

CAR-AOP

Civil Aviation Regulation

AIRCRAFT OPERATOR PERMIT

Effective: 15th July 2026

Approved by: H. E. Eng. Naif Ali Hamed Al-Abri
President of CAA

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Corrigendum of Amendments

[illegible]

Glossary of Terms or Abbreviations

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

AMP	Approved Maintenance Programme
ANS	Air Navigation Services
AOC	Air Operator Certificate
AOP	Aircraft Operator Permit
ARC	Airworthiness Review Certificate
CAA Oman	Civil Aviation Authority Oman
CAD	Civil Aviation Directive
CAME	Continuing Airworthiness Management Exposition
CAR	Civil Aviation Regulation
CAT	Commercial Air Transport
C of A	Certificate of Airworthiness
C of R	Certificate of Registration
CRS	Certificate of Release to Service
DGCAR	Directorate General of Civil Aviation Regulation
FSD	Flight Safety Department
ICAO	International Civil Aviation Organisation
MEL	Minimum Equipment List
NAA	National Aviation Authority
NOC	No Objection Certificate
Ops Specs	Operations Specifications
ORA	Operational Risk Assessment
OTSB	Oman Transport Safety Bureau
SMS	Safety Management System

Definitions

For the purposes of this regulation:

- (a) ICAO definitions apply unless otherwise specified herein or in CAR-1.
- (b) In the event of any inconsistency or conflict between definitions in other CAA regulations, the provisions in Civil Aviation Law shall take precedence.

The following terms and expressions shall have the meanings assigned to them, unless the text otherwise requires:

Air Operator Certificate (AOC): A certificate authorising an operator to conduct specified commercial air transport operations, issued by the State of the Operator in accordance with applicable national regulations and international standards.

Aircraft Operator Permit (AOP): A Permit issued by the CAA Oman authorizing a foreign operator to conduct specialized operations (other than Commercial Air Transport) within The Sultanate of Oman under the conditions and scope specified therein.

Applicant: A foreign air operator, or its duly authorized representative, applying to the Civil Aviation Authority for the issuance, amendment, renewal, or variation of an Aircraft Operator Permit (AOP).

Authority: The Civil Aviation Authority of the Sultanate of Oman.

Change of AOP: Any modification to the scope, conditions, limitations, or elements under which an approval or permit has been issued, made during the period of validity of the permit.

Equivalent Operational Document: An official certification or formal acknowledgment issued by the State of Registry (or State of Operator) which confirms that a non-AOC holder has established the necessary Standard Operating Procedures (SOPs), risk assessments, and management systems to safely conduct specialized operations. This document serves as the regulatory equivalent of an AOC's Operations Specifications (Ops Specs) for the purpose of obtaining operating permit from CAA Oman.

Local Sponsor: Any entity having its principal place of business in the Sultanate of Oman, designated by the Project Owner or foreign operator to coordinate, facilitate, or represent the aviation activities associated with the intended operation within Oman, and capable of ensuring effective operational coordination, regulatory interface, logistical support, and compliance with applicable national requirements.

Oman: The Sultanate of Oman

Project Owner: Any governmental, commercial, industrial, or other entity within Oman that requires or contracts specialised aviation operations to be conducted in support of a specific project, activity, or operational requirement.

Renewal of AOP: The re-issuance or extension of an approval or permit upon expiry of its validity period, without any change to its scope, conditions, or limitations, subject to demonstration of continued compliance.

