

CAR-OPS 0

GENERAL OPERATING and FLIGHT REGULATIONS CONTENTS (general layout)

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FOREWORD

- (a) CAR-OPS 0 has been issued by the Civil Aviation Affairs of Oman (hereinafter called the Authority) under the provisions of the Civil Aviation Law of the Sultanate of Oman.
- (b) CAR-OPS 0 forms the basis of General Operating Requirements and Flight Rules for the Sultanate of Oman aviation environment. The rules and requirements ensure that the safe operation of aircraft is possible with the minimum endangerment to persons and property. ICAO Annex 2 (Rules of the Air) , Annex 6 (Operation of Aircraft) and Annex 16 (Environmental Protection) have been the basis for CAR-OPS 0.
- (c) CAR-OPS 0 applies to all operators of aircraft. Additional certification and operating regulations for Air Operator Certificate holders, such as CAR-OPS 1, CAR-OPS 2, CAR-OPS 3, CAR-OPS 4, CAR AEW and CAR-MLA, prescribe additions, alleviations or exceptions to CAR -OPS 0 requirements. In all cases an operator will require information from CAR-OPS 0.
- (d) CAR-OPS 0 applies to all operators of aircraft as well as passengers by establishing:
- general regulations applicable to operators and passengers
 - operating and general flight regulations
 - regulations for VFR and IFR operations
 - instruments and equipment requirements for aircraft
 - operator maintenance requirements
 - special flight operating requirements such as aerobatics, air displays, towing gliders and aircraft used for parachuting
 - operating foreign registered aircraft
 - limitations on aircraft noise
- (e) Amendments to the text in CAR -OPS 0 are issued as amendment pages containing revised paragraphs. New, amended and corrected text will be enclosed within brackets until a subsequent 'Change' is issued
- (f) 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, the industry or the applicant, as appropriate.
 - (4) 'Will' indicates a mandatory requirement and is used to advise pilots of action incumbent on the Authority.

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

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SUBPART A — APPLICABILITY**CAR-OPS 0.001 Applicability**

This CAR prescribes General Operating and Flight Rules for the operation of civil aircraft within the territory of the Sultanate of Oman.

CAR-OPS 0.002 Exemptions

The Authority may exceptionally and temporarily grant an exemption from the provisions of CAR-OPS when satisfied that there is a need and subject to compliance with any supplementary condition the Authority considers necessary in order to ensure an acceptable level of safety in the particular case.

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CAR-OPS 0.003 Operational Directives

(a) The Authority may direct by means of an Operational Directive that an operation shall be prohibited, limited or subject to certain conditions, in the interests of safe operations.

(b) Operational Directives state:

- (1) the reason for issue;
- (2) applicability and duration; and
- (3) action required by the operator(s).

(c) Operational Directives are supplementary to the provisions of CAR-OPS.

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CAR-OPS 0.004 Definitions and abbreviations

See CAR-1

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SUBPART B — GENERAL**CAR-OPS 0.005 Compliance with crew instructions and commands**

All passengers shall comply with any commands given to them by the pilot-in-command pursuant to CAR-OPS 0.075.

CAR-OPS 0.010 Portable electronic devices

(a) No person may operate, nor may any operator or pilot-in-command of an aircraft allow the operation of, any cell phone (unless the aircraft is certified for cell phone use). or other portable electronic device that is designed to transmit electromagnetic energy, on any aircraft while that aircraft is operating under IFR,

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(b) Except as provided in paragraph (c), no person may operate, nor may any operator or pilot-in-command of an aircraft allow the operation of, any portable electronic device on any aircraft flying under IFR during an instrument approach or departure procedure or during any other critical phase of flight.

(c) Paragraph (b) does not apply to.

(1) hearing aids;

(2) heart pacemakers;

(3) portable voice recorders;

(4) electric shavers;

(5) electronic watches; or

(6) any other portable electronic device if the operator of the aircraft has determined that the portable electronic device to be operated will not cause interference with any aircraft system or equipment in the aircraft on which it is operated.

(d) In the case of:

(1) an aircraft being operated on air transport operations, the determination required by paragraph (c)(6) must be made by the operator of the aircraft on which the particular device is to be used; and

(2) any other aircraft, the determination required by paragraph (c)(6) may be made by the pilot-in-command or the operator of the aircraft on which the particular device is to be used.

CAR-OPS 0.015 Carriage and discharge of firearms

(a) Except as provided in paragraphs (b) and (c), no person may:

- (1) carry a firearm in an aircraft; or
 - (2) cause a firearm to be carried in an aircraft; or
 - (3) permit a firearm to be carried in an aircraft.
- (b) A firearm may be carried in an aircraft if:
- (1) the firearm:
 - (i) is stowed in a place that is inaccessible to every person during flight; and
 - (ii) is disabled; or
- (c) A firearm may be carried in an aircraft by a person employed by the police, another law enforcement agency, or a military service if:
- (1) the aircraft is being operated solely for the carriage of police officers, law enforcement officers, military personnel, and Civil Aviation persons under the care of such officers or personnel, and the firearm is unloaded; or
 - (2) the aircraft is being operated for a police, law enforcement, or military operation, and only persons performing an essential function associated with the police, law enforcement, or military operation, or the operation of the aircraft, are carried in the aircraft.
- (d) Unless otherwise determined by the Authority, an application for approval under paragraph (c) must be made to the Authority at least one working day before the air transport operation is intended to commence.
- (e) Before the commencement of an air operation where a firearm will be carried in an aircraft by a person under paragraph (c)(1),(2), the operator must inform the pilot-in-command of the number of persons carrying firearms and their position in the aircraft.

CAR-OPS 0.020 Prohibition against interference with aircraft and aviation facilities

A person must not tamper or interfere with any aircraft, any component of an aircraft, or its equipment, including, but not limited to, smoke detectors, or with fixed or mobile equipment used for the operation or navigation of any aircraft

CAR-OPS 0.025 Offering dangerous goods for transport by air

A person, any operator or pilot-in-command of an aircraft shall take all reasonable measures to ensure that no person offers or accepts dangerous goods and other restricted goods as per art.19 of the Civil Aviation Law for transport by air unless the person has been trained and the goods are properly classified, documented, certificated, described, packaged, marked, labeled and in a fit condition for transport as required by the Technical Instructions (ICAO doc. 9284-AN/905).

CAR-OPS 0.030 Alcohol or drugs

- (a) No person may act or attempt to act as a crewmember of a civil aircraft -
- (1) within 12 hours after the consumption of any alcoholic beverage;
 - (2) while under the influence of alcohol;
 - (3) while using any drug that affects the person's faculties in any way contrary to safety;
or
 - (4) while having 0.2 promille ml. or more alcohol in the blood.

(b) Except in an emergency, no pilot of a civil aircraft may allow a person who appears to be intoxicated or who demonstrates by manner or physical indications that the individual is under the influence of drugs (except a medical patient under proper care) to be carried in that aircraft.

CAR-OPS 0.035 Aircraft airworthiness

(a) Except as provided in paragraph (c), no person may operate an aircraft unless:

- (1) it has a current Certificate of Airworthiness or Flight Permit; and
- (2) it is in an airworthy condition.

(b) A person operating an aircraft issued with an Certificate of Airworthiness or a Flight Permit under must comply with:

- (1) any operating limitations issued with the Certificate of Airworthiness or Flight Permit;
and
- (2) the markings and placards that are required by the Civil Aviation Regulations to be displayed in the aircraft.

(c) A person may operate an aircraft without a current airworthiness certificate for the purpose of demonstrating the eligibility of the aircraft for the issue, renewal, or reinstatement of an airworthiness certificate if:

- (1) a type certificate or type acceptance certificate for the aircraft type is in force in accordance with FAR 21/ EASA Part 21; and
- (2) a person meeting the requirements in CAR M certifies that the aircraft is fit for flight; and
- (3) the pilot-in-command is the holder of an appropriate, current pilot license and type rating for the aircraft; and
- (4) no other person is carried unless that person performs an essential function in connection with the operation.

CAR-OPS 0.040 Aircraft registration

No person shall operate an aircraft unless it is registered and identified in accordance with the requirements of:

- (1) CAR 47; or
- (2) the appropriate authorities of an ICAO contracting State

CAR-OPS 0.045 Aircraft flight manual

No person shall operate an aircraft unless it is operated in compliance with the operating limitations specified in the aircraft flight manual.

CAR-OPS 0.050 Documents to be carried

No person may operate an aircraft unless the following documents are carried in the aircraft:

- (1) the current Certificate of Airworthiness (or Flight Permit) or a certified copy of the current Certificate of Airworthiness (or Flight Permit);
- (2) the aircraft flight manual or equivalent as approved by the Authority;
- (3) for aircraft registered in the Sultanate of Oman, the technical log required under CAR-OPS 0.670;
- (4) the Certificate of Registration, or a certified copy of the Certificate of Registration;
- (5) Noise Certificate or approved document by the Authority attesting the noise certification;
- (6) the Aircraft Radio Licence;
- (7) for aircraft registered in the Sultanate of Oman the original or a copy of the third party liability Insurance Certificate(s).
- (8) each flight crew member shall, on each flight, carry a valid flight crew licence with appropriate rating(s) for the purpose of the flight.
- (9) for foreign registered aircraft operating within the Sultanate of Oman, written evidence that the aircraft complies with the requirements of CAR-OPS 0.955(a)(2) and CAR-OPS 0.965(2).

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CAR-OPS 0.055 Daily flight records

(a) An operator of an aircraft must keep accurate daily flight records that contain for each flight the following:

- (1) the name of the operator:
- (2) the name of the pilot-in-command:
- (3) the names of other crew members:
- (4) the registration markings of the aircraft:
- (5) the date of the flight:
- (6) the purpose of the flight:
- (7) the time of commencement of the flight:
- (8) the name of the departure aerodrome:
- (9) the flight time of the flight.

(b) An operator must retain each daily flight record for a period of 12 months after the date of the flight.

CAR-OPS 0.060 Aircraft flight crew members

(a) No person shall operate an aircraft without at least the number of flight crewmembers required by the aircraft flight manual.

(b) No person may operate an aircraft unless the flight crew members meet the license requirements of CAR-FCL and the qualification requirements of other applicable CARs.

(c) The Pilot-in Command of an aircraft shall ensure that each crew member, before acting as a crew member on board the aircraft, has been instructed with respect to

- (1) the duties that the crew member is to perform; and
- (2) the location and use of all of the normal and emergency exits and of all of the emergency equipment that is carried on board the aircraft.

CAR-OPS 0.065 *intentionally blank*

CAR-OPS 0.070 Designation of Pilot-in Command

(a) No person shall operate an aircraft with more than one pilot unless, when the flight is planned, the operator designates a pilot who is qualified as pilot-in-command for each period of the flight.

(b) For the purposes of this CAR, operator means the person who causes or permits an aircraft to fly.

CAR-OPS 0.075 Authority of the pilot-in-command

Each pilot-in-command of an aircraft shall give any commands necessary for the safety of the aircraft and of persons and property carried on the aircraft, including disembarking or refusing the carriage of:

- (1) any person who appears to be under the influence of alcohol or any drug where, in the opinion of the pilot-in-command, their carriage is likely to endanger the aircraft or its occupants; and
- (2) any person, or any part of the cargo, which, in the opinion of the pilot-in-command, is likely to endanger the aircraft or its occupants.

CAR-OPS 0.080 Safety of aircraft

A pilot-in-command of an aircraft must:

- (1) before operating the aircraft, be satisfied that the aircraft is airworthy and in a condition for safe flight, after:
 - (i) the documents required under CAR-OPS 0.050 have been inspected; and
 - (ii) the aircraft has been inspected; and
- (2) during the flight, ensure the safe operation of the aircraft and the safety of its occupants; and
- (3) on completion of the flight, record in the technical log or other document acceptable to the Authority any aircraft defects that are identified by the pilot-in-command during the flight.

CAR-OPS 0.085 Aircraft taxiing

No person other than a flight crew member shall taxi an aircraft on the movement area of an aerodrome unless that person has been duly authorised by the operator or by a maintenance organisation, and:

- (1) is competent to taxi the aircraft; and
- (2) is competent to use the radiotelephone if radio communications are required; and
- (3) is familiar with the aerodrome layout and any procedures applicable to ground movements at that aerodrome.

CAR-OPS 0.090 Flight instruction

No person shall give flight instruction in an aircraft, except a balloon, unless that aircraft is equipped with:

- (1) fully functioning dual controls; or
- (2) pitch, roll, yaw, and engine power controls which can be operated at either crew station.

CAR-OPS 0.095 Restricted and danger areas

(a) A pilot must not operate an aircraft within a restricted area designated in the AIP of the Sultanate of Oman unless that pilot:

- (1) has the approval of the administering Authority responsible for the restricted area to operate within that area; and
- (2) complies with any conditions promulgated for operation within the restricted area; and
- (3) complies with any conditions imposed by the administering Authority for operation within the restricted area.

(b) A pilot must not operate an aircraft within a danger area designated in the AIP of the Sultanate of Oman unless that pilot has determined that the activity associated with the danger area will not affect the safety of the aircraft.

CAR-OPS 0.100 Low flying zones

(a) A pilot must not operate an aircraft within a low flying zone designated in the AIP of the Sultanate of Oman:

- (1) during the night; or
- (2) during the day unless:
 - (i) the pilot
 - is receiving dual flight instruction; or
 - holds an instructor rating issued under CAR-FCL; or
 - is briefed on the boundaries of the low flying zone and the method of entry and exit from the low flying zone and is authorised for that flight by the holder of an instructor rating issued under CAR-FCL; and
 - (ii) the pilot has been briefed by the using agency on the conditions of operation for flight within the low flying zone; and
 - (iii) the pilot complies with the conditions of operation for flight within the low flying zone; and
 - (iv) before entering the low flying zone, the pilot broadcasts on the appropriate VHF frequency details of the flight and the proposed duration in the low flying zone; and
 - (v) the pilot maintains a listening watch on the appropriate VHF frequency while in the low flying zone and broadcasts or reports on vacating the low flying zone.

(b) A pilot operating an aircraft within a low flying zone designated in the AIP of the Sultanate of Oman must ensure that the aircraft is operated without hazard to persons or property on the surface.

(c) A pilot operating an aircraft within a low flying zone designated in the AIP of the Sultanate of Oman must not carry a passenger on the aircraft.

CAR-OPS 0.105 Military operating areas

A pilot must not operate an aircraft within a military operating area designated in the AIP of the Sultanate of Oman unless the pilot:

- (1) has the approval of the administering Authority responsible for the military operating area:
 - (i) to operate an aircraft registered in the Sultanate of Oman within the military operating area; or
 - (ii) to operate a foreign aircraft within any portion of the military operating area that is within the territorial limits of the Sultanate of Oman; and
- (2) complies with any conditions promulgated for operation within the military operating area; and
- (3) complies with any conditions imposed by the administering Authority for operation within the military operating area.

CAR-OPS 0.110 Mandatory broadcast zones

(a) Except as provided in paragraphs (b) and (c), a pilot must not operate an aircraft within a mandatory broadcast zone designated in the AIP of the Sultanate of Oman unless that pilot:

- (1) makes the following broadcasts on the radio frequency assigned to the mandatory broadcast zone:
 - (i) **at entry** – the aircraft call sign, position and altitude, and the pilot's intentions for flight within the mandatory broadcast zone;
 - (ii) **when joining the aerodrome traffic circuit of an aerodrome within the mandatory broadcast zone** – the aircraft call sign, position and altitude, and the pilot's intentions;
 - (iii) **before entering a runway for take-off from an aerodrome within the mandatory broadcast zone** – the aircraft call sign, the runway to be used for take-off, and the pilot's intentions for flight within the mandatory broadcast zone after take-off; and
 - (iv) **at any other time at least at the intervals prescribed for the mandatory broadcast zone** – the aircraft call sign, position and altitude, and the pilot's intentions for flight within the mandatory broadcast zone; and
- (2) maintains a listening watch on the radio frequency assigned to the mandatory broadcast zone; and
- (3) activates, if equipped, the aircraft's landing lights or anti-collision lights.

