**CAR 129 - FOREIGN COUNTRY OPERATORS****SECTION I - General requirements****CAR 129.100 Scope**

This Annex (hereafter referred to as 'CAR 129') establishes requirements to be followed by a foreign country operator engaged in commercial air transport within Oman FIR and the territory of the Sultanate of Oman:

(a) Technical Landing

The intended use of an aerodrome located in the Sultanate of Oman as a technical stop (e.g. for the purpose of refueling or crew change) as part of a CAT operation falls within the scope of CAR 129 and requires CAR 129 authorisation.

(b) Alternate Aerodromes

The selection and use of an aerodrome located in the Sultanate of Oman as an alternate aerodrome for the case of an in-flight diversion does not fall within the scope of CAR 129 and does not require CAR 129 authorisation.

(c) Code-Share Agreements

An aircraft used by a foreign operator under a so-called code-share agreement an Omani operator only falls within the scope of CAR 129.100 and is required to hold a CAR 129 authorisation if the aircraft is used to perform commercial air transport in the Sultanate of Oman.

(d) Wet-Lease Agreements

A foreign operator that leases out aircraft under a wet-lease agreement falls within the scope of CAR 129.100 and is required to hold a CAR 129 authorisation for aircraft under its air operator certificate (AOC) that are used to fly to the Sultanate of Oman.

From 1st June 2025, a foreign operator currently not holding a valid CAR 129 authorisation may wet-lease-in aircraft from other authorised foreign operators or from Sultanate of Omani operators for the purpose of flights granted that it provides the agreement.

(e) Dry-Lease Agreements

A foreign operator that leases out aircraft under a dry-lease agreement does not fall within the scope of CAR 129.100 and does not need a CAR 129 authorisation. The requirement to hold a CAR 129 authorisation for aircraft used to fly to the Sultanate of Oman rests with the operator that has dry-leased-in the aircraft and is responsible for the operation and airworthiness under its AOC.

(f) Other Types of Operation

The following types of operations do not fall within the scope of CAR 129.100 and do not require a CAR 129 authorisation:

- (1) Operations conducted by foreign operator from the military, customs, police, search and rescue, firefighting,
- (2) General Aviation operations,
- (3) Flights arranged by means of diplomatic clearances,
- (4) Any other type of operations that do not fall under the definition of commercial air transport (e.g. ferry flights to a maintenance basis or delivery flights).

Note: Specialised operations (e.g. hoist, photographic, Calibration or surveillance operations) do not fall within the scope of CAR 129.100 and do not require a CAR 129 authorisation.

CAR 129.105 Means of compliance

- (a) AltMoC to the AMC adopted by the CAA may be used by a foreign country operator to establish compliance with this regulation.
- (b) When a foreign country operator subject to an authorisation wishes to use an AltMoC to the AMC adopted by the CAA to establish compliance with this regulation, it shall, prior to implementing it, notify the CAA with a full description of the AltMoC. The description shall include any revisions to manuals or procedures that may be relevant, as well as an assessment demonstrating that the Regulations are met. The foreign country operator may implement these AltMoC subject to prior approval by the CAA and upon receipt of the notification as prescribed in CAD 129.105, in Annex II.

AMC1 CAR 129.105(a) Means of compliance

In order to demonstrate that the regulations are met, a risk assessment should be completed and documented by the operator. The result of this risk assessment should demonstrate that an equivalent level of safety to that established by the AMC adopted by the CAA is accomplished.

GM1 CAR 129.105(a) Means of compliance

AltMoC cannot be used to establish compliance with ICAO standards. CAR 129.105(a) refers to alternatives to the AMC adopted by the CAA, which detail how compliance with CAR 129 may be established.

CAR 129.110 Mitigating measures

- (a) When the State of operator or the State of registry have notified differences to ICAO standards that have been identified by the CAA in accordance with ~~CAD~~ CAR129.200(d) in Annex II, the foreign country operator may propose mitigating measures to establish compliance with CAR 129.
- (b) The foreign country operator shall demonstrate to the CAA that these measures ensure an equivalent level of safety to that achieved by the standard to which differences have been notified.