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Foreword

- (1) The Civil Aviation Authority Oman, in accordance with the Civil Aviation Law, promulgated by Royal Decree No. 76/2019 and related Ministerial Decision No. 116/2023 and applicable national regulations is responsible for regulating, authorizing, and overseeing civil aviation activities within Oman to ensure safety, compliance, and orderly development of the aviation sector.
- (2) The CAA Oman in the exercise of its statutory powers under the Civil Aviation Law, hereby issues CAR-AOP to establish a structured regulatory framework governing the permit of foreign operators conducting operations within the territory of Oman.
- (3) CAR-AOP has been developed to address operational activities that fall outside the scope of Commercial Air Transport operations regulated under CAR-129.
- (4) This Regulation preserves the primary certification and continuing oversight responsibilities of the State of the Operator and or State of Registry, in accordance with international civil aviation principles, while reaffirming the sovereign authority of Sultanate of Oman to regulate operations conducted within its territory in the interest of safety, security, and public protection.
- (5) The implementation of CAR-AOP reflects the Authority's commitment to maintaining high standards of aviation safety, regulatory clarity, and international alignment, while enabling legitimate operational activity consistent with national law and policy objectives.
- (6) This Regulation shall enter into force on the date specified in the applicable amendment record.
- (7) The following editorial conventions are used throughout this regulation:
 - "Shall" indicates a mandatory requirement;
 - "Should" indicates a recommended practice;
 - "May" indicates discretionary or optional action;
 - "Will" denotes an action or responsibility exercised by the CAA Oman under this Regulation.

Note: The use of the male gender in this regulation shall be interpreted to include the female gender and vice versa.

Entry into Force

- (1) This regulation shall enter into force on 1st August 2026.

Transitional Provisions

- (1) Any Air Operator Permit (AOP) issued prior to the entry into force of this Regulation shall be deemed to be an Aircraft Operator Permit (AOP) issued under this Regulation.
- (2) Any application for an AOP submitted prior to the entry into force of this Regulation and not yet decided shall be processed in accordance with the provisions in force at the time of submission.
- (3) Notwithstanding paragraphs (1) and (2), any change to, or renewal of, an AOP shall be subject to the requirements of this Regulation.
- (4) The Authority may require the holder of an AOP or an applicant referred to in paragraph (2) to comply with specific provisions of this Regulation where necessary in the interest of safety or effective oversight.
- (5) Fees applicable under this Regulation shall continue to be charged in accordance with Appendix 9, paragraph 9, of Decision 879/2025.

Purpose

- (1) The purpose of this regulation is to establish the requirements for the issuance of an Aircraft Operator Permit and defines the conditions under which foreign operators may conduct specialized, non-scheduled, or task-oriented operations within the Sultanate of Oman.
- (2) CAR-AOP provides a proportionate mechanism that ensures coordination with aviation security, air navigation services, and other entities where applicable.

CAR-AOP.005 – Applicability

- (1) This Regulation applies to any foreign operator intending to conduct specialised (Non-CAT) operations within the territory of The Sultanate of Oman in association with a local sponsor and, where applicable, in support of a Project Owner. The operator may hold an AOC or other equivalent operational document, such documents shall be issued by the State of the Operator in accordance with applicable national regulations and international standards.

GM-1 CAR-AOP.005 – Applicability

- (1) The following examples illustrate operations that may be considered suitable for authorisation under an AOP:
- (a) Foreign operators conducting aerial work within the Sultanate of Oman may include, but are not limited to, the following:
 - (i) aircraft external loads, or human external cargo operations;
 - (ii) parachute operations, skydiving, aerial advertising, or aerobatic flights;
 - (iii) industrial survey, or construction-related missions;
 - (iv) aerial survey or mapping operations, including geophysical, topographical, or environmental surveys;
 - (v) calibration or inspection flights, such as navigation aid calibration or infrastructure inspection,
 - (vi) humanitarian or public-interest operations.

CAR-AOP.010 – Compliance with Laws and requirements

Operations conducted under an AOP shall comply with the Civil Aviation Law of Oman and all other applicable laws, regulations, and lawful instructions in force within the territory of Sultanate of Oman.

AMC-1 CAR-AOP.010 – Compliance with Laws and requirements

- (1) Applicable laws and requirements may include, as relevant:
- (a) Air navigation and airspace requirements;
 - (b) Aviation security requirements;
 - (c) Customs and immigration requirements;
 - (d) Environmental and public safety requirements;
 - (e) National security restrictions.

CAR-AOP.015 – Application for AOP

- (1) An application for an AOP shall be submitted to the Authority by the foreign operator or its duly authorized representative.
- (2) The application shall be submitted in the form and manner prescribed in AMC-1 CAR-AOP.015.
- (3) The application shall include sufficient information to enable the Authority to assess:

- (a) The nature and scope of the proposed operation;
- (b) The duration and geographical area of operation;
- (c) The aircraft and crew involved;
- (d) The operational risk associated with the activity;

Note 1: Operations requiring specific approvals under the applicable regulations of the State of the Operator shall only be conducted under this Regulation where such approvals are valid and in force, and where any additional conditions imposed by the Authority are complied with.

