



Civil Aviation Authority

CAR-179

Civil Aviation Regulation

Aerodrome Flight

Information Service

Effective 20 February 2025

Approved by: Naif Ali Hamed Al-Abri (CAA President)

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List of Amendments

Amendment No.	Applicability date	Subject(s)
-	Jan 2019	Initial
01	Jan 2020	This CAR has additional inclusions – CAR 179.006 and CAR 179.010
02	15 Jun 2023	Rev 02 amendments: <ol style="list-style-type: none"> 1. Logo and title change of PACA to CAA; 2. AFIS provider applicant assumed as an applicant before granted till certificate issuance, then as AFIS provider; 3. CAR 179.003: Entry into force date in lie with ANS Department; 4. CAR 179.007: Establishment of Authority; CAR 179.023, CAR 179.025, CAR 179.029 and CAR 179.031: Certification Renewal, Transfer, Resolution of safety issues and Suspension 5. CAR 179.050, CAR 179.051 and CAR 179.053: CAN 5-06 requirement included; 6. CAR 179.111; 7. CAR 179.203; 8. CAR 179.205; 9. Adding Appendix, A
03	20 Feb 2025	Rev 03 amendments: <ol style="list-style-type: none"> 1. New CAA Logo 2. CAR 179.011 - Removal of the requirements for certification of AFIS providers 3. CAR 179.053 - Introduce AltMoC for English Language Proficiency 4. CAR 179.053 - Introduce new Medical Assessment Form – Appendix B 5. CAR 179.105 - Removal of requirements for QMS 6. CAR 179.207 – Increase to 180 days’ notice of withdrawal of service 7. New Appendix B – AFISO Medical Assessment Form 8. Various amendments/corrections for improved clarity and of editorial nature

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FOREWORD

This Civil Aviation Regulation (CAR) has been issued by the Civil Aviation Authority of Oman (hereinafter referred to as CAA or “the AUTHORITY”) under the provisions of the Civil Aviation Law of the Sultanate of Oman.

This CAR has been modelled using elements from ICAO Annex 11 - *Air Traffic Services*, and ICAO Circular 211 - *Aerodrome Flight Information Service (AFIS)*.

CAR 179 prescribes the requirements for the establishment, implementation, and maintenance of a system for the provision of Aerodrome Flight Information Service (AFIS).

Amendments to the text in CAR 179 in revised editions are issued as a complete amendment of pages contained within.

The editing practices used in this document are as follows:

- ‘Shall’ and ‘Must’ are used to indicate a mandatory requirement and may appear in this CAR.
- ‘Should’ is used to indicate a recommendation.
- ‘May’ is used to indicate discretion by the AUTHORITY, or the industry as appropriate.
- ‘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 is applicable to the establishment, maintenance and operation of Aerodrome Flight Information Services (AFIS).

CAR 179.003 Entry into force

- (a) This CAR shall enter into force on the day of its publication and shall become applicable on 20 February 2025.
- (b) The standards prescribed in this Regulation are mandatory for Aerodrome Flight Information Service providers, and must be implemented within their organisation and operations.

CAR 179.005 Definitions

Definitions in the existing CAR 172 and CAR 1 shall form part of this regulation, supplemented by the definitions contained in ICAO documentation. Where there are differences between the CAR and ICAO definitions, the CAR definitions shall apply.

CAR 179.007 Exemptions

The AUTHORITY may grant a temporary exemption from the provisions of CAR 179, as outlined under CAR 10, provided the exemption will not reduce the level of safety below an acceptable level. The AUTHORITY may impose conditions or restrictions on the exemption and may also require a service provider proposal for an alternate means of compliance and/or a safety case and associated functional hazard assessment that supports the granting of the exemption.

CAR 179.009 Safety and Regulatory Audits and Inspections

- (a) The AUTHORITY shall conduct audits or inspections at intervals not exceeding two (2) years at the AFIS provider's office and/or units or facilities.
- (b) The AUTHORITY may require the AFIS provider to provide such documentation and information as the AUTHORITY considers relevant to the audit or inspection.
- (c) The AUTHORITY shall be granted, by the AFIS provider, unrestricted access to the AFIS provider's facilities and shall be permitted to carry its own equipment (e.g. computers, cameras and recording devices) under all conditions while carrying out its oversight functions.

CAR 179.011 Resolution of Safety Issues

- (a) When objective evidence is found showing regulatory non-compliance by the AFIS provider, the finding shall be classified as follows:
 - (1) a level one finding is any significant non-compliance which reduces the level of safety.
 - (2) a level two finding is any non-compliance that does not result in an immediate risk to safety.
 - (3) a level three finding is any item where it has been identified, by objective evidence, to contain potential problems that could lead to a non-compliance. These are considered as observations only.
- (b) After the AFIS provider receives notification of a finding:
 - (1) a level one finding must be rectified immediately or within the timescale specified by the AUTHORITY.
 - (2) a level two finding shall be addressed in a corrective action plan with a resolution period specified by the AUTHORITY and shall be appropriate to the nature of the finding, but in any circumstance shall not be more than ninety (90) days. In certain circumstances, the

AUTHORITY may extend the ninety (90) day period, subject to a justification that is acceptable to the AUTHORITY.

- (3) the AFIS provider's corrective action plan shall:
- i. be submitted by the date specified by the AUTHORITY;
 - ii. identify the root cause of the non-compliance;
 - iii. indicate the person, position, department or entity responsible for the corrective action;
 - iv. indicate the corrective action required including any multiple steps; and
 - v. be acceptable to the AUTHORITY.
- (c) Upon the completion and/or implementation of a corrective action, the AFIS provider shall notify the Authority and provide evidence of its resolution.
- (d) In the event of level one or level two findings, an enforcement action may be applied to the AFIS provider in accordance with CAR-12.105.

CAR 179.013 Determination of the Need for Aerodrome Flight Information Service

- (a) The Directorate General of Civil Aviation Regulation (DGCAR), established under the Civil Aviation Authority (CAA) and referred to in this regulation as the AUTHORITY, shall determine, in accordance with the provisions of the Civil Aviation Law of the Sultanate of Oman and this regulation, those aerodromes where Aerodrome Flight Information Service will be provided.
- (b) The need for the provision of Aerodrome Flight Information Service shall be determined by the AUTHORITY, taking into consideration the following:
- (1) The types of air traffic involved;
 - (2) The density of air traffic;
 - (3) The topographical and meteorological conditions; and
 - (4) Such other factors as may be relevant.

SUBPART B – ORGANISATION REQUIREMENTS

CAR 179.050 Management Requirements

- (a) The organisation that provides an Aerodrome Flight Information Service shall establish and maintain an effective management structure necessary for the safe and efficient provision of Aerodrome Flight Information Service by ensuring the following adequate elements are in place:
- i. Organisation structures
 - ii. FIS systems and equipment
 - iii. Management functions and activities
 - iv. Operational positions
- (b) The management structure shall be responsible to ensure compliance of all of its personnel to provide Aerodrome Flight Information Service in accordance with these regulations.

CAR 179.051 Personnel Requirements

- (a) An AFIS provider shall engage, employ, or contract:
- (1) a senior person identified as the Chief Executive who has the authority within the AFIS provider's organization to ensure that each Aerodrome Flight Information Service unit listed in its operations manual:
 - i. can be financed; and
 - ii. is provided in accordance with the requirements prescribed by this CAR; and
 - (2) a senior person or persons who are responsible for ensuring that the AFIS provider's organization complies with the requirements of this CAR. Such nominated person or persons shall be ultimately responsible to the Chief Executive; and
 - (3) sufficient personnel to manage, support, and provide the Aerodrome Flight Information Service and any associated training or assessment listed in the AFIS provider's operations manual.
- (b) The AFIS provider shall establish policies and procedures to:
- (1) ensure the competence of the personnel who is authorized by the AFIS provider to provide the Aerodrome Flight Information Service (Aerodrome Flight Information Service Officer – AFISO), and training and assessment for those services listed in the AFIS provider's operations manual; and
 - (2) provide AFISOs with written evidence of the scope of their authorization for the specific AFIS unit; and
 - (3) ensure, where practicable, that AFISOs only exercise the privileges of their authorization if they are familiar with all relevant and current information; and
 - (4) ensure, where practicable, that AFISOs shall not exercise the privileges of their authorization:
 - i. unless they comply with any endorsements or restrictions based on their medical fitness assessment; and
 - ii. when any decrease in their medical fitness might render them unable to safely exercise these privileges, including while under the influence of any psychoactive substance;
 - iii. unless they comply with the English language proficiency requirements; and
 - (5) enable recruitment and retention of appropriately qualified and experienced AFISOs; and
 - (6) provide job descriptions for AFISOs and any other significant support personnel.