GM1 CAR 129.110 Mitigating measures

Notified differences to ICAO Standards

- (a) In case of notified differences to ICAO standards, the CAA will rely on the ICAO EFOD database.
- (b) If the operator can demonstrate that it operates in compliance with the ICAO standard, despite a difference to ICAO standards notified by the State of Operator or the State of Registry, the operator is not required to propose mitigating measures to establish compliance with CAR 129.
- (c) Any exemption granted by the National Aviation Authority and effect the operation under CAR 129 Authorisation.

CAR 129.115 Access

- (a) The foreign country operator shall ensure that when its aircraft lands in Sultanate of Oman, any person authorised by the CAA will be permitted to board such aircraft, at any time, with or without prior notice to inspect the documents and manuals to be carried on board and to perform inspections, including Ramp Inspections to ensure compliance with CAR 129.
- (b) The foreign country operator shall ensure that any person authorised by the CAA is granted access to any of its facilities or documents related to its activities, including any subcontracted activities, to determine compliance with CAR 129.

SECTION II - Air Operations**CAR 129.200 General requirements**

- (a) No foreign country operator shall undertake a flight within the Omani FIR unless the State of the Operator and State of Registry are ICAO Contracting States or have entered into bilateral agreement with the sultanate of Oman; and it remains in compliance with the provisions/limitations.
- (b) The foreign country operator shall comply with:
 - (1) the applicable standards contained in the Annexes to the Convention on International Civil Aviation, in particular ICAO Annexes 1, 2, 6, 7, 8, 10, 18 and 19;
 - (2) Sultanate of Oman - Civil Aviation Law;
 - (3) The Bilateral agreement;
 - (4) Applicable Sultanate of Oman publications in particular but not limited to:
 - (i) This CAR or any other applicable CAR;
 - (ii) Sultanate of Oman Aviation Security Regulations;
 - (iii) The Sultanate of Oman AIP;
 - (iv) Safety Circulars; and
 - (v) Information Bulletins published by CAA.
 - (5) the mitigating measures accepted by the CAA in accordance with CAD 129.200(d);
 - (6) the relevant requirements of CAR 129; and

- (7) the applicable Sultanate of Oman rules of the air.
- (c) The foreign country operator shall ensure that an aircraft operated into, within or out of Sultanate of Oman is operated in accordance with:
- (1) its air operator certificate (AOC) and associated operations specifications (OPSPECS); and
 - (2) the authorisation issued in accordance with this Regulation and the scope and privileges defined in the specifications attached to it.
- (d) The foreign country operator shall ensure that an aircraft operated into, within or out of Sultanate of Oman has a Certificate of Registration (C of R) and Certificate of Airworthiness (C of A) validated by:
- (1) the State of registry; or
 - (2) the State of the operator, provided that the State of the operator and the State of registry have entered into an agreement under Article 83bis of the Convention on International Civil Aviation that transfers the responsibility for the issue of the (C of A).
- (e) The foreign country operator shall, upon request, provide the CAA with any information relevant for verifying compliance with CAR 129.
- (f) The foreign country operator shall notify the CAA of any non-compliance with (a).
- (g) Notwithstanding point (a), the CAA may authorise an Operator whose State of Registry or State of the Operator is not an ICAO Contracting State.
- (h) The foreign country operator shall be responsible for providing the CAA with any information, documents, or data required to show compliance with this regulation in particular the means to comply (statement of compliance) with CAR 129. The information, documents or data shall be written in English language or a language accepted by the CAA
- (i) Without prejudice to the Sultanate of Oman CAR 13, the foreign country operator shall without undue delay report to the Sultanate of Oman Transport Safety Bureau (OTSB) any accident and incident as defined in ICAO Annex 13 and in accordance with CAR 13.
- (j) An Operator shall report any accident or incident which has occurred within Oman FIR within 72 hours to the CAA occurrence reporting email: asr.submission@caa.gov.om

AMC1 CAR 129.200(b) General requirements

Difference between Operations Specifications and CAR 129 Authorisation

Whenever there is a difference between operations specifications associated to the Air Operator Certificate (AOC) and specification associated to the CAR 129 authorisation, the more limiting specification should apply.

