



International Civil Aviation Organization

**WORKING PAPER**

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(Information paper)

English only

**ASSEMBLY — 41ST SESSION**

**TECHNICAL COMMISSION**

**Agenda Item 33: Other issues to be considered by the Technical Commission**

**IMPLEMENTATION OF GRF IN SULTANATE OF OMAN**

(Presented by Oman)

**EXECUTIVE SUMMARY**

This paper outlines Oman steps taken to implement the global reporting format for assessing and reporting runway surface conditions (GRF) and comply with the new SNOWTAM requirements as specified in Annex 15 — *Aeronautical Information Services* and the *Procedures for Air Navigation Services — Aeronautical Information Management* (PANS-AIM, Doc 10066).

<i>Strategic Objectives:</i>	This information paper aims to present and share an update of the Sultanate of Oman Civil Aviation Authority GRF.
<i>Financial implications:</i>	Not applicable.
<i>References:</i>	Annex 15 — <i>Aeronautical Information Services</i> Annex 14 — <i>Aerodrome Design and Operations</i> Doc 9981, <i>Procedures for Air Navigation Services (PANS) — Aerodromes</i> Doc. 10066, <i>Procedures for Air Navigation Services – Aeronautical Information Management</i> (PANS-AIM)

**1. INTRODUCTION**

1.1 Following the ICAO council 207th session in 2016, a new Global Reporting Format (GRF) for runway surface condition assessment and reporting became applicable as of 5 November 2020 for all ICAO contracting States. The GRF is a globally harmonized methodology that is intended to be the only reporting format for international aviation, with the objective of reducing runway excursions which continues to be the most common form of aviation accident.

1.2 Amendment 39-B of ICAO Annex 15 introduced an amendment concerning the use of GRF for assessing and reporting runway surface conditions. The applicable date was later postponed to 4 November 2021 due to COVID-19 pandemic.

1.3 This amendment led to a change in the SNOWTAM format for dissemination of the information.

1.4 This paper highlights Oman preparation for SNOWTAM provision including implementation, development, or any significant changes in compliance with the regulatory amendment.

1.5 As per ICAO Circular 355 Assessment, Measurement and Reporting of Runway Surface Conditions; the Sultanate of Oman is classified as a wet and dry region.

## 2. **DISCUSSION**

2.1 In alignment with ICAO new requirement, Oman CAA started the process to implement the GRF as of early 2021 in close coordination with ICAO regional office and as per the GRF implementation milestone proposed by MID office.

2.2 Focal points from all involved stakeholders designated to coordinate implementation activities at the national level.

2.3 National GRF implementation team established to develop a detailed national implementation plan detailing tasks and timelines.

2.4 Aeronautical Information Circular (AIC 03/21) was issued to inform the airspace users of Oman national plan on GRF implementation date and details.

2.5 National regulation and guidance materials – CAR 175 and AMC CAR 175 – were updated to include new SNOWTAM requirements.

2.6 ATCOs, NOTAM staffs, Airport RWY Safety Team and ARO officers attended ICAO/ACI SNOWTAM Webinars and couple of training was conducted in house.

2.7 Service Level Agreements (SLAs) with the stakeholders were discussed and revised to include new SNOWTAM requirements and procedures.

2.8 RWY Condition Report (RCR) Form was developed through customizing the proposed ACI form.

2.9 Oman AIP GEN 3 was updated to add new NOTAM Serie – Serie S – for SNOWTAM originating by Muscat NOTAM office.

2.10 Transmission of SNOWTAM Message was tested and verified locally.

3. **ACTION BY MEETING**

- 3.1 The meeting is invited to note the information provided in this paper. through an SSP.

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