CAR 179.053 AFISO Qualifications and Training

- (a) Aerodrome Flight Information Service Providers shall establish procedures and programs, which shall be acceptable by the AUTHORITY, for AFISOs:
- (1) Training, as required by (b) below;
 - (2) Competence assessment; and
 - (3) Medical fitness examination, in accordance with Appendix B.
- (b) The Aerodrome Flight Information Service Provider's training programs shall ensure that the following types of training are provided to AFISOs:
- (1) Initial training;
 - (2) On-the-job (OJT) training;
 - (3) Refresher (recurrent) training;
 - (4) Specialized training for new facilities, procedures and equipment; and
 - (5) Human factors training.
- (c) The competence assessment in (a) (2) shall be conducted:
- (1) After completion of any training;
 - (2) At least once per year to renew an AFISO authorization;
 - (3) After any period in excess of 60 consecutive days in which the duties of an AFISO have not been performed.
- (d) The medical fitness examination described in (a) (3) shall be valid from the date of the medical examination for a period not greater than:
- (1) Five (5) years for AFISOs aged below 40 years;
 - (2) Two (2) years for AFISOs aged 40 years and above but below 50 years;
 - (3) One (1) year for AFISOs aged 50 years and above.
- (e) An Aerodrome Flight Information Service Provider shall issue an authorization to each person who provides AFIS. Such persons shall meet the following qualification criteria:
- (1) be at least eighteen (18) years of age; and
 - (2) speak and understand the English language used for radiotelephony communications at a level which allows him/her to be able to speak fluently without any impediment which would interfere with radiotelephony communications.
- Note:** ICAO Level 4, as described in CAR ATCO or a level of proficiency determined by the AFIS Provider to show compliance with this requirement and accepted by the AUTHORITY);
- Note:** In case of opting for an alternative means of compliance to ICAO Level 4, the AFIS Provider shall provide the proper evidence regarding all the English Language training records (including periodic refresher training or evaluation every 3 years) and certificates to support the selected criteria.
- (3) have completed a medical fitness assessment; and
 - (4) have been assessed as competent in performing AFIS duties.
- (f) With regard to the training in (b) (1) above, AFISOs shall receive initial training that allows them to demonstrate a knowledge of:
- (1) rules of the air and air traffic procedures pertinent to aerodrome operation;
 - (2) procedures and practices pertaining to flight information service and alerting service;
 - (3) terms used in the aeronautical mobile service, procedure words and phrases, and the aviation phonetic alphabet;
 - (4) communication codes and abbreviations used;
 - (5) radiotelephony phraseologies and operating procedures;
 - (6) the general air traffic services and airspace organization within Oman;
 - (7) local aerodrome rules;
 - (8) characteristics of local traffic;

- (9) local terrain and prominent landmarks;
 - (10) local air navigation facilities;
 - (11) procedures for co-ordination between the AFIS unit and the associated FIC or ACC;
 - (12) meteorological terminology and pertinent data regarding meteorological reports and the effect of significant local weather characteristics; and
 - (13) local procedures for alerting of emergency services including Search and Rescue.
- (g) In addition to the training requirements in (b) (2) above, AFIS personnel shall receive on-the-job training with an experienced AFISO at that unit for a period of two months or twenty-five (25) hours, whichever is greater, and demonstrate competency in:
- (1) The manipulation and operation of typical transmitter/receiver equipment and controls, including ancillary facilities in use;
 - (2) The visual inspection and daily operational check of the radio equipment in use;
 - (3) The transmission of telephony messages, including correct microphone technique, enunciation and speech quality; and
 - (4) The reception of telephony messages and the ability to relay messages correctly.
- (h) The Aerodrome Flight Information Service Provider's procedures shall ensure that all training syllabuses are reviewed and approved by the AUTHORITY.
- (i) The Aerodrome Flight Information Service Provider's procedures shall ensure that training records are maintained for both AFISO authorization holders and AFISO trainees.
- (j) The Aerodrome Flight Information Service Provider's procedures shall ensure that personnel giving instruction in an AFIS operational environment hold an appropriate current authorization and have at least two (2) years of recent and consecutive experience in the provision of AFIS in that unit.
- (k) The Aerodrome Flight Information Service Provider's procedures shall ensure that personnel carrying out assessments for the issue of AFIS authorizations hold a valid authorisation for the provision of AFIS.

CAR 179.055 Facility Requirements

- (a) An AFIS provider shall establish facilities that are appropriate to the Aerodrome Flight Information Services listed in the AFIS provider's operation manual.
- (b) Except as provided in paragraph (g), an AFIS provider shall establish procedures to ensure that any Aerodrome Flight Information Service unit, including any temporary unit, listed in the AFIS provider's operation manual is:
- (1) constructed and situated to provide:
 - i. the maximum practicable visibility of aerodrome traffic; and
 - ii. protection from glare and reflection; and
 - iii. protection from noise; and
 - (2) safeguarded from any development that would affect the requirements of paragraph (b)(1); and
 - (3) at solo watch locations, provided with:
 - i. rest facilities that ensure the minimum possible interruption to, or degradation of, Aerodrome Flight Information Service; and
 - ii. storage and preparation facilities for food and drink in the visual AFIS room; and
 - (4) provided with the following minimum aeronautical telecommunication equipment according to the standards and specifications stipulated in CAR 171, SUBPART D: Operating Requirement:
 - a. redundant equipment for two-way voice communication with:
 - i. any aircraft, in or adjacent to airspace for which the AFIS provider has responsibility; and

- ii. any aircraft, vehicle, and person, on, or adjacent to, the maneuvering area.
 - b. a redundant AFTN terminal and its server or, if provided for in an ATS letter of agreement, an alternative means of reception and transmission of information normally conveyed by AFTN;
 - c. voice and, if applicable, data recording equipment for each two-way communication equipment, located at AFIS Station.
 - d. A Backup power supply for the provided Aeronautical Telecommunication Facility.
- (5) provided with the following minimum equipment:
 - i. a display system or systems designed to show the disposition of current and pending aerodrome traffic together with ancillary information for individual aircraft;
 - ii. a back-up power supply;
 - iii. appropriate and current maps and charts;
 - iv. binoculars;
 - v. clocks;
 - vi. log keeping system;
 - vii. outside temperature indicator;
 - viii. QNH display;
 - ix. signal lamp with green, red, and white functions;
 - x. telephone communications;
 - xi. status monitors for approach and landing aids and any road or rail signaling equipment affecting the use of a runway, if applicable;
 - xii. visibility and cloud height checkpoints;
 - xiii. wind direction and wind speed display;
 - xiv. an audible emergency alerting system;
 - xv. if applicable, airfield lighting controls panel; and
- (6) provided with two (2) independent sources of the current altimeter setting, at least one (1) of which must be an aneroid barometer or barometric altimeter situated in the AFIS room. In the event of an established meteorology reporting/observation office at the same location, a single barometric source will suffice.
- (c) The AFIS provider shall establish procedures to ensure that the aeronautical telecommunications facilities required by paragraph (b)(4) shall comply with the requirements stipulated in Appendix A.
- (d) The AFIS provider shall establish procedures to ensure that any visual display unit used by an Aerodrome Flight Information Service unit is positioned with due regard to the relative importance of the information displayed and ease of use by the staff concerned.
- (e) Redundancy that minimizes the possibility of failure, non-availability, or significant degradation of performance.
- (f) The AFIS provider shall establish procedures to ensure that the status monitors required by paragraph (b)(5)(xi) are fitted with:
 - I. an aural signal to indicate a change of status; and
 - II. a visual indication of the current status.
- (g) A temporary Aerodrome Flight Information Service unit is not required to be provided with the equipment required under paragraphs (b)(5)(xi), (xiv) and (xv) if it is impracticable to do so and other appropriate measures are taken, as the case may be, to:
 - I. provide the person providing the Aerodrome Flight Information Service from the temporary unit the information that would be available from the equipment required under paragraphs (b)(5)(xi) and (xiv); and

- II. control the airfield lighting if applicable.

