

The FISO licensing session turned into a sharing of what each country requires/has in terms of licensing as follows:

France:

- 3 year licensing period
- General English requirement
- No medical requirement
- ANSP has liability responsibility

Switzerland:

- Certified `license`
- Based on ATCO training
- Language proficiency renewal – 5 years
- ATCO medical requirements/ Licensing requirements
- Yearly MET training

Denmark:

- Licenced by regulation (NAVIAIR)
- Based on ATCO training
- 200 hours at position OJT
- Language proficiency and Medical licensing
- “Checked out” for licensing
- Approved OJT and simulation
- Licensing similar to requirements for pilots

UK:

- No official training program
- No official licensing policy but licences are issued (2 year)
- EASA doesn't address licencing but is waiting for EU members to push for involvement
- Language and medical requirements

Poland:

- Basic ATCO course/separation training (3-4 months and 50 hours simulation)
- Qualification after CAA exam
- 100-150 hours OJT
- English language requirements
- FIC needs 2 sector endorsements (based at ACC)

Latvia:

- Licensing and endorsements required
- Basic training and OJT 300 hours
- 1 current AFIS (4000 movements/yr) / 2 FICs

Norway

- Similar to Denmark
- Basic training certificate 200 hrs / 6 months
- Yearly MET and aeronautical training requirements
- Similar to class 3 medical requirements

Germany

- Certified and Licenced
- Medical and Proficiency checks
- Language proficiency required (English)
- ATCO's are permitted to provide FIS
- Yearly training and resource management

Canada

- Basic FSS course approved by the regulator (aprx 41/2 months)
- Additional "Pilot Briefing" course required prior to entering FIC unit qualification
- Bilingual (FR-EN) requirement in Quebec, EN only in the rest of the country
- Unit specific Certification upon unit qualification (Unit Qualification length based on experience)
- Medical and Proficiency required

Overall, different services are provided in Class G airspace in the EU than North America. A questionnaire is being formulated between service providers to determine similarities and differences. Licensing is strictly a "State" requirement and no national direction exists with the exception of some general ICAO references.

It was agreed that this meeting will serve as information gathering to compare and contrast "global" licensing requirements.