(b) Pilots of aircraft in formation may operate within a mandatory broadcast zone without complying with paragraphs (a)(1) and (a)(2), but only if:

- (1) all the pilots of the aircraft in formation comply with paragraph (a)(3); and
- (2) the pilot of the lead aircraft complies with paragraphs (a)(1) and (a)(2).

(c) A pilot-in-command of an aircraft without an operable radio may operate within a mandatory broadcast zone for the purpose of enabling repairs to be made to that radio, but only if:

- (1) the pilot-in command complies with paragraph (a)(3); and
- (2) if practicable, the pilot-in-command arranges for another person to make the broadcasts required in paragraph (a)(1) on the pilot's behalf.

(d) The pilot-in-command of a parachute-drop aircraft intending to drop a parachutist within or into a mandatory broadcast zone must make a broadcast on the radio frequency assigned to the mandatory broadcast zone stating the aircraft call sign, position, altitude, and the intentions of the person making the parachute descent before authorising that person to exit the aircraft to make the parachute descent.

CAR-OPS 0.115 Volcanic hazard zones

A pilot must not operate an aircraft within a volcanic hazard zone:

- (1) during the night; or
- (2) in IMC; or
- (3) in VMC during the day unless the pilot determines that, after considering all of the following, the volcanic hazard will not affect the safety of the flight:
 - (i) relevant meteorological information contained in NOTAM;
 - (ii) SIGMET information;

CAR-OPS 0.120 General aviation areas

A pilot must not operate an aircraft within a general aviation area designated in the AIP of the Sultanate of Oman:

- (1) during the night; or
- (2) during the day unless:
 - (i) the general aviation area is active permanently during the day; or
 - (ii) if the general aviation area is made active by the approval of the ATC unit responsible for the airspace, an approval has been given by the ATC unit to operate within the general aviation area and the pilot complies with any request from the ATC unit to vacate the general aviation area; or
 - (iii) if the general aviation area is made active by notification from an airspace user to the ATC unit responsible for the airspace, prior notification has been given to the ATC unit, and the ATC unit has confirmed that the general aviation area is active

CAR-OPS 0.125 Flight restrictions in the proximity of His Majesty the Sultan of Oman

No person may operate an aircraft over or in the vicinity of any area to be visited or travelled by the Sultan of Oman or other public figures contrary to the restrictions established by the Authority and published in a Notice to Airmen (NOTAM), unless:

- (1) approved to do so by the administering Authority responsible for the area, and

- (2) any conditions imposed by the administering Authority responsible for the area are complied with.

SUBPART C

RESERVED

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SUBPART D — OPERATIONAL PROCEDURES**CAR-OPS 0.130 Use of aerodromes**

(a) No person may use any place as an aerodrome unless that place is suitable for the purpose of taking off or landing of the aircraft concerned.

(b) No person may operate an aircraft at an aerodrome unless:

- (1) that person complies with any limitations and operational conditions on the use of the aerodrome notified by the aerodrome operator; and
- (2) the runway, heliport, or water channel, is equipped with operable lighting, appropriate to that type of aircraft, when landing or taking off at night, and the lighting is activated; and
- (3) that person manoeuvres the aircraft clear of any manoeuvring area or part of any manoeuvring area that has been notified or marked as unsafe for aircraft use by the aerodrome operator; and
- (4) the runway, heliport, or water channel, is clear of all persons, animals, vehicles, vessels, or other obstructions during landing or take-off, other than persons, vehicles, or vessels essential to the operation.

(c) No pilot may operate an aircraft in an aerodrome traffic circuit unless the aircraft can be manoeuvred:

- (1) clear of any obstructions; and
- (2) without conflicting with the aerodrome traffic circuit or instrument approach procedure of any other aerodrome.

(d) In addition to fulfilling the requirements of paragraphs (a), (b), and (c), no person may operate a helicopter without ensuring that:

- (1) any place used as a heliport or as a place to hover within a congested area of a city, town, or settlement has:
 - (i) physical characteristics; and
 - (ii) obstacle limitation surfaces; and
 - (iii) visual aids—commensurate with the ambient light conditions and the characteristics of the helicopter being operated; and
- (2) any place used as a heliport or as a place to hover that is outside a congested area of a city, town, or settlement:
 - (i) is suitable for the helicopter to hover clear of obstructions; and
 - (ii) for a heliport, has a surface area suitable for touchdown and lift-off; and
- (3) unless the helicopter is a performance Class 1 helicopter, any place used as a heliport or as a place to hover has such approach and take-off paths that an auto-rotation

landing can be conducted without causing a hazard to any persons or property on the surface.

CAR-OPS 0.135 Operating on and in the vicinity of an aerodrome

(a) Except as required in paragraph (b), each pilot of an aeroplane operating on or in the vicinity of an aerodrome shall:

- (1) observe other aerodrome traffic for the purpose of avoiding collision; and
- (2) unless otherwise authorised or instructed by ATC, conform with or avoid the aerodrome traffic circuit formed by other aircraft; and
- (3) except as provided in paragraph(c), at aerodromes promulgated in the AIP, perform a left hand aerodrome traffic circuit when approaching for a landing and after take-off unless otherwise authorised or instructed by ATC;

(b) Paragraph (a)(3) shall not apply to the pilot-in-command of an aircraft operating at an aviation event in accordance with CAR-OPS 0.905.

(c) Each pilot-in-command of a helicopter shall comply with paragraph (a) or avoid the aerodrome traffic circuit in use by aeroplanes.

CAR-OPS 0.140 Operations at aerodromes with air traffic services

(a) Each pilot-in-command of an aircraft on or in the vicinity of an aerodrome with an aerodrome control service in operation shall:

- (1) unless otherwise authorised by ATC, maintain two-way radio communications with that service on the prescribed frequency; and
- (2) obtain a clearance from that service prior to:
 - (i) taxiing on any portion of the manoeuvring area; or
 - (ii) landing at or taking-off from any runway or heliport at that aerodrome; or
 - (iii) entering a control zone.

(b) Each pilot-in-command of an aircraft on or in the vicinity of an aerodrome with an aerodrome flight information service in operation shall:

- (1) if the aircraft is equipped with radio, maintain two-way radio communications with that service on the prescribed frequency; and
- (2) advise that service of the intended use of that aerodrome prior to:
 - (i) starting engine(s)
 - (ii) taxiing on any portion of the manoeuvring area; or
 - (iii) landing at or taking-off from any runway or heliport at that aerodrome; or
 - (iv) entering the aerodrome traffic circuit at that aerodrome.

(c) Each pilot-in-command of an aircraft that is not equipped with radio and that is on or in the vicinity of an aerodrome with an aerodrome flight information service in operation shall advise that service of the intended use of the aerodrome prior to:

- (1) taxiing on to any portion of the manoeuvring area; and
- (2) entering the aerodrome traffic circuit at that aerodrome.

CAR-OPS 0.145 Operating near other aircraft

No pilot shall operate an aircraft:

- (1) so close to another aircraft as to create a collision hazard; or
- (2) in formation flight except by prior arrangement with the pilot-in-command of each aircraft in the formation or
- (3) other than an aircraft performing a parachute-drop operation, in formation flight while carrying passengers for hire or reward.

CAR-OPS 0.150 Right-of-way rules

(a) **Right-of-Way.** Each pilot of an aircraft:

- (1) shall, when weather conditions permit, regardless of whether the flight is performed under IFR or under VFR, maintain a visual lookout so as to see and avoid other aircraft; and
- (2) that has the right of way, shall maintain heading and speed, but shall not be relieved from the responsibility of taking such action, including collision-avoidance manoeuvres based on resolution advisories provided by ACAS equipment, that will avert collision; and
- (3) that is obliged to give way to another aircraft, shall avoid passing over, under, or in front of the other aircraft, unless passing well clear of the aircraft, taking into account the effect of wake turbulence.

(b) **Approaching Head-On.** Each pilot of an aircraft shall, when approaching another aircraft head-on, or nearly so, alter heading to the right.

(c) **Aircraft Converging.** Each pilot of an aircraft that is converging at approximately the same altitude with another aircraft that is to its right, shall give way, except that the pilot operating:

- (1) a power-driven heavier-than-air aircraft shall give way to airships, gliders, and balloons; and
- (2) an airship shall give way to gliders and balloons; and

- (3) a glider shall give way to balloons; and
- (4) a power-driven aircraft shall give way to aircraft that are towing other aircraft or objects; and
- (5) all aircraft shall give way to parachutes.

(d) **Overtaking Aircraft.** Each pilot of an aircraft that is overtaking another aircraft shall, if a turn is necessary to avoid that aircraft, alter heading to the right, until it is entirely past and clear of the other aircraft.

(e) For the purpose of paragraph (d), an overtaking aircraft is an aircraft that approaches another from the rear on a line forming less than 70 degrees with the plane of symmetry of the latter.

(f) **Landing aircraft.** Each pilot of an aircraft in flight or on the surface shall:

- (1) give way to any aircraft that is on final approach to land or is landing; and
- (2) when the aircraft is one of two or more heavier-than-air aircraft approaching an aerodrome for the purpose of landing, give way to the aircraft at the lower altitude; and
- (3) not take advantage of right-of-way under subparagraph (2) to pass in front of another aircraft, which is on final approach to land, or overtake that aircraft.

(g) **Taking-Off.** A pilot of an aircraft shall not take-off if there is an apparent risk of collision with another aircraft.

(h) **Taxiing.** Each pilot of an aircraft taxiing on the manoeuvring area of an aerodrome shall:

- (1) give way to aircraft landing, taking-off, or about to take-off; and
- (2) when two aircraft are approaching head on, or nearly so, stop or, where practicable, alter course to the right so as to keep well clear of the other aircraft; and
- (3) when two aircraft are on a converging course, give way to other aircraft on the pilot's right; and
- (4) when overtaking another aircraft, give way and keep well clear of the aircraft being overtaken.

(i) **Aircraft in Distress.** Each pilot of an aircraft shall give way to any aircraft that is in distress.

CAR-OPS 0.155 Right-of-Way Rules – water operations

Each pilot of an aircraft on the water shall comply with the requirements of the International Regulations for Preventing Collisions at Sea.

CAR-OPS 0.160 Aircraft lights

(a) A pilot of an aircraft shall not:

- (1) operate an aircraft at night unless it has lighted position lights; or
- (2) moor or move an aircraft at night on a water aerodrome unless the aircraft complies with the lighting requirement of the International Regulations for Preventing Collisions at Sea;
- (3) operate an aircraft at night that is required to be equipped with an anti-collision light system unless the system is operating.

(b) No person shall park or move an aircraft at night on a manoeuvring area of an aerodrome in use for aircraft operations, unless the aircraft:

- (i) is clearly illuminated; or
- (ii) has lighted position lights; or
- (iii) is in an area that is marked by obstruction lights; or

(c) Notwithstanding paragraph (a)(3), a pilot of an aircraft is not required to operate the anti-collision light system if the pilot determines that, because of operating conditions, it would be in the best interest of safety to turn the system off.

CAR-OPS 0.165 Dropping of objects

A pilot of an aircraft shall not allow any object to be dropped from that aircraft in flight unless the pilot has taken reasonable precautions to ensure the dropping of the object does not endanger persons or property.

CAR-OPS 0.170 Aircraft speed

(a) Except as provided in paragraph (b), a pilot must not operate an aircraft at an indicated speed of more than 250 kts below an altitude of 10 000 feet AMSL when:

- (1) that aircraft is operated IFR in Muscat FIR Class F airspace; or
- (2) that aircraft is operated VFR in Muscat FIR Class C or F airspace.

(b) Paragraph (a) does not apply when:

- (1) the minimum safe speed of the aircraft prescribed in the flight manual is more than 250 kts and the aircraft is operated at that minimum safe speed; or
- (2) the aircraft is being operated at an aviation event in accordance with CAR-OPS 0.905.

CAR-OPS 0.175 Altimeter settings

(a) A pilot of an aircraft must maintain the cruising altitude or flight level of the aircraft by reference to an altimeter that is set in accordance with the following:

- (1) when operating at or above flight level 150, set altimeter to 1013.2 hPa:
 - (2) when operating at or below 13 000 feet, set altimeter to the appropriate area QNH zone setting or aerodrome QNH altimeter setting:
 - (3) when operating between 13 000 feet and flight level 150, set altimeter to the appropriate area QNH zone setting as advised by an ATC unit.
- (b) A pilot of an aircraft that is ascending or descending must set the altimeter in accordance with the following:
- (1) when ascending above 13 000 feet, set altimeter to 1013.2 hPa:
 - (2) when descending through flight level 150, set altimeter to the appropriate area QNH zone setting or aerodrome QNH altimeter setting.

CAR-OPS 0.180 Compliance with ATC clearances and instructions

- (a) A pilot of an aircraft operating in a control area or control zone designated in the AIP must:
- (1) except when manoeuvring in accordance with an ACAS resolution advisory or a GPWS or TAWS alert, comply with any ATC clearance or instruction issued by the ATC unit responsible for the control area or control zone; and
 - (2) when a deviation from an ATC clearance or instruction is required for the safe operation of the aircraft, notify ATC of the deviation as soon as possible.
- (b) A pilot of an aircraft need not comply with an ATC clearance or instruction if compliance would cause the pilot to breach any regulation in this CAR.
- (c) A pilot of an aircraft who elects not to comply with an ATC clearance or instruction under paragraph (b) must immediately notify the appropriate ATC unit of the non-compliance.

CAR-OPS 0.185 ATC Light signals

Each pilot of an aircraft shall comply with the clearance or instruction specified for ATC light signals in Table 1.

Table 1. ATC light signals.

Light Signal	Aircraft in Flight	Aircraft on the Ground
Steady green	Cleared to land	Cleared for take-off
Steady red	Give way to other aircraft and continue circling	Stop
Series of green flashes	Return for landing (clearance to land and to taxi will be given in due course)	Cleared to taxi
Series of red flashes	Aerodrome unsafe, do not land	Taxi clear of landing area in use
Flashing white	Land at this aerodrome and proceed to apron	Return to starting point on aerodrome
Alternating red and green flashes	Danger, be on the alert	Danger, be on the alert

CAR-OPS 0.190 Operations in controlled airspace

(a) Except as provided in paragraphs (e) and (f), a pilot-in-command of an aircraft must not enter a control area or control zone designated in the AIP unless the pilot-in-command obtains an ATC clearance to enter the control area or control zone.

(b) A pilot-in-command of an aircraft operating in Class A airspace must:

- (1) operate the aircraft under IFR; and
- (2) unless otherwise authorised by the ATC unit responsible for the class A airspace, maintain two-way communications with that ATC unit on the appropriate frequency.

(c) A pilot-in-command of an aircraft that operates in the following classes of airspace must maintain two-way radio communications with the ATC unit responsible for the airspace concerned on the appropriate frequency unless otherwise authorised by the ATC unit:

- (1) Class C airspace:
- (2) Class F airspace under IFR.

CAR-OPS 0.194 Operation in defined airspace with Reduced Vertical Separation Minima (RVSM)

(See JAA Administrative & Guidance Material, Section 1, Part 3, Leaflet 6 for requirements.)

