



الإستراتيجية 2040
الوطنية للطيران
NATIONAL AVIATION STRATEGY



هيئة الطيران المدني
CIVIL AVIATION AUTHORITY



SEIG/8 · MID REGION

Advanced Air Mobility

From a promising flight to a safely governed national programme — how the regulator makes it happen

Civil Aviation Authority, Sultanate of Oman

Directorate General of Civil Aviation Regulation

12/10/2026 Aviation Hall, CAA

Why we are here

Oman's contribution to the MID regional safety agenda on AAM and new entrants



REGIONAL PLAN

MID-RASP 2026–2028

Contributing to the third focus area of the regional safety plan.



SAFETY ENHANCEMENT

G2-SEI-04

AAM and New Entrants:
UAS/VTOL and UTM
regulatory frameworks.

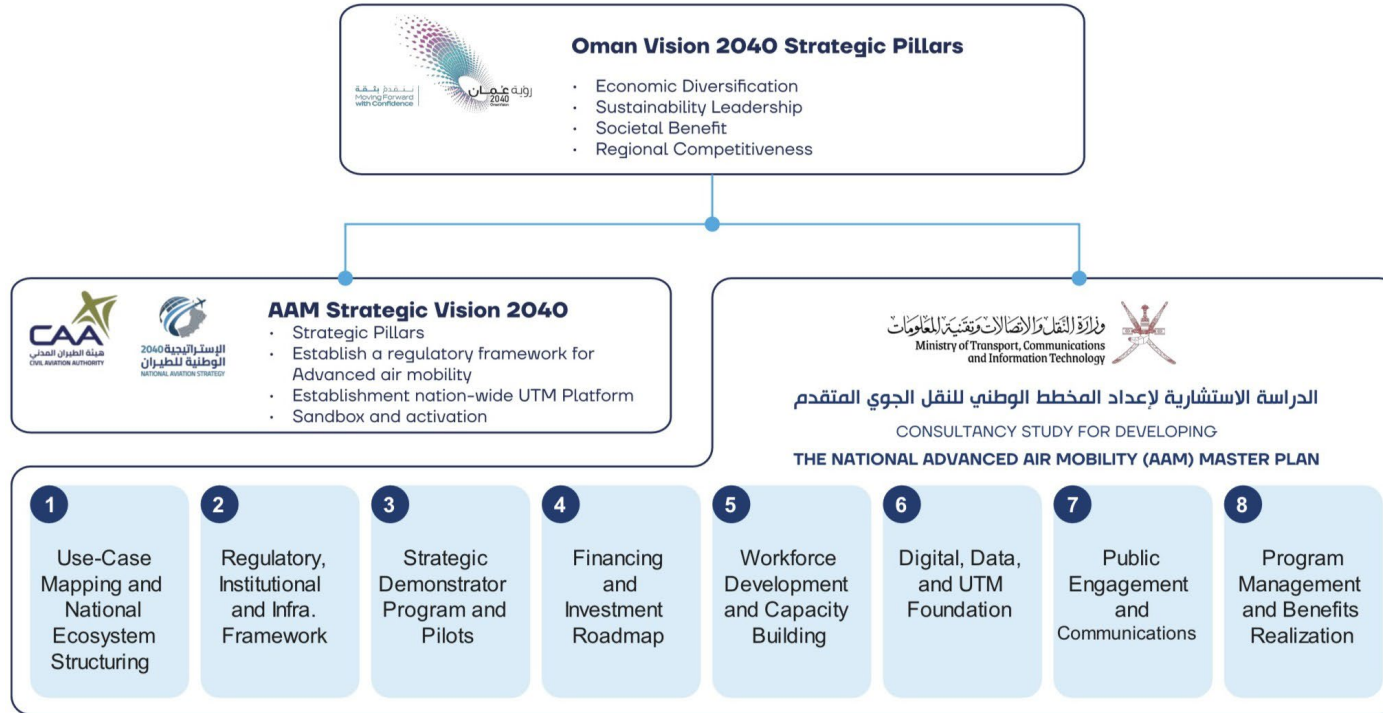


RASG-MID

Conclusion 12/6(c)

Sharing operational insights
and lessons with MID
States.

From national vision to AAM strategy



AAM is an extension of Vision 2040 and of Oman's aviation and logistics strategies — not a standalone technology project.



AAM is a national programme, rather than a standalone project.