CAR 179.057 Operation of Aerodrome Flight Information Service

- (a) An AFIS provider shall establish systems and procedures to:
 - (1) determine, from information received and visual observation, the relative positions of known aircraft to each other; and
 - (2) provide for the issue of advice and information, including the designation of a preferred runway, for the purpose of the safe and efficient operation of:
 - i. aircraft flying in the vicinity of an aerodrome; and
 - ii. aircraft operating on the maneuvering area; and
 - iii. aircraft landing and taking off; and
 - iv. aircraft, vehicles and persons on the maneuvering area; and
 - v. aircraft on the maneuvering area and obstructions on that area.
- (b) The AFIS provider shall establish procedures to ensure that the designated preferred runway is that most suitable for the particular operation.

Note: The term 'preferred runway' is used to indicate the most suitable runway at a particular time, taking into account the current surface wind direction and speed and other relevant factors such as the traffic pattern and the runway used by other aircraft, with the intention of establishing and maintaining an orderly flow of aerodrome traffic.

CAR 179.059 Basic Elements of Information Provided to Aircraft

An AFIS provider shall establish procedures to ensure that basic elements of information are provided to aircraft by an Aerodrome Flight Information Service unit, as appropriate, including the following:

- (a) Meteorological information for aircraft about to take off or to land, including SIGMET information. Such information should, to the extent possible, be the same as that provided to aerodrome traffic by aerodrome control towers, i.e.:
 - (1) the current surface wind direction and speed, including significant variations;
 - (2) the QNH altimeter setting and, either on a regular basis in accordance with local arrangements or if so requested by the aircraft, the QFE altimeter setting;
 - (3) the air temperature for the runway to be used;
 - (4) the current visibility representative of the direction of take-off and initial climb, or in the approach and landing area, if less than 10 km, or, when available to the AFIS officer, the current runway visual range for the runway to be used;
 - (5) significant meteorological conditions in the take-off and climb-out area, or in the approach and landing area, this includes the occurrence or expected occurrence of cumulonimbus or thunderstorm, moderate or severe turbulence, wind shear, hail, moderate or severe icing, severe line squall, freezing rain, marked mountain waves, sand storm, dust storm, blowing snow, tornado or waterspout;
 - (6) the present weather and the amount and height of base of low cloud, in the case of aircraft making an approach in instrument meteorological conditions;
- (b) Information enabling the pilot to select the most suitable runway for use. Such information should include, in addition to the current surface wind direction and speed, the 'preferred runway' and traffic pattern and, on request by the pilot, the length of the runway and/or the distance between an intersection and the end of the runway;

Note: The term 'preferred runway' is used to indicate the most suitable runway at a particular time, taking into account the current surface wind direction and speed and other relevant factors such

as the traffic pattern and the runway used by other aircraft, with the intention of establishing and maintaining an orderly flow of aerodrome traffic.

- (c) Information on known aircraft, vehicles or personnel on or near the maneuvering area or aircraft operating in the vicinity of the aerodrome, which may constitute a hazard to the aircraft concerned;
- (d) Information on aerodrome conditions which are essential to the safe operation of aircraft. Such information should, to the extent possible, be the same as that provided to aerodrome traffic by aerodrome control towers, i.e. information relating to the following:
 - (1) construction or maintenance work on, or immediately adjacent to the maneuvering area;
 - (2) rough or broken surfaces on a runway or a taxiway, whether marked or not;
 - (3) snow, slush, ice, or sand on a runway or a taxiway;
 - (4) water on a runway;
 - (5) snow banks or drifts, or accumulated sand adjacent to a runway or a taxiway;
 - (6) other temporary hazards, including parked aircraft and birds on the ground or in the air;
 - (7) failure or irregular operation of part or all of the aerodrome lighting system;
 - (8) any other pertinent information;
- (e) Information on changes in the operational status of non-visual navigation aids and visual aids essential for aerodrome traffic;
- (f) Messages, including clearances, received from other ATS units for relay to aircraft (e.g. from the associated flight information center (FIC) or area control center (ACC)) units; and;
- (g) Any other information contributing to safety.

CAR 179.061 AFIS Requirements for Information

An AFIS provider shall establish procedures to ensure that AFIS units, to the extent possible, be supplied with the same information as that provided to aerodrome control towers, i.e.:

- (a) Meteorological information:
 - (1) AFIS units should be supplied with up-to-date information on existing and forecast meteorological conditions as necessary for the performance of their functions. The information should be supplied in such a form as to require a minimum of interpretation on the part of AFIS personnel, and with a frequency which satisfies the requirements of the AFIS units concerned.
 - (2) AFIS units should be supplied with current meteorological reports and forecasts for the aerodrome with which they are concerned. Special reports and amendments to forecasts should be communicated to the AFIS units as soon as they are issued in accordance with established criteria, without waiting for the next routine report or forecast.
 - (3) AFIS units should be provided with current pressure data for setting altimeters for the aerodrome concerned.
 - (4) AFIS units should be equipped with surface wind indicator(s). The indicator(s) should be related to the same location(s) of observation and be fed from the same anemometer(s) as the corresponding indicator(s) in the meteorological station, where such a station exists. Where multiple anemometers are used, the indicators to which they are related should be clearly marked to identify the runway and section of the runway monitored by each anemometer.
 - (5) AFIS units should be provided with available current information on runway visual range as determined by instruments or by a qualified observer. AFIS units at aerodromes where runway visual range values are measured by instrumental means should be equipped with indicator(s) permitting read-out of the current runway visual range value(s). The indicator(s) should be related to the same location(s) of observation and be fed from the same runway visual range measuring device(s) as the corresponding indicator(s) in the meteorological station, where such a station exists.

- (b) AFIS units should be kept currently informed of the conditions of the maneuvering area, including the existence of temporary hazards, and the operational status of any associated facilities at the aerodrome with which they are concerned.
- (c) AFIS units should be kept currently informed of the operational status of non-visual navigation aids, and those visual aids essential for surface movement, take-off, departure, approach and landing procedures within their area of responsibility.
- (d) AFIS units should be kept informed of details of flights of unmanned free balloons in accordance with the provisions contained in CAR 180.
- (e) AFIS units should be informed, in accordance with local agreement, of pre-eruption volcanic activity, volcanic eruptions and volcanic ash cloud which could affect airspace used by flights within their area of responsibility.
- (f) AFIS units should be informed, in accordance with local agreement, of the release into the atmosphere of radioactive materials or toxic chemicals which could affect airspace used by flights within their area of responsibility.

CAR 179.063 AFIS Requirements for Communications

An AFIS provider shall establish procedures to ensure that AFIS units meet the following requirements for communications:

- (a) Aeronautical mobile service (air-ground communications):
 - (1) air-ground communication facilities should enable direct, rapid, continuous and static-free two-way communications to take place between an AFIS unit and appropriately equipped aircraft operating at any distance within 45 km (25 NM) of the AFIS aerodrome concerned, or within a range as specified in the regional air navigation plan.
 - (2) when direct two-way radiotelephony is used for the provision of Aerodrome Flight Information Service, recording facilities shall be provided on all such air-ground communication channels.
 - (3) aircraft should, unless exempted by the appropriate ATS authority, be capable of two-way communication with the AFIS unit on the prescribed frequency or frequencies.
- (b) Aeronautical fixed service:
 - (1) an AFIS unit shall be connected with the associated flight information center (FIC) or area control center (ACC) and, as appropriate, with the approach control office serving an adjacent or overlying terminal control area or with the aerodrome control tower at an adjacent aerodrome and with the following:
 - i. aerodrome rescue and emergency services (including ambulance, fire, etc.);
 - ii. meteorological office serving the aerodrome; and
 - iii. aeronautical telecommunications station serving the aerodrome.
 - (2) all facilities for direct-speech communication between an AFIS unit and air traffic services units indicated in paragraph (1) above shall be provided with recording facilities.

CAR 179.065 Airspace Designation

- (a) An AFIS provider shall establish procedures to ensure that AFIS units provide AFIS to all traffic on the maneuvering area and to all aircraft flying in the vicinity of the aerodrome.
- (b) The airspace within which AFIS will be provided should be designated as a flight information zone (FIZ) and its lateral and vertical limits specified. The dimensions of the flight information zone should coincide with those of the aerodrome traffic zone, where established, or they should be increased to provide added safeguards.

