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| 1. **Introduction** |
| The Statement of Compliance benefits the applicant by systematically ensuring that all applicable specific regulatory requirements are appropriately addressed during the certification process. The Statement of Compliance also serves as a master index to the applicant’s Manual System. The Statement of Compliance is an important source document and serves as the applicant’s “roadmap of compliance” during the initial certification process as well as after the certificate is granted. |

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| 1. **Instructions:** |
| When completing this document, it is important to make a positive statement showing how the applicant complies with any relevant requirement in the column and procedure reference, if any part is not relevant then N/A should be inserted in the column. It should be stated in the comments why the part is not applicable.  If additional information is required to demonstrate compliance, please use the space below or attach an appropriately referenced continuation sheet.  Where the term 'The Owner' is used this also means 'The Operator'. Checklist – 2 must be completed as it covers the further compliance requirements for the SMM manual.  Checklist – 3 will be used by the Inspectors to assess the integrity, continuity, maturity and effectiveness of the SMS systems and procedures.  The Accountable Person completing this form is required Name, Sign and date to Certify that Operation Manuals are in compliance with Civil Aviation laws and Regulations (CARs).  Inspector(s) to fill column S/US column (**S - satisfactory; US - \*unsatisfactory; N/A-Not applicable**).  ***\*Note:*** *If unsatisfactory, Inspector(s) shall mark the box not approve, complete and sign the deficiency form Deficiency and Review Checklist (AOC-109), to pass onto the operator for corrective action.*  *A signed copy must be retained in FSD for records with the review number/Version.* |
| **APPROVAL FOR ☐ INITIAL ISSUE\* / ☐ AMENDMENT\* OF MANUALS** |

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| **C. Organisation/Operator’s Details** | |
| **Organization / Operator’s & Trading Name (If any):** |  |
| **AOC Number:** |  |
| **Accountable Manager:** |  |
| **Address:** |  |
| **Tel.:** | **+968** |
| **Contact person:** |  |
| **Email:** |  |

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| **No: -** | **Reference** | **Subject** | **Applicant’s GOM**  **reference** | **S/ US** | **Required corrective action** | **Comment** |
| **A. General Directives** | | | | | | |
|  | CAD 02-02  Section B | 1. Effective 31st December 2024, Air Operators shall issue Air Waybill stock only to CAA Dangerous Goods certified entities. This shall include Freight forwarders and cargo agents who are involved in processing of cargo and mail other than dangerous goods. |  |  |  |  |
|  | 2. Effective 31st December 2024, all General Cargo including Dangerous Goods identified as “not restricted” in the air waybill, shall be offered for air transport only by a CAA Dangerous Goods Certified entity. The list of certified freight forwarders shall be maintained by the Cargo acceptance entity Oman SATS in coordination with the CAA Flight Safety Department. |  |  |  |  |
|  | 3. In the event of a Non-CAA certified DG Freight Forwarder/Cargo Agent attends to offer general cargo, there must be a valid contractual agreement between these entities and a CAA certified Freight Forwarder stating the agreed roles and responsibilities of both parties. |  |  |  |  |
|  | 4. The Handling Information box of the Air Waybill shall bear the certificate number issued to the certified entity by the CAA. |  |  |  |  |
|  | 5 All National Air Operators shall strengthen and reinforce the auditing system affecting all ground handling service providers subcontracted. |  |  |  |  |
|  | 6. As part of the Management of External interfaces, all Omani Air operators shall strengthen the SMS implementation in cargo operations including Dangerous Goods area in consideration of the subcontracted ground handling service provider(s). |  |  |  |  |
|  | **7**.All national Air operators are required during the upcoming oversight cycle to strength and reinforce the auditing and inspections activities to the outstation subcontracted ground handling service provider in the cargo including Dangerous Goods and ground operations streams with providing to the CAA the system to be deployed to address the aforementioned by 1st May 2024. |  |  |  |  |
|  | CAD 02-02  Section E | 1. Effective 1st May 2024, all entities shall document and implement an accurate tracking system to follow up the status of the shipment. |  |  |  |  |
|  | 2.Effective 1st May 2024, cargo imports section shall set up and implement a system to alert the consignee/airlines as a minimum of two days before the end of the 7 days stated in the DGR State Variation OMG-07. 11 |  |  |  |  |
|  | 3.The operator shall be responsible to coordinate with the shipper to return any unclaimed Dangerous Goods shipment(s) to the State of Origin without any delay. |  |  |  |  |
|  | 4.The shipper of Dangerous Goods must provide a written undertaking to re-ship the consignment at the shipper’s cost and risk enforcement action if the shipment is not cleared and received by the consignee within the timeframe mentioned in 9.1 and 10.1. |  |  |  |  |
