هيئة الطيران المدني
CIVIL AVIATION AUTHORITY

CAR-21
Civil Aviation Regulation

Airworthiness and Environmental Certification of Aircraft, the Acceptability of Related Products, Parts and Appliances, Aircraft Components and Materials.

Effective: 1st January 2027

Approved by: HE Eng. Naif Ali Hamed Al Abri

(President of CAA)

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Corrigendum of Amendments

Rev.	Effective Date	Description
Rev. 00	31 Oct. 2018	(*New Regulation*) This is a new CAR issued on airworthiness and environmental certification of aircraft, and the acceptability of related products, Parts and appliances, as well as aircraft components and materials.
Rev. 01	01 Nov. 2023	(*All pages reviewed)* 1- To rectify the detected ambiguities with ICAO Annex 8 2- To comply with the latest amendments to ICAO Annex 16 ✓ Vol. I (up to Amendment 14), ✓ Vol. II (up to amendment 11) and ✓ Vol. III (up to amendment 2) 3- To be harmonized by other CAA regulation 4- Update CAA forms 5- Editorial Changes
Rev. 02	01 Jan. 2027	1- To comply with the latest amendments to ICAO Annex 16 ✓ Vol. I (up to Amendment 15), ✓ Vol. II (up to amendment 12) and ✓ Vol. III (up to amendment 3) 2- Editorial changes and error corrections.

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Glossary of Terms or Abbreviations

The following terms or acronyms may be used in any manual or document published by CAA. Reproduction in part or whole is allowed without prior approval. The Document Control Office reserves the rights to include such a listing in any CAA manual or document prior to publishing.

ACAS	Airborne Collision Avoidance System
ACC	Area Control Centre
ACCID	Accident
ADREP	Accident/Incident Reporting System
AFIS	Aerodrome Flight Information Service
AFTN	Aeronautical Fixed Telecommunication Network
AIC	Aeronautical Information Circular
AIP	Aeronautical Information Publication
AIS	Aeronautical Information Service
A/C	Aircraft
AMSL	Above Mean Sea Level
AOC	Air Operator Certificate
APP	Approach Control Office
ARO	Air Traffic Services Reporting Office
ATC	Air Traffic Control
ATS	Air Traffic Service
CAR	Civil Aviation Regulation
CFMU	Central Flow Management Unit
COM	Communications/Equipment
FIC	Flight Information Centre
FIS	Flight Information Service
GM	Guidance Material
IATA	International Air Transport Association
ICAO	International Civil Aviation Organisation
IIC	Investigator in Charge
INCID	Serious Incident
ISA	International standard atmosphere
Minister	Minister of Transport and Communications
NOTAM	Notice to Airmen
NPA	Notice of Proposed Amendment
OTSB	Oman Transport Safety Bureau
PL	Policy Lead
RCC	Rescue Co-ordination Centre of the Sultanate
RNAV	Area Navigation
SAR	Search and Rescue
SIGMET	Significant Meteorological Report
SRA	Surveillance Radar Approach
SSR	Secondary Surveillance Radar
TCAS	Traffic Alert and Collision Avoidance System
TL	Technical Lead
UTC	Universal Time Coordinated
VHF	Very High Frequency
WX	Weather
AVG	Average
CG	Centre of gravity

CO_2	Carbon dioxide
g0	Standard acceleration due to gravity at sea level and a geodetic latitude of 45.5 degrees, 9.80665 (m/s2)
Hz	Hertz (cycle per second)
MTOM	Maximum take-off mass (kg)
OML	Outer mould line
RGF	Reference geometric factor
RSS	Root sum of squares
SAR	Specific air range (km/kg)
TAS	True airspeed (km/h)
Wf	Total aeroplane fuel flow (kg/h)
JAA	Joint Aviation Authorities
JAR	Joint Aviation Requirements
EASA	The European Aviation Safety Agency established by the European Council;
FAR	The US Federal Aviation Regulation;
FAA	Federal Aviation Administration
PMA	Part Manufacturer Approval
EPA	European Part Approval
ETSO	European Technical Service Order
TSO	Technical Service Order

FOREWORD

a) The CAR-21 has been issued by the Civil Aviation Authority of Oman (CAA) under the provisions of the Civil Aviation Law of the Sultanate of Oman.

b) The CAR-21 contains requirements for Airworthiness and Environmental Certification of Aircraft, the Acceptability of Related Products, Parts and Appliances, Aircraft Components and Materials in accordance with relevant standards and recommended practices (SARPs) of ICAO Annexes 8 and 16 Volumes I, II and III and its amendments.

c) CAA has established a designated Safety Regulations Department (SRD) to control the rulemaking process. Civil Aviation Industry of the Sultanate may contact this department in case of having any query on the CAA regulations or to submit their feedbacks, with the objective of improving CAA Regulations. Note: Please find more information on rulemaking process as described within CAR-11.

d) The editing practices used in this document are as follows:

(1) 'Shall' is used to indicate a mandatory requirement and may appear in CARs.
(2) 'Should' is used to indicate a recommendation
(3) 'May' is used to indicate discretion by the Authority, or the industry as appropriate.
(4) 'Will' indicates a mandatory requirement and is used to advise of action incumbent on the Authority.

Note: The use of the male gender implies the female gender and vice versa.

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COVER REGULATION

The Civil Aviation Authority, based on:

(a) Civil Aviation Law (Royal Decree 76/2019), and in particular Article 7(c), empowering CAA to issue Civil Aviation Regulations;

(b) Civil Aviation Regulation Rulemaking Procedures (CAR-11); and

(c) For Airworthiness and Environmental Certification of Aircraft, the Acceptability of Related Products, Parts and Appliances, Aircraft Components and Materials, the CAA has promulgated this regulation:

Article 1: Subject matter and Scope

This Regulation lays down, in accordance with Article 7(c) of the Civil Aviation Law, technical requirements and administrative procedures contained in this Regulation governing the airworthiness and environmental certification of products, parts and appliances specifying:

(a) The acceptability of type-certificates, supplemental type-certificates and changes to those certificates;

(b) The issue of certificates of airworthiness, permits to fly, export certificates of airworthiness and authorized release certificates;

(c) The determination of compliance with environmental protection requirements;

(d) The issue of noise certificates;

(e) The acceptability of repair approvals;

(f) The acceptability of aircraft components and materials;

(g) The mandatory requirements of airworthiness directives

Article 2: Definition

Notwithstanding of CAR-1 publication for the purpose of incorporation of all definitions, the following definitions shall apply for the purpose of this regulation:

(a) **Article** means any part and appliance to be used on civil aircraft;

(b) **Certification** means process to be followed by the CAA in order to issue or renew a certificate, permission, authorisation or approval.

(c) **Product** means an aircraft, aircraft engine, or propeller.

(d) **Operational Suitability Data (OSD)** means data, which are part of an aircraft type certificate, restricted type-certificate or supplemental type-certificate, consisting of all of the following:

(1) the minimum syllabus of pilot type rating training, including determination of type rating;

(2) the definition of scope of the aircraft validation source data to support the objective qualification of simulators or the provisional data to support their interim qualification;

(3) the minimum syllabus of maintenance certifying staff type rating training, including determination of type rating;

(4) determination of type or variant for cabin crew and type specific data for cabin crew;

(5) the master minimum equipment list.

(e) **Equivalent procedure** means an equivalent procedure is a test or analysis procedure which, while differing from the one specified in Annex 16, Volume II, in the technical judgement of the state of design, yields effectively the same emissions levels as the specified procedure.

Article 3: Aircraft certification and acceptability of related products, parts and appliances

(a) Aircraft which are registered or intended to be registered in the Sultanate of Oman shall be issued with certificates in accordance with CAR-21;

(b) Products, parts and appliances installed or to be installed on aircraft under paragraph (a) shall be accepted in accordance with CAR-21.

(c) With regard to a product that has a type-certificate issued by the Competent Authority of the State of Design, the following provisions shall apply:

(1) Such a product shall be deemed to have a type-certificate accepted in accordance with this Regulation when:

(i) Its type-certification basis as defined in the type-certificate data sheet of the State of Design meets the applicable technical requirements of Subpart B to this regulation.

(ii) The environmental protection requirements are those laid down in Annex 16 to the Chicago Convention, as applicable to the product;

(iii) The applicable airworthiness directives are those of the State of Design.

(2) The design of an individual aircraft, which is on the register of Sultanate of Oman, shall be deemed to have been approved in accordance with this Regulation when:

(i) its basic type design is part of a type-certificate referred to in paragraph (1);

(ii) all changes to this basic type design, which are not under the responsibility of the type-certificate holder, have been approved by the Competent Authority of the State of Design; and

(iii) the airworthiness directives issued by the Competent Authority of the State of Design or issued by the Competent Authority of the State of Design of Modification are complied with, including any variations to the airworthiness directives of the Competent Authority of State of Design or by the Competent Authority of the State of Design of Modification made mandatory by the Authority.

(d) With regard to supplemental type-certificates and major type design changes embodied before the initial entry into force of this regulation (i.e. 31 October 2018) to products under paragraph (a) and (b); such supplemental type certificates and major changes shall be deemed accepted in accordance with this regulation.

(e) With regard to major repair design carried out before the initial entry into force of this regulation (i.e. 31 October 2018) to a product under paragraph (a) and (b); such major repair design shall be deemed accepted in accordance with this regulation.

(f) With regard to minor changes to type design and minor repair design carried out before the initial entry into force of this regulation (i.e. 31 October 2018) to a product under paragraph (a) and (b); such minor changes to type design and minor repair design shall be deemed approved and accepted, respectively, in accordance with this regulation.

(g) With regard to parts and appliances for which an approval or authorisation process has been or is being carried out by the Competent Authority of the State of Design before the initial entry into force of this regulation (i.e. 31 October 2018); such approval or authorisation shall be deemed accepted under this regulation.

(h) A certificate of airworthiness issued by the Authority attesting conformity with a type-certificate acceptable under paragraph (c) shall be deemed to comply with this regulation.

Article 4 Access and fees

(a) The organization shall grant access to CAA responsible inspector all required facilities, documents to ensure the organisation capability or compliance with this regulation.
(b) The organisation or applicant shall pay all fees, charges and costs prescribed by the CAA in connection with any Audit or Inspection conducted to verify the capability, compliance and completeness of the relevant work.

Article 5: Oversight Capabilities

(a) The CAA shall be the authority with the necessary powers and responsibilities for the certification, and oversight of persons or organisations subject to this regulation.
(b) The CAA shall ensure that its personnel do not perform oversight activities when there is evidence that this could result directly or indirectly in a conflict of interest, in particular when relating to family or financial interest.
(c) Personnel authorised by the CAA to carry out certification and/or oversight tasks empowers to perform, at least, the following tasks:
    (1) enter into relevant premises with aim of inspection to ensure compliance with this regulation;
    (2) examine the records, data, procedures, and any other material relevant to the execution of the certification and/or oversight task;
    (3) take copies of, or extracts from such records, data, procedures, and other material;
    (4) ask for an oral explanation on site;
    (5) take or initiate enforcement measures as appropriate.