CAR 179.067 Status of Service and Radiotelephony Phraseology

An AFIS provider shall establish procedures to ensure that AFIS units comply with the following status of service and radiotelephony phraseology:

- (a) In order that pilots may readily identify the status of the service they are receiving, the call sign 'AERODROME INFORMATION' following the name of the aerodrome shall be used in aeronautical mobile communications to identify a unit providing AFIS, e.g. ASHWELL AERODROME INFORMATION. This will avoid any possible confusion with a unit providing aerodrome control service which is identified by the call sign 'TOWER'. The word 'aerodrome' may be deleted after initial contact has been established. If at any time it is apparent that the pilot is not aware that aerodrome control service is not provided, the pilot should immediately be informed of this fact using the following phraseology: AERODROME CONTROL SERVICE NOT REPEAT NOT PROVIDED.
- (b) The procedures established shall ensure that the standard phraseology, and the circumstances in which it is used, is that published in:
 - (1) CAR 171; or
 - (2) ICAO Document 4444; or
 - (3) ICAO Document 9432.

Note: The phraseology prescribed in b) above does not preclude the requirement for AFISOs to issue information only; AFISOs shall not issue air traffic control instructions.

CAR 179.069 AFIS Hours of Availability

Unless part-time availability is deemed adequate to meet the operational requirements, AFIS should be made available on a twenty-four (24)-hour basis. If aerodrome control service is provided on a part-time basis, e.g., during daylight hours, consideration may be given to providing AFIS outside those hours.

CAR 179.071 Coordination Requirements – General

An AFIS provider shall establish procedures to ensure that coordination can be executed between all of the AFIS units listed in its operation manual and the following:

- (1) aircraft operators;
- (2) Search and Rescue authorities (via Muscat ACC);
- (3) adjacent or adjoining ATS units not part of the AFIS provider's operation manual;
- (4) adjacent Aerodrome Flight Information Service units;
- (5) meteorological authorities;
- (6) aeronautical information service authorities;
- (7) aeronautical telecommunication authorities; and
- (8) any other ATS unit with which regular operational co-ordination is required.

CAR 179.073 Coordination Between an AFIS Unit and the Associated FIC or ACC

An AFIS provider shall establish procedures to ensure that the relevant FIC and/or ACC is informed regarding departures and arrivals at the AFIS aerodrome.

- (a) Unless otherwise provided, information to be made available should comprise the following:
 - (1) aircraft identification;
 - (2) departure or destination aerodrome;
 - (3) the take-off or landing time;
 - (4) the expected time of communications transfer; and
 - (5) where necessary, request for enroute clearance.

- (b) The relevant FIC or ACC should ensure that an AFIS unit is informed regarding aircraft proceeding to the AFIS aerodrome. The information to be provided should consist of relevant items of the current flight plan, the estimated time of arrival and the expected time of communications transfer.

CAR 179.075 Alerting Service

An AFIS provider shall establish procedures to provide an alerting service.

(a) Alerting service shall be provided:

- (1) for all aircraft provided with Aerodrome Flight Information Service;
- (2) in so far as practicable, to all other aircraft having filed a flight plan or otherwise known to the AFIS provider; and
- (3) to any aircraft known or believed to be the subject of unlawful interference.

(b) Muscat ACC shall serve as the central point for collecting all information relevant to a state of emergency of an aircraft operating within the aerodrome FIZ and for forwarding such information to the appropriate rescue coordination center.

(c) In the event of a state of emergency arising to an aircraft while it is in contact with an AFIS unit, such unit shall immediately notify the Muscat ACC, which shall, in turn, notify the rescue coordination center, except that notification of the area control center, flight information center, or rescue coordination center shall not be required when the nature of the emergency is such that the notification would be superfluous.

(d) Nevertheless, whenever the urgency of the situation so requires, the AFIS unit shall first alert and take other necessary steps to set in motion all appropriate local rescue and emergency organizations which can give the immediate assistance required.

CAR 179.076 Alerting Service - Information to Aircraft Operating in the Vicinity of an Aircraft in a State of Emergency

(a) An AFIS provider shall ensure that when it has been established that an aircraft in contact is in a state of emergency, other aircraft known to be in the vicinity of the aircraft involved shall, except as provided in paragraph (b), be informed of the nature of the emergency as soon as practicable.

(b) When an AFIS unit knows or believes that an aircraft is being subjected to unlawful interference, no reference shall be made in ATS air-ground communications to the nature of the emergency unless it has first been referred to in communications from the aircraft involved and it is certain that such reference will not aggravate the situation.

CAR 179.077 Promulgation of Information

Information regarding the availability of AFIS and related procedures should be included in the relevant parts of the Aeronautical Information Publication (AIP) in the same manner as in the case of aerodromes provided with air traffic control service. The information should include the following:

- (1) identification of the aerodrome;
- (2) location and identification of the AFIS unit;
- (3) hours of operation of the AFIS unit;
- (4) lateral and vertical limits of the flight information zone (FIZ);
- (5) language(s) used;
- (6) detailed description of the services provided, including alerting service;
- (7) special procedures for application by pilots; and
- (8) any other pertinent information.

CAR 179.079 Notification of Facility Status

- (a) An AFIS provider shall establish procedures to notify the users of AFIS of any relevant operational information and of any changes in the operational status of each facility or service listed in the AFIS provider's operation manual.
- (b) The AFIS provider's procedures shall ensure that the procedures established under paragraph (a) require:
 - (1) operational information for each of the Aerodrome Flight Information Services to be forwarded to the AIS provider; and
 - (2) the users of the Aerodrome Flight Information Services to be notified without delay of any change in operational status of a facility or service that may affect the safety of air navigation, and, except if the change is temporary in nature, that information concerning any change in operational status is forwarded to the AIS provider for the respective NOTAM issuance.

CAR 179.081 Shift Administration

An AFIS provider shall establish procedures to ensure that:

- (a) adequate time is provided at the beginning and end of each shift, for the performance of those duties required:
 - (1) before providing an Aerodrome Flight Information Service; and
 - (2) after ceasing to provide an Aerodrome Flight Information Service; and
- (b) a minimum of five (5) minutes is provided for each transfer of watch at an AFIS operational position, if done during hours of operation.

CAR 179.083 Service Disruptions

- (a) An AFIS provider shall establish procedures to:
 - (1) advise the AUTHORITY of any planned disruption to the provision of Aerodrome Flight Information Service that could have an impact on safety; and
 - (2) investigate any unplanned disruption to the provision of Aerodrome Flight Information Service; and
 - (3) report to the AUTHORITY, within forty-eight (48) hours of the occurrence, the circumstances surrounding any unplanned disruption to Aerodrome Flight Information Service when the disruption affected, or could have affected, the safety of air traffic.
- (b) Disruptions reportable under paragraph (a) shall include, but are not limited to, any:
 - (1) failure to open watch within fifteen (15) minutes of the promulgated opening time; and
 - (2) any interruption, of greater than ten (10) minutes, to the normal provision of an Aerodrome Flight Information Service; and
 - (3) curtailment of watch, by greater than thirty (30) minutes, from the promulgated off watch time.

CAR 179.085 Security

- (a) An AFIS provider shall prepare an AFIS security program.
- (b) Each AFIS security program shall specify the physical security requirements, practices, and procedures to be followed for the purposes of minimizing the risk of destruction of, damage to, or interference with the operation of, any AFIS unit operated by the AFIS provider where such destruction, damage, or interference is likely to endanger the safety of aircraft.

- (c) Without limiting the generality of paragraph (b), the security program shall specify such physical security requirements, practices, and procedures as may be necessary:
- (1) to ensure that entrances to permanent AFIS facilities operated by the AFIS provider are subject to positive access control at all times, so as to prevent unauthorized entry; and
 - (2) to protect personnel on duty; and
 - (3) to be followed in the event of a bomb threat or other threat of violence against an AFIS unit; and
 - (4) to monitor unattended AFIS unit buildings to ensure that any intrusion or interference is detected.