An operator shall not operate an aeroplane in defined portions of airspace where, based on Regional Air Navigation Agreement, a vertical separation minimum of 300m (1 000ft) applies unless approved to do so by the Authority (RVSM Approval)

Rev 1

CAR-OPS 0.195 Operations in RNP designated airspace

(a) No person shall operate an aircraft in RNP designated airspace in an aircraft registered in the Sultanate of Oman unless:

- (1) there is available in the aircraft a RNP operations procedures manual, incorporating all amendments, approved in accordance with this CAR for that aircraft and aircraft navigation system; and
- (2) the operations in RNP designated airspace are performed in accordance with the procedures, instructions, and limitations in the approved manual; and
- (3) the instruments and equipment required by CAR-OPS 0.445 for a particular RNP operation have been inspected and maintained in accordance with an approved maintenance programme; and
- (4) each flight crew member has adequate knowledge of, and familiarity with:
 - (i) the aircraft; and
 - (ii) the aircraft navigation system; and
 - (iii) the procedures to be used, including the applicable contingency procedures; and
- (5) each pilot-in-command ensures that the aircraft and aircraft navigation system are both approved by the Authority for RNP operations and that the RNP performance can be met for the planned route and any alternate routes; and
- (6) a flight plan is submitted to the appropriate ATS unit that includes in item 10 of the ICAO standard flight plan:
 - (i) the letter 'R' when indicating an aircraft approved for RNP operations; and
 - (ii) the letter 'G' when indicating an aircraft equipped with an approved GNSS capability.

(b) Each operator of an aircraft performing RNP operations shall keep a current copy of the RNP operation procedures manual at its principal base of operation and shall make it available for inspection upon request by the Authority.

(c) Each applicant for the approval of a RNP operation procedures manual, or an amendment to an approved RNP operation procedures manual, shall submit the proposed manual or amendment to the Authority.

(d) The Authority may approve a RNP operation procedures manual and any amendment to a RNP operation procedures manual.

(e) Each RNP operation procedures manual shall contain:

(1) the name of the operator; and

(2) the registration, make, and model of the aircraft to which it applies; and

(3) the type, manufacturer, and model of the aircraft navigation system to which it applies; and

(4) a maintenance programme including procedures for the:

(i) test and inspection of each instrument and item of equipment required by CAR-OPS 0.530 for RNP operations at intervals that ensure the RNP performance required for the particular operation is maintained; and

(ii) recording in the maintenance records the date, departure airport, destination airport, and reasons for each RNP operation discontinued because of instrument or equipment malfunction; and

(5) procedures and instructions related to:

(i) the mitigation of large navigational errors due to equipment malfunction or operational error; and

(ii) in-flight drills that include cross checking procedures to identify navigation errors in sufficient time to prevent inadvertent deviation from ATC cleared routes; and

(iii) updating the navigation system to ensure that the required RNP performance is maintained during operations in RNP designated airspace; and

(iv) the maximum permissible deviations of the RNP system within the RNP designated airspace; and

(v) the calculation of time limits to meet RNP criteria; and

(vi) instrument and equipment failure warning systems; and

(vii) system failure; and

(viii) system monitoring and the collection of reliability and performance data; and

(ix) other procedures, instructions, and limitations that may be found necessary by the Authority.

(f) The procedures manual required by paragraphs (a), (b), (c), and (e) may be incorporated in the operations procedures required of the holder of an air operator certificate issued under CAR-OPS

(g) Each pilot-in-command shall:

(1) unless authorised by ATC, ensure that two independent LRNS are serviceable and accurate:

- (i) 30 minutes prior to entry to RNP designated airspace; and
 - (ii) on entry to RNP designated airspace; and
- (2) when operating in, or within 30 minutes prior to entry of, RNP designated airspace:
- (i) notify ATC whenever the aircraft cannot meet RNP criteria; and
 - (ii) notify ATC whenever the aircraft is operating with a single LRNS; and
 - (iii) if unable to communicate with ATC, proceed in accordance with the contingency procedures in ICAO Regional Supplementary Procedures, Document 7030.

CAR-OPS 0.200 Use of SSR transponder and altitude reporting equipment

(a) Except as provided in paragraph (e), a pilot-in-command of an aircraft operating in transponder-mandatory airspace designated in the AIP must, unless otherwise authorised or instructed by ATC:

- (1) operate the transponder:
 - (i) in Mode A and Mode C; or
 - (ii) in Mode S if the aircraft is equipped with Mode S equipment and allocated a unique Mode S code referred to in paragraph (b).
- (2) except where paragraph (3) applies or when operating Mode S equipment, set the transponder: to the code assigned by ATC for the flight; or
- (3) in the event of an in flight emergency, loss of radio communications, or an act of unlawful interference, set the transponder to the appropriate code in accordance with Table 2.

Table 2

Occurrence	SSR Code
Unlawful interference	7500
Loss of radio communication	7600
In flight emergency when no code has been allocated by ATC	7700

(b) No person may operate an aircraft with Mode S transponder equipment installed unless the Authority has assigned that aircraft a unique Mode S address code.

(c) A pilot-in-command of an aircraft intending to operate the aircraft without an operable transponder, in transponder mandatory airspace that is within controlled airspace, must obtain specific authorisation from the ATC unit having jurisdiction over the relevant airspace as part of the ATC clearance to enter that airspace.

(d) A pilot-in-command of an aircraft operating in transponder mandatory airspace must over the relevant airspace of any failure or partial failure of the transponder equipment. immediately advise the ATC unit having jurisdiction

(e) Unless otherwise required by ATC, only one of the aircraft in a formation flight is required to operate a transponder in accordance with paragraph (a).

CAR-OPS 0.205 Aircraft call signs

(a) When required to communicate by radiotelephony, a pilot-in-command of an aircraft registered in the Sultanate of Oman must use one of the following radiotelephony call signs:

- (1) the telephony designator of the aircraft operator as approved by the Authority, followed by the flight identification; or
- (2) the telephony designator of the aircraft operator as approved by the Authority followed by the last three letters of the aircraft registration marking; or
- (3) the last three letters of the aircraft registration marking.

(b) Notwithstanding paragraph (a)(2), the pilot-in-command may, after establishing two-way communication with an appropriate ATS unit, use an abbreviated call sign consisting of the last three letters of the aircraft registration marking.

(c) The Authority may only approve the call signs prescribed in paragraphs (a)(1) and (2) for the use of:

- (1) the holder of an air operator certificate issued under CAR OPS 1, 2, 3 or 4 conducting:
 - (i) a regular air transport service; or
 - (ii) a search and rescue flight; or
 - (iii) a medical transfer or medical emergency flight; and
 - (iv);
- (2) aircraft being flown on a police operation. and
- (3) Royal Flight Oman operations

(d) An applicant for the approval of a telephony designator must submit to the AUTHORITY in writing the name of the aircraft operator and a payment of the appropriate application fee

CAR-OPS 0.210 Pre-flight action

Before commencing a flight, a pilot-in-command of an aircraft must obtain and become familiar with all information concerning that flight including:

- (1) where practicable, the current meteorological information; and

- (2) the fuel requirements; and
- (3) the alternatives available if the planned flight cannot be completed; and
- (4) any known or likely traffic delays that have been notified by ATS; and
- (5) the status of the communication and navigation facilities intended to be used; and
- (6) the current conditions of the aerodrome and runway lengths at aerodromes of intended use; and
- (7) any take-off and landing distance data contained in the aircraft flight manual; and
- (8) in the case of aircraft powered by two or more engines:
 - (i) engine inoperative procedures; and
 - (ii) one engine inoperative performance data; and
- (9) applicable NOTAMS

CAR-OPS 0.215 Familiarity with operating limitations and emergency equipment

Each pilot of an aircraft shall, before beginning a flight, be familiar with:

- (1) the aircraft flight manual for that aircraft; and
- (2) any placards, listings, instrument markings, or any combination thereof, containing any operating limitation prescribed for that aircraft by the manufacturer or the Authority; and
- (3) the emergency equipment installed on the aircraft; and
- (4) which crew member is assigned to operate the emergency equipment; and
- (5) the procedures to be followed for the use of the emergency equipment in an emergency situation.

CAR-OPS 0.220 Flying equipment and operating information

(a) Each pilot-in-command of an aircraft shall ensure that the following equipment and information, in current and appropriate form, is accessible to each pilot crew member of the aircraft:

- (1) means of indicating the time; and
- (2) appropriate aeronautical charts; and
- (3) for IFR operations, each appropriate navigational en route, terminal area, approach, and instrument approach and departure charts; and

(4) for night operations, an electric torch for each flight crew member.

(b) In addition to paragraph (a), each pilot-in-command of an aircraft in excess of 5700 kg Maximum Take-off Mass, or having a certificated seating capacity of 10 passenger seats or more, shall require flight crew members to use a cockpit checklist covering the normal and emergency procedures for the operation of the aircraft in accordance with the aircraft flight manual.

CAR-OPS 0.225 Crew members at stations

(a) Each crew member on duty during take-off and landing in an aircraft, other than in a balloon, shall:

- (1) be at their crew member station unless their absence is necessary to perform duties in connection with the operation of the aircraft; and
- (2) have their safety belt fastened while at the crew member station.

(b) Each crew member on duty during take-off and landing in an aircraft, other than in a balloon, shall have their shoulder harness fastened while at their crew member station, unless:

- (1) the seat at the crew member station is not equipped with a shoulder harness; or
- (2) the crew member would be unable to perform their duties with the shoulder harness fastened.

CAR-OPS 0.230 Occupation of seats and wearing of restraints

(a) A pilot-in-command of an aircraft must require each passenger to occupy a seat or berth and to fasten their safety belt, restraining belt or, if equipped, shoulder harness or single diagonal shoulder belt:

- (1) during each take-off and landing; and
- (2) when the aircraft is flying at a height of less than 1000 feet above the surface; and
- (3) at other times when the pilot-in-command considers it necessary for their safety; and
- (4) during aerobatic flight; and
- (5) at all times in an open cockpit aircraft.

(b) A pilot-in-command of an aircraft may permit a passenger to unfasten a shoulder harness or single diagonal shoulder belt:

- (1) during take-off and landing; and

- (2) when the aircraft is flying at a height of less than 1000 feet above the surface if the pilot-in-command is satisfied that such action is necessary for the passenger's performance of an essential function associated with the purpose of the flight.
- (c) A pilot-in-command of an aircraft must require each passenger to place their seat in the take-off and landing configuration during take-off and landing.
- (d) Paragraphs (a)(1), (2), and (3) do not apply to a child under 2 years of age if the child:
- (1) is held by an adult who is occupying a seat or berth, and the child is secured by a safety belt attached to the adult's safety belt; or
 - (2) occupies a seat equipped with a child restraint system, if the child does not exceed the specified mass limit for that system and is accompanied by a parent, guardian, or by an attendant designated by the child's parent or guardian to attend to the safety of the child during the flight.
- (e) Paragraph (a) does not apply to passengers carried in balloons or engaged in parachute operations.

CAR-OPS 0.235 Use of oxygen equipment

- (a) A pilot-in-command of an unpressurised aircraft must, during any time that the aircraft is being operated above 13 000 feet AMSL and during any period of more than 30 minutes that the aircraft is being operated between 10 000 feet and up to and including 13 000 feet AMSL, require:
- (1) each crew member and each passenger to use supplemental oxygen; and
 - (2) each crew member to use portable oxygen equipment, including a regulator and attached oxygen mask, for any duty requiring movement from their usual station.
- (b) A pilot-in-command of a pressurised aircraft must:
- (1) during any time the cabin pressure altitude is above 10 000 feet AMSL, require:
 - (i) each crew member to use supplemental oxygen; and
 - (ii) each crew member to use portable oxygen equipment, including a regulator and attached oxygen mask, for any duty requiring movement from their usual station; and
 - (2) during any time the aircraft is being operated from flight level 350 up to and including flight level 410, require:
 - (i) one pilot at a pilot station to wear and use an oxygen mask that either supplies supplemental oxygen at all times or automatically supplies supplemental oxygen whenever the cabin pressure altitude exceeds 13 000 feet AMSL or
 - (ii) two pilots to be at their pilot stations and each pilot to have access to an oxygen mask that can be placed on the face and supplying oxygen within 5 seconds; and
 - (3) during any time the aircraft is being operated above flight level 410, require one pilot at a pilot station to wear and use a demand oxygen mask at all times.

(c) A pilot-in-command of a pressurised aircraft must, following pressurisation failure, require each passenger to use supplemental oxygen during any time that the cabin pressure is above 14 000 feet AMSL, unless the aircraft can descend to 14 000 feet AMSL or below within 4 minutes.

CAR-OPS 0.240 Passenger briefing

(a) A person operating an aircraft carrying passengers must ensure that each passenger has been briefed on:

- (1) the conditions under which smoking is permitted; and
 - (2) the applicable requirements specified in CAR-OPS 0.255 and CAR-OPS 0.230; and
 - (3) the location and means for opening the passenger entry doors and emergency exits; and
 - (4) when required to be carried by this CAR:
 - (i) the location of survival and emergency equipment for passenger use; and
 - (ii) the use of flotation equipment required under CAR-OPS 0.460 for a flight over water; and
 - (iii) the normal and emergency use of oxygen equipment installed in the aircraft for passenger use; and
 - (5) procedures in the case of an emergency landing; and
 - (6) the use of portable electronic devices in accordance with CAR-OPS 0.010.
- (b) The briefing required under paragraph (a):
- (1) must be given by the pilot-in-command, a member of the crew, a person nominated by the operator, or by a recorded presentation; and
 - (2) must, for flights above FL 250, include a demonstration on the use of supplemental oxygen equipment; and
 - (3) must include a demonstration on the use of life vests when required to be carried by this CAR; and
 - (4) must include a statement, as appropriate, that Civil Aviation Regulations require passenger compliance with lighted passenger signs and crew member instructions; and
 - (5) may be supplemented by printed cards for the use of each passenger containing:
 - (i) diagrams of, and methods of operating the emergency exits; and
 - (ii) other instructions necessary for the use of emergency equipment intended for use by passengers; and
 - (6) is not required if the pilot-in-command determines that all the passengers are familiar with the contents of the briefing.

(c) Where printed cards are used in accordance with paragraph (b)(5), the operator must place them in convenient locations on the aircraft for the use of each passenger and ensure that they contain information that is pertinent only to the type and model of aircraft on which they are carried.

CAR-OPS 0.245 Carry-on baggage

A person operating an aircraft, other than a balloon, shall not permit a passenger to stow baggage aboard that aircraft during take-off or landing except:

- (1) in a baggage locker; or
- (2) under a passenger seat in such a way that it will not:
 - (i) slide forward under crash impact; or
 - (ii) hinder evacuation of the aircraft in the event of an emergency.

CAR-OPS 0.250 Carriage of cargo

(a) An operator must not permit cargo to be carried in an aircraft unless it is:

- (1) carried on or under a seat, in a cargo rack or bin, or in a cargo or baggage compartment; and
- (2) properly secured by a safety belt or other restraining device having enough strength to ensure that the cargo does not shift under all normally anticipated flight and ground conditions; and
- (3) packaged and covered to avoid injury to passengers.

(b) An operator who permits the carriage of cargo in an aircraft must not permit cargo:

- (1) to exceed the load limitation for the seats, berths, or floor structure as prescribed by the aircraft flight manual, or by placards; or
- (2) to be located in a position that restricts the access to or use of any required emergency exit, or the use of the aisle between the crew and the passenger compartments.

