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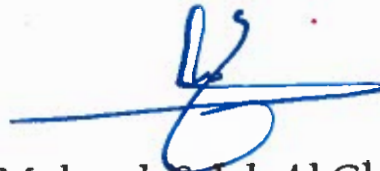
**Directorate General for Civil Aviation Regulation (DGCAR)
Public Authority for Civil Aviation**

**APPROVAL OF CIVIL AVIATION NOTICES CAN 3-39
OPERATING NOISE LIMITS AND ENGINE EMISSIONS REQUIREMENTS**

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 3-39 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 3-39

OPERATING NOISE LIMITS AND ENGINE EMISSIONS REQUIREMENTS

Table of Contents

| | | |
|------|--|---|
| 39.1 | General..... | 2 |
| 39.2 | Purpose | 2 |
| 39.3 | Applicability..... | 2 |
| 39.4 | Cancellation..... | 2 |
| 39.5 | Effective Date..... | 2 |
| 39.6 | Aircraft noise level compliance..... | 2 |
| 39.7 | Aircraft sonic boom..... | 3 |
| 39.8 | Carriage of noise certificates on board aircraft | 3 |
| 39.9 | Engine emission compliance | 3 |

Operating Noise Limits and Engine Emissions

39.1 General

This Notice applies to all persons conducting air operations in Oman and all persons operating civil aircraft in respect to aircraft noise and engine emissions.

39.2 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.

39.3 Applicability

- (a) CAR OPS-0, Subpart V previously prescribed the requirements for civil aircraft operations in respect to aircraft noise and engine emissions in the Sultanate of Oman which was cancelled by CAN 1-09 – Repeal of Regulation CAR OPS-0.
- (b) The subject matter of CAR OPS-0, Subpart V has been reissued as a Civil Aviation Notice (CAN 3-39 paragraphs 39.1 to 39.9).
- (c) New requirements have been added in relation to CO₂ emission requirements under ICAO Annex 16, Volume 4, Chapter 2 and CORSIA CERT, paragraphs 39.10 to 39.27.

39.4 Cancellation

Not Applicable

39.5 Effective Date

This CAN is effective from the date of issue.

39.6 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 the provisions of Chapter 1 of ICAO Annex 16, Volume I and CAR-21.015(a):
 - (i) for subsonic jet aeroplanes, in Volume I, Part II, Chapters 2, 3, 4 and 14, as applicable;

- (ii) for propeller-driven aeroplanes, in Volume I, Part II, Chapters 3, 4, 5, 6, 10 and 14, as applicable;
 - (iii) for helicopters, in Volume I, Part II, Chapters 8 and 11, as applicable; and
 - (iv) for supersonic aeroplanes, in Volume I, Part II, Chapter 12, as applicable;
 - (v) for propeller-driven STOL aeroplanes, in Volume I, Part II, Chapter 7, as applicable; and
 - (vi) for tilt-rotors, in Volume I, Part II, Chapter 13, as applicable.
- (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 and paragraph (1)(i) to (vi) above;
- (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.

39.7 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).

39.8 Carriage of noise certificates on board aircraft

- (a) The noise certificate shall be carried on board the aircraft to which it is issued when flying in international air navigation.
- (b) On flights beginning and ending in the Sultanate of Oman without passing any other State, the noise certificate may be kept safely and secured elsewhere.

39.9 Engine emission compliance

- (a) 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 the provisions of ICAO Annex 16 Volume II and CAR-21.015(b):
 - (i) for prevention of intentional fuel venting, in Volume II, Part II, Chapter 2;

- (ii) for emissions of turbo-jet and turbofan engines intended for propulsion only at subsonic speeds, in Volume II, Part III, Chapter 2; and
 - (iii) for emissions of turbo-jet and turbofan engines intended for propulsion only at supersonic speeds, in Volume II, Part III, Chapter 3.
- (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.

Based on approved CAR-CORSIA paragraphs 39.10 to 39.27 which used to contain CORSIA initial requirements, have been repealed.