

CAR-180

Civil Aviation Regulation

Rules of the Air

Effective 31st Jan 2019

Approved by: HE Dr. Mohamed bin Nasser Al-Zaabi (CEO)

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FOREWORD

- (a) This Civil Aviation Regulation (CAR) has been issued by the Public Authority for Civil Aviation of Oman (hereinafter referred to as PACA or “the AUTHORITY”) under the provisions of the Civil Aviation Law of the Sultanate of Oman.
- (b) This CAR has been modelled upon similar regulations implemented by other member States and includes the subject matter endorsed within ICAO Annex 2, Rules of the Air.
- (c) CAR 180 prescribes the requirements:
 - (1) for all civil aircraft operating in the Muscat Flight Information Region (FIR), and all aircraft bearing the nationality and registration marks of the Sultanate of Oman, wherever they may be, to the extent that they do not conflict with the rules published by the State having jurisdiction over the territory over-flown.
 - (2) relating to the flight and maneuver of aircraft over the high seas within the meaning of Article 12 of the ICAO Convention on International Civil Aviation which are applicable without exception.
- (d) Amendments to the text in CAR 180 in revised editions are issued as a complete amendment of pages contained within.
- (e) The editing practices used in this document are as follows:
 - (1) ‘Shall’ and ‘Must’ are used to indicate a mandatory requirement and may appear in this CAR.
 - (2) ‘Should’ is used to indicate a recommendation.
 - (3) ‘May’ is used to indicate discretion by the AUTHORITY, or the industry as appropriate.
 - (4) ‘Will’ indicates a mandatory requirement and is used to advise of action incumbent on the AUTHORITY.

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

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SUBPART A – GENERAL

CAR 180.001 Applicability

Civil Aviation Regulation 180, *Rules of the Air*, shall apply to all civil aircraft operating in the Muscat Flight Information Region (FIR), and all aircraft bearing the nationality and registration marks of the Sultanate of Oman, wherever they may be, to the extent that they do not conflict with the rules published by the State having jurisdiction over the territory overflown.

Note: Rules relating to the flight and maneuver of aircraft over the high seas within the meaning of Article 12 of the ICAO Convention on International Civil Aviation apply without exception.

CAR 180.003 Definitions

Definitions in the existing CAR 172 and CAR 1 shall form part of this regulation, supplemented by the definitions contained in ICAO documentation. Where there are differences between the CAR and ICAO definitions, the CAR definitions shall apply.

CAR 180.005 Establishment of Authority

- (a) The Public Authority for Civil Aviation (PACA), referred to in this regulation as the AUTHORITY, shall determine, in accordance with the provisions of the Civil Aviation Law of the Sultanate of Oman and this regulation, those portions of airspace and those aerodromes where air traffic services will be provided. The AUTHORITY shall arrange for such services to be established, except that, by mutual agreement, the AUTHORITY may delegate to another State the responsibility for establishing and providing air traffic services in flight information regions, control areas or control zones extending over the territories of the AUTHORITY.
- (b) Those portions of the airspace over the high seas or in airspace of undetermined sovereignty where air traffic services will be provided shall be determined on the basis of regional air navigation agreements. Where the AUTHORITY has accepted the responsibility to provide air traffic services in such portions of airspace it shall arrange for the services to be established and provided in accordance with the provisions of this and other regulations promulgated by the Sultanate of Oman.
- (c) When it has been determined that air traffic services will be provided, the AUTHORITY shall designate the service provider(s) responsible for providing such services.
- (d) Where air traffic services are established, information shall be published by the AUTHORITY and/or the designated service provider to permit the utilization of such services.

CAR 180.007 Compliance with the Rules of the Air

The operation of an aircraft either in flight or on the movement area of an aerodrome shall be in compliance with the general rules and, in addition, when in flight, either with:

- (a) The visual flight rules; or
- (b) The instrument flight rules.

CAR 180.009 Responsibility for Compliance with the Rules of the Air

- (a) The pilot-in-command of an aircraft shall, whether manipulating the controls or not, be responsible for the operation of the aircraft in accordance with the rules of the air, except that the pilot-in-command may depart from these rules in circumstances that render such departure absolutely necessary in the interests of safety.
- (b) Before beginning a flight, the pilot-in-command of an aircraft shall become familiar with all available information appropriate to the intended operation. Pre-flight action for flights away from the vicinity of an aerodrome, and for all IFR flights, shall include a careful study of available current weather reports and forecasts, taking into consideration fuel requirements and an alternative course of action if the flight cannot be completed as planned.

CAR 180.011 Authority of Pilot-in-Command of an Aircraft

The pilot-in-command of an aircraft shall have final authority as to the disposition of the aircraft while in command.