CAR-OPS 0.255 *Intentionally blank*

CAR-OPS 0.260 Simulated instrument flight

(a) Except as provided in paragraph (b), no person may operate an aircraft in simulated instrument flight unless:

- (1) the aircraft has two pilot stations and one pilot station is occupied by a safety pilot who is the holder of a current pilot licence; and
- (2) the safety pilot has:

- (i) adequate vision forward and to each side of the aircraft; or
- (ii) a competent observer to adequately supplement the vision of the safety pilot; and
- (3) the aircraft is equipped with:
 - (i) fully functioning dual controls; or
 - (ii) pitch, roll, yaw, and engine power controls that can be operated from either pilot station.

(b) A person may operate an aircraft in simulated instrument flight that does not comply with paragraph (a)(3) if:

- (1) the simulated flight is performed outside controlled airspace; and
- (2) the means of simulating instrument flight can be removed rapidly by the pilot-in command.

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SUBPART E —FLIGHT RULES**E 1, VISUAL FLIGHT RULES****[CAR-OPS 0.270 VFR meteorological minima**

Except as provided in CAR-OPS 0.275, a pilot-in-command shall not operate an aircraft under VFR:

- (1) when the flight visibility is less than that prescribed for the corresponding class of airspace in Table 3; or
- (2) at a distance from clouds that is less than that prescribed for the corresponding class of airspace in Table 3.

Table 3. Airspace VFR meteorological minima

Airspace class	A B C D E (Note 1)	F G
		Above 900 m (3 000 ft) AMSL or above 300 m (1 000 ft) above terrain, whichever is the higher
		At and below 900 m (3 000 ft) AMSL or 300 m (1 000 ft) above terrain, whichever is the higher
Distance from cloud	1 500 m horizontally 300 m (1 000 ft) vertically	Clear of cloud and in sight of the surface
Flight visibility	8 km at and above 3 050 m (10 000 ft) AMSL (Note 2) 5 km below 3 050 m (10 000 ft) AMSL	5 km (Note 3)

Note 1 VMC Minima for Class A airspace are included for guidance but do not imply acceptance of VFR Flights in Class A airspace.

Note 2 When the height of the transition altitude is lower than 3 050 m (10 000 ft) AMSL, FL 100 should be used in lieu of 10 000ft.

Note 3 Unless specified otherwise by the appropriate ATS authority Cat A and B aeroplanes may be operated in flight visibilities down to 3 000 m, provided that the circumstances are such, that the probability of encounters with other traffic is low, and the IAS is 140 kt or less.]

Rev 2

CAR-OPS 0.275 Special VFR weather minima

A pilot-in-command of an aircraft may perform a VFR operation within controlled airspace in meteorological conditions below those prescribed in CAR-OPS 0.270 if:

- (1) the ceiling and flight visibility is:
 - (i) at least 600 feet and at least 1500 m respectively; or
 - (ii) for helicopters, less than 600 feet and less than 1500 m respectively if the helicopter is operated at a speed that will give adequate opportunity to observe other traffic or any obstructions in order to avoid collisions; and
- (2) the aircraft is equipped with two-way radio capable of communicating with ATC on the appropriate frequency; and
- (3) the operation is conducted:
 - (i) in compliance with an ATC clearance and any ATC instructions; and
 - (ii) only during the day; and
 - (iii) clear of clouds.

CAR-OPS 0.280 Fuel requirements for flights under VFR

(a) A pilot-in-command of an aeroplane shall not begin a flight under VFR unless, in the forecast weather conditions, the aeroplane has enough fuel to fly to the first point of intended landing at the planned normal cruising speed and to fly:

- (1) during the day, after that for at least 30 minutes; or
- (2) at night, after that for at least 45 minutes.

(b) A pilot-in-command of a helicopter shall not begin a flight under VFR unless, in the forecast weather conditions, the helicopter has enough fuel to fly to the first point of intended landing at the planned cruising speed, and to fly:

- (1) during day time, after that for at least 20 minutes; or
- (2) during night time, after that for at least 30 minutes.

CAR-OPS 0.285 VFR flight plan

(a) *Information required.* Unless otherwise authorised by ATC, each person filing a VFR flight plan shall include in it the following information:

- (1) The aircraft registration number and, if necessary, its radio call sign.
- (2) The type of the aircraft or, in the case of a formation flight, the type of each aircraft and the number of aircraft in the formation.

- (3) The full name and address of the pilot in command or, in the case of a formation flight, the formation commander.
- (4) The point and proposed time of departure.
- (5) The proposed route, cruising altitude (or flight level), and true airspeed at that altitude.
- (6) The point of first intended landing and the estimated elapsed time until over that point.
- (7) The amount of fuel on board (in hours).
- (8) The number of persons in the aircraft, except where that information is otherwise readily available to the Authority.
- (9) Any other information the pilot in command or ATC believes is necessary for ATC purposes.
- (10) radio and navigation equipment; and
- (11) emergency and survival equipment carried in the aircraft;

Note: Operators of flights in Oman who do not need to file a flight plan are required to "Book out" by notifying the ATS unit concerned with:

- aircraft call sign (and registration if different);*
- ETD; and*
- destination*

(b) If a VFR flight plan has been submitted to an ATS unit under paragraphs (a), the pilot-in-command must inform an appropriate ATS unit of any change to the details in the flight plan and of any change to the flight plan SARTIME before the expiry of that SARTIME

(c) *Cancellation.* When a flight plan has been activated, the pilot in command, upon cancelling or completing the flight under the flight plan, shall notify an appropriate ATC facility.

CAR-OPS 0.290 Position reports

Each pilot-in-command of an aircraft on a VFR flight shall, when operating in controlled airspace, report the position of the aircraft to ATC at the times or reporting points required by ATC.

CAR-OPS 0.295 Minimum heights for VFR flights

(a) A pilot-in-command of an aircraft must not operate the aircraft under VFR:

- (1) over any congested area of a city, town, or settlement, or over any open air assembly of persons at a height of less than 1000 feet above the surface or any obstacle that is

within a horizontal radius of 600 meters from the point immediately below the aircraft;
or

- (2) over any other area:
 - (i) at a height of less than 500 feet above the surface; or
 - (ii) at a height of less than 500 feet above any obstacle, person, vehicle, vessel, or structure that is within a horizontal radius of 150 metres from the point immediately below the aircraft; and
- (3) for any operation, at a height less than that required to execute an emergency landing in the event of engine failure without hazard to persons or property on the surface.

(b) Paragraph (a) does not apply to a pilot-in-command of an aircraft:

- (1) conducting a take-off or landing; or
- (2) conducting a balked landing or discontinued approach; or
- (3) taxiing.

(c) Paragraph (a)(2) does not apply to a pilot-in-command of an aircraft if the *bona fide* purpose of the flight requires the aircraft to be flown at a height lower than that prescribed in paragraph (a)(2), but only if:

- (1) the flight is performed without hazard to persons or property on the surface; and
- (2) only persons performing an essential function associated with the flight are carried on the aircraft; and
- (3) the aircraft is not flown at a height lower than that required for the purpose of the flight; and
- (4) the horizontal distance that the aircraft is flown from any obstacle, person, vessel, vehicle, or structure is not less than that necessary for the purpose of the flight, except that in the case of an aeroplane, the aeroplane remains outside a horizontal radius of 150 metres from any person, vessel, vehicle, or structure that is not associated with the operation.

(d) Paragraph (a)(2) does not apply to a pilot-in-command:

- (1) who is the holder of, or authorised by the holder of, a current instructor rating issued under CAR-FCL and who is conducting flight training or practice flights consisting of:
 - (i) simulated engine failure after take-off commencing below 1000 feet above the surface; or
 - (ii) simulated engine failure commencing above 1000 feet above the surface provided that descent below 500 feet above the surface is conducted within a low flying zone in accordance with CAR-OPS 0.100; or
- (2) who is the holder of a current instrument rating issued under CAR-FCL and who is conducting IFR training, testing, or practice flights under VFR, but only if the pilot-in-command conducts the flight in accordance with CAR-OPS 0.350, CAR-OPS 0.375 and CAR-OPS 0.380; or

- (3) operating an aircraft within a low flying zone in accordance with CAR-OPS 0.100; or
- (4) operating an aircraft at an aviation event in accordance with CAR-OPS 0.905.

CAR-OPS 0.300 VFR cruising altitude and flight level

Except while holding in a holding pattern of 2 minutes or less, or while turning, each person operating an aircraft under VFR in level cruising flight shall maintain the appropriate altitude or flight level prescribed below, unless otherwise authorised by ATC:

- (a) When operating below 13,000 feet MSL and -
 - (1) On a magnetic course of zero degrees through 179 degrees, any odd thousand foot MSL altitude +500 feet (such as 3,500, 5,500, or 7,500); or
 - (2) On a magnetic course of 180 degrees through 359 degrees, and even thousand foot MSL altitude +500 feet (such as 4,500, 6,500, or 8,500).
- (b) No VFR flights are allowed above 15,000 feet MSL (FL 150)

CAR-OPS 0.305 Operating in snow and ice conditions

No pilot-in-command of an aircraft shall perform a take-off under VFR in an aircraft that has snow, ice, or frost, adhering to the wings, stabilisers, or control surfaces.

E 2, INSTRUMENT FLIGHT RULES**CAR-OPS 0.310 Minimum flight crew**

A pilot-in-command shall not operate an aircraft under IFR without another pilot, unless:

- (1) the aircraft flight manual authorises operation of the aircraft with one pilot; and
- (2) the aircraft is equipped with communication equipment that can be operated by the pilot without releasing the aircraft flight controls.

CAR-OPS 0.315 Limitations imposed by weather conditions

(a) *When a destination alternate aerodrome is required.* A flight to be conducted in accordance with the instrument flight rules shall not be commenced unless the available information indicates that conditions, at the aerodrome of intended landing and at least one destination alternate will, at the estimated time of arrival, be at or above the aerodrome operating minima.

(b) *When no destination alternate aerodrome is required.* A flight to be conducted in accordance with the instrument flight rules to an aerodrome when no alternate aerodrome is required shall not be commenced unless:

- (1) a standard instrument approach procedure is prescribed for the aerodrome of intended landing; and
- (2) available current meteorological information indicates that the following meteorological conditions will exist from two hours before to two hours after the estimated time of arrival:

for aeroplanes:

- (i) a cloud base of at least 300 m (1 000 ft) above the minimum associated with the instrument approach procedure; and
- (ii) visibility of at least 5.5 km or of 4 km more than the minimum associated with the procedure.

for helicopters:

- (i) a cloud base of at least 120 m (400 ft) above the minimum associated with the instrument approach procedure; and
- (ii) visibility of at least 1.5 km more than the minimum associated with the procedure.

Note: These should be considered as minimum values where a reliable and continuous meteorological watch is maintained. When only an "area" type forecast is available these values should be increased accordingly.

(c) For operations certified under CAR-OPS 1, 2, 3 or 4 the relevant aerodrome planning minima requirements in CAR-OPS 1, 2, 3 or 4 do apply.

CAR-OPS 0.320 Fuel requirements for flights under IFR

(a) A pilot-in-command shall not operate an aircraft under IFR unless the aircraft carries sufficient fuel, taking into account weather reports and forecasts and weather conditions to complete the flight to the aerodrome of intended landing and:

- (1) when an alternate aerodrome is not required:
 - (i) for aeroplanes, fly after that for 45 minutes at holding speed at a height of 1500 feet above the aerodrome; or
 - (ii) for helicopters, fly after that for 30 minutes at holding speed at a height of 1500 feet above the aerodrome.
- (2) when an alternate is required by CAR-OPS 0.330, fly from the aerodrome of intended landing to the alternate aerodrome and:
 - (i) for aeroplanes, fly after that for 45 minutes at holding speed at a height of 1500 feet above the aerodrome; or
 - (ii) for helicopters, fly after that for 30 minutes at holding speed at a height of 1500 feet above the aerodrome.

(b) For operations certified under CAR-OPS 1, 2, 3 or 4 the relevant fuel policy requirements in CAR-OPS 1, 2, 3 or 4 do apply.

CAR-OPS 0.325 Aerodrome operating minima

(a) A flight shall not be continued towards the aerodrome of intended landing unless the latest available meteorological information indicates that conditions at that aerodrome, or at least one destination alternate aerodrome, will, at the estimated time of arrival, be at or above the specified aerodrome operating minima.

(b) An instrument approach shall not be continued beyond the outer marker fix in case of precision approach, or below 300 m (1 000 ft) above the aerodrome in case of non-precision approach, unless the reported visibility or controlling RVR is above the specified minimum.

(c) If, after passing the outer marker fix in case of precision approach, or after descending below 300 m (1 000 ft) above the aerodrome in case of non-precision approach, the reported visibility or controlling RVR falls below the specified minimum, the approach may be continued to DA/DH or MDA/MDH. In any case, an aeroplane shall not continue its approach-to-land beyond a point at which the limits of the aerodrome operating minima would be infringed.

Note: Controlling RVR means the reported values of one or more RVR reporting locations (touchdown, mid-point and stop-end) used to determine whether operating minima are or are not met. Where RVR is used, the controlling RVR is the touchdown RVR, unless otherwise specified

(d) For operations certified under CAR-OPS 1, 2, 3 or 4 the relevant aerodrome operating minima requirements in CAR-OPS 1, 2, 3 or 4 do apply.

CAR-OPS 0.330 IFR alternate aerodrome requirement

(a) A pilot-in-command of an aircraft operating under IFR must list at least one destination alternate aerodrome in the flight plan unless:

- (1) the aerodrome of intended landing has a published standard instrument approach procedure and
- (2) at the time of submitting the flight plan, the meteorological forecasts indicate, for at least 2 hours before and 2 hour after the estimated time of arrival at the aerodrome of intended landing, that:
 - (i) the ceiling at the aerodrome will be at least 1000 feet above the specified minima for the instrument procedure likely to be used; and
 - (ii) visibility will be at least 5.5 km, or 4 km more than the prescribed minima, whichever is the greater; or
- (3) the aerodrome of intended landing is isolated and there is no suitable destination alternate aerodrome.

(b) A pilot-in-command of an aircraft must not list any aerodrome as an alternate on the IFR flight plan under paragraph (a) unless the meteorological forecasts at the time of submitting the flight plan indicate that, at the estimated time of arrival at the alternate aerodrome, the ceiling and visibility at that aerodrome will be at or above the following meteorological minima:

- (1) if an instrument approach procedure with alternate minima has been prescribed for the aerodrome, the specified alternate aerodrome minima for that instrument approach procedure; or
- (2) the following minima:
 - (i) for a precision approach procedure, a ceiling of 600 feet, or 200 feet above MDA, whichever is the higher, and a visibility of 3000 meters, or 1000 meters more than the prescribed minima, whichever is the greater; and
 - (ii) for a non-precision approach procedure, a ceiling of 800 feet, or 200 feet above MDA, whichever is the higher, and a visibility of 4000 meters, or 1500 meters more than the prescribed minima, whichever is the greater; or
- (3) if no instrument approach procedure has been prescribed for the alternate aerodrome, the ceiling and visibility minima prescribed under CAR -OPS 0. Subpart E for VFR operation for descent below the minimum altitude for IFR flight prescribed under CAR-OPS 0.375.

(c) A pilot-in-command of an aircraft must not list any aerodrome as an alternate aerodrome in the IFR flight plan under paragraph (a) unless that alternate aerodrome is equipped with a secondary electric power supply for:

- (1) the ground based electronic navigation aids necessary for the instrument approach procedure to be used; and
- (2) aerodrome lighting for night operations.

(d) For operations certified under CAR-OPS 1, 2, 3 or 4 the relevant IFR alternate aerodrome requirement requirements in CAR-OPS 1, 2, 3 or 4 do apply.