|  | 5. Re-shipment of undelivered Dangerous Goods from Oman shall be carried out by the operator/ground handling agent or CAA approved freight forwarder(s) within 3 days from the time the shipment was not picked up in the given timeframe in paras 9.1 and 10.1, as applicable, in full compliance with these Regulations and CAR 92 (as amended). |  |  |  |  |
| B. Directives on Arms, Ammunitions, Explosives and Radioactive Material | | | | | | |
|  | CAD 02-02  Section C | 1.In accordance with DGR State Variation OMG 4, Ammunitions, Class 1 explosives (exclude division 1.4S and empty Arms) shall be collected as soon as possible and not more than 6 hours and Class 7 radioactive material shall be collected as soon as possible and not more than 12 hours from the time of arrival of flight. Initiation of prior arrangements shall be the responsibility of the concerned entity(ies) and to ensure compliance with regard to the escort with Royal Oman Police. |  |  |  |  |
|  | 2.The carriage of arms, ammunitions, explosives and all other Class 1 Dangerous Goods shall be in strict compliance with CAR 92, ICAO Technical Instructions Doc 9284, Supplement to Technical Instructions and as per the Oman variations as amended. |  |  |  |  |
|  | 3.The storage of Class 1 shipments at Oman airports and freight forwarders/cargo agent’s warehouse is strictly prohibited. |  |  |  |  |
|  | 4.All entities shall arrange escort with appropriate competent authority(ies) within the reasonable timeframe in order to prevent any non-compliance in the storage of explosives. |  |  |  |  |
| C. Directives on Dangerous Goods (other than Arms, Ammunitions, Explosives and Radioactive Material) | | | | | | |
|  | CAD 02-02  Section D | 1. All Classes of Dangerous Goods other than Arms, Ammunitions, Class 1 explosives and Class 7 radioactive material, must be collected as soon as possible from the time of arrival of flight and not more than 7 days from the time of arrival of the flight. In order to avoid any delay in collection of the Dangerous Goods and to ensure smooth and timely delivery, consignee must arrange to take necessary pre-arrival clearance in advance from all relevant authorities. |  |  |  |  |
| E. Directives related to the processing of General Cargo, Lithium Batteries and Portable Electronic Devices containing batteries. | | | | | | |
|  | CAD 02-02  Section F | 1. Effective 31st December 2024, all General Cargo including Dangerous Goods identified as “not restricted” in the air way bill, shall be offered for air transport only by a CAA Dangerous Goods Certified entity. The list of certified freight forwarders shall be maintained and updated by the Cargo acceptance entity Oman SATS in coordination with the CAA Flight Safety Department. |  |  |  |  |
|  | 2. Lithium batteries including when contained in or packed with equipment must be kept away from extended exposure to inclement weather, which includes but not limited to direct sunlight, excessive heat and humidity during acceptance, storage, handling and loading. |  |  |  |  |
|  | 3. Reference to ICAO Technical Instructions Part 8, Chapter 1 Portable electronic devices containing batteries should be carried as carry-on baggage. |  |  |  |  |
|  | 4. No person or entity shall accept portable electronic devices containing batteries in checked baggage. However, if carried as checked baggage: (ICAO T.I. Table 8-1) (i). measures must be taken to prevent unintentional activation and to protect the devices from damage; and (ii). the devices must be completely switched off (not in sleep or hibernation mode) if the batteries exceed: (iii). for lithium metal batteries, a lithium content of 0.3 grams; or (iv). for lithium ion batteries, a Watt-hour rating of 2.7 Wh. |  |  |  |  |
|  | 5. Electronic devices, such as electronic flight bags, personal entertainment devices, and credit card readers, containing lithium metal or lithium ion cells or batteries and spare lithium batteries for such devices carried aboard an aircraft by the operator for use on the aircraft during the flight or series of flights, provided that the batteries meet the provisions of ICAO Technical Instructions Table 8-1, Item 1), Provisions for Dangerous Goods carried by Passengers or crew. |  |  |  |  |
|  | 6. Spare lithium batteries must be individually protected so as to prevent short circuits when not in use. Conditions for the carriage and use of these electronic devices and for the carriage of spare batteries must be provided in the operations manual and/or other appropriate manuals as will enable flight crew, cabin crew and other employees to carry out the functions for which they are responsible. |  |  |  |  |
| **F.** Exceptions for Dangerous Goods of the operator | | | | | | |
|  | CAD 02-02  Section G | The provisions of these Instructions do not apply to the Referenced in CAR 92.120 (4) and CAR OPS – See AC OPS and IEM OPS-1.1260 and the ICAO Technical Instructions PART 1 Chapter 2 ;2.2 and IATA DGR 2.5 (as amended).  (CAR 92.120) (4) Dangerous goods shall not be loaded within in an area accessible by the passengers, nor the flight deck of an aircraft, except permitted by these Regulations.) |  |  |  |  |
| G- Radiation Protection Programme | | | | | | |