CAR 180.013 Problematic Use of Psychoactive Substances

No person whose function is critical to the safety of aviation (safety-sensitive personnel) shall undertake that function while under the influence of any psychoactive substance, by reason of which human performance is impaired. No such person shall engage in any kind of problematic use of substances.

SUBPART B - GENERAL RULES**CAR 180.051 Protection of Persons and Property**

- (a) An aircraft shall not be operated in a negligent or reckless manner so as to endanger life or property of others.
- (b) Except when necessary for take-off or landing, or except by permission from the appropriate authority, aircraft shall not be flown over the congested areas of cities, towns or settlements or over an open-air assembly of persons, unless at such a height as will permit, in the event of an emergency arising, a landing to be made without undue hazard to persons or property on the surface.
- (c) The cruising levels at which a flight or a portion of a flight is to be conducted shall be in terms of:
 - (1) flight levels, for flights at or above the lowest usable flight level or, where applicable, above the transition altitude;
 - (2) altitudes, for flights below the lowest usable flight level or, where applicable, at or below the transition altitude.
- (d) Nothing shall be dropped or sprayed from an aircraft in flight except under conditions prescribed by the appropriate authority and as indicated by relevant information, advice and/or clearance from the appropriate air traffic services unit.
- (e) No aircraft or other object shall be towed by an aircraft, except in accordance with requirements prescribed by the appropriate authority and as indicated by relevant information, advice and/or clearance from the appropriate air traffic services unit.
- (f) Parachute descents, other than emergency descents, shall not be made except under conditions prescribed by the appropriate authority and as indicated by relevant information, advice and/or clearance from the appropriate air traffic services unit.
- (g) No aircraft shall be flown acrobatically except under conditions prescribed by the appropriate authority and as indicated by relevant information, advice and/or clearance from the appropriate air traffic services unit.
- (h) Aircraft shall not be flown in formation except by pre-arrangement among the pilots-in-command of the aircraft taking part in the flight and, for formation flight in controlled airspace, in accordance with the conditions prescribed by the appropriate ATS authority. These conditions shall include the following:
 - (1) the formation operates as a single aircraft with regard to navigation and position reporting;
 - (2) separation between aircraft in the flight shall be the responsibility of the flight leader and the pilots-in-command of the other aircraft in the flight and shall include periods of transition when aircraft are maneuvering to attain their own separation within the formation and during join-up and breakaway; and
 - (3) a distance not exceeding 1 km (0.5 NM) laterally and longitudinally and 30 m (100 ft) vertically from the flight leader shall be maintained by each aircraft.
- (i) A remotely piloted aircraft shall be operated in such a manner as to minimize hazards to persons, property or other aircraft and in accordance with the conditions specified in ICAO Annex 2, Appendix 4.
- (j) An unmanned free balloon shall be operated in such a manner as to minimize hazards to persons, property or other aircraft and in accordance with the conditions specified in ICAO Annex 2, Appendix 5.

- (k) Aircraft shall not be flown in a prohibited area, or in a restricted area, the particulars of which have been duly published, except in accordance with the conditions of the restrictions or by permission of the AUTHORITY.

CAR 180.053 Avoidance of Collisions

Nothing in this regulation shall relieve the pilot-in-command of an aircraft from the responsibility of taking such action, including collision avoidance maneuvers based on resolution advisories provided by ACAS equipment, as will best avert collision.

- (a) An aircraft shall not be operated in such proximity to other aircraft as to create a collision hazard.
- (b) The aircraft that has the right-of-way shall maintain its heading and speed:
- (1) An aircraft that is obliged by the following rules to keep out of the way of another shall avoid passing over, under or in front of the other, unless it passes well clear and takes into account the effect of aircraft wake turbulence.
 - (2) **Approaching head-on:** When two aircraft are approaching head-on or approximately so and there is danger of collision, each shall alter its heading to the right.
 - (3) **Converging:** When two aircraft are converging at approximately the same level, the aircraft that has the other on its right shall give way, except as follows:
 - i. power-driven heavier-than-air aircraft shall give way to airships, gliders and balloons;
 - ii. airships shall give way to gliders and balloons;
 - iii. gliders shall give way to balloons;
 - iv. power-driven aircraft shall give way to aircraft which are seen to be towing other aircraft or objects.
 - (4) **Overtaking:** An overtaking aircraft is an aircraft that approaches another from the rear on a line forming an angle of less than 70 degrees with the plane of symmetry of the latter, i.e. is in such a position with reference to the other aircraft that at night it should be unable to see either of the aircraft's left (port) or right (starboard) navigation lights. An aircraft that is being overtaken has the right-of-way and the overtaking aircraft, whether climbing, descending or in horizontal flight, shall keep out the way of the other aircraft by altering its heading to the right, and no subsequent change in the relative positions of the two aircraft shall absolve the overtaking aircraft from this obligation until it is entirely past and clear.
 - (5) **Landing:** An aircraft in flight, or operating on the ground or water, shall give way to aircraft landing or in the final stages of an approach to land.
 - i. When two or more heavier-than-air aircraft are approaching an aerodrome for the purpose of landing, aircraft at the higher level shall give way to aircraft at the lower level, but the latter shall not take advantage of this rule to cut in front of another which is in the final stages of an approach to land, or to overtake that aircraft. Nevertheless, power-driven heavier-than-air aircraft shall give way to gliders.
 - ii. Emergency landing: An aircraft that is aware that another is compelled to land, shall give way to that aircraft.
 - (6) **Taking off:** An aircraft taxiing on the maneuvering area of an aerodrome shall give way to aircraft taking off or about to take off.