CAR-OPS 0.335 IFR flight plan

(a) A pilot-in-command of an aircraft must:

- (1) submit a flight plan to an appropriate ATS unit prior to any flight under IFR; and
- (2) unless otherwise authorised by ATS, submit the flight plan at least 30 minutes prior to the beginning of the flight; and
- (3) unless otherwise authorised by ATS, include the following information in the flight plan:
 - (i) the identification of the aircraft to be used; and
 - (ii) the type of aircraft to be used, and its wake turbulence category; and
 - (iii) the radio communications equipment, and the navigation and approach aid equipment in the aircraft to be used; and
 - (iv) the departure aerodrome and time of departure; and
 - (v) the cruising speed, altitude, and route; and
 - (vi) the aerodrome of destination, total EET, and any alternate aerodrome required by CAR-OPS 0.330; and
 - (vii) any additional information required for ATS purposes; and
 - (viii) the fuel endurance; and
 - (ix) total number of persons carried in the aircraft; and
 - (x) emergency and survival equipment carried in the aircraft; and
- (4) advise the appropriate ATS unit, as soon as possible, of any delay exceeding 30 minutes in beginning the flight or departing from any aerodrome of intended landing; and
- (5) terminate the flight plan as soon as practicable on completion of any flight at an aerodrome without ATS.

(b) For the purpose of this CAR, aircraft wake turbulence categories are defined in ICAO Doc 8643 as amended.

CAR-OPS 0.340 Adherence to flight plan

(a) A pilot-in-command of an aircraft must, when an IFR flight plan has been submitted, adhere to that flight plan or the applicable portion of that flight plan, unless:

- (1) a request for change has been made and clearance obtained from an appropriate ATC unit; or
- (2) an emergency situation arises which necessitates immediate action to deviate from the flight plan.

(b) A pilot-in-command of an aircraft operating under IFR must, where practicable:

- (1) when on an airway route, operate along the defined centre line of that route; or
- (2) when on any other route, operate directly between the navigation facilities and points defining the route; or
- (3) when on an area navigation route or parallel offset route, operate along the centreline of the route specified by ATS.

(c) If a deviation from a flight plan is made under paragraph (a)(2), the pilot-in-command must notify an appropriate ATS unit as soon as practicable.

CAR-OPS 0.345 Inadvertent change to flight plan

Each pilot-in-command of an aircraft operating under IFR, shall in the event of an inadvertent departure from the current flight plan:

- (1) advise an appropriate ATS unit of:
 - (i) any deviation from track; and
 - (ii) any variation of 5% or more of the true airspeed or any variation of ± 0.01 or more of the Mach number given in the flight plan; and
 - (iii) a revised ETA when the estimated ETA to the next reporting point notified to the ATS unit is found to be in error by more than two minutes; and
- (2) regain track as soon as practicable.

CAR-OPS 0.350 Take-off and landing under IFR

(a) *Instrument approaches to aerodromes*. When an instrument approach procedure to an aerodrome is necessary, each pilot-in-command of an aircraft operating under IFR shall use a standard instrument approach procedure prescribed for the aerodrome.

(b) *Authorised DA, DH, or MDA*. When the instrument approach procedure required by paragraph (a) provides for and requires the use of a DA, DH, or MDA, each pilot-in-command shall use the DA, DH, or MDA that is the highest of the following:

- (1) the DA, DH, or MDA prescribed by the instrument approach procedure; or
- (2) the DA, DH, or MDA prescribed for the pilot-in-command; or
- (3) the DA, DH, or MDA for which the aircraft is equipped.

(c) *Operation below DA, DH, or MDA*. Where a DA, DH, or MDA is applicable, no pilot-in-command shall operate an aircraft at any aerodrome below the MDA, or continue an instrument approach procedure below the DA or DH prescribed in paragraph (b), unless:

- (1) the aircraft is continuously in a position from which a descent to a landing on the intended runway can be made at a normal rate of descent using normal manoeuvres that will allow touchdown to occur within the touchdown zone of the runway of intended landing; and
- (2) the flight visibility is not less than the visibility prescribed in the standard instrument approach being used; and
- (3) except for a Category II or Category III precision approach where any necessary visual reference requirements are specified by the Authority, at least one of the following visual references for the intended runway is distinctly visible and identifiable to the pilot
 - (i) the approach lighting system; or
 - (ii) the threshold markings; or
 - (iii) the threshold lights; or
 - (iv) the runway-end identification lights; or
 - (v) the visual approach slope indicator; or
 - (vi) the touch down zone or touchdown zone markings; or
 - (vii) the touchdown zone lights; or
 - (viii) the runway or runway markings; or
 - (ix) the runway lights.

(d) **Landing.** A pilot-in-command shall not land an aircraft when the flight visibility is less than the visibility prescribed in the standard instrument approach being used.

(e) **Missed approach procedures.** Each pilot-in-command shall immediately execute the missed approach procedure if:

- (1) the requirements of paragraph (c) are not met at either of the following times:
 - (i) when the aircraft is being operated below MDA; or
 - (ii) upon arrival at the missed approach point, including a DA or DH where a DA or DH is specified and its use is required, and any time after that until touchdown; or
- (2) an identifiable part of the aerodrome is not distinctly visible to the pilot during a circling manoeuvre at or above MDA, unless the inability to see an identifiable part of the aerodrome results only from normal manoeuvring of the aircraft during approach.

(f) **Take-off Minima.** Except as provided in paragraph (g), a pilot-in-command of an aircraft shall not take-off from an aerodrome under IFR unless weather conditions are:

- (1) at or above the weather minima for IFR take-off prescribed for that aerodrome; or
- (2) if weather minima for IFR take-off are not prescribed for a particular aerodrome, a ceiling of at least 300 feet and above 1500 m visibility.

(g) **Reduced Take-off Minima.** A pilot-in-command of an aircraft may take-off under IFR at an aerodrome at a take-off minima of zero cloud ceiling and visibility at or above 800 m provided that:

- (1) the runway to be used has centre-line marking or centre-line lighting; and
- (2) the take-off weather visibility is confirmed by the pilot-in-command by observation of the runway centre-line marking or centre-line lighting; and
- (3) any obstacles in the take-off flight path are taken into account; and
- (4) if the aircraft is a two-engine propeller-driven aeroplane, the aircraft is equipped with an operative auto-feather or auto-coarse system.

(h) For operations certified under CAR-OPS 1, 2, 3 or 4 the relevant IFR take-off and landing requirements in CAR-OPS 1, 2, 3 or 4 do apply.

CAR-OPS 0.355 Category II and III precision approach procedures

(a) No person may operate an aircraft performing a Category II or III precision approach procedure unless:

- (1) each flight crew member has adequate knowledge of, and familiarity with, the aircraft and the procedures to be used; and
- (2) the instrument panel in front of the pilot who is controlling the aircraft has appropriate instrumentation for the type of flight control guidance system that is being used.

(b) Except as otherwise authorised by the Authority, no person may operate an aircraft performing a Category II or III precision approach procedure unless each ground component required for that operation, and the related airborne equipment, is installed and operating.

(c) For the purpose of paragraph (d), when the precision approach procedure being used provides for and requires the use of a DH, the authorised DH must be the highest of the following:

- (1) the DH prescribed by the instrument approach procedure; or
- (2) the DH prescribed for the pilot-in-command; or
- (3) the DH for which the aircraft is equipped.

(d) Except as otherwise authorised by the Authority, a pilot of an aircraft performing a Category II or III precision approach procedure that provides for and requires the use of a DH may not continue the approach below the authorised DH unless the following conditions are met:

- (1) the aircraft is in a position from which a descent to a landing on the intended runway can be made at a normal rate of descent using normal manoeuvres, and that descent rate will allow touchdown to occur within the touchdown zone of the runway of intended landing; and
- (2) at least one of the following visual references for the intended runway is distinctly visible and identifiable:
 - (i) the runway threshold; or
 - (ii) the runway threshold markings; or
 - (iii) the runway threshold lights; or
 - (iv) the runway touchdown zone or touchdown zone markings; or
 - (v) the runway touchdown zone lights.

(e) Except as otherwise authorised by the Authority, a pilot of an aircraft performing a Category II or III precision approach procedure must immediately execute a missed approach procedure whenever, prior to touchdown, the requirements of paragraph (d) are not met.

(f) No person performing a Category III precision approach procedure without a DH may land that aircraft except in accordance with the provisions of an authorisation issued by the Authority.

(g) For operations certified under CAR-OPS 1, 2, 3 or 4 the relevant Category I, Category II and Category III precision approach requirements in CAR-OPS 1, 2, 3 or 4 do apply.

CAR-OPS 0.360 Category II and III precision approach procedure manual

(a) No person shall perform a Category II or III precision approach procedure in an aircraft registered in the Sultanate of Oman unless:

- (1) there is available in the aircraft:
 - (i) for Category II precision approach procedures, a current Category II precision approach procedure manual approved in accordance with CAR-OPS 0.365 for that aircraft; or
 - (ii) for Category III precision approach procedures, a current Category III precision approach procedure manual approved in accordance with CAR-OPS 0.365 for that aircraft; and
- (2) the Category II or III precision approach procedure is performed in accordance with the procedures, instructions, and limitations in the approved manual; and
- (3) the instruments and equipment listed in the approved manual that are required for a particular Category II or III precision approach procedure have been inspected and maintained in accordance with the maintenance programme in that manual.

(b) Each operator of an aircraft performing a Category II or III precision approach procedure shall keep a current copy of the approved manual at its principal base of operation and shall make it available for inspection upon request by the Authority.

(c) The procedures manual required by paragraphs (a) and (b) may be incorporated in the operations manual required of the holder of an air operator certificate issued under CAR-OPS 1, 2, 3 or 4.

CAR-OPS 0.365 Approval of category II and III precision approach procedure manual

(a) Each applicant for the approval of a Category II or III precision approach procedure manual, or an amendment to an approved Category II or III precision approach procedure manual, shall submit the proposed manual or amendment to the Authority.

(b) If the applicant requests an evaluation programme that requires the demonstration of a Category II or III precision approach procedure, the application shall include the following:

- (1) the location of the aircraft and the place where any demonstration is to be conducted; and
- (2) the date any demonstration is to commence.

(c) Each Category II or III precision approach procedure manual shall contain:

- (1) the registration, make, and model of the aircraft to which it applies; and
- (2) a maintenance programme including procedures for the:
 - (i) test and inspection of each instrument and item of equipment required for Category II or III precision approach procedures at 3 month intervals; and
 - (ii) bench testing of each instrument and item of equipment required for Category II or III precision approach procedures at 12 month intervals; and
 - (iii) test and inspection of each static pressure system in accordance with CAR M at 12 month intervals; and
 - (iv) recording in the maintenance records the date, airport, and reasons for each discontinued Category II or III precision approach procedures because of instrument or equipment malfunction; and
- (3) the procedures and instructions related to:
 - (i) the recognition of decision height; and
 - (ii) the use of runway visual range information; and
 - (iii) approach monitoring; and
 - (iv) the maximum permissible deviations of the basic ILS indicator within the decision region; and
 - (v) a missed approach; and
 - (vi) the use of airborne low approach equipment; and
 - (vii) the minimum altitude for the use of the autopilot; and
 - (viii) instrument and equipment failure warning systems; and
 - (ix) instrument failure; and
 - (x) other procedures, instructions, and limitations that may be found necessary by the Authority.

(d) Notwithstanding paragraph (c)(2)(i), a functional flight test may replace each alternate inspection in which case the maintenance programme shall include procedures for the completion and recording of this flight test.

CAR-OPS 0.370 Operating in icing conditions

(a) Except as provided in paragraph (b), a pilot-in-command operating an aircraft under IFR shall not:

- (1) perform a take-off in an aircraft that has:
 - (i) snow, ice, or frost adhering to any propeller, windscreen, or powerplant installation, or to an airspeed, altimeter, rate of climb, or flight attitude instrument system; or
 - (ii) snow, ice, or frost adhering to the fuselage, wings, stabilisers, or control surfaces; and
- (2) fly an aircraft into known or forecast icing conditions unless the aircraft is certificated with ice protection equipment for flight in the type of known icing conditions.

(b) A pilot-in-command may perform a take-off in an aircraft that has snow, ice, or frost, adhering to the aircraft if the take-off is performed in accordance with the aircraft flight manual, or instructions and data provided by the aircraft manufacturer, for take-off in such conditions.

(c) If weather reports and briefing information immediately prior to the flight indicate to the pilot-in-command that the forecast icing conditions that would otherwise prohibit the flight will not be encountered during the flight because of changed weather conditions, the restrictions in paragraph (a)(2) based on forecast conditions shall not apply.

CAR-OPS 0.375 Minimum altitudes for IFR flights

(a) Except when necessary for take-off or landing, a pilot-in-command must not operate an aircraft under IFR below:

- (1) in the case of operations over a mountainous zone designated under the AIP of the Sultanate of Oman, a height of 2000 feet above the highest obstacle within a horizontal radius of 5 nm from the position of the aircraft; or
- (2) in any other case, a height of 1000 feet above the highest obstacle within a horizontal radius of 5 nm from the position of the aircraft.

(b) If both a MEA and a MOCA are prescribed for a particular route or segment, the aircraft may be operated below the MEA, but not below the MOCA, when within 22 nautical miles of the VOR concerned (based on the pilot's reasonable estimate of that distance).

CAR-OPS 0.380 IFR cruising altitude or flight level

(a) A pilot-in-command of an aircraft within the Oman FIR operating under IFR in level cruising flight must, unless otherwise authorised by an ATC unit for flights in controlled airspace, maintain the following altitude or flight levels:

(1) When operating below 13,000 feet MSL and -

- (i) On a magnetic course of zero degrees through 179 degrees, any odd thousand foot MSL altitude (such as 3,000, 5,000, or 7,000); or
- (ii) On a magnetic course of 180 degrees through 359 degrees, any even thousand foot MSL altitude (such as 2,000, 4,000, 6,000).

(2) When operating at or above 13,000 feet MSL but below flight level 290, and -

- (i) On a magnetic course of zero degrees through 179 degrees, any odd flight level (such as 190, 210, or 230); or
- (ii) On a magnetic course of 180 degrees through 359 degrees, any even flight level (such as 180, 200, or 220).

(3) When operating at flight level 290 and above, and -

- (i) On a magnetic course of zero degrees through 179 degrees, any flight level, at 4,000 foot intervals, beginning at and including flight level 290 (such as 290, 330, or 370); or
- (ii) On a magnetic course of 180 degrees through 359 degrees, any even flight level, at 4,000 foot intervals, beginning at and including flight level 310 (such as 310, 350, or 390).

CAR-OPS 0.385 IFR radio communications

(a) Each pilot-in-command of an aircraft operating under IFR shall, unless otherwise authorised by ATC:

(1) maintain a continuous listening watch on the appropriate frequency; and

(2) report as soon as possible to an appropriate ATS unit:

- (i) the time and altitude of passing each designated reporting point, or the reporting points or the times specified by ATC; and
- (ii) any other information relating to the safety of the flight.

(b) Notwithstanding paragraph (a)(2), a pilot-in-command of an aircraft operating under IFR shall, while the aircraft is under radar control, report passing those reporting points specifically requested by ATC.

CAR-OPS 0.390 IFR operations – radio communication failure

(a) Unless otherwise authorised by ATC, a pilot-in-command of an aircraft that has radio communications failure when operating under IFR in VMC flight conditions, or if VMC flight conditions are encountered after the failure, must continue the flight under VFR and land as soon as practicable at the nearest suitable aerodrome.