CAR 179.087 Logbooks and Position Logs

- (a) An AFIS provider shall establish procedures to ensure that a logbook or electronic logbook, with sequentially numbered pages, is kept at each AFIS unit, and, where a unit has physically separate operation areas, at each such location within the unit.
- (b) The procedure shall ensure that:
- (1) the logbook is maintained by the senior person on duty, or the person on watch at a nominated operating position; and
 - (2) the logbook is maintained throughout the hours of watch of the unit or operation room; and
 - (3) all entries include the time of entry; and
 - (4) the person responsible for maintaining a logbook signs On Watch, and effects transfer of responsibility by successive On Watch entries; and
 - (5) logbook entries are:
 - i. in chronological sequence and in ink; and
 - ii. without erasure, defacement, or obliteration; and
 - iii. corrected by drawing a single line through the erroneous information and initialing the correction; and
 - (6) actual times of opening and closing watch are recorded in the logbook, together with the reason for every variation from published hours of service; and
 - (7) logbooks are retained for a period of three (3) years from the date of final entry.
- (c) Each AFIS provider shall establish a system or procedure to ensure the keeping of an operating position log consisting of the elements in (d)(1), when such information is not available in the logbook required by paragraph (a).
- (d) The system or procedure shall ensure that the operating position log:
- (1) contains sufficient information to identify:
 - i. the name of the operational position; and
 - ii. when that position was in operation; and
 - iii. all of the services and/or functions being provided from that position during the period it was operational including:
 - operational services such as AFIS;
 - on-the-job training;
 - operational assessment validation, or examination;
 - monitoring;
 - iv. the identity of the individual(s) in (iii); and
 - v. if the position had other operational positions combined with it; and
 - (2) is retained for a period of at least thirty-one (31) days from the date of filing.

CAR 179.089 Documentation

- (a) An AFIS provider shall hold copies of the relevant technical manuals, and all other documents, necessary for the provision and operation of the services listed in its operation manual.
- (b) The AFIS provider shall establish a procedure to control all the documentation required by paragraph (a). The procedure shall ensure that:
 - (1) all incoming documentation is reviewed, and actioned as required, by authorized personnel; and
 - (2) all documentation is reviewed and authorized before issue; and
 - (3) current issues of all relevant documentation are available to personnel at all locations where they need access to such documentation for the provision and operation of aerodrome flight information service; and
 - (4) all obsolete documentation is promptly removed from all points of issue or use; and
 - (5) any obsolete documents retained as archives are suitably identified as obsolete; and
 - (6) changes to documentation are reviewed and approved by authorized personnel who shall have access to pertinent background information upon which to base their review and approval; and
 - (7) the current version of each item of documentation can be identified to preclude the use of out-of-date editions.

CAR 179.091 Records

- (a) An AFIS provider shall establish systems and procedures to identify, collect, index, file, archive, secure, maintain, access, and dispose of, records necessary for:
 - (1) the operational provision of Aerodrome Flight Information Service; and
 - (2) the purpose of assisting with any accident or incident investigation.
- (b) The records shall include:
 - (1) telephone communications; and
 - (2) radio broadcasts and communications; and
 - (3) air-ground digital data exchanges, if any; and
 - (4) surveillance information, if any; and
 - (5) flight plans including standard and repetitive plans, when applicable; and
 - (6) flight progress strips where used or equivalent electronic flight strips; and
 - (7) staff duty rosters; and
 - (8) appropriate meteorological and aeronautical information, except where the information is retained for an equivalent period by a meteorological or AIS organization; and
 - (9) a record of each internal quality assurance review carried out under the procedures required by CAR 179.103. The record shall detail the activities reviewed and any necessary follow-up corrective and preventive actions.
- (c) The AFIS provider shall establish systems and procedures to ensure the electronic recording of:
 - (1) all AFIS radio and telephone communications; and
 - (2) all air-ground communications; and
- (d) where available, all relevant data from surveillance equipment, or obtained through automatic dependent surveillance or any other system, used in providing or supporting an AFIS service, except if this data is already being recorded by another entity providing this data. The AFIS provider shall establish systems and procedures to ensure that electronic records required by paragraph (c):
 - (1) include time recording, correct to within 5 seconds of UTC, as determined by reference to a standard time station or GPS time standard; and
 - (2) either:

- i. replicate the voice communications, and, if applicable, the situation displays, applying at the particular operating position; or
 - ii. are accompanied by a statement fully describing the differences between the recording supplied and a recording in accordance with (i).
- (e) For the purposes of paragraph (d)(2) the term ‘situation display’ includes any visual presentation of aircraft position, however derived.
- (f) The AFIS provider shall establish systems and procedures to ensure that all records, except where replication is required by paragraph (d)(2)(i), are of sufficient clarity to convey the required information.
- (g) The AFIS provider shall establish procedures to ensure that the records referred to in paragraph (b) are retained for thirty-one (31) days from the date of entry, except for:
 - (1) staff duty rosters; and
 - (2) written records associated with the requirements of CAR 179.083 (a)(2) and (3) which shall be retained for three (3) years.

CAR 179.093 Contingency Arrangements

- (a) An AFIS provider shall develop and promulgate contingency plans for implementation in the event of disruption, potential disruption, interruption, or temporary withdrawal of AFIS and any related supporting services in the airspace for which they are responsible for the provision of such services. Such contingency plans shall be developed in close coordination with the ATS authorities responsible for the provision of services in adjacent portions of airspace and with airspace users concerned.
- (b) The AFIS provider’s procedures shall ensure that when an occurrence of unlawful interference with an aircraft takes place or is suspected, AFIS units shall, in accordance with locally agreed procedures, immediately inform the appropriate authority designated by the State and exchange necessary information with the operator or its designated representative.

CAR 179.095 Incidents

An AFIS provider shall establish procedures for:

- (a) the notification and reporting, investigation, and follow-up of incidents;
- (b) the forwarding of facility malfunction reports by pilots, to the applicable ATS, CNS or MET service unit;
- (c) the forwarding of all occurrence and incident data and investigation reports as requested by the AUTHORITY.

CAR 179.097 Action After Serious Incident or Accident

An AFIS provider shall establish procedures regarding a serious incident or accident to:

- (a) determine if any air navigation facilities have contributed to the event; and
- (b) ensure immediate action is taken to:
 - (1) warn other aircraft that may be using or intending to use the facilities; and
 - (2) advise the operator of the facility of the occurrence, and that the facility may be implicated;and
- (c) assist the operator of the facility with the prompt promulgation of any decision to withdraw the equipment from service; and
- (d) ensure that any facility identified in paragraph (a) is not used until cleared for use by the relevant holder of an aeronautical telecommunications service certificate issued under CAR 171.

CAR 179.099 Flight Plans

- (a) Except when other arrangements have been made by the appropriate ATS authority, an AFIS provider shall establish procedures for the submission and closing of flight plans.
- (b) Any AFIS provider intending to provide Aerodrome Flight Information Service from more than one location may nominate a single AFIS unit within the AFIS provider's organization to process flight plans on behalf of any or every unit.
- (c) The service provided by an AFIS unit should be comparable to the service of an ATS reporting office.

CAR 179.101 Time

An AFIS provider shall establish procedures to ensure that AFIS units use Coordinated Universal Time (UTC) and shall express the time in hours and minutes and, when required, seconds of the twenty-four (24) hour day beginning at midnight.

- (a) The AFIS provider's procedures shall ensure that AFIS units are equipped with clocks indicating the time in hours, minutes and seconds, clearly visible from each operating position in the unit concerned.
- (b) The AFIS provider's procedures shall ensure that AFIS unit clocks and other time-recording devices are checked as necessary to ensure the correct time to within plus or minus five (5) seconds of UTC. The AFIS provider's procedures shall ensure that the correct time is obtained from a standard time station or, if not possible, from another unit which has obtained the correct time from such station.
- (c) AFIS units shall, in addition, provide aircraft with the correct time on request. Time checks shall be given to the nearest half minute.

CAR 179.103 Safety Management System (SMS)

- (a) An AFIS provider shall establish and implement a Safety Management System (SMS) in order to achieve an acceptable level of safety in civil aviation. The SMS framework shall be as follows:
 - 1. Safety policy and objectives
 - 1.1 Management commitment and responsibility
 - 1.2 Safety accountabilities
 - 1.3 Appointment of key safety personnel
 - 1.4 Coordination of emergency response planning
 - 1.5 SMS documentation
 - 2. Safety risk management
 - 2.1 Hazard identification
 - 2.2 Safety risk assessment and mitigation
 - 3. Safety assurance
 - 3.1 Safety performance monitoring and measurement
 - 3.2 The management of change
 - 3.3 Continuous improvement of the SMS
 - 4. Safety promotion
 - 4.1 Training and education
 - 4.2 Safety communication
- (b) An AFIS provider shall ensure that their SMS:
 - (1) is acceptable to the AUTHORITY;
 - (2) is appropriate for the size and complexity of the AFIS provider'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.
- (c) An AFIS 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 179.107 Runway Safety

An AFIS provider shall establish and implement a runway safety program.

