

Date: 17/02/2020

**Directorate General for Civil Aviation Regulation (DGCAR)  
Public Authority for Civil Aviation**

**APPROVAL OF CIVIL AVIATION NOTICES CAN 2-05  
Special Flight Operations**

Civil Aviation Notices is applicable to the Civil Aviation Regulations issued by the Public Authority for Civil Aviation. It provides guidance to permission holders and aviation users of changes to current regulations.

CAN 2-05 is issued in reference to CAR OPS-0.

This CAN will be effective from the Date of issue.



**Mr. Mubarak Saleh Al Ghelani  
Acting Director General of Civil Aviation Regulation**



# CIVIL AVIATION NOTICES

## CAN 2-05

### Special Flight Operations

#### Table of Contents

5.1	General .....	2
5.2	Purpose .....	2
5.3	Applicability .....	2
5.4	Cancellation .....	2
4.5	Effective Date .....	2
5.6	Special Flight Operational Requirements .....	2
5.6.1	Aerobatic flight .....	2
5.6.2	Aviation events .....	3
5.6.3	Parachute-drop operations .....	4
5.6.4	Emergency parachute assemblies .....	5
5.6.5	Towing gliders .....	5
5.6.6	Towing objects other than gliders .....	6

# Special Flight Operations

## 5.1 General

This Notice applies to all persons conducting air operations in Oman and all persons operating an Omani registered aircraft.

## 5.2 Purpose

The Civil Aviation Notices, hereinafter referred to as Notices, are issued by the Public Authority for Civil Aviation (PACA). The Notices are a means of circulating essential information of an administrative or technical nature to holders of PACA licenses and Certificates, foreign air operators in Oman, and foreign operators of Omani registered aircraft.

## 5.3 Applicability

CAR OPS-0, Subpart T previously prescribed the requirements for Special Flight Operations which was cancelled by CAN 1-09 – Repeal of CAR OPS-0.

The subject matter of CAR OPS-0, Subpart T has been reissued as a Civil Aviation Notice (CAN 2-05).

## 5.4 Cancellation

Not Applicable

## 4.5 Effective Date

This CAN is effective from the date of issue.

## 5.6 Special Flight Operational Requirements

### 5.6.1 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.

### 5.6.2 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.

### 5.6.3 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.

#### 5.6.4 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:

- (a) meets the requirements of an applicable type certificate; and
- (b) 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
- (c) has been maintained in accordance with the manufacturer's instructions and packed within the preceding calendar year by:
  - (1) the holder of a parachute technician rating issued by a parachute organisation holding an aviation recreation organisation certificate; or
  - (2) the parachute manufacturer; or
  - (3) a person otherwise approved by the Authority; and
- (d) is accompanied by a packing card containing certification of serviceability by the person who maintained or packed the parachute.

#### 5.6.5 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 that pilots of tow aircraft and gliders uses the take-off, glider release, airspeed, and emergency signals established by an approved gliding organisation that have subsequently been approved by an Authority granting the approval to that gliding organisation; 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.

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