

ICAO RANP/NANP TF/3 Meeting

Cairo, Egypt,

31 March - 2 April 2026

Air Navigation Safety Department
Directorate General of Civil Aviation Regulations
Civil Aviation Authority
Sultanate of Oman

Agenda

Civil Aviation System in Oman

ICAO GANP/NANP Workshop

Updates on the development of NANP

Status of implementation of ASBU Block 0 &1&2

Vision, Mission, Values

Vision

- Sustainable aviation with superior capabilities

Mission

- Regulating all aspects of civil aviation and developing meteorological and air navigation services through human capital investment.

Values

- Integrity, Innovation, Effective, communication, and Partnership

Strategic Objectives

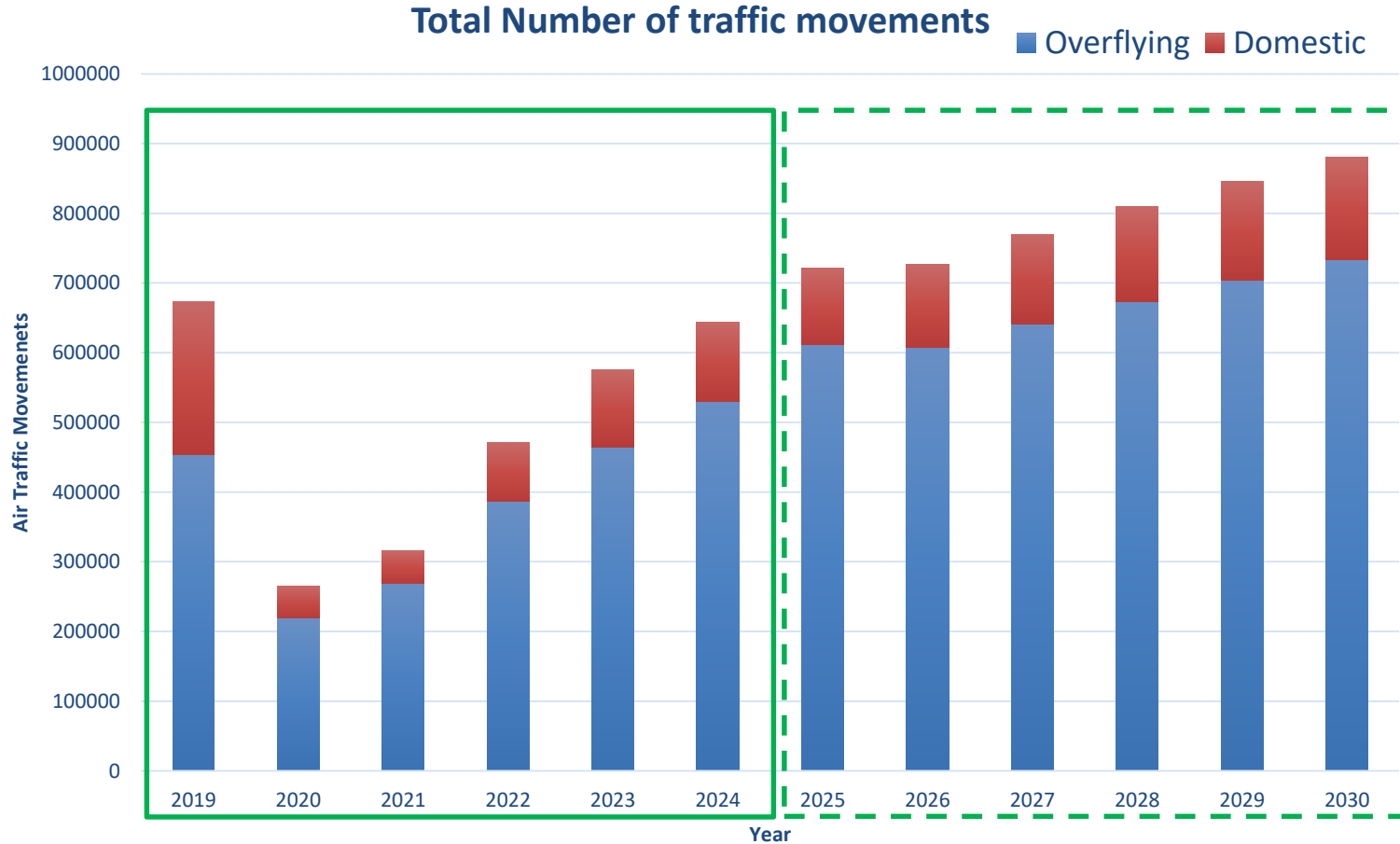
- Ensuring the adoption of highest level of safety, security, environmental protection and economic regulation for aviation
- Uplifting processes and procedures efficiency to optimize corporate performance.
- Increasing air connectivity between Oman and other countries.
- Digitalizing operations and utilizing technological solutions.
- Achieving financial sustainability.
- Continuous improvement services. Expanding air transport activities.
- Building and empowering human capital.



