

1. Identification of the benefits, limitations and risks of harmonizing training and certification rules.

2. Content of optimal training process including:

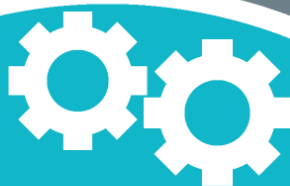
- Knowledge and skills required
- Common Core Content
- Unit competence scheme (if it should be required)
- Continuation training (if it should be required)
- Additional training

3. FISO/AFISO licensing structure (ratings and endorsements)

4. Determination if medical certificate is necessary to obtain FISO/AFISO license.

5. Determination if language proficiency endorsement is necessary to obtain FISO/AFISO license.





- Presentation of ToR for working group
- Survey of licensing requirements in different countries
- Questionnaire for IFISA members
- Regular discussions on the IFISA working group
- Presentation and discussion of the results of work in the IFAISA forum during the 2018 annual seminar
- Analysis of Seminar questionnaires
 - Consultations with experts
 - Final document presentation.

Current FISO licensing regulations

Current FISO licensing status resulting from applicable regulations

FISO licensing requirements in different countries

IFISA ToR goals Survey Map

2018 Seminar questionnaire

Related documents	Scope
ICAO ANNEX I	For AFIS licensing – referring to Circular 211
ICAO Circular 211_AFIS	Qualifications and training of AFIS Personnel Pts. 27-28
UE 2015/340	Requirements for ATCO's
UE 2017/373 – ANNEX XIII - ATSEPS	Will enter into force in 2020 – Annex XIII for ATSEPS certification
EUROCONTROL AFIS Manual 2010	Appendix E Training and Competency
National Regulations	e.g. UK CAP 1032
ANSP Internal Regulations	e.g. AUSTROCONTROL



FISO Licensing Working Group

IFISA Licensing Working Group

Audience:	9 th International FISO Seminar
Addresses:	FISO/AFISO Licensing WG participants
Scope:	The main reasons of FISO Licensing Working Group establishment. Current FISO licensing status resulting from applicable regulations

The main reasons of FISO Licensing Working Group establishment and proceedings was to determine whether, according to the IFISA members, the standardization of requirements for FISO / AFISO licensing by international aviation rulemaking organizations is needed.

IFISA Licensing working papers were produced as a guidance document for international aviation rulemaking organizations and state authorities responsible for AFISO licensing to assist in guiding them to the relevant requirements pertaining to AFISO licensing and certification of training organizations.

The methods of obtaining and exchanging information were:

- questionnaire for IFISA members
- regular discussions on the IFISA working group
- presentation and discussion of the results of work in the IFISA forum during the annual seminar

There are common elements and differences regarding the licensing FIS/AFIS personnel.

The basic elements having a fundamental impact on FIS / AFIS licensing are discussed below:



FISO/AFISO Licensing Working Group Survey - licensing requirements in different countries.

No.	Country	FISO/AFISO Certification	Name of certificate	Training process	Medical certificate	Language proficiency	Unit competence scheme	Continuation training	Additional training
1	France	Yes ANSP liability	FISO : license AFISO : certificate	FISO : 3 years licensing period AFISO : 8 to 24 weeks training period	FISO : class 3 AFISO : no	FISO : minimum ICAO level 4 AFISO : general English proficiency (B1) renewal every 3 years		Yes (FISO and AFISO)	Yes in case of new procedures (FISO and AFISO)
2	Switzerland	Yes CAA approved	License	Based on ATOCO training	Yes Class 3 ATOCO medical requirements	Level 4 ICAO Renewal required every 5 years	Yes	Yes	Yearly MET Training
3	Denmark	Yes CAA approved	License	Based on ATOCO training 200 hours OJT	Yes ATOCO medical requirements	Level 4 ICAO	Yes	Yes	



FISO Licensing Working Group

IFISA ToR goals Survey Map

Audience:	9 th International FISO Seminar
Addressees:	FISO/AFISO Licensing WG participants
Survey Period:	10/05/2018 – 26/06/2018
Scope:	Roadmap definition and framework of FISO/AFISO Licensing WG discussion
Tool:	Google Forms

Question 1.

Please specify possible limitations and risks resulting from the harmonization of FISO/AFISO certification rules.

The respondents made it clear that the main limitations and risks come from the different rules, regulations, job standards and legislations applied in different countries.

Some countries will be forced to lower their standards, while some others will try to reach higher service level. This derives from the fact that different countries have different needs in terms of size, air traffic and complexity.

Furthermore, social factors such as mobility or redeployment need to be considered and identified as possible risks.