- (7) **Surface movement of aircraft:** In case of danger of collision between two aircraft taxiing on the movement area of an aerodrome the following shall apply:
- i. when two aircraft are approaching head on, or approximately so, each shall stop or where practicable alter its course to the right so as to keep well clear;
 - ii. when two aircraft are on a converging course, the one which has the other on its right shall give way;
 - iii. an aircraft which is being overtaken by another aircraft shall have the right-of-way and the overtaking aircraft shall keep well clear of the other aircraft.
 - iv. An aircraft taxiing on the maneuvering area shall stop and hold at all runway-holding positions unless otherwise authorized by the aerodrome control tower.
 - v. An aircraft taxiing on the maneuvering area shall stop and hold at all lighted stop bars and may proceed further when the lights are switched off.
- (c) Except as provided by (g), from sunset to sunrise or during any other period which may be prescribed by the appropriate authority all aircraft in flight shall display:
- (1) anti-collision lights intended to attract attention to the aircraft; and
 - (2) navigation lights intended to indicate the relative path of the aircraft to an observer and other lights shall not be displayed if they are likely to be mistaken for these lights.
- (d) Except as provided by (g), from sunset to sunrise or during any other period prescribed by the appropriate authority:
- (1) all aircraft moving on the movement area of an aerodrome shall display navigation lights intended to indicate the relative path of the aircraft to an observer and other lights shall not be displayed if they are likely to be mistaken for these lights;
 - (2) unless stationary and otherwise adequately illuminated, all aircraft on the movement area of an aerodrome shall display lights intended to indicate the extremities of their structure;
 - (3) all aircraft operating on the movement area of an aerodrome shall display lights intended to attract attention to the aircraft; and
 - (4) all aircraft on the movement area of an aerodrome whose engines are running shall display lights which indicate that fact.
- (e) Except as provided by (g), all aircraft in flight and fitted with anti-collision lights to meet the requirement of (c)(1) shall display such lights also outside the period specified in (c).
- (f) Except as provided by (g), all aircraft:
- (1) operating on the movement area of an aerodrome and fitted with anti-collision lights to meet the requirement of (d)(3); or
 - (2) on the movement area of an aerodrome and fitted with lights to meet the requirement of (d)(4); shall display such lights also outside the period specified in (d).
- (g) A pilot shall be permitted to switch off or reduce the intensity of any flashing lights fitted to meet the requirements of (c), (d), (e) and (f) if they do or are likely to:
- (1) adversely affect the satisfactory performance of duties; or
 - (2) subject an outside observer to harmful dazzle.

CAR 180.055 Simulated Instrument Flights

An aircraft shall not be flown under simulated instrument flight conditions unless:

- (a) Fully functioning dual controls are installed in the aircraft; and
- (b) A qualified pilot occupies a control seat to act as safety pilot for the person who is flying under simulated instrument conditions. The safety pilot shall have adequate vision forward and to each side of the aircraft, or a competent observer in communication with the safety pilot shall occupy a position in the aircraft from which the observer's field of vision adequately supplements that of the safety pilot.

CAR 180.057 Operation on and in the Vicinity of an Aerodrome

An aircraft operated on or in the vicinity of an aerodrome shall, whether or not within an aerodrome traffic zone:

- (a) Observe other aerodrome traffic for the purpose of avoiding collision;
- (b) Conform with or avoid the pattern of traffic formed by other aircraft in operation;
- (c) Make all turns to the left, when approaching for a landing and after taking off, unless otherwise instructed; and
- (d) Land and or take off into the wind unless safety, the runway configuration, or air traffic considerations determine that a different direction is preferable.

CAR 180.059 Water Operations

When two aircraft or an aircraft and a vessel are approaching one another and there is a risk of collision, the aircraft shall proceed with careful regard to existing circumstances and conditions including the limitations of the respective craft.