الإستراتيجية الوطنية
للطيران
NATIONAL AVIATION STRATEGY



Overflying Traffic in Muscat FIR



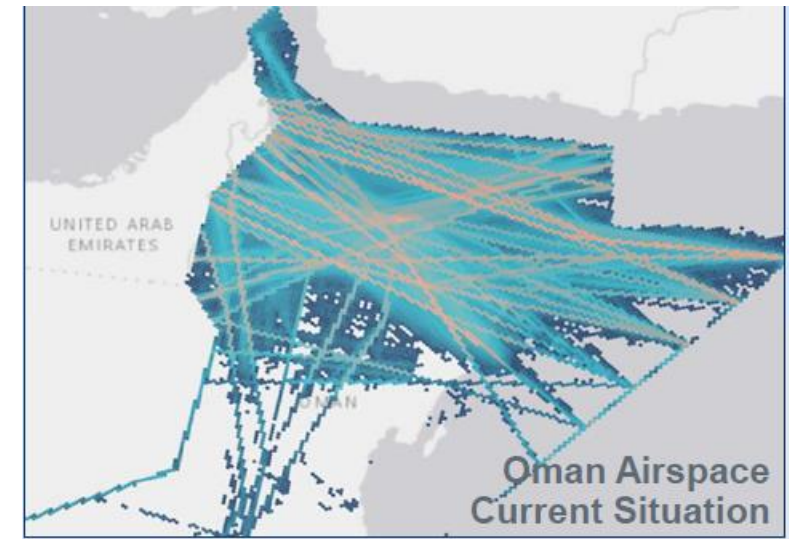
@CAAOMN
@OmanMeteorology



@www.caa.gov.om
@www.met.caa.gov.om

Civil Aviation System in Oman

Oman occupies a strategic position within one of the World's most active and rapidly growing air corridors—connecting Europe, Africa and the Middle East with Asia (e.g. Middle East international capacity has increased 9.9% vs. 2019), and **growth is expected to continue**