- (a) The runway safety program shall include the establishment of local runway safety teams at individual aerodromes comprising representatives, where applicable, from:
- (1) Aerodrome Flight Information Service providers;
 - (2) aerodrome operation;
 - (3) airlines or aircraft operators; and
 - (4) any other groups with a direct involvement in runway operation.
- (b) The runway safety program shall develop objectives to reduce the type, severity and frequency of runway incursions including:
- (1) to improve runway safety data collection, analysis and dissemination;
 - (2) to check that signage and markings are ICAO-compliant and visible to pilots and drivers;
 - (3) to develop initiatives for improving the standard of communications;
 - (4) to identify potential new technologies that may reduce the possibility of a runway incursion;
 - (5) to ensure that procedures are compliant with ICAO Standards and Recommended Practices (SARPs); and
 - (6) to initiate local awareness by developing and distributing runway safety education and training material to AFISOs, pilots and personnel driving vehicles on the aerodrome.
- (c) The local runway safety teams shall meet on a regular basis, which may be coordinated by a central authority, and develop an action plan for runway safety including:
- (1) advising management as appropriate on potential runway incursion issues;
 - (2) recommending strategies for hazard removal; and
 - (3) mitigation of residual risk.

CAR 179.109 Priorities

An AFIS provider shall establish procedures to ensure that, providing safety is not jeopardized, AFIS units are aware of and should apply the following priorities:

- (1) an aircraft known or believed to be in a state of emergency or impaired operation has priority over other aircraft;
- (2) an aircraft landing, or in the final stages of an approach to land, has priority over a departing aircraft; and
- (3) an aircraft landing or taking off has priority over a taxiing aircraft.

- (a) The AFIS provider's procedures shall ensure that, where practical, following a request from a pilot, an aircraft involved in, or positioning for, the following activities is granted priority:
1. ambulance or humanitarian mission;
 2. search and rescue;
 3. civil defense or police emergency;
 4. carriage of head-of-State, head-of-government, or equivalent dignitary.
- (b) Subject to the requirements of paragraphs (a) and (b), an AFIS provider may put in place schemes for the determination of priorities for arriving and departing flights, provided that consultation with interested parties is undertaken prior to implementing the scheme.
- (c) The AFIS provider shall establish procedures to ensure that, if priorities are established under paragraph (c), relevant information including details regarding the handling of complaints, is published in the AIP.
- (d) The AFIS provider shall establish procedures to ensure that, providing safety is not jeopardized, due regard is given to those priorities determined in conjunction with the aerodrome operator for:
1. aircraft arriving and departing the aerodrome; and
 2. other operation in a control zone associated with the aerodrome.
- (e) The AFIS provider shall establish procedures to ensure that, except when applying priority in accordance with other provisions of this CAR, priority for arriving and departing flights is allocated on a first-come - first-served basis.

CAR 179.111 Organization Operations Manual

- (a) An AFIS provider must provide the AUTHORITY with an operations manual containing:
- (1) a statement signed by the Chief Executive on behalf of the AFIS provider's organization confirming that the operation manual and any included manuals:
 - i. define the organization and demonstrate its means and methods for ensuring ongoing compliance with this and any other applicable CAR; and
 - ii. are required to be complied with by its personnel at all times; and
 - (2) the titles and names of the senior person or persons required by CAR 179.051(a)(1) and (2); and
 - (3) the duties and responsibilities of the senior person or persons specified in paragraph (a)(2), including matters for which they have responsibility to deal directly with the AUTHORITY on behalf of the organization; and
 - (4) an organization chart showing lines of responsibility of the senior persons specified in paragraph (a)(2), and extending to each location listed under paragraph (a)(5)(i); and
 - (5) in the case of an organization providing Aerodrome Flight Information Service from more than 1 AFIS unit, a table listing:
 - i. locations of AFIS units; and
 - ii. the aerodrome being serviced; and
 - (6) details of the AFIS provider's staffing structure for each AFIS unit; and
 - (7) details of procedures required by CAR 179.051(b)(1) through (6) regarding personnel requirements; and
 - (8) details of the procedures required by CAR 179.053 regarding the training and assessment of AFIS personnel, and regarding the required experience for AFIS training personnel; and
 - (9) a description of the display systems in meeting the requirements of CAR 179.055 (b)(5)(i); and
 - (10) details of systems and procedures required by CAR 179.057 regarding the operation of Aerodrome Flight Information Service; and

- (11) details of the systems and procedures required by CAR 179.059 and CAR 179.061 regarding information requirements; and
 - (12) the information required by CAR 179.069 regarding hours of service; and
 - (13) details of the procedures required by CAR 179.073 regarding coordination between the AFIS unit and the associated FIC or ACC; and
 - (14) details of systems and procedures required by CAR 179.075 regarding the provision of alerting service; and
 - (15) details of the procedures required by CAR 179.079 regarding the notification of facility status; and
 - (16) procedures regarding shift administration required by CAR 179.081; and
 - (17) details of the procedures required by CAR 179.083 regarding disruptions to service; and
 - (18) details of the program required by CAR 179.085 regarding security arrangements; and
 - (19) details of the procedures required by CAR 179.087 regarding the keeping of logbooks and position logs; and
 - (20) details of the procedures required by CAR 179.089 regarding the control of documentation; and
 - (21) details of systems and procedures required by CAR 179.091 regarding the gathering and management of records; and
 - (22) the contingency arrangements required by CAR 179.093; and
 - (23) details of the procedures required by CAR 179.095 regarding incidents; and
 - (24) details required by CAR 179.097 regarding procedures following a serious incident or accident; and
 - (25) details of the procedures required by CAR 179.099 regarding flight plans; and
 - (26) details of the procedures required by CAR 179.101 regarding time; and
 - (27) details of the systems, procedures, and programs required by CAR 179.103 regarding the Safety Management System (SMS); and
 - (28) details of the runway safety program required by CAR 179.107; and
 - (29) procedures to control, amend and distribute the operation manual.
- (b) The AFIS provider's operation manual must be acceptable to the AUTHORITY.
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SUBPART C – OPERATING REQUIREMENTS

CAR 179.201 Continued Compliance

Each Aerodrome Flight Information Service provider shall:

- (a) hold at least one (1) complete and current copy of its operations manual at each AFIS unit listed in its operations manual, except that manuals relating solely to a particular location need only be held at principal locations and the unit concerned; and
- (b) comply with all procedures and standards detailed in its operations manual; and
- (c) make each applicable part of its operations manual available to personnel who require those parts to carry out their duties; and
- (d) continue to meet the standards and comply with the requirements of Subpart B prescribed for service provision under this CAR; and
- (e) promptly notify the AUTHORITY of any change of address for service, telephone number, or email addresses.

CAR 179.203 Operations Manual

- (a) Each AFIS provider shall provide, for compliance by its personnel, an operation manual or system of manuals for the services listed in its Organization Operation Manual.
- (b) An organisation providing AFIS at more than one Aerodrome may publish a core manual together with manual supplements specific to each service or location.
- (c) The operations manuals must be acceptable to the AUTHORITY.

CAR 179.205 Changes to an AFIS Provider's Operations Manual

- (a) An AFIS Provider must ensure that the its Operations Manual is amended so as to remain a current description of its organization and services.
- (b) The AFIS Provider must ensure that any amendment made to its Operations Manual:
 - (1) meets the applicable requirements of this CAR; and
 - (2) complies with the amendment procedures contained in its Operations Manual.
- (1) The AFIS Provider must provide the AUTHORITY with a copy of each amendment to the holder's Operations Manual as soon as practicable after its incorporation into the Organization Operation Manual, at least fifteen (15) working days in advance of the effective date unless it's an amendment of an urgent or immediate nature, in which case it should be provided no later than the date on which it is effective.
- (c) If the AFIS Provider proposes to make a change to any of the following, prior notification to and acceptance by the AUTHORITY is required:
 - (1) the Chief Executive; or
 - (2) the listed senior persons; or
 - (3) any aspect of AFIS provision that may have an adverse impact on other AFIS or ATS provided at adjacent airspace.
- (d) The AUTHORITY may specify conditions under which the AFIS Provider may operate during or following any of the changes specified in paragraph (c).
- (e) The AFIS Provider must comply with any condition specified under paragraph (d).
- (f) The AFIS Provider must make amendments to its Operations Manual as the AUTHORITY considers necessary in the interests of aviation safety.