Article 6 exemption

(1) Waiver or exemption may be issued by the Authority to any technical requirements contained in this Regulation under this Article, providing that, such a waiver or exemption shall only be applicable to that particular technical requirement. When such waiver or exemption is granted, it shall be deemed to have been issued under the Civil Aviation Law and in accordance with the established rule and ensuing procedures.

(2) For the purpose of this Article, no waiver or exemption shall be granted to any provisions pertaining to offences, violations or acts committed against any mandatory provisions of the Civil Aviation Law and from those that prescribed enforcements and penalties.

(3) No waiver or exemption shall be granted to any provision or requirements of this regulation that may invalidate any international treaties or bilateral agreements entered into by the Sultanate of Oman.

Article 7: Repeals

The below regulation shall be repealed from the time this regulation enters into force:

— CAN 3-28

— Any other requirements in the current Regulations that are contrary to this regulation

Article 8: Transition time

(a) This Regulation shall enter into force on 1st November 2023.

(b) This Regulation shall be binding in its entirety and directly applicable in all related parties.

SUBPART A — General

21.001 General provision

For the purpose of this regulation:

(a) The requirements for the issue of airworthiness certificates, Noise Certificate, permit to fly, acceptability of related aeronautical products, parts and appliances, and environmental compliance on aircraft registered in the Sultanate of Oman are contained in this regulation. Where applicable, organisation or applicant shall comply with relevant requirement, as appropriate;
(b) The administrative procedures shall be followed by the CAA in respect of the provisions of this regulation.

CAR 21.002 Falsification of Applications, Reports, or Records

(a) No person shall make or cause to be made
    (1) Any fraudulent or intentionally false statement on any application for a certificate, approval or authorization under this regulation;
    (2) Any fraudulent or intentionally false entry in any record or report that is required to be kept, made, or used to show compliance with any requirement for the issuance or exercise of the privileges of any certificate or approval issued under this regulation;
    (3) Any reproduction for a fraudulent purpose of any certificate or approval issued under this regulation;
    (4) Any alteration of any certificate or approval issued under this regulation;
(b) The commission by any person of an act prohibited under paragraph (a) of this regulation is a basis for suspending or revoking any certificate or approval issued under this regulation and held by the holder.

CAR 21.003 Occurrence Reporting

(a) Any person or organisation responsible under CAR M.A.201, shall report to the CAA, the Competent Authority of the State of Design, the organisation responsible for the type design or supplemental type design and, if applicable, the State of operator, any identified condition of an aircraft or component that hazards seriously the flight safety that may include the following:
    (1) Fires caused by a system failure, malfunction, or defect.
    (2) An engine exhaust system failure, malfunction, or defect which causes damage to the engine, adjacent aircraft structure, equipment, or components.
    (3) The accumulation or circulation of toxic or noxious gases in the crew compartment or passenger cabin.
    (4) A malfunction, failure, or defect of a propeller control system.
    (5) A propeller or rotorcraft hub or blade structural failure.
    (6) Flammable fluid leakage in areas where an ignition source normally exists.
    (7) A brake system failure caused by structural or material failure during operation.
    (8) A significant aircraft primary structural defect or failure caused by any autogenous condition (fatigue, under strength, corrosion, etc.).
    (9) Any abnormal vibration or buffeting caused a structural or system malfunction, defect, or failure.
    (10) An engine failure.
    (11) Any structural or flight control system malfunction, defect, or failure which causes an interference with normal control of the aircraft for which derogates the flying qualities.
    (12) A complete loss of more than one electrical power generating system or hydraulic power system in a given operation of the aircraft.
    (13) A failure or malfunction of more than one attitude, airspeed, or altitude instrument during a given operation of the aircraft.

(b) Whenever the above information relates to an engine or propeller, this shall be transmitted to both the organisation responsible for engine or propeller type design and the organisation responsible for aircraft type design, where a continuing airworthiness safety issue is associated with a modification or repair, the above information shall be transmitted to the individual or organization responsible for the design of the modification or repair.
(c) Reports shall be transmitted in CAA Form CA 015 and contain all pertinent information about the condition known to the person or organisation. The amount of information in the report shall be commensurate with the severity of the occurrence.
(d) Where the person or organisation maintaining the aircraft is contracted by an owner or an operator to carry out maintenance, the person or the organisation maintaining the aircraft shall also report to the owner, the operator or the continuing airworthiness management organisation any such condition affecting the owner's or the operator's aircraft or component.
(e) Reports shall be made as soon as practicable, but in any case, within 72 hours of the person or organisation identifying the condition to which the report relates.

CAR 21.004 Airworthiness Directives

(a) An airworthiness directive means a document issued by the Competent Authority of the State of Design or issued by the Competent Authority of the State of Design of Modification which mandates actions to be performed on an aircraft to restore an acceptable level of safety, when evidence shows that the safety level of this aircraft may otherwise be compromised.
(b) The CAA does not issue an airworthiness directive under certain circumstances. An airworthiness directive is deemed mandatory under this regulation if:
    (1) It is issued by the Competent Authority of the State of Design or issued by the Competent Authority of the State of Design of Modification; and
    (2) It affects an aircraft being applied for an issue of an airworthiness certificate or which had been issued with an airworthiness certificate under this regulation; or if it affects an engine, propeller, Part or appliance installed on this aircraft.
(c) Any person or organisation responsible under CAR M.A.201 shall comply with the requirements of an airworthiness directive deemed mandatory under this regulation, and shall keep and maintain record of such compliance containing at least the following information:
    (1) The reference number of the airworthiness directive;
    (2) The description of the unsafe condition identified in the airworthiness directive; The affected aircraft;
    (3) The compliance action(s)accomplished in the affected aircraft; and
    (4) The time and date the required action(s) was accomplished in the affected aircraft.

CAR 21.006 Airplane or Rotorcraft Manual

(a) Each airplane or rotorcraft being applied for issue of an airworthiness certificate shall have an Airplane or Rotorcraft Flight Manual or Pilot's Operating Handbook currently approved by the Competent Authority of the State of Design or where applicable, Competent Authority of State of Design of Modification of the airplane or rotorcraft.
(b) The Airplane or Rotorcraft Flight Manual required by paragraph (a) of this regulation must contain the following information:
    (1) The operating limitations and information required including elements of the aeroplane cargo compartment(s) fire protection system to be furnished in an aeroplane or Rotorcraft Flight Manual or in manual material, markings, and placards, by the applicable regulations under which the airplane or rotorcraft was type certificated.
    (2) The maximum ambient atmospheric temperature for which engine cooling was demonstrated must be stated in the performance information section of the Flight Manual, if the applicable regulations under which the aircraft was type certificate do not

require ambient temperature on the engine cooling operating limitation in the Flight Manual.

(c) The Pilot's Operating Handbook required by paragraph (a) of this regulation must contain adequate information to satisfy the applicable performance operating rules.

(d) The Airplane or Rotorcraft Flight Manual or Pilot's Operating Handbook required by paragraph (a) of this regulation, including all relevant supplements thereto which have been approved by the Competent Authority of the State of Design or where applicable, Competent Authority of State of Design of Modification for use on that aircraft, will be accepted by the CAA without investigation, if it complies with the requirements of paragraph (b) or (c), as applicable.

(e) A copy of the Airplane or Rotorcraft Flight Manual or Pilots Operating Handbook, as appropriate shall be submitted in advance to the CAA, for acceptance prior to issue of an airworthiness certificate.

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SUBPART B — ACCEPTABILITY OF AIRCRAFT TYPE-CERTIFICATES

CAR 21.009 Scope

This Subpart establishes the requirements for accepting type certificates, requisite for aircraft registration and issue of an airworthiness certificate.

CAR 21.010 Eligibility

(a) A type certificate issued by the Competent Authority of the State of Design constitutes a statement that the design of the type to which the certificate refers and of the variants specified on the data sheet has been approved to the airworthiness standard of the State of Design.

(b) The CAA does not issue its own type certificate and type certificated data sheet. The issue of a certificate of airworthiness to an aircraft in accordance with Subpart H constitutes the acceptance of the type certificate including aircraft, aircraft engine and propeller, as appropriate. A type certificate is acceptable if it complies with the requirements under this Subpart.

(c) When a product type certificate is accepted in accordance with this regulation:

(1) All aircraft of a similar type would qualify for the issue of an airworthiness certificate, providing that, the condition of the aircraft meets the requirements of Subpart R section II.

(2) All aircraft engine and propeller of a similar type would qualify to be installed on accepted aircraft type providing that, the condition of the product meets the requirements of Subpart R section II.

CAR 21.011 Application

(a) Except as provided in CAR-21.010(c), a copy of the product type certificate and the associated type certificate data sheet and where applicable, operational suitability data or equivalent document shall be submitted to the CAA, for acceptance. The type certificate holder shall submit application in a form and manner established by the CAA.

(b) A type certificate acceptable under this Subpart shall have been issued by the Competent Authority of the State of Design containing the following information:

(1) The type certificate number.
(2) The designation of the type.
(3) The type certificate holder.
(4) A statement that confirmed the certification basis of the type concerned to an airworthiness standard required in CAR-21.012.
(5) A reference to the associated type certificate data sheet.

(c) The type certificate data sheet associated with the type certificate shall give the basis of certification and the designation of each approved variant, and shall define the Special Conditions, if any, established by the Competent Authority of the State of Design to the latest issue.

(d) Any aircraft being applied for aircraft registration shall conform to the type certificate data sheet or equivalent document associated with the type certificate acceptable under this Subpart.

CAR 21.012 Airworthiness Standards

(a) A type certificate is acceptable to the CAA if it is issued by the Competent Authority of the State of Design and compliance with the applicable standards of Part III, IV, V, VI and VII of ICAO Annex 8 to the Chicago Convention has been demonstrated; or if it is issued based on the certification basis specifying the airworthiness codes, as applicable, acceptable to the CAA as prescribed in (b), (c) and (d) below.