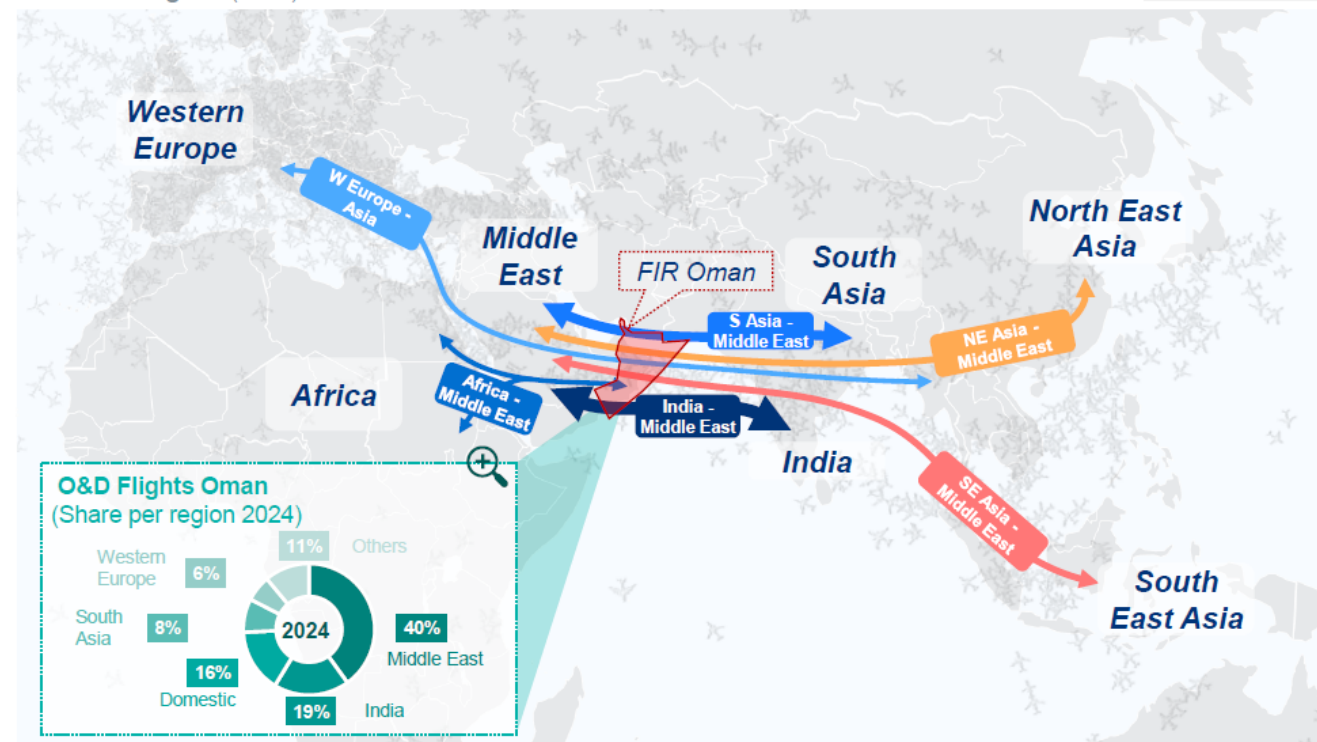
Civil Aviation System in Oman

Oman is located within a corridor connecting west and east regions; most movements are overflights between Middle East and India/South Asia, and O&D flights in the Middle East

Omani airspace – Oman O&D and Overflights Overview (2/2)

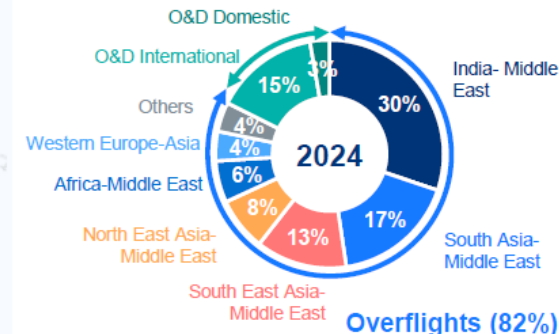
Oman Overflights* (2024)

ILLUSTRATIVE

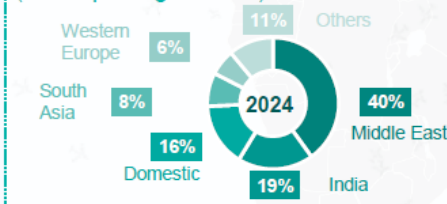


O&D Oman and Overflights
(ATMs share per region; 2024)

O&D Flights (18%)



O&D Flights Oman (Share per region 2024)



Overflights (82%)

- The most significant routes flying over Oman's airspace are India-Middle East (30%), South Asia-Middle East (17%), and South East Asia-Middle East (13%)
- For O&D flights, Middle East (40%), India (19%), and Domestic (16%) dominate
- The displayed traffic flows confirm that Oman sits at the core of a major air traffic corridor between Europe, the Middle East, and Asia, being the last two the key regions contributing to Oman's traffic burden



Civil Aviation System in Oman

ATC sectors have distinct purpose and characteristics, but there is a clear distinction between northern and southern traffic flows

CENTRAL

A large share of traffic is bound for **UAE hubs**, particularly Abu Dhabi. This flow also includes overflights crossing the FIR, as well as connections to the Muscat TMA.

NORTH

It controls part of the most congested **east-west routes**, serves as a gateway for traffic to and from Pakistan, and also connects directly with the Muscat TMA.

BRAVO

This sector handles a similar volume of Alpha traffic but manages fewer external entries. It is also responsible for **initiating sequencing for UAE arrivals** via the central corridor and serves the Muscat TMA.