Note 2: Submission of false, misleading, or incomplete information may result in:

- (a) Refusal of issuance;
 - (b) Suspension or revocation of permit;
 - (c) Enforcement action under applicable law.
- (4) The Authority may request additional documentation or clarification where necessary to complete the safety assessment.
- (5) The applicant is required to pay all applicable fees as prescribed by CAA prior to issuance of the AOP.
- (6) The Authority may refuse to process incomplete applications.
- (7) Submission of an application does not authorize commencement of operations.

AMC-1 CAR-AOP.015 – Application for AOP

- (1) In a manner established by the authority means that the application be submitted on the latest revision of CAA Form AWR OPS-AOP 101 at least 30 days in advance to allow:
- (a) Safety review by the Authority;
 - (b) Coordination with Aviation Security and Facilitation;
 - (c) Airspace coordination, where required.
- (2) Notwithstanding paragraph (1), the Authority may accept applications submitted less than 30 days before the intended operation where the operation is humanitarian, emergency, public-interest, urgent, or otherwise justified by operational necessity, provided sufficient information and time is available to enable completion of the required safety, security, and operational assessments.
- (3) The application, should include, as applicable the following documentation:
- (a) Covering letter from the local sponsor identifying:
 - the Project Owner (where applicable);
 - the nature of operational support and coordination to be provided within Oman;
 - the operational interface arrangements between the foreign operator, sponsor, and Project Owner.
 - (b) NOC from security agencies (as applicable) of The Sultanate of Oman;
 - (c) Copy of valid AOC along with Ops Specs and / or equivalent operational document;
 - (d) NOC or equivalent from the foreign operator's NAA;
 - (e) Description of proposed operation;

- (f) Project or contract reference (if applicable);
- (g) Aircraft details such as C o A along with ARC if applicable, C o R, lease agreement (if owner is different than operator), radio station license, noise certificate and latest CRS;
- (h) Approval status of latest AMP, CAME & MEL;
- (i) Flight crew details, including license, medical validity, and competency records relevant to the intended operations including the intended route competency;
- (j) Proposed dates and duration;
- (k) Proposed operating locations;
- (l) Operational Risk Assessment;
- (m) Certificate of Insurance covering Oman operations, including appropriate third-party liability and any additional insurance required by the nature and risk profile of the operation;
- (n) Contact details for operational coordination;
- (o) Details of maintenance arrangement along with maintenance staff credentials;
- (p) Emergency response coordination plan for Oman operations;
- (q) Statement of Compliance (SOC) with CAR-AOP; and
- (r) Site Suitability Assessment for temporary or non-certified operating sites.

AMC-2 CAR-AOP.015 – Applicant Capability

- (1) The applicant shall demonstrate that it possesses adequate organisational capability, aviation operational understanding, access arrangements, or technical coordination resources appropriate to the nature, complexity, and risk profile of the proposed operations.

GM-1 CAR-AOP.015 – Local Sponsor Arrangements

- (1) Depending on the nature and complexity of the intended operations, the local sponsor may include aviation operators, aviation service providers, industrial operators, offshore support entities, governmental bodies, or other organisations capable of facilitating safe and effective operational coordination within Oman.

CAR-AOP.020 – Operational Risk Assessment

- (1) The operator shall submit, as part of the application, a risk assessment, including appropriate mitigation measures, covering the intended operations within the Sultanate of Oman.
- (2) The Operational Risk Assessment shall address, as applicable:
 - (a) Operational environment within Oman;
 - (b) Third-party exposure;
 - (c) Use of temporary or special operating sites;
 - (d) Performance margins;
 - (e) Weather and environmental conditions;

- (f) Hazardous materials;
- (g) Infrastructure or obstacle proximity;
- (h) Emergency response arrangements within Oman;
- (i) Local operational coordination and support arrangements within Oman;
- (j) Use of special industrial ground and on-board equipment; and
- (k) Assembly/disassembly of aircraft on-site, where applicable.