GM1 CAR 129.200(b) General requirements

The scope and the privileges contained in the foreign operator authorisation include the list of aircraft that can be used under the foreign operator authorisation as well as any limitation to the foreign operator authorisation.

Special Authorisation

The operator may benefit from all approvals granted by its competent authority unless the CAA, Sultanate of Oman has imposed a limitation.

Those approvals may include, but are not limited to, the carriage of dangerous goods, low-visibility operations (LVO), reduced vertical separation minima (RVSM), extended diversion time operations (EDTO), AR navigation specifications for performance-based navigation (e.g. RNP-AR), and use of electronic flight bag (EFB).

GM1 CAR 129.200(c) General requirements

Certificate of Airworthiness

Certificate of Airworthiness means a (C of A) issued in accordance with ICAO Annex 8

AMC1 CAR 129.200(e) General requirements

(a) Mandatory Occurrence Reporting System (MORs)

The foreign country operator shall report to the OTSB and the CAA all accidents, incidents, and occurrences, involving aircraft used under its AOC, intended to be flown into, within or out of Sultanate of Oman. For more information, refer to CAA CAR 13 & CAD 01-02.

Occurrences which may represent a significant risk to aviation safety and which fall into the following categories and domains shall be reported by the operator that operates under CAR 129 Authorisation through mandatory occurrence reporting systems pursuant to the following:

- (1) Aircraft flight operations;
- (2) Aircraft technical, maintenance and repair;
- (3) Air navigation services and facilities; and
- (4) Aerodromes and ground services.

The initial report shall be sent to the CAA within 72 hours.

The Operator shall analyze the occurrences and share the analysis outcomes with the CAA.

The CAA may use information obtained from the analysis of occurrence reports to identify remedial action to be taken, if any, within the State Safety Programme.

(b) Voluntary Reporting System VRS:

The Operator should report the information on actual or potential safety deficiencies that may not be captured by the mandatory incident reporting system through the Voluntary Reporting System VRS.

Voluntary reporting system is established in order to facilitate collection of, from all aviation stakeholders. The system ensures that relevant data on safety is reported, collected, stored, protected and disseminated. The system is also designed to accept anonymous reports.

Mandatory Occurrence Reporting (MORs) and Voluntary Reporting Systems (VRS) are established to enhance Safety Culture and encourage sharing of safety information with all aviation stakeholders.

Further details, instructions and guidance can be found in CAR 100, CAD 01-02, on CAA Oman website.

CAR 129.205 Navigation, communication and surveillance equipment

When undertaking operations within the airspace above the Sultanate of Oman, the foreign country operator shall equip its aircraft and operate such navigation, communication and surveillance equipment as required in that airspace.

CAR 129.210 Documents, manuals and records to be carried

The foreign country operator shall ensure that all documents, manuals and records that are required to be carried on board are valid and up-to-date.

AMC1 CAR 129.210 Documents, manuals and records to be carried**General**

The documents, manuals and information may be available in a form other than on printed paper. Accessibility, usability and reliability should be assured.

GM1 CAR 129.210 Documents, manuals and records to be carried**General**

The foreign country operator is required to carry the CAR 129 authorisation on board its aircraft.

CAR 129.215 Production of documentation, manuals and records

Within a reasonable time of being requested to do so by a person authorised by the CAA, the pilot-in-command or his designated person, of an aircraft that has landed in Sultanate of Oman shall produce to that person the documentation, manuals and records required to be carried on board.

SECTION III - Authorisation of foreign country operators**CAR 129.300 Application for an authorisation**

- (a) Prior to engaging in CAT operations under CAR 129, the foreign country operator shall apply for and obtain an authorisation issued by the CAA.
- (b) An application for an authorisation shall be:
 - (1) submitted at least 90 days before the intended starting date of operation; and
 - (2) made in a form and manner established by the CAA.
- (c) Without prejudice to applicable bilateral agreements, the applicant shall provide the CAA with any information needed to assess whether the intended operation will be conducted in accordance with the applicable requirements of CAR 129.200(a). Such information shall include:
 - (1) the duly completed application;
 - (2) the official name, business name, address, and mailing address of the applicant;
 - (3) a copy of the applicant's AOC and associated OPSPECS, or equivalent document, that attests the

