

Refresher training and emergency training workshop - Notes

Does your ANSP require this type of training and does the CAA require this and what does it include:

- UK: Unit competency scheme. Nr of operational hours to keep license is required. CAA rules are vague. AD FISO units shall have unit plan for competency between the bi annual competency checks.
- Latvia: AFIS officer must train continuation and emergency every 3 years as for ATCO.
- Germany: has no CAA requirement but in the ANSP do some sort of emergency training once in every 6 years. Also, other courses such as CRM are conducted. But this is not good enough per the delegates. Annual training is
- Italy: 16 hours per year, about 8 hours are normal ops and 8 are emergency training. Special refresh if you do not work in 60 days. And completely new competency check if you are off more than 6 months.
- PANSAs: Every three years refresher training. Two parts, theory for 5 days. And second part is sim, usually 3 days. The 3 days are mostly emergency training. CAA gives freedom as to what to what topics shall be covered can be chosen by the ANSP but needs to be approved by the CAA: Every 5 years they do TRM. This is not required by the CAA but the ANSP has chosen to do this. Good opportunity to discuss between the units and services.
- Denmark: Refresher is mandatory by the CAA once every 3:rd year. But the ANSP has chosen to do yearly refresher training. It consists of emergency, TRM, human factors and is a minimum of 2 days. 1 day theory and 1 day sim. AFIS does need the same type of training but the simulator does not need to be 3D electronic. Practical assessment and specified nr of hours in position to keep the licence
- Indonesia: continuation and refresher training is required. AFISO join refresher training at least once every 3 years.
- Switzerland: every 2 years competency assessment. Every year refresher and emergency for 2 days. The unit competency plan needs to be approved by the regulator. Also, completes emergency training with the entire airport
- France: 1 day training minimum per year. 3-year program for emergency training and refresher training.

Those countries required to the training where is it done?

- France: anywhere, it is not regulated. Some does it onsite. Some purchase training from a training school. More regulation is wanted.
- Switzerland: good coordination between ANSP and CAA. Training is done centrally at Sky guide.
- Denmark: every airport and unit has his own chief training instructor so this person decides where and how the training is done. AFIS does it mainly on site and enroute does it at training center.
- Poland: training is done centrally at PANSAs but it could be done anywhere if needed.
- Italy: training is done in one centralized center with simulators.
- Germany: simulators in the facilities but some courses like TRM is done at the academy in Langen.
- Latvia: all phases of training has to be done in certified training organization, this is required by the CAA.

- Indonesia: the training should be done at an approved training organization.

How many countries have written exam for refresher training:

- Denmark, Germany, Switzerland, Latvia, Italy Poland and Indonesia

If you have a change in procedures or operations manual what type of training do you need:

- Denmark: Risk management decides what type of training is needed. For big changes need conversion training with simulator training and at least 3 theoretical question to answer. Minor changes are announced by briefing and signature messages. Some changes are also covered by the annual refresher training. This is true both for AFIS and enroute.
- Indonesia: same as Denmark.
- Latvia: Like Denmark.
- UK: same as above. Depends on the change.
- Germany: electronic briefing system used for minor changes. Bigger changes might be "Live" briefing and demonstration.
- Italy: same as above. Sometimes one to one training.
- Poland: same as above. One example with introduction with new Pegasus system there was a 2-month training system.
- Switzerland. Every change needs to be submitted to the regulator and they will decide what and if training is needed.
- France: same as Switzerland

When you are provided with refresher training, who decides what is included?

- France: from the regulator but additional topics can be added on request.
- Switzerland: the local manager for the ANSP decides the topics.
- Denmark. For AFIS the local head instructor decides, usually in cooperation with the employees the content. For the enroute it is regulated by the CAA. But the CAA is open to the local training manager to come up with a program and this will then be approved by the CAA.
- Indonesia: standardized by the CAA but the ANSP can propose additional topics.
- Poland: similar as in Denmark. Requirement for FISO training is like the ATCO training. And the content was also similar but this is sometimes being not applicable to FSIO. But this is better now.
- Italy. Fixed scenarios for emergency. For other refresher training the topics, the found by asking the staff.
- Germany: TRM and such training is together with the ATCOs. For refresher training is made by the FSIO trainers.
- Latvia: The ANSP and the academy collaborates and this is then approved by the CAA
- UK: the content is delegated from the CAA to the ANSP so the ANSP makes up the content themselves and then it is approved by the CAA. Normally new changes and developments and equipment is included.

How many are required to do the competency check outside the refresher training:

- All nations have this.