CAR-AOP.025 – Security and Other Applicable Clearances

- (1) The applicant shall be responsible to obtain and provide to the CAA, security clearances from the relevant authorities of the Sultanate of Oman as part of the AOP application.
- (2) Issuance of an AOP shall be subject to confirmation of compliance with applicable security, airspace, or national coordination requirements.

CAR-AOP.030 – Language

- (1) Applications and supporting documentation submitted under this Regulation shall be provided in English.
- (2) Where documents are originally issued in another language, the operator shall provide an English translation acceptable to the Authority.
- (3) Notwithstanding paragraph (2) of CAR-AOP.030, the Authority may accept documents in a language other than English where it considers this appropriate.

AMC-1 CAR-AOP.030 – Language

- (1) Documents issued in Arabic may be accepted by the Authority without translation, unless otherwise required.

CAR-AOP.035 – Electronic Submission and Digital Documentation

- (1) Applications, notifications, supporting documentation, and correspondence submitted under this Regulation may be submitted in electronic form, provided that the local sponsor submits a declaration confirming the accuracy of the documents submitted. Notwithstanding the above, the Authority may require the submission of original documents or certified copies where considered necessary.

CAR-AOP.040 – Issuance of AOP

- (1) Where the Authority is satisfied that the foreign operator complies with the requirements of this Regulation, it may issue an AOP.
- (2) The AOP shall be valid only for the period and scope specified therein.
- (3) The Authority may impose conditions, restrictions, or limitations necessary to ensure the safe conduct of operations within the territory of the Sultanate of Oman. The Authority may amend, add, or remove conditions where safety considerations so require.

- (4) In determining whether to issue an AOP, the Authority may consider the adequacy of local operational coordination, support capability, and regulatory interface arrangements associated with the proposed operations.
- (5) The AOP holder shall ensure that all operations are conducted in accordance with its AOC and/or equivalent operational document, subject to the conditions and limitations specified in the AOP and the laws and requirements of CAR-AOP.010.
- (6) Issuance of an AOP does not constitute:
 - (a) Certification or validation of the foreign AOC;
 - (b) Transfer of oversight responsibility from the State of the Operator;
 - (c) Authorization to conduct operations outside the scope defined in the AOP;
 - (d) Modification or substitution of any approval, coordination, or authorization required from Air Navigation Services or other competent authorities for the use of Oman's airspace.
- (7) The operator shall ensure that operational personnel are informed of and comply with all applicable permit conditions.

AMC-1 CAR-AOP.040 – Issuance of AOP

- (1) The AOP shall specify, as applicable:
 - (a) Reference Number
 - (b) The name of the foreign air operator;
 - (c) The aircraft type(s) and registration(s) authorized;
 - (d) The nature and scope of the authorized operation;
 - (e) The geographical area of operation within Oman;
 - (f) The validity period, determined based on the project profile;
 - (g) Any conditions or operational limitations imposed by the Authority.

Note: Refer Appendix 1 for general conditions and template for AOP.

CAR-AOP.045 – Carriage of Aircraft Operator Permit (AOP) On-Board

- (1) The holder of an AOP shall ensure that a copy of the valid Permit, including any applicable conditions or annexes, is available on board the aircraft during operations conducted within Oman.
- (2) The Permit shall be presented to the Authorized Inspectors upon request.
- (3) The Permit may be carried in physical or electronic form, provided it is readily accessible.

CAR-AOP.050 – Occurrence Reporting in Oman

- (1) A foreign operator conducting operations under an AOP shall report to the CAA and OTSB any occurrence, serious incident, or accident occurring within the territory of Oman in accordance with applicable national occurrence reporting requirements in CAR-13 & CAD 01-02.
- (2) The operator shall ensure that occurrences relevant to the safety of operations conducted under the AOP

are reported without undue delay.

- (3) Foreign operators are expected to manage safety occurrences through their Safety Management System (SMS), where applicable, in accordance with the requirements of the State of the Operator.
- (4) Reporting under this Regulation does not relieve the operator of its obligation to report occurrences to the State of the Operator or State of Registry in accordance with applicable regulations.
- (5) The Authority may require submission of additional information necessary to assess safety implications within Oman.
- (6) Failure to comply with reporting requirements may result in enforcement action under this Regulation.