- capability of the holder to conduct the intended operations, issued by the State of the operator;
- (4) the applicant's current certificate of incorporation or business registration or similar document issued by the Registrar of Companies in the country of the principal place of business;
- (5) the proposed start date, type and geographic areas of operation.
- (d) When necessary, the CAA may request any other additional relevant documentation, manuals, or specific approvals issued or approved by the State of the operator or State of registry.
- (e) For those aircraft not registered in the State of the operator the Operator shall provide:
- (1) details of the lease agreement for each aircraft so operated; and
 - (2) if applicable, a copy of the agreement between the State of the operator and the State of registry pursuant to Article 83bis of the Convention on International Civil Aviation that covers the aircraft.

Note: The application and checklist are published at the CAA website and may also be requested by email at the address: ramp.inspection@caa.gov.om.

GM1 CAR 129.300(a) Application for an authorisation

Demonstration of intention to Operate

The intention to operate is sufficiently substantiated when an operator can demonstrate a credible intention to conduct commercial operations into within or out of Sultanate of Oman. The operator may substantiate its intention by submitting its planned schedule for CAT operations where this is possible or, by having aircraft available for intended flights in the case of unscheduled CAT operations, or Sultanate of Oman being a geographical part of the operations specifications, or a statement from senior management that operations to Sultanate of Oman are planned. However, other means of demonstrating a credible intention may be used.

GM1 CAR 129.300(b) Application for an authorisation

Submission of Application for an Authorisation

The application is considered to be submitted when the complete set of information required under CAR 129.300(c) has been received.

GM1 CAR 129.300(e)(1) Application for an authorisation

Lease-In of Aircraft not Registered in the State of the Operator

- (a) In the case of aircraft not registered in the State of the operator, the Operator should provide the following information on the lease agreement:
- (1) the aircraft type, registration markings and serial number;
 - (2) the name and address of the registered owner;
 - (3) a copy of the valid certificate of airworthiness;
 - (4) a copy of the lease agreement or description of the lease provisions, except financial arrangements;

- (5) duration of the lease; and
- (6) the State responsible for the oversight of the airworthiness certification, maintenance and inspection procedures that apply to the aircraft, throughout the lease.

GM1 CAR 129.300(e)(2) Application for an authorisation

Documents for Aircraft not Registered in the State of the Operator

Any agreement on the transfer of certain functions and duties between the State of Registry and the State of Operator that relieves the State of Registry of responsibility in respect of the functions and duties transferred, shall be made available to the CAA upon request.

CAR 129.305 Unplanned operational Non-scheduled Flights - One-Off notification

- (a) By way of derogation of CAR 129.300(a) a foreign country operator may perform air ambulance flights or a non-scheduled flight or a series of non-scheduled flights to overcome an unforeseen, immediate and urgent operational need without first obtaining an authorisation, provided that the operator:
 - (1) notifies the CAA prior to intended date of the first flight in a form and manner established by the CAA; and
 - (2) applies for an authorisation within 20 working days after the date of notification to the CAA pursuant to CAR 129.300.
- (b) The flight(s) specified in the notification prescribed in (a)(1) may be performed for a maximum period of six consecutive weeks after the date of notification or until the CAA has taken a decision on the application in accordance with CAR129.
- (c) A notification may be utilized only once every 24 months by an operator.

CAR 129.310 Privileges of an authorisation holder

The privileges of the operator shall:

- (a) be as listed in the State of the Operator's, specifications to the authorisation; and
- (b) not exceed the privileges granted by the State of the Operator.

The CAA may reflect any restrictions to the operations in the CAR 129 Authorisation

CAR 129.315 Changes

- (a) Any change, other than those agreed under CAD 129.210(c), affecting the terms of an authorisation or associated specifications shall require prior authorisation by the CAA.
- (b) The application for prior authorisation by the CAA shall be submitted by the foreign country operator at least 30 days before the date of implementation of the intended change. The foreign country operator shall provide the CAA with the information referred to in CAR 129.300, restricted to the extent of the change. After submission of an application for a change, the foreign country operator shall operate under the conditions prescribed by the CAA in accordance with CAD 129.225(b).