- (a) **Converging:** An aircraft which has another aircraft or a vessel on its right shall give way so as to keep well clear.
- (b) **Approaching head-on:** An aircraft approaching another aircraft or a vessel head-on, or approximately so, shall alter its heading to the right to keep well clear.
- (c) **Overtaking:** The aircraft or vessel which is being overtaken has the right of way, and the one overtaking shall alter its heading to keep well clear.
- (d) **Landing and taking off:** Aircraft landing on or taking off from the water shall, in so far as practicable, keep well clear of all vessels and avoid impeding their navigation.
- (e) **Lights to be displayed by aircraft on the water:** Between sunset and sunrise or such other period between sunset and sunrise as may be prescribed by the appropriate authority, all aircraft on the water shall display lights as required by the International Regulations for Preventing Collisions at Sea (revised 1972) unless it is impractical for them to do so, in which case they shall display lights as closely similar as possible in characteristics and position to those required by the International Regulations.

CAR 180.061 Submission of a Flight Plan

- (a) Information relative to an intended flight or portion of a flight, to be provided to air traffic services units, shall be in the form of a flight plan.
- (b) A flight plan shall be submitted prior to operating:
 - (1) any flight or portion thereof to be provided with air traffic control service;
 - (2) any IFR flight within advisory airspace;
 - (3) any flight within or into designated areas, or along designated routes, when so required by the appropriate ATS authority to facilitate the provision of flight information, alerting and search and rescue services;
 - (4) any flight within or into designated areas, or along designated routes, when so required by the appropriate ATS authority to facilitate coordination with appropriate military units or with air traffic services units in adjacent States in order to avoid the possible need for interception for the purpose of identification;
 - (5) any flight across international borders.
- (c) A flight plan shall be submitted, before departure, to an air traffic services reporting office or, during flight, transmitted to the appropriate air traffic services unit or air-ground control radio station, unless arrangements have been made for submission of repetitive flight plans.
- (d) Unless otherwise prescribed by the appropriate ATS authority, a flight plan for a flight to be provided with air traffic control service or air traffic advisory service shall be submitted at least sixty minutes before departure, or, if submitted during flight, at a time which will ensure its receipt by the appropriate air traffic services unit at least ten minutes before the aircraft is estimated to reach:
 - (1) the intended point of entry into a control area or advisory area; or
 - (2) the point of crossing an airway or advisory route.
- (e) Operators of all flights within the Muscat FIR are required to submit file a flight plan to ATC. Operators of local flights, i.e. those which will remain within the Muscat TMA or Salalah CTR, may satisfy this requirement by notifying the appropriate ATSU of:
 - (1) the aircraft call sign (and registration if different);
 - (2) the ETD and brief details of the intended flight; and
 - (3) the destination.

CAR 180.063 Contents of a Flight Plan

A flight plan shall comprise information regarding such of the following items as are considered relevant by the appropriate ATS authority:

- (a) Aircraft identification
- (b) Flight rules and type of flight
- (c) Number and type(s) of aircraft and wake turbulence category
- (d) Equipment
- (e) Departure aerodrome
- (f) Estimated off-block time
- (g) Cruising speed(s)
- (h) Cruising level(s)
- (i) Route to be followed

- (j) Destination aerodrome and total estimated elapsed time
- (k) Alternate aerodrome(s)
- (l) Fuel endurance
- (m) Total number of persons on board
- (n) Emergency and survival equipment
- (o) Other information.

CAR 180.065 Completion of a Flight Plan

- (a) Whatever the purpose for which it is submitted, a flight plan shall contain information, as applicable, on relevant items up to and including "Alternate aerodrome(s)" regarding the whole route or the portion thereof for which the flight plan is submitted.
- (b) It shall, in addition, contain information, as applicable, on all other items when so prescribed by the appropriate ATS authority or when otherwise deemed necessary by the person submitting the flight plan.

CAR 180.067 Changes to a Flight Plan

Subject to the provisions of CAR 180.77 (b), all changes to a flight plan submitted for an IFR flight, or a VFR flight operated as a controlled flight, shall be reported as soon as practicable to the appropriate air traffic services unit. For other VFR flights, significant changes to a flight plan shall be reported as soon as practicable to the appropriate air traffic services unit.