MIDDLE

This sector primarily **serves routes connecting KSA and Asia**, as well as vertical traffic from Africa to the ME. It also handles **domestic flights between Muscat and Salalah**. The sector includes large PRD areas within its boundaries.

WEST

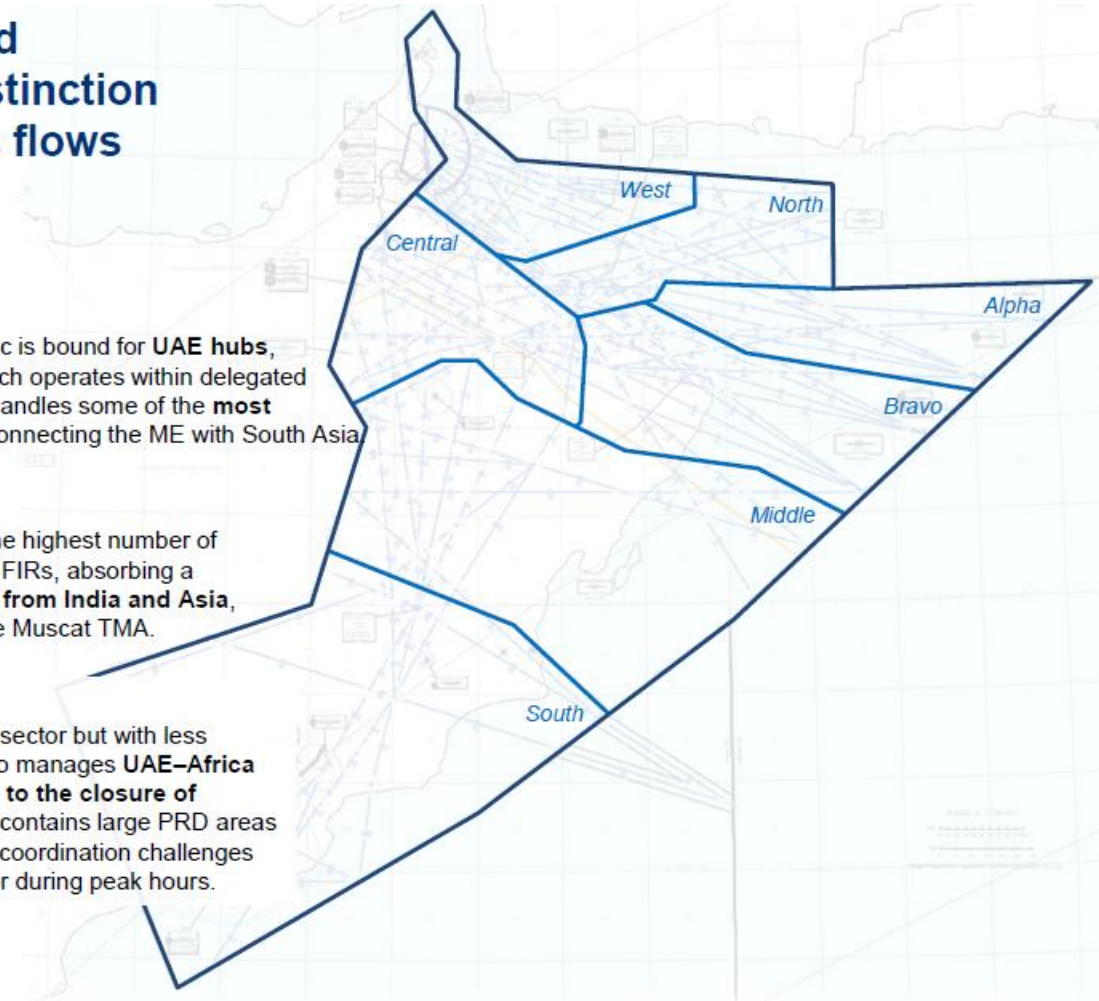
A large share of traffic is bound for **UAE hubs**, particularly DXB, which operates within delegated airspace. This area handles some of the **most congested routes** connecting the ME with South Asia.

ALPHA

It is the sector with the highest number of entries from external FIRs, absorbing a large share of **traffic from India and Asia**, while also serving the Muscat TMA.