(b) Unless otherwise authorised by ATC a pilot-in-command of an aircraft, that has radio communication failure when operating under IFR in IMC flight conditions or, that is operating in VMC flight conditions where the maintenance of such conditions is uncertain, must continue the flight in accordance with the flight plan, and;

- (1) if the communication failure occurs during departure, maintain the last assigned level to the point specified then continue the flight in accordance with the flight plan;
- (2) if the communication failure occurs during departure in the course of ATC radar vectoring, maintain the last assigned vector for two minutes while maintaining terrain clearance, then continue the flight in accordance with the flight plan;
- (3) if the communication failure occurs during the en route phase of the flight:
 - (i) track to the destination aid or fix specified by ATC or, if not specified, to the aid or fix for the anticipated instrument approach procedure, at the last assigned level; and
 - (ii) if necessary at or after the estimated time of arrival or expected approach time, descend in the holding pattern then commence the instrument approach procedure;
- (4) if the communication failure occurs on initial approach and the aircraft is not cleared for the approach by ATC, continue the procedure, if necessary, descending in the holding pattern to the last assigned altitude, maintaining that altitude until established on final approach then continue the instrument approach procedure;
- (5) if the communication failure occurs while the aircraft is operated under ATC radar vectoring during initial or intermediate approach, maintain the last assigned altitude until the aircraft is established on final approach then continue the instrument approach procedure;
- (6) if the communication failure occurs while the aircraft is being operated in a holding pattern and the weather is below instrument approach minima or the aerodrome is closed for any reason:
 - (i) continue in the holding pattern until the divert time notified to ATC; and
 - (ii) fly to the alternate aerodrome specified in the flight plan; and
 - (iii) conduct an instrument approach procedure to land at that aerodrome;
- (7) if the communication failure occurs during the operation of the aircraft in a missed approach procedure, conduct further instrument approaches up to a period of 30 minutes past expected approach time or estimated time of arrival, whichever is the later; and if the aircraft is unable to land within that 30 minute period, proceed to an alternate aerodrome specified in the flight plan and conduct an instrument approach procedure to that aerodrome..

CAR-OPS 0.395 Notification of facility malfunctions

(a) Each pilot-in-command of an aircraft operating under IFR shall notify ATS as soon as practicable after a malfunction of any aeronautical telecommunication facility during flight.

(b) The notification required by paragraph (a), shall include the:

- (1) aircraft type; and
- (2) aircraft registration and, if applicable, the flight number; and
- (3) name of pilot-in-command; and
- (4) name of the operator; and
- (5) aircraft position and altitude; and
- (6) phase of flight; and
- (7) facility affected; and
- (8) brief details of the malfunction; and
- (9) effect on the flight

SUBPART F

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SUBPART K — INSTRUMENT and EQUIPMENT REQUIREMENTS**CAR-OPS 0.400 General requirements**

- (a) Except as provided in CAR-OPS 0.490, no person shall operate an aircraft unless:
- (1) the aircraft is equipped with the type and number of instruments and equipment required by this SUBPART; and
 - (2) the instruments and equipment installed in the aircraft comply with the TSO of the state of design of the aircraft or alternative specifications or standards approved by the Authority; and
 - (3) the instruments and equipment installed in the aircraft have been installed in accordance with the aircraft manufacturer's instructions or other instructions acceptable to the Authority; and
 - (4) the instruments and equipment installed in the aircraft are in operable condition.
- (b) For operations certified under CAR-OPS 1, 2, 3 or 4 the additional requirements for *Instruments and Equipment* and *Communication and Navigation Equipment* as specified in CAR-OPS 1, 2, 3 or 4 are applicable.

CAR-OPS 0.405 Location of instruments and equipment

Each operator shall ensure that:

- (1) any instruments and equipment operated or used by one pilot can be readily seen and operated from that pilot's normally seated position; and
- (2) any single instrument or item of equipment operated or used by two pilots, is installed so that it can be readily seen and operated from each pilot's normally-seated position.

CAR-OPS 0.410 Seating and restraints

(a) Except as provided in paragraph (b), each aircraft, other than a balloon, must be equipped with a:

- (1) seat or berth for each person on board; and
- (2) safety belt for each seat and restraining belts for each berth; and
- (3) shoulder harness for:
 - (i) each seat of an aircraft certificated for aerobatic flight; and
 - (ii) each crew member seat of an aircraft having a certificated seating capacity of 10 passenger seats or more; and
- (4) shoulder harness or a single diagonal shoulder belt for:

- (i) each flight crew member seat of a helicopter; and
- (ii) each flight crew member seat of an aeroplane engaged in flight training; and
- (iii) each crew member seat of an aeroplane when that aeroplane is operated in accordance with CAR-OPS 0.295(c).

(b) Notwithstanding paragraphs (a)(1) and (2), a seat, berth, safety belt, or restraining belt is not required for:

- (1) any child being carried in accordance with CAR-OPS 0.230(d)(1); and
- (2) any passenger engaged in parachute operations.

CAR-OPS 0.415 Intentionally blank

CAR-OPS 0.420 Minimum instruments and equipment

(a) Each powered aircraft with an airworthiness certificate, except a powered glider and a microlight aircraft, must be equipped with a means of:

- (1) indicating airspeed; and
- (2) indicating Mach number, if the speed limitation prescribed by the aircraft flight manual is expressed in terms of Mach number; and
- (3) indicating altitude in feet; and
- (4) indicating magnetic heading; and
- (5) indicating fuel contents, other than auxiliary fuel tank's contents; and
- (6) indicating engine revolutions of each engine; and
- (7) indicating oil pressure of each engine using a pressure lubricating system; and
- (8) indicating coolant temperature of each liquid-cooled engine; and
- (9) indicating oil temperature of each engine rated at over 250 brake horsepower using a pressure lubricating system; and
- (10) indicating manifold pressure of each supercharged, or turbocharged, engine or each engine fitted with a constant speed propeller; and
- (11) indicating cylinder head temperature of each air-cooled piston engine rated at over 250 brake horsepower; and
- (12) indicating flap position, if flaps are fitted, unless the position of the flaps can be determined visually by the flight crew; and
- (13) indicating landing gear position, if the aircraft has retractable undercarriage; and

(14) indicating the correct functioning of electrical power generation equipment.

(15) any other additional instrument or equipment as may be required by the Authority

(b) An aircraft equipped with a lockable door leading to any compartment normally accessible to passengers must be equipped with a means for the crew to unlock the door.

CAR-OPS 0.425 Night VFR instruments and equipment

(a) Each powered aircraft with an airworthiness certificate operated under VFR by night shall be equipped in accordance with CAR-OPS 0.420 and have:

(1) except as provided in paragraph (b), a means of indicating rate of turn and slip; and

(2) position lights; and

(3) an anti-collision light system;

(4) landing lights;

(5) illumination for each required instrument or indicator; and

(6) any other additional instrument or equipment as may be required by the Authority.

(b) An aircraft equipped with a third attitude instrument indicator that is usable through 360° of pitch and roll does not need to be equipped with a means of indicating rate of turn.

CAR-OPS 0.430 *Intentionally blank*

CAR-OPS 0.435 *Intentionally blank*

CAR-OPS 0.440 IFR instruments and equipment

Each powered aircraft issued with an airworthiness certificate and operating under IFR, shall be equipped in accordance with CAR-OPS 0.420 and CAR-OPS 0.425 and have the means of indicating:

(1) aircraft attitude (two each), by gyroscopic or inertial means; and

(2) magnetic heading, by gyroscopic or inertial means; and

(3) that the power supply to any gyroscopic instruments is adequate; and

(4) sensitive pressure altitude, in feet, adjustable for barometric pressure in hectoPascals or millibars; and

- (5) outside air temperature; and
- (6) time in hours, minutes, and seconds; and
- (7) airspeed in knots, with a means of preventing malfunctioning due to either condensation or icing
- (8) rate of climb and descent; and
- (9) any other additional instrument or equipment as may be required by the Authority.

CAR-OPS 0.445 *Intentionally blank*

CAR-OPS 0.450 *Intentionally blank*

CAR-OPS 0.455 *Intentionally blank*

CAR-OPS 0.460 **Flights over water**

Aeroplanes

(a) Land aeroplanes.

An aircraft operated on overwater flights,

- (i) when flying over water and at a distance of more than 50 nautical miles from the shore; or
- (ii) when taking off or landing at an aerodrome where the take-off or approach path is so disposed over water that in the event of a mishap there would be a likelihood of a ditching,

must be equipped with life vests equipped with a survivor locator light, for each person on board. Each life vest must be stowed in a position easily accessible from the seat or berth of the person for whose use it is provided. Life vests for infants may be substituted by other approved flotation devices equipped with a survivor locator light.

(b) Seaplanes and amphibians must be equipped with life vests equipped with a survivor locator light, for each person on board. Each life vest must be stowed in a position easily accessible from the seat or berth of the person for whose use it is provided. Life vests for infants may be substituted by other approved flotation devices equipped with a survivor locator light.

(c) On overwater flights, when operated at a distance away from land, which is suitable for making an emergency landing, greater than:

- (i) 100 nautical miles in case of single-engined aeroplanes or
- (ii) 200 nautical miles in case of multi-engined aeroplanes,

all aeroplanes must be equipped with

- (1) sufficient life-rafts to carry all persons on board.

The life-rafts shall be stowed so as to facilitate their ready use in emergency and shall be equipped with:

- (i) a survivor locator light; and
 - (ii) life saving equipment including means of sustaining life as appropriate to the flight to be undertaken and
- (2) at least one automatic Emergency Locator Transmitter (ELT) capable of transmitting on the distress frequencies prescribed in ICAO Annex 10, Volume V, Chapter 2 (121.5MHz & 406MHz) and
 - (3) signaling equipment to make the pyrotechnical distress signals described in ICAO Annex 2;

Helicopters

Performance Class 1 or 2 helicopters: flying over water at a distance from land corresponding to more than 10 minutes at normal cruise speed and **Performance Class 3 helicopters:** flying over water beyond autorotational or safe forced landing distance from land shall be equipped with:

- (1) a permanent or rapidly deployable means of flotation so as to ensure a safe ditching, and
 - (2) life vests equipped with a survivor locator light, for each person on board. Each life vest must be stowed in a position easily accessible from the seat or berth of the person for whose use it is provided. Life vests for infants may be substituted by other approved flotation devices equipped with a survivor locator light and
- (3) sufficient life-rafts to carry all persons on board.

The life-rafts shall be stowed so as to facilitate their ready use in emergency and shall be equipped with:

- (i) a survivor locator light; and
 - (ii) life saving equipment including means of sustaining life as appropriate to the flight to be undertaken and
- (4) at least one automatic Emergency Locator Transmitter (ELT) and one ELT in a raft capable of transmitting on the distress frequencies prescribed in ICAO Annex 10, Volume V, Chapter 2 (121.5MHz & 406MHz) and
 - (5) signaling equipment to make the pyrotechnical distress signals described in ICAO Annex 2;

CAR-OPS 0.465 Aircraft operations on water

- (a) An aircraft operating on water must be equipped with:

- (1) a sea anchor and other equipment necessary to facilitate mooring, anchoring or maneuvering the aircraft on water, appropriate to its size, mass and handling characteristics; and

- (2) equipment for making the sound signals prescribed in the International Regulations for preventing collisions at sea, where applicable.

CAR-OPS 0.470 Emergency locator transmitter

- (a) Except as provided in paragraphs (b), (c), (d), (e), no person may operate an aircraft that does not have an automatic ELT installed.

(b) An aircraft may be ferried from the place where possession of the aircraft was taken to a place where the automatic ELT is to be installed if no passengers are carried on the aircraft.

(c) An aircraft with an inoperative automatic ELT may be ferried from a place where repairs or replacement cannot be made to a place where the repairs or replacement can be made if no passengers are carried on the aircraft.

(d) An aircraft with an inoperative automatic ELT may be operated for a period of seven days inclusive if the aircraft is equipped with a portable ELT that is accessible to each person on board the aircraft.

- (e) Paragraph (a) does not apply to:

- (1) any aircraft equipped with no more than one seat, if the pilot is equipped with a portable ELT; or
- (2) any glider in which at least one person carried in the glider is equipped with a portable ELT; or
- (3) any glider, or powered aircraft equipped with no more than one seat, where the glider or aircraft is operated no more than 10 nm from the aerodrome from which the glider or aircraft took off; or
- (4) any microlight aircraft; or
- (5) any manned free balloon.

(f) An operator shall ensure that all ELTs that are capable of transmitting on 406 MHz shall be coded in accordance with ICAO Annex 10 and registered with the national agency responsible for initiating Search and Rescue or another nominated agency.

CAR-OPS 0.475 Oxygen indicators

Each aircraft operated at altitudes above 13 000 feet AMSL, or for more than 30 minutes between 10 000 feet up to and including 13 000 feet AMSL, shall be equipped with a means of indicating:

- (1) to the flight crew:
 - (i) the amount of oxygen available in each source of supply and whether the oxygen is being delivered to the dispensing units; and

(ii) of a pressurised aircraft, by visual or aural warning when the cabin pressure altitude exceeds 10 000 feet AMSL; and

- (2) to each user of an individual dispensing unit, the amount of oxygen available and whether the oxygen is being delivered to the dispensing unit.

CAR-OPS 0.480 Oxygen for non-pressurised aircraft

Each aircraft with a non-pressurised cabin that is operated at altitudes above 10 000 feet AMSL shall be equipped with:

- (1) at altitudes up to and including 13 000 feet AMSL:
- for any period in excess of 30 minutes, supplemental oxygen for continuous use by all crew members and 10% of passengers.
- (2) at altitudes above 13 000 feet AMSL up to and including 25 000 feet AMSL:
- supplemental oxygen for continuous use by all crew members and passengers.

CAR-OPS 0.485 *Intentionally blank*

CAR-OPS 0.490 Inoperative instruments and equipment

(a) Except as provided in paragraph (b), an aircraft with inoperative instruments or equipment must not be operated unless:

- (1) an MEL has been approved for that aircraft in accordance with CAR-OPS 0.495; and
- (2) the aircraft records available to the pilot include an entry describing the inoperative instruments and equipment; and
- (3) the aircraft is operated in accordance with all applicable conditions and limitations contained in the MEL.

(b) Aircraft that do not exceed 5700 kg Maximum Take-off Mass and do not have a MEL approved under CAR-OPS 0.495 may be operated under this CAR with inoperative instruments and equipment if the inoperative instruments and equipment:

- (1) are not:
- (i) instruments and equipment prescribed for VFR day certification in the applicable airworthiness requirements under which the aircraft was type certificated; or
- (ii) required by this SUBPART for specific operations; or
- (iii) required by an airworthiness directive to be in operable condition; and
- (2) are placarded **Inoperative** and the required maintenance recorded in accordance with CAR M.

CAR-OPS 0.495 **Approval of minimum equipment list**

(a) Each applicant for the approval or amendment of an MEL shall complete an application form, acceptable to the Authority, and submit it to the Authority for approval

(b) An MEL shall contain:

(1) the type and model of the aircraft to which it applies; and

(2) a list of equipment for the aircraft that may be inoperative that:

(i) has been approved by the manufacturer of the aircraft; or

(ii) has been approved by the ICAO Contracting state that issued the type certificate for the aircraft; or

(iii) is otherwise acceptable to the Authority.

(c) The Authority may prescribe such operating conditions and limitations on the MEL as the Authority considers necessary in the interest of safety.