CAR 180.069 Closing of a Flight Plan

- (a) Unless otherwise prescribed by the appropriate ATS authority, a report of arrival shall be made in person, by radiotelephony or via data link at the earliest possible moment after landing, to the appropriate air traffic services unit at the arrival aerodrome, by any flight for which a flight plan has been submitted covering the entire flight or the remaining portion of a flight to the destination aerodrome.
- (b) When a flight plan has been submitted only in respect of a portion of a flight, other than the remaining portion of a flight to destination, it shall, when required, be closed by an appropriate report to the relevant air traffic services unit.
- (c) When no air traffic services unit exists at the arrival aerodrome, the arrival report, when required, shall be made as soon as practicable after landing and by the quickest means available to the nearest air traffic services unit.
- (d) When communication facilities at the arrival aerodrome are known to be inadequate and alternate arrangements for the handling of arrival reports on the ground are not available, the following action shall be taken. Immediately prior to landing the aircraft shall, if practicable, transmit to the appropriate air traffic services unit, a message comparable to an arrival report, where such a report is required. Normally, this transmission shall be made to the aeronautical station serving the air traffic services unit in charge of the flight information region in which the aircraft is operated.
- (e) Arrival reports made by aircraft shall contain the following elements of information:

- (1) aircraft identification;
- (2) departure aerodrome;
- (3) destination aerodrome (only in the case of a diversionary landing);
- (4) arrival aerodrome; and
- (5) time of arrival.

CAR 180.071 Signals

- (a) Upon observing or receiving any of the signals given in ICAO Annex 2, Appendix 1, aircraft shall take such action as may be required by the interpretation of the signal given in that Appendix.
- (b) The signals of ICAO Annex 2, Appendix 1 shall, when used, have the meaning indicated therein. They shall be used only for the purpose indicated and no other signals likely to be confused with them shall be used.
- (c) A signalman shall be responsible for providing standard marshalling signals to aircraft in a clear and precise manner using the signals shown in ICAO Annex 2, Appendix 1.
- (d) No person shall guide an aircraft unless trained, qualified and approved by the appropriate authority to carry out the functions of a signalman.
- (e) The signalman shall wear a distinctive fluorescent identification vest to allow the flight crew to identify that he or she is the person responsible for the marshalling operation.
- (f) Daylight-fluorescent wands, table-tennis bats or gloves shall be used for all signaling by all participating ground staff during daylight hours. Illuminated wands shall be used at night or in low visibility.

CAR 180.073 Time

- (a) Coordinated Universal Time (UTC) shall be used and shall be expressed in hours and minutes and, when required, seconds of the 24-hour day beginning at midnight.
- (b) A time check shall be obtained prior to operating a controlled flight and at such other times during the flight as may be necessary.
- (c) Wherever time is utilized in the application of data link communications, it shall be accurate to within 1 second of UTC.

CAR 180.075 Air Traffic Control Clearances

- (a) An air traffic control clearance shall be obtained prior to operating a controlled flight, or a portion of a flight as a controlled flight. Such clearance shall be requested through the submission of a flight plan to an air traffic control unit.
- (b) Whenever an aircraft has requested a clearance involving priority, a report explaining the necessity for such priority shall be submitted, if requested by the appropriate air traffic control unit.
- (c) Potential re-clearance in flight: If, prior to departure it is anticipated that depending on fuel endurance and subject to re-clearance in flight, a decision may be taken to proceed to a revised destination aerodrome, the appropriate air traffic control units shall be so notified by the

insertion in the flight plan of information concerning the revised route (where known) and the revised destination.

- (d) An aircraft operated on a controlled aerodrome shall not taxi on the maneuvering area without clearance from the aerodrome control tower and shall comply with any instructions given by that unit.

CAR 180.077 Adherence to Current Flight Plan

- (a) Except as provided for in (d), an aircraft shall adhere to the current flight plan or the applicable portion of a current flight plan for a controlled flight within the tolerances defined in paragraphs (a)(1) to (b) unless a request for a change has been made and clearance obtained from the appropriate air traffic control unit, or unless an emergency situation arises which necessitates immediate action by the aircraft, in which event as soon as circumstances permit, after such emergency authority is exercised, the appropriate air traffic services unit shall be notified of the action taken and that this action has been taken under emergency authority.
- (1) Unless otherwise authorized by the appropriate ATS authority, or directed by the appropriate air traffic control unit, controlled flights shall, in so far as practicable:
 - i. when on an established ATS route, operate along the defined center line of that route; or
 - ii. when on any other route, operate directly between the navigation facilities and/or points defining that route.
 - (2) Subject to the overriding requirement in (a)(1), an aircraft operating along an ATS route segment defined by reference to very high frequency omnidirectional radio ranges (VORs) shall change over for its primary navigation guidance from the facility behind the aircraft to that ahead of it at, or as close as operationally feasible to, the changeover point, where established.
 - (3) Deviation from the requirements in (a)(1) shall be notified to the appropriate air traffic services unit.
- (b) **Deviations from the current flight plan:** In the event that a controlled flight deviates from its current flight plan, the following action shall be taken:
- (1) **Deviation from track:** if the aircraft is off track, action shall be taken forthwith to adjust the heading of the aircraft to regain track as soon as practicable.
 - (2) **Deviation from ATC assigned Mach number/indicated *airspeed*:** the appropriate air traffic services unit shall be informed immediately.
 - (3) **Deviation from Mach number/true *airspeed*:** if the sustained Mach number/true *airspeed* at cruising level varies by plus or minus Mach 0.02 or more, or plus or minus 19 km/h (10 kt) true *airspeed* or more from the current flight plan, the appropriate air traffic services unit shall be so informed.
 - (4) **Change in time estimate:** except where ADS-C is activated and serviceable in airspace where ADS-C services are provided, if the time estimate for the next applicable reporting point, flight information region boundary or destination aerodrome, whichever comes first, changes in excess of 2 minutes from that previously notified to air traffic services, or such other period of time as is prescribed by the appropriate ATS authority or on the basis of regional air navigation agreements, the flight crew shall notify the appropriate air traffic services unit as soon as possible.