Oman's national direction

Oman Vision 2040

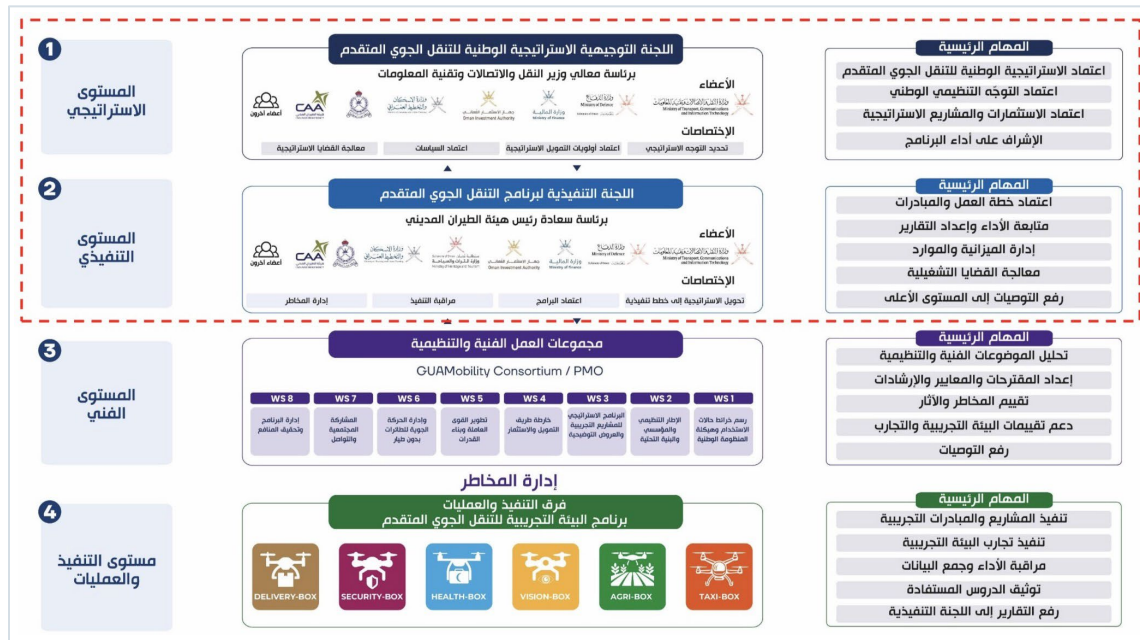
National Aviation Strategy 2040

Aviation Services pillar

Advanced Air Mobility programme

Outcome: better connectivity, logistics, tourism, innovation and access to remote areas — starting with clear regulations and safe trials before expanding services.

Governance: a four-level national framework



National AAM Programme governance framework

Policy direction flows down; evidence, risks and recommendations flow up.

Strategic

1 Steering committee chaired by the Minister of Transport, Communications and IT

Executive

2 Executive committee chaired by the CAA Chairman

Technical

3 Technical and regulatory working groups

Implementation

4 Six sandbox operations teams, reporting upward

CAA retains regulatory authority throughout

Why AAM in Oman: the low-altitude economy



Demand is real. Safety and regulatory readiness come first.



**Geography and
distances**

Mountains, desert and a
long coastline



**Remote
communities**

Hard-to-reach areas
needing reliable access



**Cargo and
medical logistics**

Time-critical deliveries



**Existing drone
activity**

Operational demand
already in the airspace

Structuring low-altitude airspace



Illustrative concept only — not an approved airspace design. Locations and levels are indicative.