(b) Joint Aviation Requirements

JAR-22	Sailplanes and Powered Sailplanes
JAR-23	Normal, Utility, Acrobatic and Commuter Aeroplanes
JAR-25	Large Aeroplanes
JAR-26	Additional Airworthiness Requirements for Operations
JAR-27	Small Rotorcraft
JAR-29	Large Rotorcraft
JAR-34	Aircraft Engine Emission and Fuel Venting
JAR-36	Aircraft Noise
JAR-VLR	Very Light Rotorcraft
JAR-VLA	Very Light Aeroplanes
JAR-E	Engines
JAR-P	Propellers
JAR-APU	Auxiliary Power Units
JAR-TSO	Technical Standard Orders
JAR-AWO	All Weather Operations

EASA Certification Specification (CS)

AMC-20	General Acceptable Means of Compliance for Airworthiness of Products, Parts and Appliances
CS-22	Sailplanes and Powered Sailplanes
CS-23	Normal, Utility, Aerobatic and Commuter Aeroplanes
CS-25	Large Aeroplanes
CS-26	Additional airworthiness specifications for operations
CS-27	Small Rotorcraft
CS-29	Large Rotorcraft
CS-31GB	Gas Balloons
CS-31HB	Hot Air Balloons
CS-31TGB	Tethered Gas Balloons
CS-34	Aircraft Engine Emissions and Fuel Venting
CS-36	Aircraft Noise
CS-APU	Auxiliary Power Units
CS-AWO	All Weather Operations
CS-Definitions	Definitions and Abbreviations
CS-E	Engines
CS-ETSO	European Technical Standard Orders
CS-LSA	Light Sport Aeroplanes
CS-P	Propellers
CS-SIMD	Simulator Data
CS-STAN	Standard Changes and Standard Repairs
CS-VLA	Very Light Aeroplanes
CS-VLR	Very Light Rotorcraft
CS-MMEL	Master Minimum Equipment List
CS-GEN-MMEL	Generic Master Minimum Equipment List
CS-CCD	Cabin Crew Data
CS-FCD	Flight Crew Data
CS-CO2	Aeroplane CO2 Emission
CS-MCSD	Maintenance Certifying Staff Data

(c) The US Federal Aviation Regulations

FAR-23	Airworthiness Standards: Normal, Utility, Aerobatic, and Commuter Category Airplanes
FAR-25	Airworthiness Standards: Transport Category Airplanes
FAR-27	Airworthiness Standards: Normal Category Rotorcraft
FAR-29	Airworthiness Standards: Transport Category Rotorcraft
FAR-31	Airworthiness Standards: Manned Free Balloons
FAR-33	Airworthiness Standards: Aircraft Engines
FAR-34	Fuel Venting and Exhaust Emission Requirements for Turbine Engine Powered Airplanes
FAR-35	Airworthiness Standards: Propellers
FAR-36	Noise Standards: Aircraft Type and Airworthiness Certification

(d) Transport Canada, Canadian Aviation Regulations

516	Aircraft Emissions
522	Gliders and Powered Gliders
523	VLA - Very Light Aeroplanes
523	Normal, Utility, Aerobatic and Commuter Category Aeroplanes
525	Transport Category Aeroplanes
527	Normal Category Rotorcraft
529	Transport Category Rotorcraft
531	Manned Free Balloons
533	Aircraft Engines
535	Propellers
541	Airships

CAR 2.013 Special Conditions

(a) Special conditions are detailed technical specifications prescribed by the Competent Authority of the State of Design for a product, if the related airworthiness code does not contain adequate or appropriate safety standards for the product, because:
   (1) The product has novel or unusual design features relative to the design practices on which the applicable airworthiness code is based; or
   (2) The intended use of the product is unconventional; or
   (3) Experience from other similar products in service or products having similar design features, has shown that unsafe conditions may develop.

(b) The special conditions contain such safety standards as the Competent Authority of the State of Design finds necessary to establish a level of safety equivalent to that established in the applicable airworthiness code.

(c) Any special conditions prescribed by the Competent Authority of the State of Design shall have been complied at the time of the issue of the type certificate.

CAR 21.014 Type-Certification Basis

The type-certification basis of an acceptable type-certificate shall consist of:

(a) The applicable airworthiness code described in CAR-21.012 that is effective on the date of issue of the type-certificate or later effective amendments elected by the holder and approved by the Competent Authority of the State of Design; and

(b) Any special condition prescribed in CAR-21.13.

CAR 21.015 Applicable Environmental Protection Requirements and Certification Specifications

(a) The applicable noise requirements of an acceptable aircraft type-certificate shall be those that are prescribed according to the provisions of Chapter 1 of Annex 16, Volume I, Part I and Part II to the Chicago Convention:
   (1) for subsonic jet aeroplanes, in Volume I, Part II, Chapters 2, 3, 4, 14 and 16, as applicable;
   (2) for propeller-driven aeroplanes, in Volume I, Part II, Chapters 3, 4, 5, 6, 10,14 and 16, as applicable;
   (3) for helicopters, in Volume I, Part II, Chapters 8 and 11, as applicable; and
   (4) for supersonic aeroplanes, in Volume I, Part II, Chapter 12 and 15, as applicable;
   (5) for propeller-driven STOL aeroplanes, in Volume I, Part II, Chapter 7, as applicable; and
   (6) for tilt-rotors, in Volume I, Part II, Chapter 13, as applicable.

(b) The applicable emission requirements for an acceptable aircraft and engine type-certificates shall be those that are prescribed in Annex 16 Volume II to the Chicago Convention:
   (1) for prevention of intentional fuel venting, in Volume II, Part II, Chapter 2;
   (2) for emissions of turbo-jet and turbofan engines intended for propulsion only at subsonic speeds, in Volume II, Part III, Chapter 2; and
   (3) for emissions of turbo-jet and turbofan engines intended for propulsion only at supersonic speeds, in Volume II, Part III, Chapter 3.

(c) The applicable CO2 emission requirements for an acceptable aircraft type certificates shall be of those that are prescribed in Annex 16 Volume III to the Chicago Convention.
   (1) for subsonic jet aeroplanes over 5,700 kg and propeller-driven aeroplane over 8,618 kg, in Volume III, Part II, Chapter 2 and 3 as applicable;

(d) An acceptable aircraft type-certificate shall have been issued in accordance with the airworthiness codes or certification specifications that provided acceptable means to demonstrate compliance with the noise, engine emission and aeroplane CO2 emission requirements laid down in paragraphs(a), (b)and (c) respectively.

CAR 21.016 Changes Requiring a New Type-Certificate

Any change in design, power, thrust, or mass which is extensive as determined by the Competent Authority of the State of Design that a substantially complete investigation of compliance with the applicable type-certification is required shall not be deemed approved under this regulation. Such change requires an issue of new type-certificate by the Competent Authority of the State of Design, before it can be accepted in accordance with this Subpart.

CAR 21.017 Type Design

The type design of an acceptable type-certificate may consist of:

(a) The drawings and specifications, and a listing of those drawings and specifications, necessary to define the configuration and the design features of the product shown to comply with the applicable type-certification basis and environmental protection requirements;

(b) Information on materials and processes and on methods of manufacture and assembly of the product necessary to ensure the conformity of the product;

(c) An approved airworthiness limitations section of the instructions for continued airworthiness as defined by the applicable airworthiness code; and

(d) Any other data necessary to allow by comparison, the determination of the airworthiness, the characteristics of noise, fuel venting, and exhaust emissions (where applicable) of later products of the same type.

CAR 21.018 Type Certificate

The acceptance of a type-certificate under this Subpart includes the type design, the operating limitations, the type-certificate data sheet for airworthiness and emissions, the applicable type-certification basis and environmental protection requirements that the Competent Authority of the State of Design has record of compliance, operational suitability data, where applicable, and any other conditions or limitations prescribed for the product in the applicable certification specifications and environmental protection requirements. The acceptance of an aircraft type-certificate, in addition, includes the type-certificate data sheet for noise. The acceptance of the associated engine type-certificate data sheet, in addition, includes the record of emission compliance.

CAR 21.019 Instructions for Continued Airworthiness

(a) Each known Omani registered owner of one or more aircraft, engine or propeller must ensure that he obtains from the holder of the type certificate, at least one set of complete instructions for continued airworthiness, comprising descriptive data and accomplishment instructions prepared in accordance with the applicable type-certification basis, upon its delivery or issue of the first certificate of airworthiness for the affected aircraft, whichever occurs later.

(b) In addition, all known operators of the product and any person required to comply with any of those instructions must ensure that they are in receipt of changes to the instructions for continued airworthiness.

SUBPART C — PROVISIONAL TYPE CERTIFICATES

(Reserved)

SUBPART D — CHANGES TO TYPE-CERTIFICATES

CAR 21.020 Scope

This Subpart establishes the conditions in accepting changes to type designs and type-certificates which had been accepted in accordance with Subpart B.

CAR 21.021 Classification of Changes in Type Design

Changes in type design are classified as minor and major. A 'minor change' is one that has no appreciable effect on the mass, balance, structural strength, reliability, operational characteristics, noise, fuel venting, exhaust emission, or other characteristics affecting the airworthiness of the product. Without prejudice to CAR-21.016, all other changes are classified as 'major changes'.

CAR 21.022 Eligibility

(a) Only major change to a type design that complies with the requirements of CAR-21.026 is deemed approved under this Subpart; all other major changes to a type design shall be dealt with under Subpart E.
(b) A minor change to a type design that complies with the requirements of CAR-21.024 is deemed approved under this regulation.

CAR 21.023 Application

(a) An application for acceptance of a change to a type design shall be made in a form and manner established by the CAA.
(b) In all cases, the application shall include:
    (1) A description of the change identifying
        (i) All parts of the type design and the approved manuals affected by the change; and
        (ii) The certification specifications and environmental protection requirements with which the change has been designed to comply in accordance with the implementing rules of the Competent Authority of the State of Design.
    (2) Identification of any re-investigations necessary to show compliance of the changed product with the applicable certification specifications and environmental protection requirements, where applicable.

CAR 21.024 Minor Changes

(a) A minor change in a type design is deemed approved under this regulation, if it has been classified and approved either:
    (1) By the Competent Authority of the State of Design; or
    (2) By an appropriately approved design organisation under a procedure agreed with the Competent Authority of the State of Design.

CAR 21.025 Reserved

CAR 21.026 Major Changes

(a) The Authority does not issue approval for major changes to type design or type certificate, which has been accepted under Subpart B.
(b) A major change is deemed approved under this regulation, if it is approved either by:
    (1) The Competent Authority of the State of Design to the holder of a type certificate which had been accepted in accordance with requirements of Subpart B or a person under an authorisation issued for and on behalf of the Competent Authority of the State of Design; or

(2) An appropriately approved organisation that is also the type-certificate or the supplemental type-certificate holder, under a procedure agreed with the Competent Authority of the State of Design.

(c) A major change in a type design deemed approved under this Subpart is limited to that or those specific configuration(s) in the type design upon which the change is made.

CAR 21.027 Instructions for Continued Airworthiness

(a) Each known Sultanate of Oman registered owner of one or more aircraft, engine or propeller must ensure that he obtains from the holder of a minor change approval to the type design, at least one set of the associated variations, if any, to the instructions for continued airworthiness of the product on which the minor change is to be installed, prepared in accordance with the applicable type-certification basis, upon its delivery or issue of the first certificate of airworthiness for the affected aircraft, whichever occurs later.

(b) In addition, all known operators of the product incorporating the minor change and person required to comply with any of those instructions must ensure that they are in receipt of changes to those variations of the instructions for continued airworthiness.

SUBPART E — SUPPLEMENTAL TYPE CERTIFICATES

CAR 21.028 Scope

This Subpart establishes the procedural requirements in accepting supplemental type certificates issued for all major changes to type-certificated products when the change is not so extensive as to require a new type certificate.