SOUTH

Similar to the Middle sector but with less traffic, this sector also manages **UAE-Africa routes diverted due to the closure of Yemeni airspace**. It contains large PRD areas and may experience coordination challenges with the Middle sector during peak hours.



Agenda

Civil Aviation System in Oman

ICAO GANP/NANP Workshop

Updates on the development of NANP

Status of implementation of ASBU Block 0 &1&2

ICAO GANP/NANP Workshop



الإستراتيجية
الوطنية للطيران
NATIONAL AVIATION STRATEGY



Muscat
from 15-18 December 2025



@CAAOMN
@OmanMeteorology



@www.caa.gov.om
@www.met.caa.gov.om

Objective of the Mission

- The objective of the Mission/Workshop was to provide assistance and guidance related to the implementation of several ANS aspects in accordance with regional requirements and plans and support the implementation of the Performance Based Approach and development of National Air Navigation Plan (NANP) for Oman, in line with the ICAO Global Air Navigation Plan (GANP) and MID Air Navigation Plan (Doc 9708).

Attendance

The workshop has been attended by 23 participants from different entities:

- Regulator
- ANSP
- MET
- Military
- Aerodrome Operator
- Salam Air
- Ajawaa Project
- ICAO team consisting of 5 speakers from ICAO HQ and ICAO MID Regional Office.

Main Topics

The main topics

- GANP 8th Edition, GANP portal online demonstration
- MID Air Navigation Plan Vol III (current version)
- MID Region Air Navigation Strategy (MID Region priority 1 ASBU elements)
- Performance Based Approach
- Civil Aviation System in Oman
- ANP Vol III – New Template
- Status of ASBU Implementation – ASBU Dashboard (aligned with the GANP 8th Edition and new ANP Vol III Template)
- Case Studies
- Support the development of Oman NANP



MISSION OUTCOME

The followings are the main key takeaways of the Workshop:

- Establish national committee to be responsible for the development of NANP and ensuring high-level management statement which will support a data-based decision-making process.
- Assign official focal point (Rapporteur) to inter-alia, lead and coordinate the activities of the Committee and provide the required information to ICAO MID in a timely manner,
- Review the Priority 1 ASBU Elements with specific applicability area (on the current AN Strategy) and re-assess the prioritization of Block 0, 1 and 2 ASBU elements inline with the new ANP Vol III template.
- Take necessary actions for the implementation of Priority 1 ASBU elements and report the status of implementation to ICAO on annual basis to be reflected in the ICAO MID Annual Air Navigation Report.

MISSION OUTCOME (cont.)



- The selection of the optimum solutions, in this case needs to be supported by business-cases, project management, safety risk assessments, cost-benefit analysis, environmental impact, etc.
- Take necessary actions to raise awareness of all stakeholders about the need for ANS performance monitoring and the related mechanisms for data collection to support this mechanism (measurement using agreed KPIs).
- Provide continuous update to ICAO MID on the progress achieved for the development, update and implementation of ONANP (use the tables in the new ANP Vol III template).

Agenda

Civil Aviation System in Oman

Lessons Learned from the GANP/NANP Workshop

Updates on the development of NANP

Status of implementation of ASBU Block 0 &1&2

Updates in the development of NANP



Upon the completion of the Workshop, CAA commenced a review of the draft version of the Oman Air Navigation Plan (2nd draft version), including the following:

- Add traffic forecast until 2030, considering Market Analysis, Historical data, Forecasting method selection, and Oman and international GDP.
- Adding a new section regarding the traffic flows in Muscat FIR.
- Update the status of implementation of ICAO ASBU elements.
- Adding the other airports, such as Fahud, Marmul, and Mukhaizna.
- Add a new section regarding the civil aviation system in Oman:
 - a. Information regarding Muscat FIR
 - b. Information regarding Adjacent FIRs
 - c. ACC sectors in Muscat FIR
- Restructure of the document, as per the recommendation from ICAO's team.