Special case reported:

- Pilots might rely more on in-Flight Information and skip flight preparation.
- Possible centralisation of the service throughout more than one country, could have negative impacts on the number of FISO-jobs

Question 2.

Please specify the benefits of harmonizing FISO/AFISO certification rules.

The analysis shows that all stakeholders might benefit through harmonizing FISO/AFISO certification rules.

Harmonization will help ANSPs providing FIS/AFIS to apply same regulations, procedures, and rules with high quality standards. Thus, services providing to airspace users would also be harmonized causing less confusion, with major impact in safety. Moreover, all FISO/AFISO staff will receive the same high-quality training in order to provide quality services.



- * I strongly believe that the medical requirement shall be the same for all FISOs/AFISOs. It shall be the same as for AFIO
- * I think the rules and requirements for OTI, SIDI and assessor + assesment shall be the same as for AFIOs.
- * The english prof. requirement should ^{be} the same as for AFIOs.





STRENGTHS

- ANSPs providing FIS/AFIS would apply same regulations, procedures, and rules
- FISOs/AFISOs would apply same regulations, procedures, and rules
- Improved working status
- Less confusion to Airspace users
- High quality training standards
- Continuous and refresh training

WEAKNESSES

- Different rules, regulations, job standards and legislation applied in different countries might jeopardize the project