CAR 21.029 Eligibility

Supplemental type certificates issued to any natural or legal person ('organisation') that had demonstrated its capability in accordance with CAR 21.30 to the Competent Authority of the State of Design shall be eligible for acceptance under the conditions laid down in this Subpart.

CAR 21.030 Demonstration of Capability

(a) The holder of an acceptable supplemental type-certificate shall have demonstrated its capability by holding a design organisation approval or equivalent, issued by the Competent Authority of the State of Design.

(b) By way of derogation from paragraph (a), the CAA may accept a supplemental type-certificate issued on the basis of which the holder had demonstrated its capability to the Competent Authority of the State of Design that has agreed the use of procedures setting out the specific design practices, resources and sequence of activities necessary to comply with the following airworthiness regulations, as applicable:
   (1) The Joint Aviation Requirements JAR-21 or Part-21 to the Commission Regulation (EU) 748/2012 of the Commission of European Communities; or
   (2) The US Federal Aviation Regulations FAR 21; or
   (3) Equivalent regulation acceptable to the CAA.

CAR 21.031 Application for a Supplemental Type Certificate (STC)

(a) The CAA does not issue supplemental type certificates. An application for a supplemental type-certificate shall be made in a form and manner established by the Competent Authority of the State of Design.

(b) A supplemental type certificate acceptable under this Subpart shall have included the descriptions and identification required by CAR 21.023 at the time of its application and a justification that the information on which those identifications are based is adequate either from the holder's own resources, or through an arrangement with the type-certificate holder.

CAR 21.032 Acceptability of a Supplemental Type Certificate

(a) A supplemental type-certificate is acceptable under this Subpart, if it complies with the requirements of CAR-21.030.

(b) In the case of a supplemental type-certificate affecting the operational suitability data, the CAA may accept a supplemental type-certificate before compliance with the operational suitability data certification basis has been demonstrated, provided that the applicant demonstrates such compliance before the date on which those data are to be used.

CAR 21.33 Changes to that Part of a Product Covered by a Supplemental Type Certificate

(a) Each change to that Part of a product covered by an acceptable supplemental type certificate which had been approved by the Competent Authority of the State of Design as a separate supplemental type-certificate shall be dealt with in accordance with this Subpart.

(b) By way of derogation from paragraph (a), a major change to that Part of a product covered by an acceptable supplemental type certificate, which had been approved by the Competent Authority of the State of Design as a change to the existing supplemental type certificate, is deemed approved under this Subpart.

CAR 21.034 Supplemental Type Certificate Embodiment

(a) The embodiment of a major change to a product covered by a supplemental type-certificate being a supplemental type certificate acceptable under this Subpart, shall be made by a maintenance organisation appropriately approved by the CAA, or by a production organisation appropriately approved by the Competent Authority of the State of Design.

(b) The organisation performing the installation of an acceptable supplemental type certificate shall ensure that it obtains all the necessary installation instructions from the holder of the supplemental type certificate.

(c) Installation of a major change to a product for the purposes of CAR-21.030 (b) and CAR-21.031 (a) may be permitted, providing that, the installation is agreed by the person or organisation responsible for the continuing airworthiness of the product and consented in writing by the Authority.

CAR 21.035 Instructions for Continued Airworthiness

(a) Each known Sultanate of Oman registered owner of one or more aircraft, engine or propeller should ensure that he obtains from the holder of the supplemental type certificate, at least one set of complete instructions for continued airworthiness, comprising descriptive data and accomplishment instructions prepared in accordance with the applicable type-certification basis, upon its delivery or issue of the first certificate of airworthiness for the affected aircraft, whichever occurs later.

(b) In addition, all known operators of the product and any person required to comply with any of those instructions should ensure that they are in receipt of changes to the instructions for continued airworthiness.

SUBPART F — (Reserved)

SUBPART G — PRODUCTION ORGANISATION APPROVAL

(Reserved)

SUBPART H — AIRWORTHINESS CERTIFCATES

CAR 21.036 Scope

This Subpart establishes the requirements for issuing airworthiness certificates.

CAR 21.037 Eligibility

Any natural or legal person under whose name an aircraft is registered or will be registered, or its representative, shall be eligible as an applicant for an airworthiness certificate for that aircraft under this Subpart.

CAR 21.038 Classification

Airworthiness certificates shall be classified as follows:

(a) Certificate of Airworthiness:
A Certificate of Airworthiness shall be issued to an aircraft which conforms to a type-certificate that has been accepted in accordance with this regulation, and shall be in accordance with the category and for the purpose of which the aircraft may fly as provided in CAR-21.039.

(b) Permit to Fly:
A permit to fly shall be issued in accordance with Subpart P of this regulation.

CAR 21.039 Categories of Aircraft

(a) A certificate of airworthiness imposes conditions affecting the manner in which an aircraft may be maintained and operated, and the purposes for which it may be used. The conditions are imposed in the following manner:
    (1) By placing an aircraft in categories which indicate the uses for which the aircraft is approved.
    (2) By indicating in the airworthiness certificate or in their associated documents the detailed limitations which must be observed.

(b) The categories and purposes of which the aircraft may fly in accordance with a certificate of airworthiness shall be as follows for the purpose of aircraft operation;

(c) Flights over or into another country by an aircraft in respect of which a permit to fly has been issued, shall require the permission of the Competent Authority of that country.

CAR 21.040 Application

(a) An application for an airworthiness certificate shall be made in a form and manner established by the CAA.

(b) Each application for a certificate of airworthiness shall include:
    (1) The category of aircraft applied for;
    (2) With regard to new aircraft,
        (i) For an aircraft which is the “First Type”, the required documentation specified in both Tables A and B below must be provided to the CAA.
        (ii) For a “Series” aircraft, being an aircraft, of which has previously been issued a Certificate of Airworthiness by the CAA, the required documentation specified in Table B must be provided.

Table A

	Documentation / Publications	
(i)	Type Certificate (TC – State of Design). Statement of applicable design certification standard required if not referenced in Type Certificate Data Sheet. The TC shall be acceptable in accordance with Subpart B of this regulation.	*
(ii)	Maintenance Manual and Illustrated parts Catalogue (IPC)	*
(iii)	Overhaul Manual	*
(iv)	Structure Repair Manual	*
(v)	Non-Destructive Testing (NDT) Manual	*
(vi)	Wiring Diagrams Manual	*
(vii)	Maintenance Review Board Report	*
(viii)	Maintenance Planning Document	*
(ix)	Service Life & Time Limits Manual, unless data is contained in another publication	*
(x)	Antenna Performance Patterns Report	*
(xi)	Aircraft Flight Manuals/Pilots Operating Manual/Owner's Manual.	*
(xii)	Electrical Load Analysis Report	*
(xiii)	Noise Type Certificate Including noise data, unless published in Flight Manual	*
(xiv)	Master Minimum Equipment List (MMEL), where applicable	*

Table B

	Documentation / Publications	
(i)	Export Certificate of Airworthiness issued in accordance with the rules of the Competent Authority of the State of Design	*
(ii)	Copy of type certificate data sheet (TCDS) associated with the type certificate which has been previously accepted or which is subject for acceptance in accordance with Subpart B of this regulation	*
(iii)	List of any Equivalent Safety Findings included as Part of the Certification	*
(iv)	Copy of each Supplemental Type Certificate (STC) embodied on the aircraft/engines/ and or propellers. Applicant must establish the acceptability of each STC in accordance with Subpart E of this regulation.	*
(v)	Statement of Compliance with Airworthiness Directives (ADs) issued by the State of Design/State of Design of Modification or those effective under "grandfather" provisions. Alternative Means of Compliance approved by the State of Design/ State of Design of Modification must be declared.	*
(vi)	Certification Maintenance Requirements (CMR). CMR status and compliance, as applicable to aircraft type.	*
(vii)	Aircraft/Engine/Propeller/APU Log Books	**
(viii)	Aircraft Flight Manuals/Pilots Operating Manual/Owner's Manual. **Note:** view only where the CAA is already in possession of applicable Flight Manual	**
(ix)	Weight and Balance Manual. View only where the CAA is already in possession of a Weight and Balance Manual, which is generic to the aircraft type.	*
(x)	Weighing Report. Individual aircraft weighing record.	**
(xi)	Flight Test Report. For new aircraft, a copy of manufacturer's Flight Test completion declaration.	*
(xii)	Letter of Definition/Letter of Conformity. Copy should also be supplied to the Authority	*
(xiii)	Statement of Build Standard. (i) Master Change List (ii) Production Revision Record (iii) Service Bulletin Schedule *Note: Only changes to (i) and (ii) need to be declared for series aircraft*	**
(xiv)	List of Manufacturing Concessions/ Deviations	*

Table B (continued)

	Documentation / Publications	
(xv)	Declaration of compliance with Additional National Design Requirements, if any notified by the CAA to the Competent Authority of the State of Design/State of Design of Modification.	*
(xvi)	Cabin Configuration Control. Copy of configuration drawings (LOPA), including locations of safety equipment installed.	*
(xvii)	Revision to electrical Load Analysis. Copy of any changes to document required by Table A.	*
(xviii)	Radio Equipment List, including approval status.	*
(xix)	Software Criticality List. (Class 1, 2&3 software declaration)	*
(xx)	TX MOD 'S' code programme. (Declaration of Mode 'S' code)	*
(xxi)	ELT Code programme. (Declaration of ELT code (406Mhz))	*
(xxii)	SELCAL Code. (Declaration of SELCAL code)	*
(xxiii)	FDR/CVR Compliance Statement (i) FDR Data Frame Layout Document (ii) CVR Recording Performance	**
(xxiv)	List Derogations, Waivers and exemptions from the Type Certificate which must be authorised in writing by the Authority.	*
(xxv)	Registration of Aircraft. Aircraft registration process must be competed. Confirmation required of the aircraft de-registration from the Competent Authority of the last State of Registry.	**
(xxvi)	Compass Check Certificate. Deviation cards installed.	**
(xxvii)	List of Placards and Markings	**
(xxviii)	List of equipment incorporated, including items of equipment not necessarily installed by the manufacturer	*
(xxix)	Compliance document against the requirements of aircraft operation (e.g. CAR ops1,2,3 and 4 and as amended)	*

(3) With regard to used aircraft, in addition to the documentation specified in Tables A and B, the required documentation specified in Table C below must also be provided to the CAA.

Table C

	Documentation / Publications	
(i)	Aircraft/Engine/Propeller Records. Records containing total time in service, and status of life limited Parts. Time since last overhaul and current inspection status.	**
(ii)	Component Overhaul/Life Limit Status. Details of lives remaining and modification status.	**
(iii)	Previous Maintenance records. Work Packs and Log Books	**
(iv)	Previous Maintenance Programme. Previous inspection/check periods, hours, cycles, calendar time.	**
(v)	Modification Status Report. Major modifications previously embodied by Owner(s)/Operator(s), including approval status	**
(vi)	Repairs Records. Major repairs previously embodied by Owner(s)/ Operator(s), including approval status	**

*Note: A copy of the items marked * shall be retained by the CAA. Items marked ** shall be viewed only at the time of Certificate of Airworthiness issue but must be retained by the aircraft owner/operator*

(c) Unless otherwise agreed, the export certificates of airworthiness shall have been issued no more than sixty (60) days before presentation of the aircraft to the CAA. In all cases, the applicant or its representative shall provide access and arrange for the CAA to inspect the aircraft and examine its relevant compliance documents and records at the location where such inspection and examination can be conducted. The cost of such inspection and examination shall be borne by the applicant or its representative.