CAR-OPS 0.500 *Intentionally blank*

CAR-OPS 0.505 *Intentionally blank*

CAR-OPS 0.510 *Intentionally blank*

CAR-OPS 0.515 *Intentionally blank*

SUBPART L — COMMUNICATION and NAVIGATION EQUIPMENT**CAR-OPS 0.520 VFR communication equipment**

Unless authorised by ATC to operate under VFR without radio communication, an aircraft operating under VFR in controlled airspace at night, must be equipped with radio communications equipment that is capable of providing continuous two-way communications with an appropriate ATC unit.

CAR-OPS 0.525 Communication and navigation equipment – VFR overwater

Each aircraft operating under VFR over water, at a distance that is more than 30 minutes flying time from the nearest shore, shall be equipped with:

- (1) communication equipment that is capable of providing continuous two-way communications with an appropriate ATS unit or aeronautical telecommunications facility; and
- (2) navigation equipment that is capable of navigating the aircraft in accordance with the flight plan.

CAR-OPS 0.530 IFR communication and navigation equipment

- (a) An aircraft operating under IFR must be equipped with communication equipment that is
 - (i) capable of providing continuous two-way communications with an appropriate ATS unit or aeronautical telecommunications facility, and
 - (ii) when complying with the CAR-OPS 0.530 (a) (i) above, the aircraft must be equipped with more than one communication equipment unit of which each shall be independent of the other or others to the extent that a failure in one will not result in failure of another

(b) An aircraft operating under IFR must be equipped with a navigation system that will enable the aircraft to proceed in accordance with:

- (i) the flight plan required under CAR-OPS 0.335; and
- (ii) the designated RNP airspace where applicable; and
- (iii) the requirements of ATC.

(c) An aircraft and aircraft navigation system operating in accordance with RNP performance requirements must be approved by the Authority for operation on the applicable RNP routes and in RNP designated airspace.

(d) An aircraft operating in airspace with an MNPS designated under ICAO Doc 7030 must:

- (1) be equipped with navigation equipment capable of continuously indicating to the flight crew adherence to or departure from track, in accordance with the MNPS, at any point along that track; and
- (2) be approved by the Authority for MNPS operations.

(e) An aircraft operating in airspace where a RVSM of 1000 feet is applied by ATC above flight level 290 must be:

- (1) approved by the Authority for operation in the airspace concerned; and
- (2) equipped with equipment capable of:
 - (i) indicating to the flight crew the flight level being flown; and
 - (ii) automatically maintaining a selected flight level; and
 - (iii) for aircraft first issued with a type certificate before 1 January 1997, providing an aural and visual alert to the flight crew when a deviation of 300 feet from the selected flight level occurs; and
 - (iv) for aircraft first issued with a type certificate after 31 December 1996, providing an aural and visual alert to the flight crew when a deviation of 200 feet from the selected flight level occurs; and
 - (v) automatically reporting pressure altitude with the capability for switching to operate from either altitude measurement system referred to in paragraph (f).

(f) The equipment required in paragraph (e)(2)(i) must consist of at least two altitude measurement systems.

(g) In the event of the failure of any independent system for either communication or navigation purposes, an aircraft operating in RNP or MNPS airspace must have the equipment required by paragraphs (a), (b), and (d)(1) installed in such number as to ensure that the remaining equipment will enable the aircraft to continue the flight in compliance with paragraphs (a), (b), and (d).

CAR-OPS 0.535 Category II and III precision approach equipment

(a) Each aircraft performing a Category II or III precision approach procedure shall be equipped in accordance with CAR-OPS 0.420, CAR-OPS 0.425, and CAR-OPS 0.440, and have:

- (1) two localiser and glide slope receiving systems that:
 - (i) each provide a basic ILS display at each pilot station; and
 - (ii) have at least one localiser antenna and one glide slope antenna; and
- (2) at least one ILS system required under paragraph (1) that is not affected by the use of the aircraft communication equipment; and
- (3) a marker beacon receiver that provides distinctive aural and visual indications of the outer and middle markers; and
- (4) two gyroscopic or inertial aircraft attitude indicators; and
- (5) two gyroscopic or inertial magnetic heading indicators; and
- (6) two airspeed indicators calibrated in knots with a means of preventing malfunctioning due to either condensation or icing; and
- (7) two sensitive altimeters, calibrated in feet, each having a placarded correction for altimeter scale error and for the wheel height of the aircraft; and

- 8) two rate of climb and descent indicators; and
 - 9) a flight control guidance system that consists of:
 - (i) an automatic approach coupler, with, at least, automatic steering in relation to an ILS localiser at one pilot station; or
 - (ii) a flight authority system that shall display computed information as steering commands in relation to an ILS localiser, and on the same instrument, either computed information as pitch commands in relation to an ILS glide slope or basic ILS glide slope information; and
 - 10) for operation with a decision height below 150 feet:
 - (i) a marker beacon receiver providing aural and visual indications of the inner marker; or
 - (ii) a radio altimeter; and
 - 11) warning systems, for immediate detection by the pilot of system faults in:
 - (i) items required by subparagraphs (1), (4), (5), and (9); and
 - (ii) if installed for use in Category III precision approach procedures, the radio altimeter and autothrottle system; and
 - 12) fully functioning dual controls; and
 - 13) an externally vented static pressure system with an alternate static pressure source; and
 - 14) a windshield wiper, or equivalent means of providing adequate cockpit visibility for a safe transition, by either pilot, to touchdown and rollout.
- (b) The number of instruments and equipment required under paragraphs (a)(4), (5), (6), (7), and (8) includes the instruments and equipment required for IFR operations under CAR-OPS 0.425.

CAR-OPS 0.540 SSR transponder and altitude reporting equipment

(a) Except as provided in CAR-OPS 0.200(c) and (e), an aircraft operating in transponder mandatory under AIP designated airspace must be equipped with a SSR transponder having:

- (1) Mode 3/A 4096 code capability replying to Mode 3/A interrogations with the code specified by ATC; and
- (2) Mode C capability that automatically replies to Mode C interrogations by transmitting pressure altitude information in 100 foot increments.

(b) Where an aircraft is equipped with Mode S transponder equipment, the transponder must be capable of replying to:

- (1) Mode 3/A interrogations with the code specified by ATC; and
- (2) intermode; and
- (3) Mode S interrogations.

CAR-OPS 0.545 *Intentionally blank*

CAR-OPS 0.550 **Assigned altitude indicator**

(a) Each aeroplane operating under IFR that is not equipped with an altitude alerting system or device shall be equipped with a means of indicating an altitude assigned by ATC.

(b) The means of indicating assigned altitude required by paragraph (a) shall:

- (1) be located so that it may be readily adjusted for setting from each pilot station;
and
- (2) display assigned altitude information that is clearly visible to all flight crew members whose duties involve altitude assignment monitoring; and
- (3) enable use of pre-selected altitudes in increments that are commensurate with the altitudes at which the aeroplane can be operated.

SUBPART M — OPERATOR MAINTENANCE REQUIREMENTS**CAR-OPS 0.600 Applicability**

(a) This subpart prescribes rules governing the maintenance of Omani registered civil aircraft operating within or outside the Sultanate of Oman.

(b) Except for the following requirements, this subpart does not apply to a microlight aircraft that is maintained in accordance with CAR-MLA

- (1) CAR-OPS 0.625 (test and inspection of automatic pressure altitude reporting system if the microlight aircraft is equipped with a SSR transponder):
- (2) CAR-OPS 0.620 (SSR transponder):
- (3) CAR-OPS 0.670 (maintenance logbook - Class 2 microlight aircraft):
- (4) CAR-OPS 0.665 (maintenance records - Class 2 microlight aircraft):
- (5) CAR-OPS 0.675 (transfer of maintenance records):
- (6) CAR-OPS 0.680 (retention of records).

(c) Except for the following requirements, this subpart does not apply to a glider that is maintained in accordance with CAR 104:

- (1) CAR-OPS 0.625 (test and inspection of automatic pressure altitude reporting system if the glider is equipped with a SSR transponder):
- (2) CAR-OPS 0.620 (SSR transponder):
- (3) CAR-OPS 0.670 (maintenance logbook):
- (4) CAR-OPS 0.665 (maintenance records):
- (5) CAR-OPS 0.675 (transfer of maintenance records):
- (6) CAR-OPS 0.680 (retention of records).

(b) The requirements in CAR-OPS 0.610, of this subpart do not apply to an aircraft maintained in accordance with a continuous airworthiness maintenance program under CAR M

CAR-OPS 0.605 General maintenance requirements

The operator of an aircraft shall ensure that:

- (1) the aircraft is maintained in an airworthy condition as per the requirements of CAR M; and
- (2) any inoperative instrument or item of equipment, permitted to be inoperative by CAR-OPS 0.490, is repaired, replaced, removed, or inspected at the next inspection required by the maintenance programme under which the aircraft is maintained; and
- (3) a placard has been installed as required when listed discrepancies include inoperative instruments or equipment; and
- (4) no person performs maintenance on the aircraft other than as prescribed in this SUBPART, CAR M, CAR 145 or any other applicable CAR.

CAR-OPS 0.610 *Intentionally blank*

CAR-OPS 0.615 *Intentionally blank*

CAR-OPS 0.620 Radio station tests and inspections

No person may operate an aircraft under IFR unless any radio station required to be installed in that aircraft by CAR-OPS 0. SUBPART L for that type of operation has been tested and inspected in accordance with CAR M, within the preceding 24 calendar months.

CAR-OPS 0.625 Altimeter system and altitude reporting equipment tests and inspections

(a) No person may operate an aircraft, or, in controlled airspace under IFR unless: altimeter instrument, or automatic pressure altitude reporting system required to be installed in that aircraft by CAR-OPS 0 Subpart K&L has been tested and inspected in accordance with CAR M

- (1) within the preceding 24 calendar months;
- (2) following any opening and closing of the static pressure system, except for the use of system drain and alternate static pressure valves, or where self sealing disconnect coupling is provided; and
- (3) following installation of, or maintenance on, the automatic pressure altitude reporting system where data correspondence error could be introduced.

CAR-OPS 0.630 SSR transponder tests and inspections

No person shall operate an aircraft unless the SSR transponder required to be installed in that aircraft by CAR-OPS 0 Subpart L has been tested and inspected within the preceding 24 calendar months, in accordance with CAR M.

CAR-OPS 0.635 Emergency locator transmitter tests and inspections

No person shall operate an aircraft unless the emergency locator transmitter required to be installed in that aircraft by CAR-OPS 0 Subpart K&L has

- (1) been tested and inspected, within the preceding 12 calendar months, in accordance with CAR M; and
- (2) had its batteries replaced or recharged
 - (i) when the transmitter has been in use for more than 1 cumulative hour; or

(ii) when their useful life or, for rechargeable batteries, their useful life of charge, as established by the manufacturer, has expired.

CAR-OPS 0.640 Operation after maintenance

(a) No person may operate any aircraft that has undergone maintenance, unless:

- (1) it has been approved for return to service by an organisation approved under CAR 145, or by a qualified person or organisation authorised by the Authority as applicable; and
- (2) the maintenance record entry has been made and retained in accordance with the maintenance program approved for the aircraft by the Authority.

(b) No person shall carry any person (other than crew members) in an aircraft that has been maintained, in a manner that may have appreciably changed its flight characteristics or substantially affected its operation in flight until an appropriately rated pilot with at least a private pilot license flies the aircraft, makes an operational check of the maintenance performed or alteration made, and logs the flight in the aircraft records.

(c) The aircraft does not have to be flown in accordance with paragraph (b) of this section if, prior to flight, ground tests, inspection, or both show conclusively that the maintenance, has not appreciably changed the flight characteristics or substantially affected the flight operation of the aircraft.

CAR-OPS 0.645 *Intentionally blank*

CAR-OPS 0.650 *Intentionally blank*

CAR-OPS 0.655 *Intentionally blank*

CAR-OPS 0.660 *Intentionally blank*

CAR-OPS 0.665 Maintenance records

(a) An operator of an aircraft, except a Class 1 microlight aircraft, must ensure that for each airframe, engine, propeller, rotor, and appliance of an aircraft, the following records are compiled:

- (1) accurate records of all maintenance performed including:
 - (i) a description of the work; and
 - (ii) the date of completion of the work; and
 - (iii) the signature, and certificate number of the person approving the aircraft for return to service; and

- (2) accurate records containing the following information:
- (i) the total time in service of the airframe, each engine, each propeller, and each rotor; and
 - (ii) the current status of parts of each airframe, engine, propeller, rotor and appliance of an aircraft that have a finite life; and
 - (iii) the time since last overhaul of all items installed on the aircraft which are required to be overhauled on a specified time basis; and
 - (iv) the current maintenance status of the aircraft, including the time since the last inspection required by the maintenance programme under which the aircraft is maintained; and
 - (v) the current status of each applicable AD including the AD number, the revision date, the means of compliance, and if the AD involves recurring action, the time and date when the next action is required; and
 - (vi) a list of current major modifications and major repairs to each airframe, engine, propeller, rotor, and appliance; and
 - (vii) the time since the last annual review of airworthiness or maintenance review.

(b) The records required in paragraph (a) may be kept in plain language form or in coded form provided that the coded form provides for the preservation and retrieval of information in a manner acceptable to the Authority.

CAR-OPS 0.670 Technical log

(a) Each operator of an aircraft shall provide a technical log for the aircraft which has provision for recording:

- (1) the name of the operator; and
- (2) the registration, type, and model of the aircraft; and
- (1) the identity of the maintenance programme to which the aircraft is maintained; and
- (2) a statement of the maintenance status of the aircraft including the identity of the next scheduled inspection and the date due; and
- (5) the date or hours at which any other maintenance is due prior to the next scheduled inspection; and
- (6) the date at which the next annual review of airworthiness or maintenance review is due; and
- (7) the daily hours flown; and
- (8) the total time in service; and
- (9) if applicable:
 - (i) the daily cycles used; and
 - (ii) the total cycles; and

- (10) any defects found by the pilot during or following a flight; and
- (11) details of rectification of defects occurring between scheduled inspections and the certificate of release to service for that rectification; and
- (12) details of any deferred rectification including any inoperative equipment with which the aircraft is permitted to be flown under CAR-OPS 0.490.

(b) The operator shall record the information specified in paragraph (a) in the technical log and ensure that the information is current.

CAR-OPS 0.675 Transfer of maintenance records

Each holder of a certificate of registration for an aircraft who transfers registration to another person under CAR 47 shall, at the time of transfer of registration, transfer to that person:

- (1) the records specified in CAR-OPS 0.665(a)(2); and
- (2) the records specified in CAR-OPS 0.665(a)(1) which are not included in the records transferred under paragraph (1)

CAR-OPS 0.680 Retention of records

(a) The operator of an aircraft must retain the records specified in CAR-OPS 0.665 for at least 24 months after the product or component is withdrawn from service.

(b) The operator of an aircraft must retain the technical log required under CAR-OPS 0.670 for a period of at least 24 months after the date of the last entry in the technical log.

SUBPART N

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SUBPART T — SPECIAL FLIGHT OPERATIONS**CAR-OPS 0.900 Aerobatic flight**

- (a) Except as provided in paragraph (e), no pilot shall operate an aircraft in aerobatic flight:
- (1) over, or within a horizontal distance of 2000 feet of, a congested area of a city, town, or settlement; or
 - (2) over, or within a horizontal distance of 2000 feet of, an open air assembly of persons; or
 - (3) within any controlled airspace except with the authorisation of ATC.
- (b) Except as provided in paragraph (c), no pilot shall operate an aircraft in aerobatic flight below a height of 3000 feet.
- (c) A pilot may operate an aircraft in aerobatic flight:
- (1) between a height of 1500 feet and 3000 feet if the pilot holds an aerobatic rating issued under CAR-FCL; and
 - (2) below a height of 1500 feet if the pilot:
 - (i) holds an aerobatic rating issued under CAR-FCL that authorises aerobatic flight to a specified height below 1500 feet; and
 - (ii) does not perform aerobatic flight below the height authorised in their aerobatic rating; and
 - (iii) is Participating in an aviation event.
- (d) No pilot shall carry a passenger in aerobatic flight unless they hold an aerobatic rating issued under CAR-FCL.
- (e) A pilot may operate an aircraft within a horizontal distance of 2000 feet of spectators at an aviation event if the pilot is participating in that aviation event in accordance with CAR-OPS 0.905.