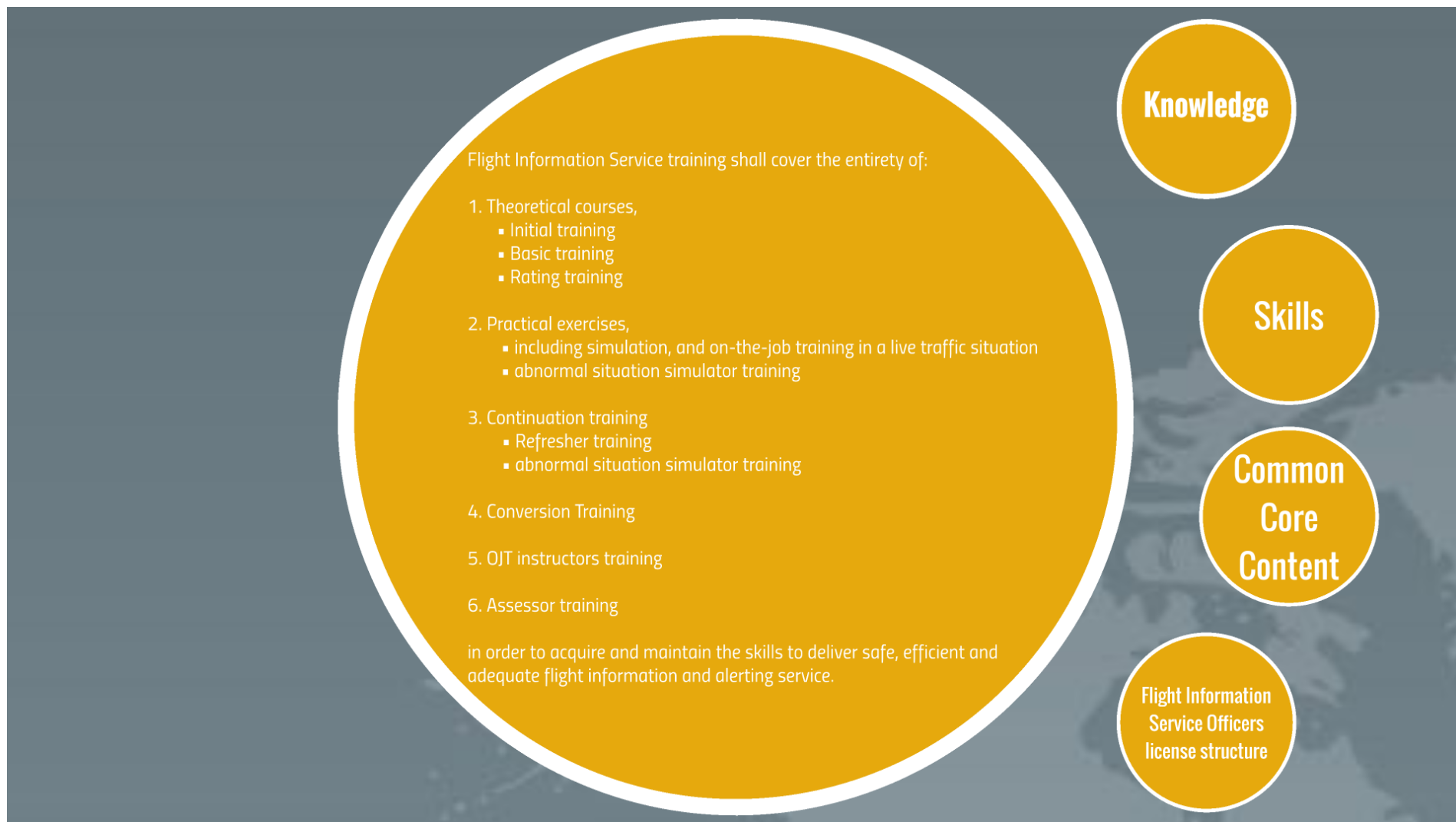
THREATS

- Mobility or redeployment (could be also considered as Opportunity)
- Centralization of Services might lead to job cut-offs
- Flight preparation might be neglected if in-Flight Information is available.

OPPORTUNITIES

- Mobility or redeployment (could be also considered as a Threat)
- Centralization of Services with better management
- Countries will gain knowledge in order to reach higher standards





Demonstrated knowledge of:

- Rules of the air and air traffic procedures pertinent to aerodrome operations;
- Procedures and practices pertaining to flight information service and alerting service;
- Terms used in the aeronautical mobile service, procedure words and phrases, the spelling alphabet;
- Communication codes and abbreviations used;
- Radio-telephony phraseologies and operating procedures;
- The general air traffic services and airspace organization within the State;
- Local aerodrome rules;
- Characteristics of local traffic;
- Local terrain and prominent landmarks;
- Local air navigation facilities;
- Procedures for coordination between the AFIS unit and the associated FIC, TWR, APP or ACC;
- Pertinent data regarding meteorological reports and effect of significant local weather characteristics;
- Surveillance procedures if applicable;
- Procedures for alerting of emergency services;
- Safety requirements and procedures for ATM/ANS activities ;

Demonstrated competency in:

- Management of the workload and providing flight information and alerting service within a defined area of responsibility;
- The manipulation and operation of typical working position equipment;
- The visual inspection and daily operational check of the equipment in use;
- The transmission of telephony messages, including correct microphone technique, enunciation and speech quality;
- The reception of telephony messages and the ability to relay messages correctly using approved phraseology.
- Developing and maintaining situational awareness by monitoring traffic and identifying aircraft when applicable;
- Appreciating priority of actions;
- Providing traffic information;
- Providing meteorological information;

SUBJECT 1:INTRODUCTION TO THE COURSE
SUBJECT 2:AVIATION LAW
SUBJECT 3:AIR TRAFFIC MANAGEMENT
SUBJECT 4:METEOROLOGY
SUBJECT 5:NAVIGATION
SUBJECT 6:AIRCRAFT
SUBJECT 7:HUMAN FACTORS
SUBJECT 8:EQUIPMENT AND SYSTEMS
SUBJECT 9:PROFESSIONAL ENVIRONMENT
SUBJECT 10:ABNORMAL AND EMERGENCY SITUATIONS
SUBJECT 12: DEGRADED SYSTEMS CAPABILITY
SUBJECT 13: AERODROMES

LICENSE STRUCTURES

RATINGS

AFIS - aerodrome flight information service

EFIS - en-route flight information service (without use of surveillance equipment)

ERIS - en-route flight information service (with use of surveillance equipment)

ENDORSEMENTS

Aerodrome Radar Information Service (**SUR**)

Remote Aerodrome flight information service (**REM**)

UNIT ENDORSEMENTS

specific sector, group of sectors and/or working positions

ADDITIONAL ENDORSEMENTS

OJTI

STDI

ASSESSOR







MEDICAL REQUIREMENTS

Recommendations:

New licensed FISO / AFISO should meet **class 3 medical certificate** requirements.

According to "Grand Father rule", people already qualified as FISO or AFISO in a country which has currently no medical requirement should keep their FISO / AFISO licenses.

Medical requirements for FISO and AFISO should be set by national authorities, either competent aviation authorities should be able to provide a derogation from the introduced requirements on previously agreed rules.



LANGUAGE PROFICIENCY

- **Recommendation:**

Establishment of required english language proficiency at **ICAO level 4**.

Transitional period for currently employed FISO / AFISO, which would enable them to improve qualifications and achieve the required level in the period e.g. 5 years.



Next Steps



- Presentation and discussion with other organizations, e.g. IFATCA, IFATSEA, IFAIMA
- Direct contact with the national representatives of the aviation authorities and ANSP's;
- Presentation of the results of the working group's final documents for the international rule-making organizations (EASA, ICAO);
- Other Ideas ?