- (c) All changes not requiring prior authorisation, as agreed in accordance with CAD 129.210(c), shall be notified to the CAA before the change takes place.

GM1 CAR 129.315 Changes

Changes Requiring Prior Approval or amendment of the authorisation

Typical examples of changes that require a prior approval and affect the CAR 129 authorisation are listed below:

- (a) temporary or permanent cessation of operations for more than 6 months;
- (b) the name of the operator;
- (c) the operator's principal place of business;
- (d) the operator's scope of activities, e.g. extensions of privileges granted or restrictions imposed in the operations specifications to the AOC;
- (e) the number of the AOC or that equivalent documents;
- (f) cessation of a lease agreement;
- (g) enforcement measures imposed by a civil aviation authority or Regional Oversight Organisation, including limitations and suspension;
- (h) new type or registration of aircraft - different ICAO type designator - included in the fleet;
- (i) any takeover, merger, consolidation or other structural change to the operator's organisation that could result in a change to the conditions and approvals as defined in the AOC or equivalent document.
- (j) Any exemption granted by the National CAA and effect the operation under CAR 129 Authorisation.

CAR 129.320 Continued validity

- (a) The authorisation shall remain valid subject to:
 - (1) the foreign country operator remaining in compliance with the relevant requirements of CAR 129. The provisions related to the handling of findings, as specified under CAR 129.325, shall also be taken into account;
 - (2) the validity of the AOC or equivalent document issued by the State of the operator and the related operations specifications, if applicable;
 - (3) the CAA being granted access to the foreign country operator as specified in CAR 129.115;
 - (4) the authorisation not being surrendered, suspended or revoked;
 - (5) the foreign country operator having carried out at least one flight every 12 months, into, within or out of Sultanate of Oman.
- (b) Upon surrender or revocation, the authorisation shall be returned to the CAA.

AMC1 CAR 129.320 Continued validity

Re-submittance of Application

If an operator has not carried out a flight into within or out of Sultanate of Oman within the last 12 months, the operator should resubmit an application for a CAR 129 authorisation prior to recommencing operations to Sultanate of Oman.

CAR 129.325 Findings and corrective action

After receipt of a notification of findings pursuant to CAR 129.230 raised by the CAA, the foreign country operator shall:

- (a) identify the root cause of the non-compliance;
- (b) establish a corrective action plan to address the root cause of the non-compliance within an acceptable time frame and submit it to the CAA;
- (c) establish a prevent action to eliminate the Root Cause(s) of potential safety significant non-compliance and prevent recurrence the same within an acceptable time frame and submit it to the CAA;
- (d) demonstrate corrective action implementation to the satisfaction of the CAA within the period agreed with the CAA as defined in CAD 129.230(e)(1), and provide the evidence to the CAA

AMC1 CAR 129.325 Findings and corrective action

General

Operators should identify and review the root cause(s) of the non-compliances for each confirmed finding and should ensure that the corrective action(s) taken are adequate to correct the non-compliance and to prevent re- occurrence.

A corrective action plan lists the action(s) to eliminate or mitigate the root cause(s) and to prevent recurrence of an existing detected non-compliance or other undesirable condition or situation. Proper determination of the root cause is crucial for defining effective corrective actions to prevent reoccurrence.

CAR 129.330 Limitation, suspension and revocation of authorisations

- (a) Without prejudice to any additional enforcement measures, Oman CAA shall take action to limit or suspend the authorisation in case of:
 - (1) a level 1 finding, as applicable;
 - (2) verifiable evidence that the State of operator or State of registry, as applicable, is not capable to certify and oversee the operator and/or aircraft in accordance with the applicable ICAO standard;
- (a) All enforcements will be in accordance with CAR 12.

CAR 129.335 Transport of Dangerous Goods

Foreign operators who operate under CAR 129 Authorisation shall not transport Dangerous Goods by air unless:

- (a) it is approved by the State of the Operator;
- (b) it is not restricted on Transporting of Dangerous Goods in CAR 129 Authorisation based on CAR 129.325;
- (c) it complies with the Oman variations as updated and referenced in ICAO TI Doc 9284 Attachment 3.

