



Public Authority for Civil Aviation

Guidance Material for CAR-179 Civil Aviation Regulation Aerodrome Flight Information Service

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Corrigendum of Amendments

FOREWORD

- (a) This Guidance Material has been issued by the Public Authority for Civil Aviation of Oman (hereinafter referred to as PACA or “the AUTHORITY”) under the provisions of the Civil Aviation Law of the Sultanate of Oman.
- (b) In addition to providing general guidance on the implementation of specific CAR 179 elements, acceptable means of compliance are also addressed when warranted.
- (c) For CAR 179 elements that are not covered by this Guidance Material, the intent is that there is sufficient detail in the original CAR element itself that precludes any further explanation.
- (d) Requests for additional explanation, clarification, or questions can be sent to the Air Navigation Safety Department (ANSD) of the PACA DGCAR.
- (e) As amendments are made to the original CAR, this Guidance Material shall be reviewed to ensure continued applicability.
- (f) The editing practices used in this document are as follows:
 - (1) ‘Shall’ and ‘Must’ are used to indicate a mandatory requirement and may appear in this Guidance Material.
 - (2) ‘Should’ is used to indicate a recommendation.
 - (3) ‘May’ is used to indicate discretion by the AUTHORITY, or the industry as appropriate.
 - (4) ‘Will’ indicates a mandatory requirement and is used to advise of action incumbent on the AUTHORITY.

Note: The use of the male gender implies the female gender and vice versa.

SUBPART A - GENERAL**CAR 179.001 Applicability**

CAR 179 prescribes the requirements governing:

- (a) The certification and operation of organizations providing an aerodrome flight information service (AFIS) in the Flight Information Region of Oman; and
- (b) The operating and technical standards for providing an aerodrome flight information service.

CAR 179.003 Definitions

The definitions in ICAO Annex 11, *Air Traffic Services*, have been the basis for the definitions in CAR 179.

CAR 179.005 Establishment of Authority

Within the Muscat FIR where it has been determined by PACA to provide an aerodrome flight information service, PACA shall designate the service provider(s) responsible for providing such service.

CAR 179.007 Determination of the Need for Aerodrome Flight Information Service

The need for the provision of aerodrome flight information service shall be determined by the AUTHORITY, however, service at an aerodrome may be a combination of air traffic service during certain periods and aerodrome flight information service during other periods.

CAR 179.015 Issue of Certificate

As indicated in (b), the applicant, and the applicant's senior person or persons, must be 'fit and proper persons.' The phrase 'fit and proper' is subject to interpretation by PACA, which must be satisfied that the persons indicated by the applicant can provide an aerodrome flight information service that is not contrary to the interests of aviation safety.

CAR 179.019 Duration of Certificate

An aerodrome flight information service certificate may be granted or renewed for a period of up to three (3) years, and the validity of the certificate is based upon the continued operation in accordance with CAR 179. Additionally, the validity of the certificate shall be subject to periodic audits conducted by, and at the discretion of, PACA to confirm ongoing compliance with CAR 179.

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SUBPART B – CERTIFICATION REQUIREMENTS

CAR 179.051 Personnel Requirements

To satisfy the sufficient aerodrome flight information service personnel requirement of paragraph (a)(3), the aerodrome capacity, including the number of staff required, must be calculated and forwarded to the AUTHORITY with the documented calculation methodology. With regard to paragraph (b)(5), the recruitment and retention policy must be documented and periodically reviewed to ensure effective implementation.

CAR 179.053 AFIS Qualifications and Training

The service provider must ensure that as per (c), the following types of training are provided:

- (1) initial training;
- (2) refresher (recurrent) training;
- (3) on-the-job (OJT) training;
- (4) specialized training for new facilities, procedures and equipment; and
- (5) human factors training.

With regard to paragraph (g), all completed training shall be recorded and subject to periodic review by the AUTHORITY.

CAR 179.055 Facility Requirements

With regard to paragraph (b)(5)(xiii), the voice and, if applicable, data recording equipment can be either analog or digital but must meet the reliability, availability and redundancy requirements of paragraph (e).