CAR 179.207 Withdrawal or Transfer of Service

- (a) Any AFIS Provider who wishes to permanently withdraw an Aerodrome Flight Information Service shall give the AUTHORITY at least one hundred and eighty (180) days' notice of the proposal and include in that notice a summary of factors considered in arriving at the decision to withdraw the service.
- (b) Any AFIS Provider who intends to permanently reduce the hours of operation of an AFIS Unit shall provide to the AUTHORITY a 30 days' minimum advance notice of, and the reasons for, the proposed reduction.

APPENDIX A: AERONAUTICAL TELECOMMUNICATION FACILITIES REQUIREMENTS

- (a) An AFIS provider shall provide the authority with:
- (1) standard operating procedure for the aeronautical telecommunications facilities required by 179.055 in accordance with CAR 171.130 (9);
 - (2) Facility logbook for each provided aeronautical telecommunication facility in accordance with CAR 171.240 and kept at each facility site or location.
 - (3) Aeronautical radio frequency license granted by Telecommunication Regulatory Authority (TRA) for provided Radio Transmitting Facility.
- (b) An AFIS provider shall establish procedures to ensure that the aeronautical telecommunications facilities required by 179.055 shall comply with:
- (1) Maintenance instructions of the aeronautical telecommunication facility and reporting its performance to the Authority in accordance with CAR 171.235
 - (2) Reporting service disruptions to the authority in accordance with CAR 171.245
 - (3) Reporting the aeronautical telecommunications facility condition at the beginning of each shift in accordance with CAR 171.250
- (c) An AFIS provider shall ensure that each provided aeronautical telecommunication shall be:
- (1) designed (including the siting), installed and commissioned in accordance with approved technical document by Authority to meet the applicable operational specification for that facility; and
 - (2) allocated an identification code or call sign, if a code or call sign is required.
- (d) An AFIS provider shall ensure that that appropriate inspection, measuring and test equipment is available for their personnel to maintain the safe operation of each facility listed in their standard operating procedure.
- (e) An AFIS provider shall ensure that each authorized personnel responsible to place into operational service any of the aeronautical telecommunications facilities is competent and qualified in accordance with CAR 171.100 (2)

APPENDIX B: AFISO MEDICAL DECLARATION**Aerodrome Flight Information Service Officer (AFISO)
Medical Declaration**

Note: The AFISO authorisation holder is to provide this entire pack to the medical practitioner conducting the assessment.

Guidance for General Medical Practitioners and AMEs**General**

The Medical Practitioner undertaking the assessment of the AFISO should normally be a certified General, Medical Practitioner or an Authorized Medical Examiner (AME).

The tasks required to be undertaken by an AFISO

Aerodrome Flight Information Service Officers (AFISOs) are authorized on behalf of the Oman Civil Aviation Authority (CAA) to provide information and instructions to aircraft by radio in order to assist pilots to conduct their flights safely in the vicinity of uncontrolled aerodromes. AFISOs are required to hold a valid AFISO medical declaration in order to exercise the privileges of their authorization. The AFISO medical declaration should be signed by a qualified medical practitioner if, after examination, the AFISO authorization holder is considered to meet the medical standards described in this pack.

The duties of an AFISO are briefly described below to assist in assessing the fitness of the AFISO. Further guidance on the tasks undertaken by an AFISO can be obtained by contacting the ANSD, Civil Aviation Authority. (email: xxxxxxxx@caa.gov.om)

An AFISO is expected to be able to:

- operate communications equipment which is similar in audio quality to a mobile telephone. In addition, the controls and indications on the equipment may use colour to signify important information.
- record (normally using pen and paper) information about flights and related matters received via the communications equipment and other sources. In addition, information may be presented in printed form in documents (at normal text sizes) and on electronic display screens (at typical text sizes no smaller than that found on computer monitor screens)
- respond to aircraft emergencies and domestic contingencies promptly and unambiguously. This will require the ability to prioritise actions and to speak without impairment.
- observe clearly an aerodrome surface and activities that are taking place. The standard of vision required is similar to that necessary to view a stadium-hosted sporting event.
- think clearly and coherently during normal conversation and decision-making processes.

Guidance on the medical standards required for the issue of an AFISO medical declaration

The following standards are required to be met:

Vision: 6/12 or better in each eye with correction if needed

Colour perception: normal (no errors) on Ishihara Test or, if not satisfactory, 'colour safe' on advanced colour vision testing;

Hearing: a forced whisper should be heard in each ear at a distance of 2m.

The declaration should be signed only if the AFISO is assessed as meeting the medical standards.

Period of validity of an AFISO medical declaration

Normal periods of validity of AFISO medical declarations are shown in the table below. AFISO Medical Declarations can be revalidated up to 45 days prior to expiry without affecting revalidation/renewal date.

Authorization holder's age	Period of validity of the AFISO medical declaration
18 or over but under 40	60 Months from the date of the medical examination. • In the case of medical examinations conducted after the authorization holder's 37 th birthday, the medical declaration will expire on their 42 nd birthday.
40 or over but under 50	24 months from the date of the medical examination. • In the case of medical examinations conducted after the authorization holder's 49 th birthday, the medical declaration will expire on their 51 st birthday.
50 or over	12 months from the date of the medical examination. • However, in the case of medical examinations conducted within 6 months of the authorization holder's 50 th birthday, the medical declaration will expire 6months after their 50 th birthday.

If the medical practitioner determines that there are clinical indications that suggest that the authorization holder may not continue to meet the specified criteria for the issue of an AFISO Medical Declaration until the end of the normal period of validity, a shorter period of validity may be specified on the declaration.

A medical practitioner who requires further guidance on the standards to be applied when assessing an AFISO's fitness should contact a Civil Aviation Authority (CAA) Authorized Medical Examiner (AME). Details of CAA AMEs are available from the CAA web site.

Pregnancy

An AFISO authorization holder who has reason to believe that she is pregnant is required to seek the advice of a qualified medical practitioner as to her fitness to undertake AFISO duties during her pregnancy until the 34th week of gestation.

If, at any time during her pregnancy, an authorization holder is advised by a qualified medical practitioner that she does not (or will not) meet the fitness requirements, the authorization holder is not permitted to exercise the privileges of her authorization until such time as the qualified medical practitioner assesses her and advises she is fit.

Records

The medical practitioner conducting the examination should retain the assessment form and examination report for a minimum period of two years after the date of expiry of the

medical declaration. In normal circumstances records of examinations for AFISO medical declarations are not required to be forwarded to the CAA. However, in some instances the CAA medical department may request (with the AFISO's consent) a copy of the medical practitioner's records for oversight purposes.

Charges

The charges made for the assessment of fitness and for signing the declaration are at the discretion of the medical practitioner and are the responsibility of the AFISO authorization holder or his employer.

Completion of the AFISO medical Declaration

The AFISO Medical Declaration is a simple certificate intended to be kept by authorization holders with their authorization. An example is shown here. If the authorization holder meets the specified criteria for the issue of an AFISO Medical Declaration, the Medical Practitioner should insert the authorization holder's name and their own name, IN BLOCK LETTERS, in the appropriate spaces.

If the vision requirements can only be met by the authorization holder with the aid of corrective glasses or contact lenses, the box indicating this should be ticked.

If it is considered that there are clinical indications to suggest that the authorization holder may not continue to meet the specified criteria for the issue of an AFISO medical declaration until the end of the normal period of validity, a shorter period of validity may be specified on the declaration. In such cases, the box indicating that a shorter period validity applies should be ticked and the period of validity, specified in months, should be entered in the appropriate space.

Finally, the date that the declaration expires (whether based on the routine validity period or a limited period determined by the medical practitioner) should be entered and the declaration signed by the medical practitioner conducting the assessment.

APPENDIX B: Guidance for AFISO authorization holders

General

In order to exercise the privileges of the AFISO authorization, an AFISO is required to hold a valid GP-countersigned AFISO Medical Declaration. Alternatively, a valid Class 1 or 2 Aircrew or Class 3 ATCO medical certificate is considered acceptable to meet the AFISO medical fitness requirements. The AFISO medical declaration must be countersigned by a qualified medical practitioner who has access to the authorization-holder's general medical records (i.e. their GP) or a CAA approved AME.