(d) Each application for a permit to fly shall be in accordance with the provision of CAR-21.089.

CAR 21.041 Language

The manuals, placards, listings, and instrument markings and other necessary information required by applicable certification specifications shall be presented in English language to the CAA, unless otherwise expressly prescribed.

CAR 21.042 Amendment or Modification

An airworthiness certificate may be amended or modified only by the CAA.

CAR 21.043 Transferability and return of airworthiness certificates

(a) Where ownership of an aircraft has changed:
  (1) If it remains on the national civil aircraft register, the certificate of airworthiness shall be transferred together with the aircraft;
  (2) If the aircraft will be registered in another State of Registry, the certificate of airworthiness shall be returned to the CAA.

(b) Where ownership of an aircraft has changed, and the aircraft has a permit to fly, such airworthiness certificate shall be transferred together with the aircraft provided the aircraft remains on the national civil aircraft register.

CAR 21.044 Inspections

The holder of the airworthiness certificate shall provide the CAA access to the aircraft for which that airworthiness certificate has been issued, for inspection.

CAR 21.045 Duration and Continued Validity

(a) An airworthiness certificate shall be issued or renewed for a period of one-year subject to:
  (1) Compliance with the design aspects of the appropriate airworthiness requirements; and
  (2) The aircraft remaining on the national civil aircraft register; and
  (3) The type-certificate under which it is issued not being previously invalidated by the Competent Authority of the State of Design.
  (4) The certificate not being surrendered or revoked under CAR-21.116

(b) Upon surrender or revocation, the certificate shall be returned to the CAA.

(c) By way of derogation from paragraph (a) and paragraph (b) above, the duration and continued validity of a Permit to Fly issued in accordance with the provision of CAR-21.093 shall be in accordance with CAR-21.098.

CAR 21.046 Aircraft Identification

Each applicant for an airworthiness certificate under this Subpart shall demonstrate that its aircraft is identified in accordance with the airworthiness requirement of the Competent Authority of the State of Design.

CAR 21.047 Issue of Certificate of Airworthiness

The Authority shall issue a certificate of airworthiness for:

(a) New aircraft:
  (1) Upon presentation of the documentation required by CAR-21.040 paragraph (b)(2).
  (2) When the aircraft conforms to an approved design and is in condition for safe operation. This includes inspections by the CAA.

(b) Used aircraft:
  (1) Upon presentation of the documentation required by CAR-21.40 paragraph (b) (2) or CAR-21.040 paragraph (b)(3), demonstrating that:
    (i) the aircraft conforms to a type design approved under a type-certificate and any supplemental type-certificate accepted in accordance with this regulation, change or repair deemed approved under this regulation, and to applicable airworthiness directives, and
    (ii) the aircraft has been inspected in accordance with the applicable provisions of CAR- M; and
  (2) When the aircraft conforms to an approved design and is in a condition for safe operation. This includes inspections by the CAA.

CAR 21.048 Carriage of Airworthiness Certificates on Board Aircraft

The airworthiness certificate shall be carried on board the aircraft to which it is issued when flying in international air navigation.

SUBPART I — NOISE CERTIFICATES

CAR 21.049 Scope

This Subpart establishes the requirements for issuing noise certificates.

CAR 21.050 Eligibility

Any natural or legal person under whose name an aircraft is registered or will be registered, or its representative, shall be eligible as an applicant for a noise certificate for that aircraft under this Subpart.

CAR 21.051 Application

(a) An application for a noise certificate shall be made in a form and manner established by the CAA.

(b) Each application shall include:
  (1) with regard to new aircraft:
    (i) An acceptable aircraft type-certificate under this regulation, where such type-certificate and associated type certificate data sheet has reference to applicable noise standard of which the aircraft is type-certificated; or
    A statement signed by the exporting authority that the aircraft conforms to an approved design, and
    (ii) The noise information determined in accordance with the applicable noise requirements; This information shall be included in the flight manual, when a flight manual is required by the applicable airworthiness code for the particular aircraft.
  (2) with regard to used aircraft:
    (i) The noise information determined in accordance with the applicable noise requirements. This information shall be included in the flight manual, when a flight manual is required by the applicable airworthiness code for the particular aircraft; and
    (ii) Historical records to establish the production, modification, and maintenance standard of the aircraft.

CAR 21.052 Issue of Noise Certificates

(a) The CAA shall issue a noise certificate upon presentation of the documents required by CAR-21.051(b).

(b) The CAA may accept the means of compliance and the equivalent procedures used by State of Design, provided that those means and procedures comply with the relevant Standards and Recommended Practices of ICAO Annex 16 Volume I.

CAR 21.053 Amendment or Modification

(a) A noise certificate may be amended or modified only by the CAA.
(b) If noise recertification is requested, the CAA shall accept the noise certificates issued by state of design provided that the noise certificate issued on the basis of satisfactory evidence that the aircraft complies with requirements that are at least equal to the applicable Standards specified in ICAO Annex 16 Volume I.

CAR 21.054 Transferability and Return of Noise Certificate

Where ownership of an aircraft has changed:
(a) if the aircraft remains on the national civil aircraft register, the noise certificate shall be transferred together with the aircraft; or

(b) if the aircraft is removed from the national civil aircraft register, the noise certificate shall be returned to the CAA.

CAR 21.055 Inspections

The holder of the noise certificate shall provide the CAA access to the aircraft for which that noise certificate has been issued, for inspection.

CAR 21.056 Duration and Continued Validity

(a) A noise certificate shall be issued for an unlimited duration. It shall remain valid subject to:
    (1) Compliance with the applicable type-design, environmental protection and continuing airworthiness requirements; and the aircraft remaining on the national civil aircraft register; and
    (2) The Accepted type-certificate to which it is issued is not invalidated by the issuing Competent Authority of the State of Design.
    (3) The certificate not being surrendered or revoked under CAR 21.120

(b) Upon surrender or revocation, the certificate shall be returned to the CAA.

CAR 21.057 Carriage of Noise Certificates on Board Aircraft

The noise certificate shall be carried on board the aircraft to which it is issued when flying in international air navigation.

SUBPART J — DESIGN ORGANISATION APPROVAL (DOA)

(Reserved)

SUBPART K — ACCEPTABILITY OF AIRCRAFT COMPONENTS AND MATERIALS

CAR 21.058 Scope

This Subpart establishes the special requirements for accepting aircraft components and materials to be installed in aircraft issued with an airworthiness certificate under this regulation.

CAR 21.059 Release of Parts and Appliances for Installation

(a) No aircraft component or material, except a standard Part, shall be eligible for installation to an aircraft issued with an airworthiness certificate under this regulation unless it is:
  (1) Accompanied by an authorised release certificate, certifying airworthiness; and
  (2) In compliance with the requirements under this Subpart.

(b) A certificate of release to service may only be issued in respect of an aircraft component when all required maintenance has been properly carried out in accordance to the procedures of CAR- 145 and CAR-M Subpart F. One aspect of maintenance is the fitment of replacement components/material and the need to be satisfied that such components/material meet required standards in respect of manufacture or maintenance, as appropriate.

(c) Any aircraft component manufactured or maintained therefore shall be accompanied by Authorised Release Documents acceptable to the CAA.

CAR 21.060 Airworthiness and Eligibility Status

(a) CAA Form 1 or equivalent form in accordance with CAR-145.A.42 identifies the airworthiness and eligibility status of an aircraft component. Block 12 "Remarks" on the CAA Form 1 or equivalent Form in some cases contains vital airworthiness related information which may need appropriate and necessary action.

(b) The receiving CAR-145 or CAR-M Subpart F organisation shall ensure that the component it receives or installs meets the approved data/standard, such as the required design and modification standard. This may be determined by reference to the manufacturer's Parts catalogue or other approved data (i.e. Service Bulletin). Care should be exercised in ensuring compliance with applicable Airworthiness Directives and the status of any life-limited parts fitted to the aircraft component.

CAR 21.061 Aircraft Components and Material

(a) In the context of this Subpart, aircraft components and material are all parts, equipment or material intended for installation into an aircraft, its engines or propellers, where such parts or equipment have a part number allocated by the aircraft/engine/propeller/equipment type certificate holder, unless type certificate holder has designated such parts as standard parts, or material.

(b) To designate a part as a standard part the type certificate holder may issue a standard parts manual accepted by the Competent Authority of the State of Design or may make reference in the parts Catalogue to a national/international specification (such as a standard diode/capacitor etc.) not being an aviation only, specification for the Particular part, A CAA Form 1 or equivalent documents are not normally issued and therefore none should be expected.

CAR 21.062 New Components

(a) A component manufactured by a source located outside the Sultanate of Oman shall be accompanied by acceptable airworthiness release certificate to the CAA.

(b) The appropriate Competent Authority’s approval shall be the type certificate (TC) or production certificate (PC) or a manufacturer certificate for that particular purpose.

(c) A component manufactured by a source located in a JAA/EASA member country, the Release Document must be a JAA Form One issued prior to 28 November 2004 or EASA Form 1.
(d) For new engines/propellers/APUs from the USA, the Release Document must be the FAA Form 8130-4 and for other components, FAA Form 8130-3. It should be noted that when a FAA Form 8130-3 is issued for new components a FAA Designee signs it in appropriate block of the Form.
(e) The CAA reserves the right to investigate any manufacturing source and refuse a Release Document issued in accordance with this paragraph when not satisfied with standards.
(f) Parts from FAA/PMA manufacturing sources under FAR 21 Subpart K must always be accompanied by an FAA Airworthiness Approval Tag, FAA Form 8130-3.
(g) A component manufactured by a Subcontractor manufacturing source who is authorised to release a component for direct delivery to a CAR-M Subpart F or CAR-145 organisation customer based on an agreement with the holder of the type certificate or the production certificate must be accompanied by a Release Document from the holder of the production certificate.

CAR 21.064 Material

(a) Consumable material is any material which is only used once, such as lubricants, cements, compounds, paints, chemicals dyes and sealants etc. Raw material is any material that requires further work to make it into a component part of the aircraft such as metals, plastics, wood, fabric etc.
(b) Material both raw and consumable shall only be accepted when satisfied that it is to the required specification. The material and or its packaging shall be marked with the specification and where appropriate the batch number. All material shall be accompanied by documentation clearly relating to the particular material and containing a conformity (to specification) statement including both the manufacturing and supplier source. If the material is subject to special conditions such as storage condition or shell-life limitation date etc.; this shall be included on the documentation and/or material packaging. Paragraph CAR-21.062(a) Authorised Release Documents are not normally issued for such material and therefore none should be expected. The material specification is normally identified in the TC holder's data.