CORRIDOR CONCEPT

 **Level 3** Passenger air taxis (eVTOL)

 **Level 2** Security and surveillance

 **Level 1** Logistics and cargo

ATM

Controlled airspace, ATC, aerodromes

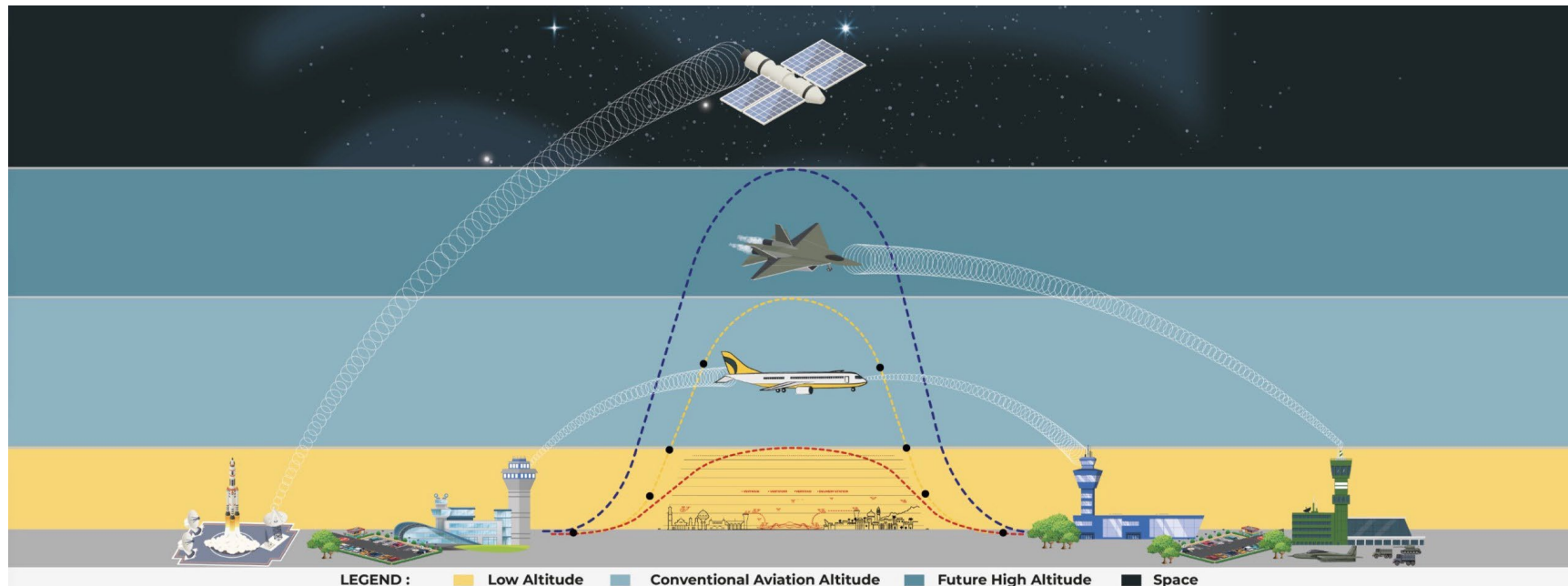
Integration layer

Common picture, digital authorisation, contingency

UTM

Registration, geo-awareness, deconfliction

One airspace, new layers (Challenges)



Integrating AAM and drones into the existing ATM/UTM environment — from low altitude to future higher-altitude and space operations, with civil–military coordination — is the central safety question.

The regulator's shift: approvals to harmony

TRADITIONAL POSTURE

- Activity-specific approvals
- Manual evidence exchange
- Separate aviation domains
- Limited use of operational data
- Rules lag behind the market



AAM ENABLEMENT POSTURE

- Risk-based pathways
- Digital approval and surveillance
- Integrated airspace and infrastructure
- Evidence from controlled demonstrations
- Rules evolve through operational learning

Same safety objective. New operating model.

FOUR ROLES FOR THE CAA



Safety regulator

Rules, safety cases, compliance



System integrator

Aircraft, airspace, vertiports, data



Market enabler

Predictable pathways to invest



Public trust guardian

Safety, privacy, noise, environment

Regulatory approach: an integrated package

RESPONDS TO G2-SEI-04 A1

No single regulation enables AAM. It needs rules, guidance, procedures and data obligations together.



Aircraft and systems

Airworthiness, maintenance, configuration control



Operator authorisation

Organisation, manuals, training, competence



Remote pilots and crew

Licensing, currency, human factors



Airspace access

Routes, corridors, geozones, separation



UTM and digital services

Identification, tracking, approvals, data exchange



Vertiports and sites

Design, rescue, charging, ground risk



Security and cyber

Access control, command links, data protection



Environment and community

Noise, emissions, privacy, acceptance



A framework for testing new concepts under close regulatory oversight.

Regulatory sandbox: A controlled trial

Define the trial

Specify the mission, aircraft, area, duration and success criteria.



Review and monitor

Set safety, security and airspace conditions — and monitor closely.



Use the evidence

Decide whether to refine, repeat or expand the concept.





*The Authority regulates and oversees;
operators conduct the flights.*

What is the role of DGCAR?