- (5) When ADS-C services are provided and ADS-C is activated, the air traffic services unit shall be informed automatically via data link whenever changes occur beyond the threshold values stipulated by the ADS event contract.
- (c) **Change Requests:** Requests for current flight plan changes shall include information as indicated hereunder:
- (1) **Change of cruising level:** aircraft identification; requested new cruising level and cruising Mach number/true airspeed at this level; revised time estimates (when applicable) at subsequent reporting points or flight information region boundaries.
 - (2) **Change of Mach number/true airspeed:** aircraft identification; requested Mach number/true airspeed.
 - (3) **Change of route:**
 - i. **Destination unchanged:** aircraft identification; flight rules; description of new route of flight including related flight plan data beginning with the position from which requested change of route is to commence; revised time estimates; any other pertinent information.
 - ii. **Destination changed:** aircraft identification; flight rules; description of revised route of flight to revised destination aerodrome including related flight plan data, beginning with the position from which requested change of route is to commence; revised time estimates; alternate aerodrome(s); any other pertinent information.
- (d) **Weather deterioration below the VMC:** When it becomes evident that flight in VMC in accordance with its current flight plan will not be practicable, a VFR flight operated as a controlled flight shall:
- (1) request an amended clearance enabling the aircraft to continue in VMC to destination or to an alternative aerodrome, or to leave the airspace within which an ATC clearance is required; or
 - (2) if no clearance in accordance with (1) can be obtained, continue to operate in VMC and notify the appropriate ATC unit of the action being taken either to leave the airspace concerned or to land at the nearest suitable aerodrome; or
 - (3) if operated within a control zone, request authorization to operate as a special VFR flight; or
 - (4) request clearance to operate in accordance with the instrument flight rules.

CAR 180.079 Position Reports

- (a) Unless exempted by the appropriate ATS authority or by the appropriate air traffic services unit under conditions specified by that authority, a controlled flight shall report to the appropriate air traffic services unit, as soon as possible, the time and level of passing each designated compulsory reporting point, together with any other required information. Position reports shall similarly be made in relation to additional points when requested by the appropriate air traffic services unit. In the absence of designated reporting points, position reports shall be made at intervals prescribed by the appropriate ATS authority or specified by the appropriate air traffic services unit.
- (b) Controlled flights providing position information to the appropriate air traffic services unit via data link communications shall only provide voice position reports when requested.

CAR 180.081 Termination of Control

A controlled flight shall, except when landing at a controlled aerodrome, advise the appropriate ATC unit as soon as it ceases to be subject to air traffic control service.

CAR 180.083 Communications

- (a) An aircraft operated as a controlled flight shall maintain continuous air-ground voice communication watch on the appropriate communication channel of, and establish two-way communication as necessary with, the appropriate air traffic control unit, except as may be prescribed by the appropriate ATS authority in respect of aircraft forming part of aerodrome traffic at a controlled aerodrome.
- (b) **Communication failure:** If a communication failure precludes compliance with (a), the aircraft shall comply with the voice communication failure procedures of ICAO Annex 10, Volume II, and with such of the following procedures as are appropriate. The aircraft shall attempt to establish communications with the appropriate air traffic control unit using all other available means. In addition, the aircraft, when forming part of the aerodrome traffic at a controlled aerodrome, shall keep a watch for such instructions as may be issued by visual signals.
- (1) If in visual meteorological conditions, the aircraft shall:
- i. continue to fly in visual meteorological conditions; land at the nearest suitable aerodrome; and report its arrival by the most expeditious means to the appropriate air traffic services unit;
 - ii. if considered advisable, complete an IFR flight in accordance with (2).
- (2) If in instrument meteorological conditions or when the pilot of an IFR flight considers it inadvisable to complete the flight in accordance with (1)(i), the aircraft shall:
- i. unless otherwise prescribed on the basis of regional air navigation agreement, in airspace where radar is not used in the provision of air traffic control, maintain the last assigned speed and level, or minimum flight altitude if higher, for a period of 20 minutes following the aircraft's failure to report its position over a compulsory reporting point and thereafter adjust level and speed in accordance with the filed flight plan;
 - ii. in airspace where radar is used in the provision of air traffic control, maintain the last assigned speed and level, or minimum flight altitude if higher, for a period of seven minutes following:
 - the time the last assigned level or minimum flight altitude is reached; or
 - the time the transponder is set to Code 7600; or
 - the aircraft's failure to report its position over a compulsory reporting point;whichever is later, and thereafter adjust level and speed in accordance with the filed flight plan;
 - iii. when being radar vectored or having been directed by ATC to proceed offset using area navigation (RNAV) without a specified limit, rejoin the current flight plan route no later than the next significant point, taking into consideration the applicable minimum flight altitude;

