

Foreign ATO Approval Advisory Pamphlet

General.

1. The CAA needs to approve ATOs that are located outside the Sultanate of Oman, because national market might not support certain types of specialized aviation training locally. There is no difference between the approval of training organizations based in the Sultanate of Oman and those based in another Contracting State. In practice, there are difficulties linked to the fact that, CAA may not have the necessary means to ensure proper oversight of the ATOs located abroad, and to overcome these difficulties, it is more convenient to rely on the approval and oversight system of the host State to issue the approval using a process that is similar to the validation of pilot licenses. This approach is efficient but this requires CAA to fully understand the conditions and the regulatory basis of the original approval and ensuring of the oversight capabilities of the State which issued the original approval.
2. In principle, the process phases mirror the normal phases required for a full approval and provide a streamlined set of requirements limited to those areas of the national requirements which differ from the foreign CAAs approval. There are five phases which an applicant has to follow in this process to obtain a foreign-based ATO approval.

Foreign ATO Approval Process.

3. Phase 1 - Pre-Application. In the pre-application phase, the air operator requests the Foreign training organization approval. The pre-application phase includes a gap analysis regarding the approval of a training organization between the foreign CAA regulation and the national regulation, which is conducted by the CAA in order identify any significant differences, which must be addressed to ensure compliance with the national regulation in addition of ensuring of the oversight capabilities of the State which issues the original approval. The pre-application evaluation phase determines if the eligibility requirements are met.
4. Phase 2 - Application. Application using the alternative approval process mirrors that of a normal ATO application with the exception that the CAA accepts the foreign CAA approvals with specific concentration on those areas that are identified in the applicant's gap analysis specifically for the training program in addition to the operations manual, compliance monitoring manual, instructors, examiners and the flight simulation training devices (FSTD).
5. Phase 3 - Application Evaluation. This phase differs from the normal ATO approval process in that; the majority of the evaluation is accomplished by the CAA through a desktop assessment of the application and acceptance of the foreign CAA approval allows that a significant portion of the application evaluation is already met. This phase allows recognition of the work completed by the foreign CAA and thus gives the CAA the opportunity to better utilize its resources and complete the approval process in an effective and efficient manner. The foreign training organization would be required to take measures if there are gaps between the CAA regulations and the foreign CAA regulations regarding the requirements for ATO approval that shall impact the training standards.
6. Phase 4. Demonstration/Validation (Inspection). The demonstration and validation are a combination of a desktop validation and on-site inspection. In view of the use of the alternative process to approve foreign ATOs, this phase provides the opportunity for the CAA to determine the extent of on-site inspection required. The on-site inspection will be limited on scope and size so as to leverage work already accomplished by the foreign CAAs. Based on the gape analysis and documents review, the core subject of the on-site inspection will be the training program elements in addition to:
 - a. Organization and infrastructure assessment.
 - b. Quality assurance program assessment.
 - c. Instructor qualification assessment.
 - d. Examiner qualification assessment.
 - e. FSTD qualification assessment.
7. Phase 5. Certification Phase. After meeting the alternative approval process requirements, the foreign ATO will be issued the training approval subject to the following conditions:
 - a. The continuing of the foreign ATO approval including the training program, instructors, examiners and FSTDs for a maximum 2 years provide that the baseline CAA approval is current.
 - b. The foreign ATO to maintain the training standards of the approval conditions.
 - c. The foreign ATO to continue compliance with baseline CAA regulations amendment in accordance with ICAO SARPs.
 - d. The foreign ATO to report surveillance relevant information, such as enforcement action taken by the foreign CAA which may affect the issued ATO approval.
 - e. The foreign ATO will be part of the CAA annual surveillance plan.
 - f. Training entry requirements shall be in accordance with CAR FCL.
 - g. Examiner shall fill both, the foreign CAA skill test and the assessment of competence reports and the CAR FCL skill test and assessment of competence report.
 - h. All foreign ATOs examiner conducting ratings skill tests, instructor's assessment of competence and examiners assessment of competence shall sign the CAA standardization arrangements for examiners.
 - i. The foreign ATO to comply with any supplemental or additional requirements.

The Bases for Alternative Approval Process.

8. Validation/Approval of the training programs. CAA recognizing and approving the foreign CAA training curriculum and courseware with reasonable supplemental or additional requirements of the CAA as applicable, based on the gaps identified between CAA requirements and the foreign CAA's approved training curriculum if any. The CAA will not require changes made to the training program that forms the approval basis, unless there are significant differences between the CAA requirements and the foreign CAA's requirements.
9. Validation/acceptance of the foreign ATOs instructors and examiner. CAA recognizing and accepting the foreign ATO instructors and examiners qualifications granted under the foreign CAA's regulatory requirements with reasonable supplemental or additional requirements as applicable. The CAA authorizing the instructors or examiners based on the foreign CAAs qualifications together with additional training/assessment as applicable. The instructors and examiners authorizations issued by the CAA should be limited to training and evaluation at the ATO. The CAA shall issue examiner approval to applicants holding a pilot license that is compliant with Annex 1 to the Chicago Convention, provided that those applicants, Hold at least an equivalent license, rating, or certificate to the one for which they are authorized to conduct skill tests, proficiency checks or assessments of competence, and in any case at least a CPL, and re qualified to act as PIC in the aircraft during a skill test or proficiency check that is conducted in the aircraft.
10. Validation/acceptance of the foreign ATO Flight Simulation Training Device (FSTD) qualification. CAA recognizing and accepting the foreign ATOs FSTD qualification that is already granted by the foreign CAAs or by another State, where the qualified device already meets the relevant criteria of the Manual of Criteria for the Qualification of Flight Simulation Training Devices (Doc 9625) or an equivalent regulatory standard that already is aligned with the criteria of Doc 9625; with minimal supplemental requirements, if any subject to that the device must be part of the training organization's or operator's approved curriculum and be qualified for the training tasks.