Updates in the development of NANP



الإستراتيجية الوطنية
للطيران
NATIONAL AVIATION STRATEGY



Table of Contents

Foreword	0
Executive summary.....	2
1 Record of Amendments.....	3
2 Abbreviations and acronyms.....	4
3 Distribution list.....	6
4 List of Figures and Tables.....	7
Chapter 1: Introduction	8
1.1 High level mission, vision, and strategic objectives.....	8
1.2 Civil Aviation System in Oman.....	9
Airports:.....	9
The Air Traffic services are provided by DGAN at Muscat & SLL airports while AFIS services are provided by Oman Airports at the other airport.....	9
ANS regulatory framework and legislation framework.....	9
1.3 NANP Scope, Governance and strategic Alignment.....	13
1.4 Relationship with other plans (GANP, RNAP, NASP, CAMP, etc.).....	14
1.4.1 The Global Air Navigation Plan.....	14
1.4.2 MID ANP and air navigation strategy.....	14
1.4.3 NANP and NASP.....	14
Chapter 2: Air Navigation System and Traffic demand	15
2.1 National Air Navigation System.....	15
2.2 Traffic flows, statistics and forecast.....	16
2.3 Objectives, ambitions and expectations.....	19
Chapter 3: Alignment with Global and Regional Requirements and Priorities	20
3.1 Global Requirements (BBBs, SARPs, GANP priorities).....	20
3.2 Regional Requirements and Priorities.....	20
Chapter 4 ANS and Airports Modernization and development	21
4.1 Identification of performance gap and selection of performance objectives (considering national priorities).....	21
4.2 Implementation of PBA for the implementation of performance improvements.....	21
Chapter 5: Planning and roadmaps	22
1. Appendix A: monitoring the implementation status of ASBU elements.....	23
2. Appendix B: description of ASBU elements.....	31
3. Appendix C: List of Key Performance Areas and Indicators.....	44