CAR 21.065 Unapproved Parts

Parts not meeting the requirements of this Subpart are considered unapproved, including those Parts improperly returned to service under the following criteria:
(a) Parts supplied directly to the user by a subcontractor not entitled to do so;
(b) Parts maintained or approved for return to service by a person or organisation not approved to do so;
(c) Parts not maintained in accordance with the requirements of the applicable approved data/standard; and
(d) Parts having reached their life limit, including applicable shelf-life limit

CAR 21.066 Unapproved Parts Reporting

(a) Any person or organisation responsible for the continuing airworthiness of aircraft under CAR-M.A.201 shall report to the Type Certificate holder, the Competent Authority of the State of Design and the CAA, any unapproved Parts it received or detected.
(b) The report shall include the following information:
    (1) The part description and from where received;
    (2) The part and (if applicable) serial numbers;
    (3) Particular colours, markings, dimensions and features common to the unapproved part which distinguish it from the genuine item; and
    (4) The nature of any accompanying documentation.

(c) At any time, a part is deemed to be suspect, it and any accompanying documentation shall be quarantined immediately and held until the person or organisation responsible for processing the report is satisfied that the evidence is no longer required or until the authenticity of the part has been established.

(d) The person or organisation responsible for the continuing airworthiness of aircraft under CAR-M.A.201 should ensure that it has unimpeded cross-flow of information with the Type Certificate holder and/ or the Competent Authority of the State of Design in reporting and receiving information on unapproved parts to prevent their installation or distribution.

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SUBPART L — EXPORT CERTIFICATE OF AIRWORTHINESS

CAR 21.068 Scope

This Subpart establishes the requirements for the issue of Export Certificates of Airworthiness and the rules governing the responsibilities of the holder.

CAR 21.069 Eligibility

Any natural or legal person under whose name an aircraft is registered, or its representative, shall be eligible as an applicant for an Export Certificate of Airworthiness for that aircraft under this Subpart.

CAR 21.070 Export Certificate of Airworthiness

(a) The certificate issued under this Subpart is not a statutory document, either internationally under ICAO or nationally under the CAA's regulation, therefore, does not, by itself, give authority for the aircraft to be flown.
(b) The authority for the aircraft to be flown shall be obtained either from
    (1) The Authority responsible for airworthiness in the country in which the aircraft is to be registered that may issue a Certificate of Airworthiness; or
    (2) The Authority that may, in conjunction with the Export Certificate of Airworthiness, issue an airworthiness certificate under Subpart H such as would permit the delivery of the aircraft to its destination.

CAR 21.071 Application

(a) An application for an Export Certificate of Airworthiness shall be made in a form and manner established by the CAA at least 30 days prior to exporting the aircraft.
(b) Each application for an Export Certificate of Airworthiness shall include:
    (1) A weight and balance report with a loading schedule based on an actual weighing of the aircraft within the preceding four years;
    (2) The flight manual used;
    (3) Historical records to establish the production, modification, and maintenance standard of the aircraft, including all limitations, if any.
    (4) Evidence of compliance with the applicable airworthiness directives. A suitable notation must be made when such directives are not complied with.
    (5) The data required by the special requirements of the importing country.

CAR 21.072 Issue of Export Certificates of Airworthiness

(a) An Export Certificate of Airworthiness shall be issued to any of the products classified in this regulation, which found at the time of the issue to be in compliance with the airworthiness requirements of the CAA and the aircraft is such that an airworthiness certificate has previously been issued in accordance with this regulation.
(b) If any of the following derogations is found at the time of the issue of the Export Certificate of Airworthiness, it shall be listed on the front of the Export Certificate of Airworthiness:
    (1) Significant deviations from the approved build standard.
    (2) Derogations from the airworthiness requirements of the CAA.
    (3) Any special requirements of the importing country with which compliance has not been shown, if previously notified to the CAA.
    (4) Mandatory modifications and inspections with which compliance has not been shown.
(c) Any item listed in accordance with paragraph (b) shall be confirmed, in writing, to be acceptable to the importing country prior to the issue of the Export Certificate of Airworthiness.

CAR 21.073 Responsibilities of the Holder

The holder of an Export Certificate of Airworthiness shall:

(a) Forward to the Competent Authority of the importing country all documents and information necessary for the proper operation of the aircraft being exported, e.g. Flight Manuals, maintenance manuals, Service Bulletins, and assembly instructions, and such other material as is stipulated in the special requirements of the importing country. The documents, information, and material may be forwarded by any means consistent with the special requirements of the importing country;

(b) Forward the manufacturer's assembly instructions to the Competent Authority of the importing country when an unassembled aircraft is being exported. These instructions must be in sufficient detail to permit whatever rigging, alignment, and ground testing is necessary to ensure that the aircraft will conform to the approved configuration when assembled;

(c) Remove or cause to be removed any temporary installation incorporated on an aircraft for the purpose of export delivery and restore the aircraft to the approved configuration upon completion of the delivery flight;

(d) Secure all proper foreign entry clearances from all countries involved when conducting delivery flights; and

(e) When title to an aircraft passes or has passed to a foreign purchaser

  (1) Request cancellation of the Sultanate of Oman registration and airworthiness certificate, giving the date of transfer of title, and the name and address of the foreign owner;

  (2) Return the certificate of registration and airworthiness certificate to the CAA; and

  (3) Submit a statement certifying that Sultanate of Oman nationality and registration marks have been removed from the aircraft.

CAR 21.074 Performance of Inspections

Unless otherwise provided for in this regulation, the inspection required for Export Certificate of Airworthiness must be performed by the following:

(a) An appropriately approved Maintenance Organisation (CAR-145 or CAR-M Subpart F Maintenance Organisation, where applicable); or

(b) CAA airworthiness inspector;

SUBPART M — REPAIRS

CAR 21.075 Scope

(a) This Subpart establishes the procedural requirements for the acceptability of repair design approval of products under a type certificate or supplemental type certificate which have been accepted under this regulation.
(b) A 'repair' means elimination of damage and/or restoration to an airworthy condition following initial release into service by the manufacturer of any product, parts or appliance.
(c) Elimination of damage by replacement of parts or appliances without the necessity for design activity shall be considered as a maintenance task and shall therefore require no approval under this regulation.
(d) A repair to an ETSO or TSO article shall be treated as a change to the ETSO or TSO design, respectively and shall be processed in accordance with the applicable rules of the Competent Authority of the State of Design concerned.

CAR 21.076 Eligibility

The CAA does not issue approval of repair designs. Approval of repair design shall be obtained from the Competent Authority of the State of Design as follows:
(a) For a major repair design, by any natural or legal person that has demonstrated, or is in the process of demonstrating, its capability under CAR-21.077.
(b) For minor repair design, by any natural or legal person.

CAR 21.077 Demonstration of Capability

(a) An applicant for a major repair design approval shall demonstrate its capability by holding a design organisation approval, issued by the Competent Authority of the State of Design.
(b) By way of derogation from paragraph (a), as an alternative procedure to demonstrate its capability, an applicant may seek agreement with the Competent Authority of the State of Design for the use of procedures setting out the specific design practices, resources and sequence of activities to comply with the applicable rules.

CAR 21.078 Classification of Repairs

(a) A repair may be 'major' or 'minor'. The classification shall be made in accordance with the criteria of CAR-21.021 for a change in the type design.
(b) A repair is deemed classified as ‘major’ or ‘minor’ under paragraph (a) when such classification is determined by either:
    (1) The Competent Authority of the State of Design; or
    (2) An appropriately approved design organisation under a procedure agreed with the Competent Authority of the State of Design.

CAR 21.079 Repair Design Approval

(a) A minor repair is deemed approved under this regulation, if it is classified and approved either by:
    (1) The Competent Authority of the State of Design; or
    (2) An appropriately approved organisation that is also the type-certificate or the supplemental type-certificate holder, under a procedure agreed with the Competent Authority of the State of Design; or
    (3) A person under an authorisation issued by the Competent Authority of the State of Design.

(b) A major repair is deemed approved under this regulation, if it is classified and approved either by:
  (1) The Competent Authority of the State of Design; or
  (2) An appropriately approved organisation that is also the type-certificate or the supplemental type-certificate holder, under a procedure agreed with the Competent Authority of the State of Design; or
  (3) An appropriately approved design organisation under a procedure agreed with the Competent Authority of the State of Design.

CAR 21.080 Production of Repair Parts

Parts and appliances to be used for the repair shall be manufactured in accordance with production data based upon all the necessary design data as provided by the repair design approval holder:
(a) By an organisation appropriately approved by the Competent Authority of the State of Design, or
(b) By a maintenance organization appropriately approved by or acceptable to the CAA, where applicable.

CAR 21.081 Repair Embodiment

(a) The embodiment of a repair shall be made by a maintenance organization appropriately approved by or acceptable to the CAA, or by a Production organisation appropriately approved by the Competent Authority of the State of Design.
(b) The organisation performing the repair shall obtain from the design organisation all the necessary installation instructions.

CAR 21.082 Limitations

An acceptable repair design approved subject to limitations, in which case the repair design approval shall include all necessary instructions and limitations. The operator shall obtain these instructions and limitations from the repair design approval holder.

CAR 21.083 Unrepaired Damage

(a) When a damaged product, part or appliance, is left unrepaired, and is not covered by previously approved data, the evaluation of the damage for its airworthiness consequences may only be made by:
  (1) The Competent Authority of the State of Design, or
  (2) An appropriately approved design organisation under a procedure agreed with the Competent Authority of the State of Design.

Note: Any necessary limitations shall be processed in accordance with the requirements of CAR-21.082.

(b) Where the organisation evaluating the damage under paragraph (a) is neither the Competent Authority of the State of Design nor the type-certificate or supplemental type-certificate holder, this organisation shall justify that the information on which the evaluation is based is adequate either from its organisation's own resources or through an arrangement with the type-certificate or supplemental type-certificate holder, or manufacturer, as applicable.

CAR 21.084 Record Keeping

For each repair, all relevant design information, drawings, test reports, instructions and limitations possibly issued in accordance with CAR-21.082, justification for classification and evidence of the design approval, shall:
(a) Be held by the repair design approval holder at the disposal of the CAA, and

(b) Be retained by the repair design approval holder in order to provide the information necessary to ensure the continued airworthiness of the repaired products, Parts or appliances.

CAR 21.085 Instructions for Continued Airworthiness

(a) The holder of the repair design approval shall furnish at least one complete set of those changes to the instructions for continued airworthiness, which result from the design of the repair, comprising descriptive data, and accomplishment instructions prepared in accordance with the applicable requirements, to each operator of aircraft incorporating the repair. The repaired product, Part or appliance may be released into service before the changes to those instructions have been completed, but this shall be for a limited service period, and in agreement with the Authority. Those changes to the instructions shall be made available on request to any other person required to comply with any of the terms of those changes to the instructions. The availability of some manual or portion of the changes to the instructions for continued airworthiness, dealing with overhaul or other forms of heavy maintenance, may be delayed until after the product has entered into service, but shall be available before any of the products reaches the relevant age or flight — hours/cycles.