AMC-1 CAR-AOP.050 – Occurrence Reporting in Oman

- (1) The safety occurrence report shall be submitted by the operator or the sponsor within 72 hours on asr.submission@caa.gov.om and OTSB@mtcit.gov.om

CAR-AOP.055 – Emergency Response Coordination within Oman

- (1) A foreign operator conducting operations under an AOP shall ensure that appropriate emergency response arrangements are in place for operations conducted within the Oman.
- (2) The operator shall ensure coordination, as applicable, with:
 - (a) Aerodrome emergency services;
 - (b) Offshore or industrial facility emergency response systems;
 - (c) National search and rescue services;
 - (d) Relevant public safety authorities.
- (3) Where required by the Authority, the foreign operator shall provide information regarding its emergency response procedures with a bridging program (or equivalent) applicable to operations within Oman.

CAR-AOP.060 – Renewal of AOP

- (1) An AOP shall expire automatically on the date specified therein unless renewed by the Authority.
- (2) The holder of an AOP seeking continuation of operations beyond the validity period shall apply for renewal prior to expiry.

AMC-1 CAR-AOP.060 – Renewal of AOP

- (1) The operator should submit renewal applications at least one month before expiry to allow for safety assessment and coordination using AWR OPS-AOP 101.
- (2) The Authority may require updated documentation, including:
 - (a) Confirmation of continued validity of the AOC;
 - (b) Updated operational description;
 - (c) Revised Operational Risk Assessment, where applicable;
 - (d) Confirmation of continued compliance with permit conditions.

CAR-AOP.065 – Changes to AOP

- (1) The holder of an AOP shall obtain prior approval from the Authority before implementing any change that may affect the approved scope of the authorized operation.
- (2) The operator shall submit documentation sufficient to allow the Authority to assess the proposed change.
- (3) The Authority may:
 - (a) Approve the change;
 - (b) Approve the change subject to additional conditions;
 - (c) Refuse the proposed change.
- (4) Changes that do not affect the permit scope, do not require prior approval but shall be notified to the Authority before implementation.
- (5) The Authority may determine that a notified change constitutes a change requiring prior approval.

AMC-1 CAR-AOP.065 – Changes to AOP

- (1) Application for changes be made on AWR OPS-AOP 101 along with supported documents relevant to the change.
- (2) Changes which may affect the scope of permit include, but are not limited to:
 - (a) Change in nature or scope of operation;
 - (b) Addition of aircraft type or registration not specified in the permit;
 - (c) Extension of operational area beyond that authorized;
- (3) Changes that do not affect the scope of the permit but are required to be notified to the authority include (but not limited to):
 - (a) Change of contact details or authorized representative;
 - (b) Change in crew composition, provided qualification requirements remain satisfied;

CAR-AOP.070 – Oversight & Enforcement

- (1) The operator shall grant authorized representatives of the Authority access to aircraft, operational facilities, documentation, and relevant personnel necessary to conduct oversight.
- (2) The authority may conduct oversight activities utilizing RAMP inspections to verify compliance with this regulation and conditions of the AOP.
- (3) Where, during an inspection, it is determined that a situation does not comply with the applicable standards, such non-compliance shall be recorded as a finding.
- (4) Findings shall be classified according to their potential impact on flight safety as follows:
 - (a) Category 1 – minor impact on safety;
 - (b) Category 2 – significant impact on safety;
 - (c) Category 3 – major impact on safety.

Note: Safety-related observations identified during an inspection that do not constitute a finding may be recorded as General Remarks (Category G) under the relevant inspection item.

- (5) Upon receipt of the findings, the operator shall:
- (a) Identify the root cause of the finding;
 - (b) Propose corrective action;
 - (c) Implement corrective action within a timeframe specified by the Authority.
- (6) Failure to address findings within the specified timeframe may result in limitation, suspension, revocation, of operations, or impose any other sanction stipulated in the Civil Aviation Law.