@CAAOMN
@OmanMeteorology



@www.caa.gov.om
@www.met.caa.gov.om

Agenda

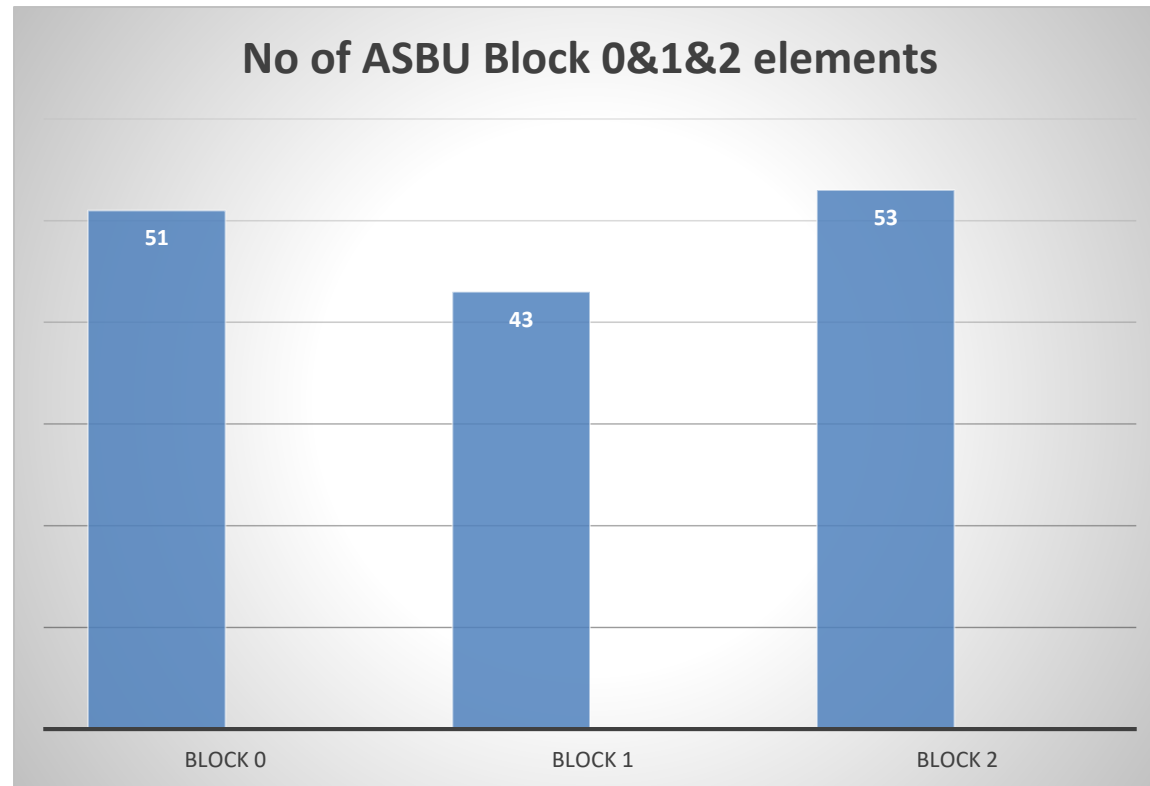
Civil Aviation System in Oman

ICAO GANP/NANP Workshop

Updates on the development of NANP

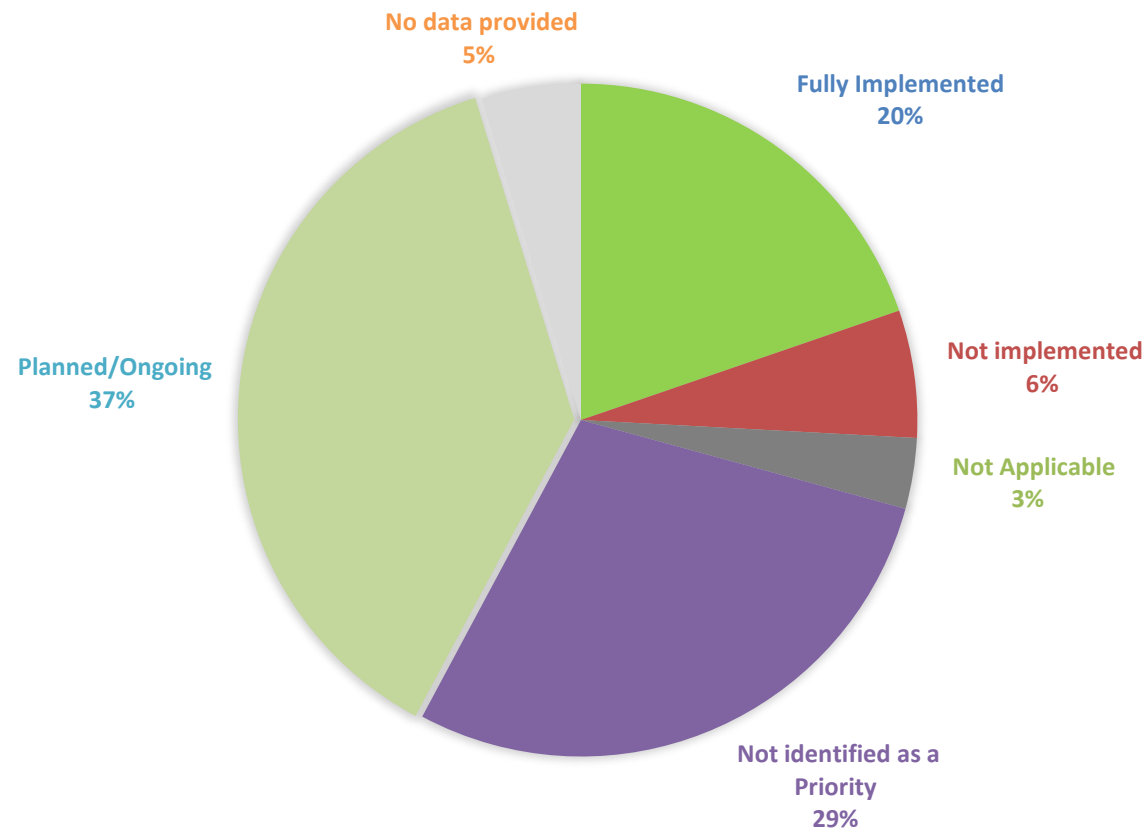
Status of implementation of ASBU Block 0 &1&2

Status of implementation of ASBU Block 0 & 1&2



Status of implementation of ASBU Block 0 & 1&2

STATUS OF IMPLEMENTATION



Thanks

Moosa Abdul Azizi Al-Bulushi
31 March 2026