(b) If updates to those changes to the instructions for continued airworthiness are issued by the holder of the repair design approval after the repair has been first approved, these updates shall be furnished to each operator and shall be made available on request to any other person required to comply with any of the terms of those changes to the instructions. A programme showing how updates to the changes to the instructions for continued airworthiness are distributed shall be submitted to the Competent Authority of the State of Design.

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SUBPART N — APPROVAL OF ENGINES, PROPELLER, MATERIAL, PARTS & APPLIANCES: IMPORT

(Reserved)

SUBPART O — TECHNICAL STANDARDSORDER AUTHORISATION

(Reserved)

SUBPART P — PERMIT TO FLY

CAR 21.086 Scope

(a) Permits to fly shall be issued in accordance with this Subpart to aircraft that do not meet, or have not been shown to meet, applicable airworthiness requirements but are capable of safe flight under defined conditions and for the following purposes:
  (1) showing compliance with regulations or certification specifications;
  (2) flying the aircraft for customer acceptance;
  (3) delivering or exporting the aircraft;
  (4) flying the aircraft for CAA acceptance;
  (5) exhibition and air show;
  (6) flying the aircraft to a location where maintenance or airworthiness review are to be performed, or to a place of storage;
  (7) flying an aircraft at a weight in excess of its maximum certificated take-off weight for flight beyond the normal range over water, or over land areas where adequate landing facilities or appropriate fuel is not available;
  (8) record breaking, air racing or similar competition;
  (9) flying aircraft meeting the applicable airworthiness requirements before conformity to the environmental requirements has been found;
  (10) for non-commercial flying activity on individual non-complex aircraft or types for which a certificate of airworthiness is not appropriate.

(b) This Subpart establishes the procedure for issuing permits to fly and approving associated flight conditions, and establishes the rights and obligations of the applicants for, and holders of, those permits and approvals of flight conditions.

CAR 21.087 Eligibility

(a) Any natural or legal person shall be eligible as an applicant for a permit to fly except for a permit to fly requested for the purpose of CAR 21.086 (a) (10) where the applicant shall be the owner.

(b) Any natural or legal person shall be eligible for application for the approval of the flight conditions.

CAR 21.088 Authority

For the purpose of this Subpart, the 'authority' shall be the Civil Aviation Authority of the Sultanate of Oman.

CAR 21.089 Application for Permit to Fly

(a) Pursuant to CAR-21.087 and when the applicant has not been granted the privilege to issue a permit to fly, an application for a permit to fly shall be made in a form and manner established by the CAA.

(b) Each application for a permit to fly shall include:
  (1) the purpose(s) of the flight(s), in accordance with CAR-21.086;
  (2) the ways in which the aircraft does not comply with the applicable airworthiness requirements;
  (3) the flight conditions approved in accordance with CAR-21.092.

(c) Where the flight conditions are not approved at the time of application for a permit to fly, an application for approval of the flight conditions shall be made in accordance with CAR-21.091.

CAR 21.090 Flight Conditions

Flight conditions include:

(a) The configuration(s) for which the permit to fly is requested;

(b) any condition or restriction necessary for safe operation of the aircraft, including:
   (1) the conditions or restrictions put on itineraries or airspace, or both, required for the flight(s);
   (2) any conditions or restrictions put on the flight crew to fly the aircraft;
   (3) the restrictions regarding carriage of persons other than flight crew;
   (4) the operating limitations, specific procedures or technical conditions to be met;
   (5) the specific flight test programme (if applicable);
   (6) the specific continuing airworthiness arrangements including maintenance instructions and regime under which they will be performed;

(c) the substantiation that the aircraft is capable of safe flight under the conditions or restrictions of point (b);

(d) the method used for the control of the aircraft configuration, in order to remain within the established conditions.

CAR 21.091 Application for Approval of Flight Conditions

(a) Pursuant to CAR-21.089 paragraph (c) and when the applicant has not been granted the privilege to approve the flight conditions, an application for approval of the flight conditions shall be made:
   (1) when approval of the flight conditions is related to the safety of the design, to the Competent Authority of the State of Design in a form and manner established by that Competent Authority; or
   (2) when approval of the flight conditions is not related to the safety of the design, to the CAA in a form and manner accepted by the CAA.

(b) Each application for approval of the flight conditions shall include:
   (1) the proposed flight conditions;
   (2) the documentation supporting these conditions; and
   (3) a declaration that the aircraft is capable of safe flight under the conditions or restrictions of CAR-21.090 paragraph (b).

CAR 21.092 Approval of flight conditions

(a) When approval of the flight conditions is related to the safety of the design, the flight conditions shall be approved by the Competent Authority of the State of Design.

(b) When approval of the flight conditions is not related to the safety of the design, the flight conditions shall be approved by the CAA.

(c) Before approving the flight conditions, the Competent Authority of the State of Design or the CAA, as appropriate, must be satisfied that the aircraft is capable of safe flight under the specified conditions and restrictions. The CAA may make or require the applicant to make any necessary inspections or tests for that purpose.

CAR 21.093 Issue of Permit to Fly

(a) A permit to fly may be issued by the CAA under the conditions specified in CAR 21.125 in a form and manner established by the CAA.

(b) The permit to fly shall specify the purpose(s) and any conditions and restrictions which have been approved in accordance with point CAR-21.092.

CAR 21.094 Changes

(a) Any change that invalidates the flight conditions or associated substantiation established for the permit to fly shall be approved in accordance with CAR-21.092. When relevant an application shall be made in accordance with CAR-21.091.
(b) A change affecting the content of the permit to fly requires the issuance of a new permit to fly in accordance with CAR-21.093.

CAR 21.095 Language

The manuals, placards, listings, and instrument markings and other necessary information required by applicable certification specifications shall be presented in English to the CAA.

CAR 21.096 Transferability

(a) A permit to fly is not transferable.
(b) Notwithstanding, point (a) for a permit to fly issued for the purpose of point 21.086 (a) (10),where ownership of an aircraft has changed, the permit to fly shall be transferred together with the aircraft provided the aircraft remains on the same register.

CAR21.097 Inspection

The holder of, or the applicant for, a permit to fly shall provide access to the aircraft concerned at the request of the CAA.

CAR 21.098 Duration and Continued Validity

(a) A permit to fly shall be issued for a maximum of 6 months and shall remain valid subject to:
    (1) compliance with the conditions and restrictions of CAR-21.093 associated with the permit to fly;
    (2) the aircraft remaining on the same register.
(b) Notwithstanding paragraph (a), a permit to fly issued for the purpose of CAR-21.086 (a)(10) maybe issued for a maximum of 12 months.
(c) Upon surrender or revocation, the permit to fly shall be returned to the CAA.

CAR 21.099 Renewal of Permit to Fly

Renewal of the permit to fly shall be processed as a change in accordance with CAR-21.094.

CAR 21.100 Obligations of the Holder of a Permit to Fly

The holder of a permit to fly shall ensure that all the conditions and restrictions associated with the permit to fly are satisfied and maintained.

CAR 21.101 Record-keeping

(a) All documents produced to establish and justify the flight conditions shall be held by the holder of the approval of the flight conditions at the disposal of the Authority and shall be retained in order to provide the information necessary to ensure the continued airworthiness of the aircraft.
(b) All documents associated with the issue of permits to fly under the privilege of approved organisations, including inspection records, documents supporting the approval of flight conditions and the permit to fly itself, shall be held by the related approved organisation at the disposal of the Authority and shall be retained in order to provide the information necessary to ensure the continued airworthiness of the aircraft.

SUBPART Q — IDENTIFICATION DATA OF PRODUCTS, PARTS AND APPLIANCES

CAR 21.102 Handling of Identification Data

(a) No person shall remove, change, or place identification information marked by the manufacturer on any aircraft, engine, propeller, propeller blade, or propeller hub, or on an APU, without the approval of the Competent Authority of the State of Design.

(b) No person shall remove or install any identification plate placed by the manufacturer on a product, without the approval of the Competent Authority of the State of Design.

(c) By way of derogation from paragraphs (a) and (b), any natural or legal person performing maintenance work under the applicable associated implementing rules may, in accordance with methods, techniques and practices established by the Competent Authority of the State of Design:

  (1) Remove, change, or place the identification information marked by the manufacturer on any aircraft, engine, propeller, propeller blade, or propeller hub, or on an APU; or

  (2) Remove an identification plate paced by the manufacturer on any aircraft, engine, propeller, propeller blade, or propeller hub, or on an APU, when necessary during maintenance operations.

(d) No person shall install an identification plate removed in accordance with subparagraph (c)(2) on any aircraft, engine, propeller, propeller blade, or propeller hub other than the one from which it was removed.

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SUBPART R — Authority Requirement

This subpart establishes the administrative procedures which the CAA shall follow when exercising its tasks and responsibilities regarding issuance, continuation, change, suspension or revocation of approval and certificate under this regulation.

Section I: General Provision

CAR 21.105 Reporting

The CAA shall ensure coordination as applicable with other related certification or investigation team to ensure efficient exchange of information relevant for safety of the products, parts and appliances.

CAR 21.106 Mandatory Continuing Airworthiness Information

When the CAA receives a mandatory continuing airworthiness information from the Competent Authority of State of Design or Competent Authority of the State of Design of Modification, that this information shall be disseminated to the operator, Maintenance organisation, Continuing Airworthiness management Organisation and Training Organisation, where applicable.

CAR 21.107 Sensitive aviation security information

(a) The CAA shall ensure that sensitive aviation security information is not transmitted when distributing mandatory continuing airworthiness information.
(b) The CAA shall ensure that sensitive aviation security information is securely transmitted to the appropriate authority in the State of Design in accordance with ICAO Annex 17 provision.

Note: Guidance on the transmission of sensitive aviation security information is contained in the Airworthiness Manual (Doc 9760).

Section II: Type acceptance and Noise and CO_2 validation

CAR 21.110 Type Acceptance

(a) The CAA shall perform sufficient assessment of a product type certificate submitted by an applicant for an issue of type acceptance certificate.
(b) The CAA shall accept a type certificate without undue delay when it is satisfied that the applicable requirements of Subpart B are met.
(c) For the purpose of paragraph (b), the CAA shall prepare acceptance assessment procedures covering at least the following elements:
  (1) Verification of the type certificate number;
  (2) Verification of the designation of the type;
  (3) Verification of the type certificate holder;
  (4) Verification of the certification basis of the type of aircraft concerned to an airworthiness standard required in 21.012.
  (5) Evaluation of the associated type certificate data sheet.
(d) The issue of an airworthiness certificate would require initially issuance of separate type acceptance certificate for aircraft, aircraft engine and propeller type certificate (where applicable) by the CAA.
(e) The CAA shall establish a system of record keeping that allows adequate traceability of the process to accept type certificates.