|  | CAD 02-02  Section H | 1. This applies to the transport of radioactive material by air, including transport that is incidental to the use of the radioactive material. Transport comprises all operations and conditions associated with and involved in the movement of radioactive material; these include the design, manufacture, maintenance and repair of packaging, and the preparation, consigning, loading, carriage including in-transit storage, unloading and receipt at the final destination of the radioactive material and packages. ICAO T.I. 1-6-1, a graded approach is applied to the performance standards in these Instructions that are characterized by three general severity levels: (i). routine conditions of transport (incident free); (ii). normal conditions of transport (minor mishaps); and  (iii). accident conditions of transport. |  |  |  |  |
|  | 2. These directives do not apply to any of the following:  (i). Radioactive material implanted or incorporated into a person or live animal for diagnosis or treatment;  (ii). Radioactive material in or on a person who is to be transported for medical treatment because the person has been subject to accidental or deliberate intake of or contamination from radioactive material, taking into account the necessary radiological protection measures with respect to other passengers and crew, subject to approval by the operator; |  |  |  |  |
|  | 3. The transport of radioactive material must be subject to a radiation protection programme, which must consist of systematic arrangements aimed at providing adequate consideration of radiation protection measures. |  |  |  |  |
|  | 4. Doses to persons must be below the relevant dose limits. Protection and safety must be optimized in order that the magnitude of individual doses, the number of persons exposed and the likelihood of incurring exposure must be kept as low as reasonably achievable, economic and social factors being taken into account, within the restriction that the doses to individuals are subject to dose constraints. A structured and systematic approach must be adopted and must include consideration of the interfaces between transport and other activities. |  |  |  |  |
|  | 5. The nature and extent of the measures to be employed in the programme must be related to the magnitude and likelihood of radiation exposure. The programme must incorporate the requirements documented in this chapter 9 and Programme documents must be available, on request, for inspection by the relevant competent authority. |  |  |  |  |
|  | 6. For occupational exposure arising from transport activities, where it is assessed that the effective dose either:  (i). is likely to be between 1 and 6 mSv in a year, a dose assessment programme via workplace monitoring or individual monitoring must be conducted; or  (ii). is likely to exceed 6 mSv in a year, individual monitoring must be conducted. |  |  |  |  |
|  | 7. When workplace monitoring or individual monitoring is conducted, appropriate records must be kept.  Note: For occupational exposure arising from transport activities, where it is assessed that the effective dose is most unlikely to exceed 1 mSv in a year, no special work patterns, detailed monitoring, dose assessment programmes or individual record-keeping need be required. |  |  |  |  |
|  | 8. In the event of a nuclear or radiological emergency during the transport of radioactive material, provisions, as established by relevant national such as the environmental and health authority and/or international organizations, must be observed to protect people, property and the environment. This includes arrangements for preparedness and response established in accordance with the national and/or international requirements and in a consistent and coordinated manner with the national and/or international emergency arrangements. |  |  |  |  |
|  | 9. The arrangements for preparedness and response must be based on the graded approach and take into consideration the identified hazards and their potential consequences, including the formation of other dangerous substances that may result from the reaction between the contents of a consignment and the environment in the event of a nuclear or radiological emergency.  Note: Guidance for the establishment of such arrangements is contained in Preparedness and Response for a Nuclear or Radiological Emergency, IAEA Safety Standards Series No. GSR Part 7, IAEA, Vienna (2015); Criteria for Use in Preparedness and Response for a Nuclear or Radiological Emergency, IAEA Safety Standards Series No. GSG-2, IAEA, Vienna (2011); Arrangements for Preparedness for a Nuclear or Radiological Emergency, IAEA Safety Standards Series No. GS-G-2.1, IAEA, Vienna (2007), and Arrangements for the Termination of a Nuclear or Radiological Emergency, IAEA Safety Standards Series No. GSG-11, IAEA, Vienna (2018). |  |  |  |  |
|  | 10. Personnel must be appropriately trained in the radiation hazards involved and the precautions to be observed in order to ensure restriction of their exposure and that of other persons who might be affected by their actions. |  |  |  |  |
|  | 11. The radiation exposure of transport and storage personnel must be so controlled that none of them are likely to receive a radiation dose in excess of that permitted for members of the public. In special cases, arrangements may be made with the competent authority for radiological control to have such personnel classified as radiation workers and to comply with the necessary provisions. |  |  |  |  |