Setting requirements

Licensing, airworthiness and operating conditions.



Reviewing the safety case

Assessing risks to people, property and other aircraft before approval.



Overseeing operations

Verifying compliance and learning from occurrences and performance data.





Achievements announced by the Authority up to 27 September 2026.

What has been achieved so far?

100 km

approximate distance covered by the trial flight

100 kg

of medicines and supplies transported in a controlled cargo trial

National participation

An AAM forum in June and strategic workshops in September.



Programme foundations

Workshops addressed use cases, skills, regulation, UTM and funding.



Proposed pathway from plan to service



Scale when ready

Complete regulations and integrate approved services into the airspace.

Trial and test

Select trial sites, test UTM–ATM concepts and gather evidence.

Establish the foundations

Governance, priority use cases, gap analysis and concept of operations.

Gate between phases: Evidence → Safety case → Regulatory decision → Next phase



Signed at the Advanced Air Mobility Forum

SEIG/8 | Civil Aviation Authority, Sultanate of Oman

Our journey: from vision to the world



LESSONS LEARNED SO FAR



A national story

AAM serves national goals; it is not a standalone tech project



Co-designed in Oman

Institutions, governorates, industry and society shape it together



Regulate by evidence

A gated sandbox informs the rules before scale



A useful service must go beyond a technical test.

The next decisions are practical

Which route, and for what purpose?

Prioritise public benefit and an operating area with clearly defined controls.



What evidence is sufficient?

Agree on safety, security, data and environmental requirements.



Who operates, and who oversees?

Define responsibilities and build national capabilities.



Challenges and responses, mapped to MID-RASP

MID-RASP pillar	Oman's challenge	Oman's response
Regulatory and policy frameworks	Extending the framework to new aircraft and operations	Temporary sandbox framework (Dec 2026); full AAM framework targeted for 2027
Airspace integration and traffic management	Integrating AAM and drones into ATM/UTM	Initiating a national UTM system for safe, integrated drone traffic
Safety oversight and risk management	Inspector competence; risk-based approval of new technology	Training programme; new AAM occupations in the national skills platform from 2027
Infrastructure and certification	Vertiports, communications and certification pathways	Vertiports integrated into urban and spatial planning, building on existing helipads
Public acceptance and cybersecurity	Societal trust and system resilience	Participatory co-design and a founding ecosystem charter

Regional hooks: G2-SEI-04 A1 (UAS/VTOL framework) · A2 (UTM framework) · SEIG/7 para 2.38 (UTM-ATM integration sandbox)



Sandboxes are how we turn these challenges into evidence.

How the sandbox works: evidence before scale



Every approval has clear evidence, clear limits and clear learning obligations.



The sandbox at a glance: 8–13 December 2026

8 Dec	9 Dec	10 Dec	11 Dec	12 Dec	13 Dec
Public Demonstrations at the AAM Village, LOGISTEX	Public Demonstrations and youth engagement	Operations All use cases	Operations All use cases	Operations Selected use cases	Operations Selected use cases

Daily: operational reporting and meeting minutes



Engage: Public demonstrations build understanding and trust



Test: Use-case operations generate safety and performance data



Learn: Daily reports feed the regulatory framework

What success should look like by 2028

Measured by the maturity of safe operations, not by announcements — on the MID-RASP 2026–2028 horizon



Regulatory clarity

A published pathway from drones to eVTOL initial operations



Operational evidence

Sandbox data on safety, performance and public acceptance



Digital readiness

UTM–ATM concept of operations validated, roles defined



Infrastructure pipeline

Vertiport and corridor options screened for safety



Workforce capacity

Inspectors, operators and support roles trained

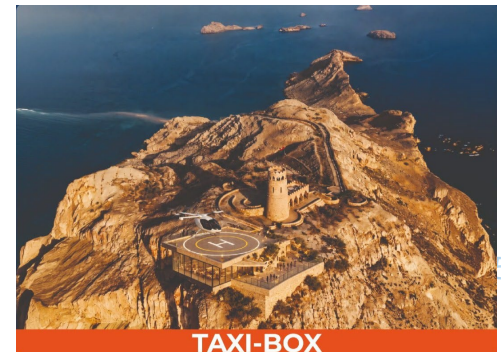


Market confidence

Clarity on what is allowed, required and next

Oman can become a regional reference by making safety the enabler of innovation.

Six sandboxes. One national program





Thank you