CAR 21.111 Type Acceptance special requirement

(a) The type acceptance certificate shall be listed all relevant type variants which are authorised by the CAA through type acceptance process.
(b) All registered aircraft before effective date of this regulation (01 November 2023) are considered as type accepted for aircraft, aircraft engine and propeller (where applicable).

CAR 21.112 Noise and CO_2 emission

(a) The Sultanate of Oman accepts the Noise Certificates issued to the aircraft/engine combination by EASA, FAA or any other certification standards of a contracting state and is in compliance with the standards in Annex 16 to the ICAO convention. The noise certification standards meeting the following standards of Annex 16, is accepted by the CAA to validate existing noise certificate.
(b) The CAA accepts CO2 emissions certification issued by state of design on the basis of satisfactory evidence that the aeroplane complies with requirements that are at least equal to the applicable standards specified in the ICAO Annex 16 Volume III.
(c) The CAA recognizes as valid a CO2 emissions certification granted by another Contracting State provided that the requirements under which such certification was granted are at least equal to the applicable Standards specified in the ICAO Annex 16 Volume III.
(d) The CAA recognizes valid aeroplane exemptions granted by the competent authority of another Contracting State having jurisdiction over the organization responsible for production of the aeroplane provided that an acceptable process was used.
(e) The CAA shall publish the validated CO2 emissions evaluation metric value which is certified by state of manufacturer.

CAR 21.113 Suspension of Type acceptance

(a) If at any time, the CAA is ensured that there is a reasonable doubt to indicate that the safety of the aircraft is imperilled because of an unsafe condition in the aircraft, the CAA may suspend type acceptance certificate.
(b) The CAA shall contact with state of design for further investigation and notification.

(c) The CAA may decide to return to service the aircraft type, when the CAA satisfied with the product.

(d) The CAA shall establish a system to keep all records and correspondences.

Section III: Certificate of Airworthiness

CAR 21.115 Continued validity

The Certificate of Airworthiness (C of A) shall continue to remain valid, provided that the satisfactory completion of the CAA's annual continuing airworthiness inspection, which confirms that the aircraft continues to meet the applicable continuing airworthiness requirements throughout its operational life.

CAR 21.116 Suspension or Revocation of Airworthiness Certificates

(a) Upon evidence that any of the conditions specified in CAR-21.045 (a) are not met, the CAA shall suspend or revoke an airworthiness certificate.
(b) Upon issuance of the notice of suspension and revocation of a certificate of airworthiness, the CAA shall state the reasons for the suspension or revocation and inform the holder of the certificate on its right to appeal as may be provided by law.

Section IV: Noise Certificate

CAR 21.120 Suspension and Revocation of a Noise Certificate

(a) Upon evidence that some of the conditions specified in CAR-21.056(a) are not met, the CAA shall suspend or revoke a noise certificate.

(b) Upon issuance of the notice of suspension and revocation of a noise certificate the CAA shall state the reasons for the suspension and revocation and shall inform the holder of the certificate on its right to appeal as may be provided by law.

(c) CAA shall not remove the suspension of a noise certification or grant a new noise certification unless the aircraft is found, on reassessment, to comply with the applicable noise Standards.

Section V: Permit to Fly

CAR 21.125 Issue of permits to fly

The CAA shall issue a permit to fly without undue delay:

(a) upon presentation of the data required by point 21.089; and

(b) when the flight conditions referred to in point 21.090 have been approved in accordance with point 21.092; and

(c) when the CAA, through its own investigations, which may include inspections, or through procedures agreed with the applicant, is satisfied that the aircraft conforms to the design defined under point 21.090 before flight.

CAR 21.126 Revocation of Permits to Fly

(a) Upon evidence that any of the conditions specified in CAR-21.098(a) and (b) are not met for a permit to fly it has issued, the CAA shall revoke that permit to fly.

(b) Upon issuance of the notice of revocation of a permit to fly the CAA shall state the reasons for the revocation and inform the holder of the permit to fly.

APPENDIX A

CAA Form — Authorised Release Certificate

1.ApprovingCompetentAuthority / Country / CIVIL AVIATION AUTHORITY SULTANATE OF OMAN	2. **AUTHORISED RELEASE CERTIFICATE** **CAA FORM 1**	3. Form Tracking Number
4. Organisation Name and Address :		5. Work Order/Contract/Invoice

6. Item	7. Description	8. Part No.	9. Qty	10. Serial No.	11. Status/Work

12. Remarks :

13a. Certifies that the items identified above were manufactured in conformity to: ☐ approved design data and are in a condition for safe operation ☐ non-approved design data specified in block 12		14a. ☐ CAR 145.A.50 Release to Service ☐ Other regulation specified in block 12 Certifies that unless otherwise specified in block 12, the work identified in block 11 and described in block 12, was accomplished in accordance with CAR 145 and in respect to that work the items are considered ready for release to service.	
13b. Authorised Signature	13c. Approval/Authorisation Number	14b. Authorised Signature	14c. Certificate/Approval Ref. No
13d. Name	13e. Date (dd mmm yyyy)	14d. Name	14e. Date (dd mmm yyyy)

USER/INSTALLER RESPONSIBILITIES

This certificate does not automatically constitute authority to install the item(s). Where the user/installer performs work in accordance with regulations of an airworthiness authority different than the airworthiness authority specified in block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts items from the airworthiness authority specified in block 1. Statements in blocks 13a and 14a do not constitute installation certification. In all cases aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.

AUTHORISED RELEASE CERTIFICATE – CAA FORM 1

COMPLETION INSTRUCTIONS

Completion instruction in accordance to CAR-145 Appendix I.

APPENDIX B

CAA Form — Permit to Fly

Permit to Fly

In accordance with Sultanate of Oman Civil Aviation Law and CAR 21 regulation, this Permit to Fly is hereby granted.

Purpose:			
Aircraft Manufacturer:			
Operator:			
Flight:	From:		
	To:		
Registration Mark	A4O -		
Aircraft Type / Model:		MSN:	
Date of Issue:		Valid up to:	

The Permit to Fly is subject to the following conditions:

1. A copy of the Permit to Fly shall be carried on board the aircraft when operating under this Permit to Fly;
2. The registration marks assigned to the aircraft shall be displayed on the aircraft in conformity with the CAR47;
3. Person or property shall not be carried for compensation or hire;
4. No person shall be carried on the aircraft unless that person is essential to the purpose of the flight and has been advised of the contents of the permit and the airworthiness status of the aircraft;
5. The aircraft shall be operated only by flight crew members who are aware of the purpose of the flight and any limitation imposed, and who hold appropriate licence issued or validated by the CAA;
6. All flights shall be conducted so as to avoid areas where flights might create hazardous exposures to persons or properties;
7. All flights shall be conducted within the performance operating limitations prescribed in the aircraft Flight Manual and any additional limitations prescribed for the particular flight;
8. The flight shall be conducted within the period of the validity of the Permit;
9. Before undertaking the flight, the aircraft shall be inspected and repaired to a degree necessary to ensure safe flight, and a maintenance release signed by a person/organisation licensed/authorized and
10. Any other conditions or limitations as considered necessary by the operator for safe operation of flight.

Any additional conditions or limitations:

Date:

Name of Authorized Signatory

Director of Flight Safety

CAA Form No. DGCAR-08. Rev.3-01/06/2026

APPENDIX C

CAA Form — Certificate of Airworthiness

	Registration No:

CERTIFICATE OF AIRWORTHINESS

1. Nationality and Registration Marks: **A4O-**	2. Manufacturer and Manufacturer's designation of aircraft:	3. Aircraft serial No.:

4. Name of owner:
5. Categories:

6. This Certificate of Airworthiness is issued pursuant to the Convention on International Civil Aviation dated 7th December, 1944, and the Sultanate of Oman Civil Aviation Law as amended in respect of the abovementioned aircraft which is considered to be airworthy when maintained and operated in accordance with the foregoing and the pertinent operating limitations as described in the Flight Manual.

*AS MORE PARTICULARY SET FORTH ON THE AIRCRAFT REGISTER MAINTAINED BY THE DIRECTORATE GENERAL FOR CIVIL AVIATION REGULATION, SULTANATE OF OMAN PURSUANT TO THE CIVIL AVIATION LAW, AS AMENDED.

Date of Original Issue: (DD/ MMM/ YYYY)

Date of Current Issue: (DD/ MMM/ YYYY)

Signature: _____

Director General of Civil Aviation Regulation

Date of Expiry: (See backside for validity period(s)

No entries or endorsements may be made on this Certificate except by an authorized person. If this certificate is lost, the Civil Aviation Authority should be informed at once. Any person finding this certificate should forward it immediately to the Civil Aviation Authority.

APPENDIX D

CAA Form — Noise Certificate

				Registration No:
NOISE CERTIFICATE				
Nationality & Registration Marks:	**Manufacturer and Manufacturer's designation of aircraft :**			**Aircraft Serial No.:**
Engine:		**Propeller:**		
Maximum take-off mass (Kg):	**Maximum landing mass (Kg):**			**Noise certification standard:**
Additional modifications incorporated for the purpose of compliance with the applicable noise certification standards:				
Lateral/full power noise level :	**Approach noise level :**	**Flyover noise level :**	**Overflight noise level:**	**Take-off noise level:**
Remarks:				

This noise certificate is issued pursuant to Volume I of Annex 16 to the Convention on International Civil Aviation, in respect of the above mentioned aircraft, which is considered to comply with the indicated noise Standard when maintained and operated in accordance with the relevant requirements and operating limitations.

Signature: _____

Director General of Civil Aviation Regulation

Date of issue: (*DD/MMM/ YYYY)*

CAA Form No. DGCAR-07

APPENDIX E

CAA Form — Export Certificate of Airworthiness

CIVIL AVIATION AUTHORITY– SULTANATE OF OMAN

EXPORT CERTIFICATE OF AIRWORTHINESS

Ref: Aircraft Registration/mm/yyyy	**CLASS:**

This certifies that the aircraft (or other products) identified below and particularly described in Specification(s) of the *[……state of design (as applicable)……..], [Type Certificate No. ------]* (and if applicable specify for other products) has been examined and as of the date of this Certificate, is considered airworthy in accordance with applicable Civil Aviation Regulation in Sultanate of Oman and with the special requirements notified by the importing country as listed if any.

Note: This certificate does not attest compliance with any agreements or contracts between the vendor and purchaser, nor does it constitute authority to operate an aircraft.

Year of Construction	Manufacturer and Model	Serial No.
----	**----**	**-----**

Engine Manufacturer, Model and Serial No Installed:
Propeller Manufacturer, Model and Serial No Installed:
Country to which Exported:
Category:
☐ New ☐ Used
Importing country requirements:
Exceptions :

Name:

Date: DD /MMM/ YYYY **Director General of Civil Aviation Regulation**

No entries or endorsement may be made on this certificate except by an authorized person. If this certificate is lost, the CAA should be informed immediately. Any person finding this certificate should forward it immediately to the Director General of Civil Aviation Regulation, PO Box 111, Muscat International Airport, Sultanate of Oman.