CAR-AOP.075 – Limitation, Suspension or Revocation

- (1) The Authority may suspend, revoke, or limit operations under an AOP where:
- (a) The operator fails to comply with the requirements of this Regulation;
 - (b) The operator breaches the conditions or limitations of the permit;
 - (c) The underlying AOC or equivalent operational approval is suspended, revoked, or limited;
 - (d) False, misleading, or incomplete information has been submitted;
 - (e) Safety or security concerns arise that affect operations within Oman;
 - (f) The operator no longer satisfies the basis upon which the permit was issued.
- (2) Suspension or limitation may apply to:
- (a) The entire permit; or
 - (b) Specific aircraft, crew, or operational activities.
- (3) The Authority may reinstate the limited or suspended AOP upon satisfactory demonstration of compliance.
- (4) Revocation shall terminate the validity of the permit.
- (5) Upon suspension or revocation of the AOP, the operator shall cease all operations conducted under the permit. The movement of the aircraft shall not be affected, provided such flights are conducted in accordance with applicable requirements of the state of Operator.
- (6) The Authority may coordinate with the State of the Operator regarding enforcement actions taken under this Regulation.

AMC-1 CAR-AOP.075 – Limitation, Suspension or Revocation

- (1) Where suspension is imposed, the operator should:
- (a) Submit corrective action plan;
 - (b) Provide evidence of mitigation;
 - (c) Demonstrate restoration of compliance.

CAR-AOP.080 – Fees

- (1) The issuance, change, or renewal of an AOP shall be subject to payment of applicable fees as prescribed by the CAA Oman.
- (2) The Authority may decline to process an application where applicable fees have not been paid.
- (3) Payment of fees does not guarantee issuance, renewal, or change of an AOP.

APPENDIX 1

General Conditions of the AOP

- (1) Following general conditions (but not limited to) apply to AOP:
 - (a) The Permit remains valid only while the underlying AOC and / or other equivalent operational document remains valid.
 - (b) Operations are limited to the area of operation specified in the Permit.
 - (c) Operations shall not commence without prior coordination with ATS and with relevant national authorities.
 - (d) Operations from temporary or non-certified sites shall be conducted only after completion of a site suitability assessment.
 - (e) Any other condition or limitation mentioned in the AOP.
- (2) The holder of an AOP shall ensure that effective coordination arrangements are maintained at all times between the foreign operator, the local sponsor, the Project Owner (where applicable), and relevant national authorities.

Specimen of Aircraft Operator Permit (AOP)

تصريح المشغل للطائرات AIRCRAFT OPERATOR PERMIT SULTANATE OF OMAN CIVIL AVIATION AUTHORITY		
AOP Number: رقم الترخيص: Expiry date: تاريخ : الانتهاء Issue Nr:	Operator: اسم المشغل:	Operational Points of Contact: نقاط الاتصال التشغيلية: Name: Mobile no.: Telephone: Email:
(a) Type of Operations:		(أ) نوع التشغيل:
(b) Type of aircraft to be used:		(ب) طراز الطائرة المستخدمة:
(c) Nationality and Registration Marks:		(ت) علامات الجنسية وتسجيل الطائرة:
(d) Geographical Areas of Operation:		(ث) مناطق التشغيل:
(e) Principal Aerodromes /Airstrips where the aircraft will operate:		(ج) المطارات الرئيسية/المهابط الجوية التي ستعمل فيها الطائرات:
(f) Day / Night Flying:		(ح) الطيران النهاري / الليلي:
(g) Conditions & Limitations:	Subject to the conditions specified in Appendix 1 to CAR-AOP and any additional conditions specified herein:	(خ) القيود:
لدى المديرية العامة لتنظيم الطيران المدني فناعة بأن المشغل المذكور أهل لممارسة عمليات التشغيل داخل سلطنة عمان وفق قانون الطيران المدني في السلطنة والنظم المنبثقة عنه. The Directorate General of Civil Aviation Regulation, is satisfied that the said Operator is competent to conduct operations within the Sultanate of Oman in accordance with the Oman Civil Aviation Law, and CAR-AOP.		
Date of issue: تاريخ : الإصدار	مدير دائرة السلامة الجوية Signature: Name: Title: Director, Flight Safety	

DGCAR-FSD-AOP Rev XX dated xx-yy-zzzz