CAR-OPS 0.905 Aviation events

- (a) No person shall conduct an aviation event, and no person shall operate an aircraft in an aviation event, unless the organiser of the event is the holder of an aviation event authorisation issued by the Authority.
- (b) Each applicant for an aviation event authorisation shall submit an aviation event plan to the Authority at least 90 days prior to the start of the aviation event.
- (c) The aviation event plan required by paragraph (b) shall:
- (1) contain the following information about the proposed aviation event:
 - (i) name, position, and address of the organiser; and

- (ii) place, date, and time; and
- (iii) type of event; and
- (iv) details of the structure of the organisation including persons who are responsible for supervising the aviation event;
- (v) details of the flying programme; and
- (vi) detailed plan and description of the site with sufficient detail to show compliance with the requirements of paragraph (d); and
- (vii) details of control methods to be used for the safety of the spectators; and
- (viii) details of emergency services to be provided; and

(2) be acceptable to the Authority.

(d) A pilot-in-command of an aircraft participating in an aviation event shall:

- (1) for display flights, other than a display of agricultural operations or helicopter operations, operate at a height of at least 100 feet above the surface; and
- (2) fly the aircraft aligned with reference to a display line sufficiently distanced from spectators so as not to cause undue risk to persons or property on the surface; and
- (3) not carry any passengers; and
- (4) not fly over any spectator area; and
- (5) not conduct any manoeuvre between the display line and any spectator area; and
- (6) with the exception of a helicopter hovering or taxiing, not initiate any manoeuvre in the direction of any spectator area.

(e) Paragraph (a) shall not apply to aviation events at which:

- (1) not more than 500 people are in attendance; or
- (2) there are no more than three participating aircraft; or
- (3) the aircraft are in one formation.

CAR-OPS 0.910 Parachute-drop operations

(a) Each pilot performing a parachute-drop operation shall hold a parachute-drop authorisation issued by the Authority.

(b) Each pilot performing a parachute-drop operation shall ensure that:

- (1) the aircraft performing the operation has a valid standard category airworthiness certificate; and
- (2) the configuration of the aircraft is appropriate for the parachute drop operation; and

- (3) the aircraft has adequate interior room and satisfactory egress for the parachutists to be carried; and
 - (4) the aircraft cabin has no handles or fittings which could cause the inadvertent opening of a parachute in the aircraft or during egress by any parachutist; and
 - (5) suitable points on the aircraft are used for the attachment of static lines; and
 - (6) the aircraft flight manual authorises flight with a door removed, or open, in flight; and
 - (7) each person carried in the aircraft, other than persons engaged in parachute operations,:
 - (i) occupies a seat and fastens their safety belt during takeoff and landing; and
 - (ii) wears an emergency or reserve parachute assembly; and
 - (iii) is trained in the use of the emergency or reserve parachute assembly; and
 - (iv) is briefed on the general procedures to be followed in an aircraft emergency including the method to be used for exiting the aircraft; and
 - (8) each person carried in the aircraft for the purpose of parachute operations:
 - (i) is not in a position in the aircraft that could hazard the safety of the aircraft or its occupants through inadvertent interference with the controls; and
 - (ii) is briefed on the general procedures to be followed in an aircraft emergency including the method to be used for exiting the aircraft.
- (c) A pilot performing a parachute-drop operation shall not permit a person to make a parachute descent from the aircraft, unless:
- (1) the person or persons making the descent have provided the pilot with the details of the proposed descent prior to take-off; and
 - (2) the pilot is satisfied that each person's descent is:
 - (i) authorised by the holder of an aviation recreation organisation certificate; or
 - (ii) approved by the Authority.

CAR-OPS 0.915 Emergency parachute assemblies

A pilot-in-command shall not allow a parachute assembly that is available for emergency use to be carried in an aircraft unless it:

- (1) meets the requirements of an applicable type certificate; and
- (2) has been adequately protected from damage from any condition or substance that may be harmful to the materials from which the parachute assembly has been constructed; and
- (3) has been maintained in accordance with the manufacturer's instructions and packed within the preceding calendar year by:
 - (i) the holder of a parachute technician rating issued by a parachute organisation holding an aviation recreation organisation certificate; or

- (ii) the parachute manufacturer; or
 - (iii) a person otherwise approved by the Authority; and
- (4) is accompanied by a packing card containing certification of serviceability by the person who maintained or packed the parachute.

CAR-OPS 0.920 Towing gliders

(a) No person shall tow a glider, or gliders in flight unless that person holds a glider tow rating issued under CAR-FCL.

(b) No person shall tow a glider, or gliders in flight unless:

- (1) the aircraft used for towing is operated at airspeeds below the maximum airspeed specified for aero-tow in the glider flight manual; and
- (2) the towing load does not exceed the maximum load specified in the aircraft flight manual; and
- (3) that person has checked the operation of the tow hook of the aircraft to be used prior to flight; and
- (4) that person uses the take-off, glider release, airspeed, and emergency signals established by a gliding organisation holding an aviation recreation organisation certificate under CAR 149 for the pilots of tow aircraft and gliders; and
- (5) the take-off distance to clear a 50 foot obstacle with the glider, or gliders in tow does not exceed 85% of the take-off run available; and
- (6) the aircraft is capable of maintaining a rate of climb of at least 200 feet per minute at 1000 feet above the aerodrome with the glider, or gliders in tow.

(c) No person shall operate an aircraft to tow a glider, or gliders in flight unless:

- (1) the aircraft to be used is equipped with:
 - (i) a tow hook and attachment assembly; and
 - (ii) a pilot-activated quick-release capable of releasing the tow rope with loads of up to 450 kg in any direction on the tow hook; and
- (2) Glider tow lines shall:
 - (i) except as provided in sub-paragraph (ii), have a breaking strength of not less than 80% or more than 200% of the Maximum Take-off Mass of the glider to be towed; and
 - ii) if the tow line used has a breaking strength of more than 200% of the Maximum Take-off Mass of the glider to be towed, have a safety link installed at the point of attachment to the:
 - glider with a breaking strength of not less than 80% of the glider's Maximum Take-off Mass but not more than twice the glider's Maximum Take-off Mass;

-aircraft with a breaking strength of at least 100% of the glider's Maximum Take-off Mass but not more than twice the glider's Maximum Take-off Mass.

(iii) if more than one glider is being towed, the tow lines to be used are:

- one for each glider; and
- of a length that provides a distance of not less than 50 m between any glider and the towing aircraft; and
- of a length that provides a trailing separation of not less than 30 m between each glider; and
- attached to a single tow ring to the aircraft, and capable of separation on release from the aircraft.

CAR-OPS 0.925 Towing objects other than gliders

(a) No pilot shall tow an object other than a glider in flight unless:

(1) they hold:

- (i) a private pilot licence and a tow authorisation issued by the Authority.; or
- (ii) a commercial pilot licence issued under CAR-FCL; or
- (iii) an airline transport pilot licence issued under CAR-FCL; and

(2) the aircraft:

- (i) is equipped with a tow hook and attachment assembly which has a quick release mechanism; and
- (ii) has a positive rate of climb at the altitudes to be operated.

(b) No pilot operating an aircraft that is towing an object other than a glider shall carry any passengers.

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SUBPART U — FOREIGN REGISTERED AIRCRAFT OPERATIONS and OPERATION OF OMANI REGISTERED AIRCRAFT OUTSIDE THE SULTANATE OF OMAN**CAR-OPS 0.930 Applicability**

This SUBPART applies to the operation of Aircraft registered in Oman outside the Sultanate of Oman and the operation of foreign registered aircraft within the Sultanate of Oman.

CAR-OPS 0.935 Operations of Aircraft registered in Oman outside the Sultanate of Oman

Each person operating an aircraft registered in Oman shall:

- (1) when over the high seas, comply with Annex 2 to the Convention on International Civil Aviation; and
- (2) when operating within a foreign State, comply with the operating and flight regulations of that State; and
- (3) comply with this CAR, so far as it is not inconsistent with applicable regulations of the foreign country where the aircraft is being operated, or Annex 2 to the Convention.

CAR-OPS 0.940 Special Regulations for foreign aircraft operations

(a) **General.** In addition to the other applicable regulations of CAR-OPS 0, each person operating a foreign registered aircraft within the Sultanate of Oman shall comply with the requirements of paragraph (b) and (c) of this CAR.

(b) **VFR.** No person shall conduct an operation under VFR that requires two-way radio communications under this CAR unless at least one flight crew member on that aircraft is able to conduct two-way radio communications in the English language and is on duty during that operation.

(c) **IFR.** No person shall operate under IFR unless:

- (1) that aircraft is equipped with:
 - (i) radio equipment allowing two-way radio communications with ATS when the aircraft is being operated in controlled airspace; and
 - (ii) a navigation system which will enable the aircraft to proceed in accordance with its flight plan; and
- (2) each person piloting the aircraft:
 - (i) holds a current instrument rating issued by the country of that aircraft's registry; and

- (ii) is familiar with the Oman IFR en route, holding, and approach procedures prescribed in the AIP of Oman; and
- (3) at least one flight crew member of that aircraft is able to conduct two-way radio telephone communications in the English language and that flight crew member is on duty while the aircraft is operating under IFR.

SUBPART V — OPERATING NOISE LIMITS**CAR-OPS 0.950 Purpose**

This SUBPART prescribes limitations on the operation of civil aircraft in the Sultanate of Oman in respect to aircraft noise and engine emission.

CAR-OPS 0.955 Aircraft noise level compliance

(a) No person may operate an aircraft to or from an aerodrome within the Sultanate of Oman, unless :

- (1) for aircraft registered in Oman, the Authority is satisfied that the aircraft complies with the applicable aircraft noise standards specified in FAR 21/ EASA Part 21; and
- (2) for foreign registered aircraft, that aircraft is certificated or validated by the State of Registry to comply with standards that are equivalent to the applicable aircraft noise standards specified in ICAO Annex 16, Volume I.

(b) Notwithstanding paragraph (a), a person may not operate a subsonic turbojet or turbofan powered aeroplane to or from an aerodrome within Sultanate of Oman unless that aeroplane is certificated to comply with noise standards that are at least equal to the aircraft noise standards specified in ICAO Annex 16, Volume I, Chapter 3.

CAR-OPS 0.960 Aircraft sonic boom

(a) No person may operate an aircraft at a Mach number greater than 0.92 unless approved by the Authority and in compliance with any conditions and limitations specified in the approval.

(b) No person may operate an aircraft that has a maximum operating speed in excess of a Mach number of 0.92 within the territorial limits of the Sultanate of Oman unless the information that is available to the pilot-in-command includes flight limitations to ensure that flights entering or leaving Sultanate of Oman do not cause a sonic boom to reach the surface within The Sultanate of Oman.

(c) A pilot-in-command of an aircraft that has a maximum operating speed in excess of a Mach number of 0.92 must comply with the flight limitations required under paragraph (b).

CAR-OPS 0.965 Engine emission compliance

No person may operate a turbojet or turbofan powered aircraft to or from an aerodrome within the Sultanate of Oman unless:

- (1) for aircraft registered in Oman, the Authority is satisfied that the aircraft complies with the applicable aircraft engine emission standards specified in FAR 21/EASA Part 21; and
- (2) for foreign registered aircraft, that aircraft is certificated or validated by the State of Registry to comply with standards that are equivalent to the applicable aircraft engine emission standards specified in ICAO Annex 16, Volume II

SUBPART W – REQUIREMENTS for FLIGHT OPERATIONS OFFICER / FLIGHT DISPATCHER

Note: ICAO training manual Doc-7192, part D-3 contains guidance material for a course of training for Flight Operations Officers/Dispatchers

CAR-OPS 0.1400 Requirements for flight operations officer/flight dispatcher

Unlicensed individuals may operate as flight operations officer/flight dispatcher on the condition they meet these requirements.

(a) *Age*

The applicant shall be not less than 21 years of age.

(b) *Knowledge*

The applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to an operations officer, in at least the following subjects:

- (1) Air law; rules and regulations relevant to the performance of duties as a flight operations officer license; appropriate air traffic services practices and procedures;
- (2) Aircraft general knowledge
 - (i) principles of operation of aeroplane powerplants, systems and instruments;
 - (i) operating limitations of aeroplanes and powerplants;
 - (iii) minimum equipment list;
- (3) Flight performance calculation and planning procedures
 - (i) effects of loading and mass distribution on aircraft performance and flight characteristics; mass and balance calculations;
 - (ii) operational flight planning; fuel consumption and endurance calculations; alternate airport selection procedures; en-route cruise control; extended range operation;
 - (iii) preparation and filing of air traffic services flight plans;
 - (iv) basic principles of computer-assisted planning systems;
- (4) Meteorology

- (i) aeronautical meteorology; the movement of pressure systems; the structure of fronts, and the origin and characteristics of significant weather phenomena which affect take-off, en-route and landing conditions;
 - (ii) interpretation and application of aeronautical meteorological reports, charts and forecasts; codes and abbreviations; use of, and procedures for obtaining, meteorological information;
- (5) Navigation
- (i) principles of air navigation with particular reference to instrument flight;
- (6) Operational procedures
- (i) use of aeronautical documentation;
 - (ii) operational procedures for the carriage of freight and dangerous goods;
 - (iii) procedures relating to aircraft accidents and incidents; emergency flight procedures;
 - (iv) procedures relating to unlawful interference and sabotage of aircraft;
- (7) Principles of flight
- (i) principles of flight relating to the appropriate category of aircraft; and
- (8) Radiocommunication
- (i) procedures for communicating with aircraft and relevant ground stations.

(c) *Experience*

The applicant shall have gained the following experience :

- (1) a total of two years' service in any one or in any combination of the capacities specified in (1) to (3) inclusive, provided that in any combination of experience the period serviced in any capacity shall be at least one year:
 - (i) a flight crew member in air transportation; or
 - (ii) a meteorologist in an organisation dispatching aircraft in air transportation; or
 - (iii) an air traffic controller; or a technical supervisor of flight operations officers or air transportation flight operations systems;or
 - (2) at least one year as an assistant in the dispatching of air transport;
- or

- (3) have satisfactorily completed a course of approved training.
- (4) the applicant shall have served under the supervision of a flight operations officer for at least 90 working days within the six months immediately preceding the application.

(d) *Skill*

The applicant shall have demonstrated the ability to:

- (1) make an accurate and operationally acceptable weather analysis from a series of daily weather maps and weather reports; provide an operationally valid briefing on weather conditions prevailing in the general neighbourhood of a specific air route; forecast weather trends pertinent to air transportation with particular reference to destination and alternates;
- (2) determine the optimum flight path for a given segment, and create accurate manual and/or computer generated flight plans; and
- (3) provide operating supervision and all other assistance to a flight in actual or simulated adverse weather conditions, as appropriate to the duties of the holder of a flight operations officer license.

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CAR-OPS 0.1405 Privileges of a flight operations officer/flight dispatcher

The privileges of a flight operations officer / flight dispatcher shall be to serve in that capacity with responsibility as delegated by the operator and approved by the AUTHORITY for the operator to meet the operational control responsibility as per the applicable CARs.]

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