When seeking an assessment for the issue of a medical declaration, **the authorization holder must provide the medical practitioner with a copy of this pack.**

The standard of medical fitness expected in order for an AFISO Medical Declaration to be issued is broadly equivalent to those found in some of the best practices by other Civil Aviation Authorities.

If for any reason an AFISO knows or believes that he/she is not fit to exercise the privileges of his/her authorization, or does not meet the standards for the issue of the AFISO Medical Declaration, then the AFISO shall not provide a service irrespective of the validity of the declaration.

Period of validity

It is the responsibility of the AFISO authorization holder to ensure that the AFISO Medical Declaration is current. Unless a shorter period of validity is specified on the GP-countersigned medical declaration, the declaration is valid for the period shown in the table below. GP-countersigned AFISO medical declarations can be revalidated up to 45 days prior to expiry without affecting revalidation/renewal date.

Authorization holder's age	Period of validity of the AFISO medical declaration
18 or over but under 40	60 Months from the date of the medical examination. • In the case of medical examinations conducted after the authorization holder's 37 th birthday, the medical declaration will expire on their 42 nd birthday.
40 or over but under 50	24 months from the date of the medical examination. • In the case of medical examinations conducted after the authorization holder's 49 th birthday, the medical declaration will expire on their 51 st birthday.
50 or over	12 months from the date of the medical examination. • However, in the case of medical examinations conducted within 6 months of the authorization holder's 50 th birthday, the medical declaration will expire 6 months after their 50 th birthday.

Note: A Class 1 or Class 2 Oman CAA medical certificate issued in association with another CAA licence, or a Class 3 Medical Certificate issued in association with an Air Traffic Controller's Licence is deemed to act as an AFISO medical declaration for an AFISO authorisation, provided it is valid for the period of validity of the AFISO medical declaration that would otherwise be required.

The more stringent criteria of the Class 1, 2 & 3 medicals supersede that of the AFISO medical declaration but the candidate must also be aware that if there is a OML on their medical this must be adhered to when acting as an AFISO using this medical.

An AFISO authorisation holder who holds such a medical certificate must keep a copy (a photocopy is acceptable) of that certificate with their AFISO authorisation in place of the AFISO medical declaration. If there is any doubt as to the validity of the evidence of medical fitness, advice should be sought from the CAA Flight Safety Department. If requested, the original medical certificate must be made available to the CAA within 30 days. A medical declaration issued for use in relation to an AFISO authorisation is not valid for use in relation to any other CAA licence.

Holders of an AFISO medical declaration must:

- ensure that their medical declaration is revalidated by the due date (to avoid providing air traffic services without a valid declaration/authorization);

Note. the remainder of the month in which the due date falls is not available for use and the medical expires on the date stated on the medical certificate.

- ensure that investigations and special tests are completed when required, as failure to meet the requirements can mean that the AFISO medical declaration is rendered invalid.

AFISO Medical Declaration Record

(MEDICAL IN CONFIDENCE)

To be completed by the AFISO prior to the medical examination

First Name		Middle Name(s)		Surname							
Date of Birth		Age		Sex Male <input type="radio"/> Female <input type="radio"/>							
Place and Country of Birth		Nationality		Occupation (state others if not full-time AFISO)							
Address											
General Practitioner name and address											
Alcohol consumption - state average weekly intake in units			Do you smoke tobacco? If applicable, state the type of tobacco smoked, the amount and number of years you have smoked. If you have smoked in the past, give details and the date that you stopped: Yes <input type="radio"/> No <input type="radio"/>								
Do you currently use any medication? If yes, state drug, dose, date started and why.			Yes <input type="radio"/> No <input type="radio"/>								
General and medical history											
Do you have, or have you ever had, any of the following? Tick YES or NO for each question. Elaborate YES answers in the remarks section.											
	Yes	No		Yes	No		Yes	No	Females only	Yes	No
Eye trouble/eye operation			Nose, throat or speech disorder			Malaria or other infectious / tropical disease			Gynecological, menstrual problems		
Spectacles and/or contact lenses ever worn			Head injury or concussion			Sexually transmitted disease			Are you pregnant?		
Spectacle/contact lens prescription/change since last medical examination			Frequent or severe headaches			Admission to hospital					
Hay fever or other allergies			Dizziness or fainting spells			Any other illness or injury					
Asthma or lung disease			Unconsciousness for any reason			Refusal of life insurance					
Heart or vascular trouble			Neurological disorders, stroke, epilepsy, seizure, paralysis etc.			Visit to medical practitioner since last medical examination					
High or low blood pressure			Psychological/psychiatric trouble of any sort			Refusal of flying licence					
Kidney stone or blood in urine			Alcohol/drug/substance abuse			Medical rejection from or for military service			Family history of		
									Heart disease		
									High blood pressure		
Diabetes or hormone disorder			Attempted suicide			Award of pension or compensation for injury or illness			High cholesterol level		
									Epilepsy		
									Mental illness		
Stomach, liver or intestinal trouble			Anemia/Sickle cell trait or other blood disorder						Diabetes		
									Tuberculosis		
									Allergy/asthma/eczema		
Deafness or ear disorder									Inherited disorders		
									Glaucoma		

Remarks

Declaration: I hereby declare that I have carefully considered the statements made above and that to the best of my belief they are complete and correct and that I have not withheld any relevant information or made misleading statements. **CONSENT TO RELEASE OF MEDICAL INFORMATION:** I hereby authorize the release of all information contained in this report and any or all attachments to the relevant medical practitioner recognizing that these documents or any other electronically stored data are to be used for completion of a medical assessment and will become the property of the examining doctor, providing that I or my physician may have access to them according to national law. Medical confidentiality will be respected at all times.

Date Signature of applicant. Signature of medical practitioner witness ...

AFISO authorization holder - Medical Examination report

MEDICAL IN CONFIDENCE

To be completed by the medical practitioner during the medical examination

AFISO authorization holder name	Date of examination
---------------------------------	---------------------

Clinical examination

Height <small>cm</small>	Weight <small>kgs</small>	Blood pressure - seated		Pulse - resting	
		Systolic <small>mm Hg</small>	Diastolic <small>mm Hg</small>	Rate	Rhythm
Any significant abnormalities					

Visual acuity

Distant vision at 6m

		Glasses	Contact lenses
Right eye	Corrected to		
Left eye	Corrected to		
Both eyes	Corrected to		
Glasses worn?		Contact lenses worn?	
Yes	No	Yes	No
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Type:		Type:	

Hearing

	Left ear	Right ear
Can a forced whisper be heard at a distance of 2m?	Yes <input type="checkbox"/>	Yes <input type="checkbox"/>
	No <input type="checkbox"/>	No <input type="checkbox"/>

Urinalysis

Glucose	Protein	Blood	Other
Normal <input type="checkbox"/>		Abnormal <input type="checkbox"/>	
Comments:			

Additional Tests (if performed)

	Not performed	Date performed	Normal	Abnormal
ECG				
Audiogram				

Medical examiner recommendation

	Yes	No
Applicant meets an appropriate standard		
Vision standard met only with correction		
Limited period of validity specified		
If so, expiry date	_/_/____	_/_/____
Medical declaration form signed		

I hereby certify that I have personally examined the applicant named on this medical examination report and that this report with an attachment embodies my findings completely and correctly.

Medical _____ examiner's _____ signature

Place and date _____, _____/_____/_____

Medical _____ examiner's _____ name _____ and _____ address

AFISO Medical Declaration

(associated with an Aerodrome Flight Information Service Officer's Authorisation)

I, _____ (insert doctor's name), have today examined
_____ (insert AFISO name) and consider him/her to meet
the specified medical standards.

Vision standard met only with correction

Note: If this box is ticked, the privileges of the AFISO licence may only be exercised if the AFISO has corrective lenses available when providing a service and uses them when appropriate.

Limited period of validity - Declaration valid for _____ months

Declaration expires on ____/____/____ (date)

Doctor's signature _____ Date ____/____/____

Doctor's address (or Practice Stamp)

Telephone number: + _____

e-mail address _____

AFISO signature _____

Declaration: I confirm that I will comply with any limitations associated with this medical declaration.

(This AFISO Medical Declaration is to be kept with the holder's AFISO Authorisation)

End