

Foreign ATO Approval Advisory Pamphlet

General.

1. The CAA may need to approve ATOs located outside Sultanate of Oman, due to national market requirements in order to support certain types of specialized domestic aviation training. There is no difference between the approval of training organizations based in the Sultanate of Oman and those based in another ICAO 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 challenges, it is more convenient to rely on the approval and oversight system of the host State to issue the approval using a process which is similar to the validation of pilot licenses. This approach is efficient which requires CAA to fully understand the conditions and regulatory basis of the original approval ensuring of the oversight capabilities of the State which issued the original approval.
2. In principle, the process mirrors the normal phases which requires 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 to be followed by an applicant 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 and the national regulations, which is conducted by the CAA in order identify any significant differences to be addressed ensuring compliance with the national regulations in addition of ensuring of the oversight capabilities of the State which issued the original approval. The pre-application evaluation phase determines if the eligibility requirements are met.
4. Phase 2 - Formal Application. The formal application using the alternative approval process mirrors that of a normal ATO application with the exception of that, the CAA Oman accepts the foreign CAA approvals with specific concentration on the areas those are identified in the applicant's gap analysis specifically for the training program, in addition to the applicable manuals including the operations manuals, instructors, examiners and the flight simulation training devices (FSTD).
5. Phase 3 - Documents 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 an opportunity to better utilize resources and completes 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 Oman and the foreign CAA regulations regarding the requirements for ATO approval which may impact the training standards.
6. Phase 4 - Inspection and Demonstration. The inspection and demonstration are 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 to the CAA to determine the extent of on-site inspection required. The on-site inspection will be limited to the 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 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. After the alternative approval process requirements are met, the foreign ATO will be issued training approval subject to the following conditions:
 - a. The foreign ATO approval including the training program, instructors, examiners and FSTDs will be for a period of 2 years provided that, the baseline CAA approval is valid.
 - b. The foreign ATO to maintain 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 share relevant surveillance information, which may affect the ATO approval such as enforcement action.
 - 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. All foreign ATOs examiner conducting skill tests and assessment of competence shall sign the CAA Oman standardization arrangements for examiners (AMC2 FCL.1015 - Examiner Standardization).
 - h. The foreign ATO to comply with any supplemental or additional requirements as per CAR FCL.

The Bases for Alternative Approval Process.

8. Approval of the training programs. The CAA recognize and approve the foreign CAA training curriculum and courseware with reasonable supplemental or additional requirements of the CAA as applicable, based on the gap analyses identified between CAA Oman requirements and the foreign CAA's approved training curriculum (as applicable). The CAA will not require changes made to the training program that forms the approval basis, unless there are significant differences between the CAA Oman requirements and the foreign CAA's requirements.
9. Acceptance of the foreign ATOs instructors and examiner. The CAA recognize and accept foreign ATO instructors and examiners qualifications granted under the foreign CAA's regulatory requirements with reasonable supplemental or additional requirements as applicable and as detailed.
 - a. The authorization is limited to training and evaluation at the ATO for CAR FCL applicants.
 - b. The authorized instructors and examiner shall be a holder of a pilot license that is in compliance with Annex 1 to the Chicago Convention, 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 is qualified to act as PIC in the aircraft during a skill test or proficiency check that is conducted in the aircraft.
- 10 Acceptance of the foreign ATO Flight Simulation Training Device (FSTD) qualification. The CAA recognize and accept foreign ATOs FSTD qualifications 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 which is aligned with the criteria of Doc 9625; with minimal supplemental requirements (if any) subject to the device must be part of the training organization's or operator's approved curriculum and be qualified for the training tasks.