CAR 129.340 Transport of Weapons and Ammunition as Cargo or Carried by Passengers and Crew

Foreign country operators who operate under CAR 129 Authorisation shall not transport weapons and ammunition by air unless:

- (a) it is approved for Transport of Dangerous Goods by the State of the Operator;
- (b) it is not restricted on Transporting of Weapons and Ammunition CAR 129 Authorisation based on CAR 129.325;
- (c) it complies with the Oman variations as updated referenced in ICAO TI Doc 9284 Attachment 3.

ANNEX II**CAD 129 - Authority Requirements regarding the Authorisation of Foreign Country Operators****SECTION I – General****CAD 129.100 Scope**

This Annex II ('CAD 129') establishes administrative requirements to be followed by the CAA specifically regarding:

- (a) the issuance, maintenance, change, limitation, suspension or revocation of authorisations of foreign country operators engaging in commercial air transport operations; and
- (b) the monitoring of these operators.

CAD 129.105 Alternative means of compliance

The CAA shall evaluate all alternative means of compliance proposed by foreign country operators in accordance with CAR 129.105(b) by analysing the documentation provided and, if considered necessary, conducting an inspection of the foreign country operator. When the CAA finds that the AltMoC are in accordance with CAR 129 it shall without undue delay notify the applicant that the AltMoC may be implemented and, if applicable, amend the authorisation of the applicant accordingly.

CAD 129.115 Record-keeping

- (a) The CAA shall establish a system of record-keeping providing for adequate storage, accessibility and reliable traceability of:
 - (1) foreign country operator authorisations issued or notifications received;
 - (2) authorisation processes and continuing monitoring of authorised foreign country operators;
 - (3) findings, agreed corrective actions and date of action closure;
 - (4) enforcement measures taken, including fines requested by the CAA in accordance with CAR 12.
 - (5) the use of exemptions in accordance with CAR 10.
- (b) All records shall be kept for a minimum period of 3 years or as required by relevant CARs.

SECTION II - Authorisation, monitoring and enforcement CAD**CAD 129.200 Initial evaluation procedure — General**

- (a) Upon receiving an application for an authorisation in accordance with CAR 129.300, the CAA shall assess the foreign country operator's compliance with applicable requirements in CAR 129.
- (b) The initial assessment shall be completed within 30 days after receipt of the application or 30 days before the intended starting date of operation, whichever is the later. When the initial assessment requires a further assessment or an audit, the assessment period shall be extended for the duration of the further assessment or the audit, as appropriate.

- (c) The initial assessment shall be based on:
 - (1) documentation and data provided by the foreign country operator;
 - (2) relevant information on the safety performance of the foreign country operator, including ramp inspection reports, recognised industry standards, accidents records and enforcement measures taken by a foreign country;
 - (3) relevant information on the oversight capabilities of the State of the operator or State of registry, as applicable, including the outcome of audits carried out under international conventions or State safety assessment programmes.
- (d) The CAA shall identify those ICAO standards for which it may accept mitigating measures in case the State of the operator or the State of registry has notified a difference to ICAO. The CAA shall accept the mitigating measure when it is satisfied that these measures ensure an equivalent level of safety to that achieved by the standard to which differences have been notified.
- (e) When the CAA cannot establish a sufficient level of confidence in the foreign country operator and/or the State of the operator during the initial assessment, it shall:
 - (1) refuse the application when the outcome of the assessment indicates that further assessment will not result in the issue of an authorisation; or
 - (2) conduct further assessments to the extent necessary to establish that the intended operation will be conducted in compliance with the applicable requirements of CAR 129.

CAD 129.210 Issue of an authorisation

- (a) The CAA shall issue the authorisation, as per the State of Operator's, Operations Specifications or any restrictions endorsed by the CAA, when:
 - (1) it is satisfied that the foreign country operator holds a valid AOC or equivalent document and associated operations specifications issued by the State of the operator;
 - (2) it is satisfied that the foreign country operator is authorised by the State of the operator to conduct operations into the sultanate of Oman;
 - (3) it is satisfied that the foreign country operator has established:
 - (i) compliance with the applicable requirements of CAR 129;
 - (ii) transparent, adequate and timely communication in response to a further assessment and/or an audit of the CAA, if applicable; and
 - (iii) a timely and successful corrective action submitted in response to identified non-compliance, if any.
 - (4) there is no evidence of major deficiencies in the ability of the State of the operator or the State of registry, as applicable, to certify and oversee the operator and/or aircraft in accordance with the applicable ICAO standards as per the official sources of information ICAO website;
- (b) The authorisation shall be issued for an unlimited duration unless it is or endorsed by any restriction stated by the CAA, the State of Operator or any others requirements;

The privileges and the scope of the activities that the foreign country operator is authorised to conduct shall be specified in in the authorisation.