- iv. proceed according to the current flight plan route to the appropriate designated navigation aid or fix serving the destination aerodrome and, when required to ensure compliance with (v) below, hold over this aid or fix until commencement of descent;
- v. commence descent from the navigation aid or fix specified in (iv) at, or as close as possible to, the expected approach time last received and acknowledged; or, if no expected approach time has been received and acknowledged, at, or as close as possible to, the estimated time of arrival resulting from the current flight plan;
- vi. complete a normal instrument approach procedure as specified for the designated navigation aid or fix; and
- vii. land, if possible, within 30 minutes after the estimated time of arrival specified in (v) or the last acknowledged expected approach time, whichever is later.

CAR 180.085 Unlawful Interference

- (a) An aircraft which is being subjected to unlawful interference shall endeavor to notify the appropriate ATS unit of this fact, any significant circumstances associated therewith and any deviation from the current flight plan necessitated by the circumstances, in order to enable the ATS unit to give priority to the aircraft and to minimize conflict with other aircraft.
- (b) If an aircraft is subjected to unlawful interference, the pilot-in-command shall attempt to land as soon as practicable at the nearest suitable aerodrome or at a dedicated aerodrome assigned by the appropriate authority unless considerations aboard the aircraft dictate otherwise.

CAR 180.087 Interception

Note: The word "interception" in this context does not include intercept and escort service provided, on request, to an aircraft in distress, in accordance with Volumes II and III of the International Aeronautical and Maritime Search and Rescue (IAMSAR) Manual (Doc 9731).

- (a) Interception of civil aircraft shall be governed by appropriate regulations and administrative directives issued by Oman in compliance with the Convention on International Civil Aviation, and in particular Article 3(d) under which Oman undertakes, when issuing regulations for their State aircraft, to have due regard for the safety of navigation of civil aircraft.
- (b) The pilot-in-command of a civil aircraft, when intercepted, shall comply with the Standards in ICAO Annex 2, Appendix 2, Sections 2 and 3, interpreting and responding to visual signals as specified in ICAO Annex 2, Appendix 1, Section 2.

Note: Additional information on interception can be found in ICAO Annex 2, Appendix 2 and Attachment A.

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SUBPART C – VISUAL FLIGHT RULES