|  | 12. All relevant transport and storage personnel must receive such instructions as are necessary concerning the hazards involved and the precautions to be observed. |  |  |  |  |
|  | 13. Special considerations shall be taken by all entities and personnel involved in the transport of radioactive material with reference to Resolution no. 79/2023, The Regulation of Radiation Protection, dated 25th June 2023. However, the most restrictive Regulation shall be applicable. |  |  |  |  |
|  | NOT: Paragraphs from 14.1 to 14.14 (CAD 02-02  Section H) (G1 To G14 in this checklist) of this section, shall be documented in the appropriate documents by all concerned entities. All amendments shall be submitted to CAA for approval no later than 1st May 2024. |  |  |  |  |
| **H. Non-compliance** | | | | | | |
|  | CAD 02-02  Section I | In the event of non-compliance with any limit in these Instructions applicable to dose rate or contamination:  (i). The shipper, freight forwarder consignee, operator and any organization involved during transport, who may be affected, as appropriate, must be informed of the non-compliance:  (a). By the operator if the non-compliance is identified during transport; or  (b). By the consignee if the non-compliance is identified at receipt;  (ii). The shipper, operator or consignee, as appropriate, must:  (a). take immediate steps to mitigate the consequences of the non-compliance;  (b). investigate the non-compliance and its causes, circumstances and consequences;  (c). take appropriate action to remedy the causes and circumstances that led to the non-compliance and to prevent a recurrence of causes and circumstances similar to those that led to the non-compliance;  (d). Communicate to the relevant competent authority(ies) the causes of the noncompliance and the corrective or preventative actions taken or to be taken;  (e). The communication of the non-compliance to the shipper and relevant competent authority(ies), respectively, must be made as soon as practicable and it must be immediate utlising the quickest manner, whenever an emergency exposure situation has developed or is developing. |  |  |  |  |
| **I. Monitoring Program** | | | | | | |
|  | CAD 02-02  Section J | Upon completion of the Dangerous Goods occurrence investigation, oversight activities the concerned entity;  (i). shall receive Official Notification of Non-Compliance with CAA Civil Aviation Regulations, addressed to the Dangerous Goods Post holder of the concerned Entity.  (ii). shall acknowledge receipt of the CAA Official Notification of Non-Compliance with CAA Civil Aviation Regulations by means of official letter endorsed by the Dangerous Goods Post holder or in case of absence his deputy. |  |  |  |  |
| **J.**  Corrective and Preventive Action (CAPA) | | | | | | |
|  | CAD 02-02  Section K | Entities subject to cargo oversight activities shall without delay submit their CAPA to CAA considering the following; |  |  |  |  |
|  | (i). using the entity’s letterhead. |  |  |  |  |
|  | (ii). the CAPA details the sequence of events, addresses the seriousness of the occurrence, implementable and includes a method or a process for implementation and compliance monitoring within a specified timeframe. The below mentioned parameters must be adhered to:  For each action mentioned in the CAP the following steps must be reflected:  (a). Review, Amend, Approve and Implement the updated procedure or manual.  (b). The designated entity/department to undertake the action  (c). Realistic deadline for implementation as per the table  (d). Progress of achievement to be monitored  (e). Evidence to be provided  (f). Status of the action  (g). Monitoring the efficiency of the action taken by means of spot check, supervision, oversight, audit, inspection...etc. |  |  |  |  |
|  | (iii). the CAPA is submitted as per the CAA system provided to the entities subject to audit. |  |  |  |  |
|  | (iv). a Senior Manager of the entity endorses the CAPA. Delay in submitting the Corrective and Preventive Action may result in legal adverse consequences. |  |  |  |  |

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| **Conclusion:** |
| 1. All entities in Oman are required to review and apply the necessary amendments to their current relevant process and procedures to safeguard the transportation chain in the cargo operations area.  **2.** For any question concerning the technical content of this Directive, please contact the Flight Safety Department. |

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| **This is to certify that the company manual(s) have addressed all Sultanate of Oman relevant applicable Regulations (CARs) to the proposed operations.** | | |
| **Postholder Operations Name** | **Signature:** | **Date:** |
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| --- | --- | --- | --- |
| **Title** | **Name of CAA Inspector** | **Signature** | **Date:** |
| **FOI** |  |  |  |
| **GOI/DGI** |  |  |  |
| **CSI** |  |  |  |

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| **Review No:** | **D. Results** | **Approved** | **Not Approved** |
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| --- | --- | --- |
| **Chief Operations Section (COS) Name** | **Signature** | **Date:** |
|  |  |  |