CAD 129.215 Monitoring

- (a) The CAA shall assess continued compliance of foreign country operators if it has authorised with the applicable requirements of CAR 129;
- (b) The Ramp Inspection Program documented and implemented by the CAA is a monitoring tool for the assessment of the safety of the foreign operators;
- (c) This assessment shall:
 - (1) Consider safety relevant documentation and data provided by the foreign country operator;
 - (2) consider relevant information on the safety performance of the foreign country operator, including ramp inspection reports, recognised industry standards, accidents records and enforcement measures taken by a foreign country;
 - (3) Consider relevant information on the oversight capabilities of the State of the operator or State of registry, as applicable, including the outcome of audits carried out under international conventions or State safety assessment programmes;
 - (4) consider previous assessments or audits, if carried out; and
 - (5) provide the CAA with evidence needed in case further action is required, including the measures foreseen by CAD 129.235.
- (d) The scope of monitoring defined in (a) and (b) shall be determined on the basis of the results of past authorisation and/or monitoring activities.
- (e) Where, based on available information, the safety performance of the foreign country operator and/or the oversight capabilities of the State of the operator are suspected to have decreased below the applicable standards contained in the Annexes to the Convention on International Civil Aviation, the CAA shall conduct further assessments to the extent necessary to establish that the intended operation will be conducted in compliance with the applicable requirements of CAR 129.
- (f) The CAA shall collect and process any safety information deemed relevant for monitoring.

CAD 129.220 Monitoring programme

- (a) The CAA shall establish and maintain a monitoring programme covering the activities required by CAD 129.215.
- (b) The monitoring programme shall be developed considering the results of past authorisation and/or monitoring activities.
- (c) The CAA shall perform a review of foreign country operators at intervals not exceeding 36 months. The interval may be reduced if there is indication that the safety performance of the foreign operator and/ or the oversight capabilities of the State of the operator may have declined below the applicable standards contained in the Annexes to the Convention on International Civil Aviation. The

CAA may extend the interval to a maximum of 48 months if it has established that, during the previous monitoring period:

- (1) there is no indication that the overseeing authority of the State of the operator fails to perform effective oversight on operators under its oversight responsibility;
- (2) the foreign country operator has continuously and timely reported changes referred to in CAR 129.315;
- (3) no level 1 findings, referred to in CAD 129.230(b), have been issued; and
- (4) all corrective actions have been implemented within the time period accepted or extended by the CAA as defined in CAD 129.230(e)(1).

(d) The monitoring programme shall include records of the dates of monitoring activities.

CAD 129.225 Changes

- (a) Upon receiving an application for a change that requires prior authorisation, the CAA shall apply the relevant procedure as described in CAD 129.200, restricted to the extent of the change.
- (b) The CAA shall prescribe the conditions under which the foreign country operator may operate within the scope of its authorisation during the change, unless the CAA determines that the authorisation needs to be suspended.
- (c) For changes not requiring prior authorisation, the CAA shall assess the information provided in the notification sent by the foreign country operator in accordance with CAR 129.315 to verify compliance with the applicable requirements. In case of any non-compliance, the CAA shall:
 - (1) notify the foreign country operator about the non-compliance and request a revised proposal to achieve compliance; and
 - (2) in case of level 1 or level 2 findings, act in accordance with CAD 129.230 and CAD 129.235, as appropriate.