CAR 180.101 Visual Flight Rules

- (a) Except when operating as a special VFR flight, VFR flights shall be conducted so that the aircraft is flown in conditions of visibility and distance from clouds equal to or greater than those specified in ICAO Annex 2, Table 3-1 with the exception that no VFR flight is allowed above FL150.
- (b) Except when a clearance is obtained from an air traffic control unit, VFR flights shall not take off or land at an aerodrome within a control zone, or enter the aerodrome traffic zone or traffic pattern:
 - (1) when the ceiling is less than 450 m (1 500 ft); or
 - (2) when the ground visibility is less than 5 km.
- (c) VFR flights between sunset and sunrise, or such other period between sunset and sunrise as may be prescribed by the appropriate ATS authority, shall be operated in accordance with the conditions prescribed by such authority.
- (d) Unless authorized by the appropriate ATS authority, VFR flights shall not be operated:
 - (1) above FL 200;
 - (2) at transonic and supersonic speeds.
- (e) Authorization for VFR flights to operate above FL 290 shall not be granted in areas where a vertical separation minimum of 300 m (1 000 ft) is applied above FL 290.
- (f) Except when necessary for take-off or landing, or except by permission from the appropriate authority, a VFR flight shall not be flown:
 - (1) over the congested areas of cities, towns or settlements or over an open-air assembly of persons at a height less than 300 m (1 000 ft) above the highest obstacle within a radius of 600 m from the aircraft;
 - (2) elsewhere than as specified in (f)(1), at a height less than 150 m (500 ft) above the ground or water.
- (g) Except where otherwise indicated in air traffic control clearances or specified by the appropriate ATS authority, VFR flights in level cruising flight when operated above 900 m (3 000 ft) from the ground or water, or a higher datum as specified by the appropriate ATS authority, shall be conducted at a cruising level appropriate to the track as specified in the tables of cruising levels in ICAO Annex 2, Appendix 3.
- (h) VFR flights shall comply with the provisions of CAR 180.075 to CAR 180.083:
 - (1) when operated within Classes B, C and D airspace;
 - (2) when forming part of aerodrome traffic at controlled aerodromes; or
 - (3) when operated as special VFR flights.
- (i) A VFR flight operating within or into areas, or along routes, designated by the appropriate ATS authority in accordance with CAR 180.061 (b)(3) or (b)(4) shall maintain continuous air-ground voice communication watch on the appropriate communication channel of, and report its position as necessary to, the air traffic services unit providing flight information service.
- (j) An aircraft operated in accordance with the visual flight rules which wishes to change to compliance with the instrument flight rules shall:
 - (1) if a flight plan was submitted, communicate the necessary changes to be effected to its current flight plan; or
 - (2) when so required by CAR 180.061, submit a flight plan to the appropriate air traffic services unit and obtain a clearance prior to proceeding IFR when in controlled airspace.

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SUBPART D – INSTRUMENT FLIGHT RULES

CAR 180.201 Rules Applicable to All IFR Flights

- (a) Aircraft shall be equipped with suitable instruments and with navigation equipment appropriate to the route to be flown.
- (b) Except when necessary for take-off or landing, or except when specifically authorized by the appropriate authority, an IFR flight shall be flown at a level which is not below the minimum flight altitude established, or, where no such minimum flight altitude has been established:
 - (1) over high terrain or in mountainous areas, at a level which is at least 600 m (2 000 ft) above the highest obstacle located within 8 km of the estimated position of the aircraft;
 - (2) elsewhere than as specified in (1), at a level which is at least 300 m (1 000 ft) above the highest obstacle located within 8 km of the estimated position of the aircraft.
- (c) An aircraft electing to change the conduct of its flight from compliance with the instrument flight rules to compliance with the visual flight rules shall, if a flight plan was submitted, notify the appropriate air traffic services unit specifically that the IFR flight is cancelled and communicate thereto the changes to be made to its current flight plan.
- (d) When an aircraft operating under the instrument flight rules is flown in or encounters visual meteorological conditions it shall not cancel its IFR flight unless it is anticipated, and intended, that the flight will be continued for a reasonable period of time in uninterrupted visual meteorological conditions.

CAR 180.203 Rules Applicable to IFR Flights Within Controlled Airspace

- (a) IFR flights shall comply with the provisions of CAR 180.075 to CAR 180.083 when operated in controlled airspace.
- (b) An IFR flight operating in cruising flight in controlled airspace shall be flown at a cruising level, or, if authorized to employ cruise climb techniques, between two levels or above a level, selected from:
 - (1) the tables of cruising levels in ICAO Annex 2, Appendix 3; or
 - (2) a modified table of cruising levels, when so prescribed in accordance with ICAO Annex 2, Appendix 3 for flight above FL 410; except that the correlation of levels to track prescribed therein shall not apply whenever otherwise indicated in air traffic control clearances or specified by the appropriate ATS authority in Aeronautical Information Publications.

CAR 180.205 Rules Applicable to IFR Flights Outside Controlled Airspace

- (a) An IFR flight operating in level cruising flight outside of controlled airspace shall be flown at a cruising level appropriate to its track as specified in:
 - (1) the tables of cruising levels in ICAO Annex 2, Appendix 3, except when otherwise specified by the appropriate ATS authority for flight at or below 900 m (3 000 ft) above mean sea level; or

- (2) a modified table of cruising levels, when so prescribed in accordance with ICAO Annex 2, Appendix 3 for flight above FL 410.
- (a) An IFR flight operating outside controlled airspace but within or into areas, or along routes, designated by the appropriate ATS authority in accordance with CAR 180.061 (b)(3) or (b)(4) shall maintain an air-ground voice communication watch on the appropriate communication channel and establish two-way communication, as necessary, with the air traffic services unit providing flight information service.
- (b) An IFR flight operating outside controlled airspace and required by the appropriate ATS authority to:
- (1) submit a flight plan, or
 - (2) maintain an air-ground voice communication watch on the appropriate communication channel and establish two-way communication, as necessary, with the air traffic services unit providing flight information service,
- shall report position as specified in CAR 180.079 for controlled flights.
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