CAR 179.081 Shift Administration

The adequate time requirements for the beginning and end of each shift shall be documented in the service provider's Operations Manual.

CAR 179.083 Service Disruptions

In addition to the contingency plan requirements of CAR 179.093, the service provider must establish and document procedures for any planned or unplanned service disruptions that could have an impact on safety. Disruptions that are considered reportable and the time requirements for reporting them to the AUTHORITY are listed in paragraphs (a) and (b).

CAR 179.087 Logbooks and Position Logs

Unless all of the operational information required in paragraph (d)(1) is contained in the watch logbook, a separate operating position log is required. If the operating position log will be in an electronic format, then it shall be available for download from the ATM system with minimal delay.

CAR 179.089 Documentation

With regard to paragraph (b)(3), operational documentation including, but not limited to, Operations Manuals, Letters of Agreement, Memorandums of Understanding, emergency and contingency plans, technical manuals, temporary procedures and safety related information shall be available in both hard copy and electronic forms.

Additionally, all hard copy documentation must be kept in good condition and appropriately bound.

CAR 179.091 Records

All records and recordings shall be maintained for the time periods specified and be available for review and/or download with minimal delay.

CAR 179.093 Contingency Arrangements

The service provider shall ensure that the requirements of paragraphs (a) and (b) are:

- (1) documented as a stand-alone document;
- (2) kept in an area that provides for immediate access by AFISOs; and
- (3) periodically reviewed to ensure that the procedures and any contact information are current.

CAR 179.095 Incidents

In addition to the reporting, notification (to the DGCAR/ANSD), investigation and follow-up of incidents, the service provider should keep a separate record of the incidents and report any occurrence which may be considered as significant or that may affect the level of safety including:

- Communication Outage;
- NAVAID Outage;
- Surveillance Outage; and
- Other CNS Outage.

CAR 179.097 Action After Serious Incident or Accident

The service provider shall ensure that the immediate actions to be taken after a serious incident or accident are documented. With the understanding that air navigation facilities (CNS) may have been a contributing factor and might affect successive operations, the immediate actions the actions to be taken should be readily available at the supervisor's watch desk as a separate laminated document or card.

CAR 179.103 Safety Management System (SMS)

As per (b), an aerodrome flight information service provider shall implement an SMS that:

- (1) is acceptable to the AUTHORITY;
- (2) is appropriate for the size and complexity of the applicant's organization;
- (3) identifies safety hazards;
- (4) ensures the implementation of remedial action necessary to maintain agreed safety performance;
- (5) provides for continuous monitoring and regular assessment of safety performance including the performance of safety reviews by appropriately trained and qualified personnel; and
- (6) aims at a continuous improvement of the overall performance of the safety management system.

As per paragraph (c), an aerodrome flight information service provider shall ensure that their SMS provides hazard analyses and safety assessments for any significant safety-related change to the AFIS system including, but not limited to:

- (1) new AFIS procedures;
- (2) new AFIS systems or equipment; and
- (3) new facilities or infrastructure.

CAR 179.105 Quality Management System (QMS)

The service provider's QMS shall ensure that the organization has in place those elements necessary to improve efficiency and reduce service-related risk including procedures for monitoring the performance of all aspects of the organization including such elements as:

- (1) design and documentation of procedures (Standard Operation Procedures Manual);
- (2) inspection and testing methods;
- (3) monitoring of equipment and operations;
- (4) internal and external audits;
- (5) monitoring of corrective actions taken; and
- (6) use of appropriate statistical analysis, when required.

CAR 179.107 Runway Safety

The service provider's Runway Safety Program shall include the stakeholders identified in paragraph (a). As an acceptable means of compliance, the service provider may participate in an aerodrome Runway Safety Program if the stakeholders in paragraph (a) are included, provided that the service provider keeps a record of meeting minutes and the applicable items listed in paragraph (b). The service provider must also ensure that runway safety meetings are held on a regular basis.

CAR 179.109 Priorities

The priorities listed in CAR 179.109 should be documented in the service provider's Operations Manual and included as a review item for ATCO refresher training.