CAD 129.230 Findings and corrective actions

- (a) A level 1 finding shall be issued by the CAA when any significant non-compliance is detected with the applicable requirements of this regulation, or with the terms of the authorisation that lowers safety or seriously affects or is hazardous to flight safety. The level 1 findings shall include, but are not limited to:
 - (1) failure to give the CAA access to the foreign country operator's aircraft and facilities as defined in CAR 129.115(b) during normal operating hours and after a written request;
 - (2) implementing changes requiring prior authorisation without having received an authorisation as defined in CAD 129.210;
 - (3) obtaining or maintaining the validity of the authorisation by falsification of documentary evidence;
 - (4) evidence of malpractice or fraudulent use of the authorisation.
- (b) A level 2 finding shall be issued by the CAA when any non-compliance is detected with the applicable

requirements of this regulation, or with the terms of the authorisation which could lower safety or hazard flight safety.

(c) In the case of level 2 finding, the CAA shall:

(1) grant the foreign country operator a corrective action implementation period appropriate to the nature of the finding. At the end of the period, and subject to the nature of the finding, the CAA may extend the period subject to a second satisfactory corrective action plan agreed by the CAA; and

(2) assess the corrective action and implementation plan proposed by the foreign country operator. If the assessment concludes that it contains root cause(s) analysis and course(s) of action to effectively eliminate or mitigate the root cause(s) to prevent recurrence of the non-compliance(s), the corrective action and implementation plan shall be accepted. Where a foreign country operator fails to submit an acceptable corrective action plan referred to in CAD 129.230(d)(1), or to perform the corrective action within the time period accepted or extended by the CAA, the deficiency shall be raised to a level 1 finding and action taken as laid down in CAD 129.235(a).

(d) When a finding is detected during monitoring, the CAA shall communicate the finding to the foreign country operator in writing and request corrective action to eliminate or mitigate the root cause in order to prevent recurrence of the non-compliance(s) identified.

(e) The CAA shall record and notify the State of the operator or the State of registry, as applicable, of all findings it has raised.

CAD 129.235 Limitation, suspension and revocation of authorisations

(a) Without prejudice to any additional enforcement measures, the CAA shall take action to limit or suspend the authorisation in case of a level 1 finding, as applicable;

(b) Verifiable evidence that the State of operator or State of registry, as applicable, is not capable to certify and oversee the operator and/or aircraft in accordance with the applicable ICAO standard. An authorisation shall be suspended by CAA.

(c) The limitation or suspension shall be lifted when the CAA is satisfied that successful corrective action has been taken by the foreign country operator and/or the State of the operator.

(d) In considering the lifting of a suspension the CAA shall conduct an audit of the foreign country operator when the conditions in CAD 129.205(c) are met. In case the suspension is due to major deficiencies in the oversight of the applicant by the State of the operator or State of registry, as applicable, the audit may include an assessment with the aim to verify if these oversight deficiencies have been corrected.

(e) The authorisation shall be revoked as determined by CAA.

Appendix 1 – Authorisation Form

Types of Operation: Commercial Air Transport	
Authorisation (1)	Operator Name:
	DBA Trading name (2)
	State of the Operator (3)
	AOC or equivalent document number and validity (if applicable) OPS Specification <i>Note: Authorised registration marks are recorded by CAA.</i>
This authorisation confirms that _____ (4) has complied with the requirements of CAR 129 and is entitled to perform commercial air transport operations within Oman FIR and the territory of the Sultanate of Oman in accordance with the conditions defined in the operations specifications in their latest version	
This authorisation is valid whilst the authorised operator remains in compliance with CAR 129.	
Subject to compliance with the foregoing condition this authorisation will remain valid unless the authorisation or the air operator certificate issued by the state of the operator has been surrendered, suspended or revoked.	
Date of issue (5)	Name (6)
	Title (7) Director Flight Safety
Authorisation changes records (8)	Signature (9)
(1) Authorisation reference as issued by the Oman CAA; (2) Operator trading name, if different, insert 'DBA' (doing business as) before the trading name. (3) Insert the name of the State of the operator; (4) Operators registered name; (5) Issue date of the authorisation (DD-MM-YYYY); (6) Name and signature of CAA representative; (7) Title of CAA representative; (8) Record of the changes of the authorisation; (9) Director or authorised person to sign the authorisation.	
Send completed "Authorisation" to CAA Oman email: ramp.inspection@caa.gov.om . This authorisation shall be carried on board of the aircraft.	