

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 IFAISA 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:

1.FISO/AFISO Certification

The CAA or ANSP of each country is responsible for the certification and oversight of training organisations including the approval of training.

CAA or ANSP is also responsible for the issue, limiting, suspension and revocation of AFISO licences.

2.Training process

There are several differences in each country regarding the training process as below:

For example

Most of the countries the training standard is based on ATOCO training but in France training

process is for FISO 3 years licensing period and AFISO 8 to 24 weeks training period.

In Canada Unit specific Certification upon unit qualification. Other countries such as Germany Norway Latvia based on ATOCO training 120,200 or 300 hours OJT.

Unit competence scheme and continuation training is required but it is not defined.

(In the UK for example works on creating a CAP document are underway)

Additional training:

- In case of new procedures (FISO and AFISO) in **France**
- Yearly MET Training in **Switzerland**
- Team resource management in **Poland** and **Germany**
- Yearly MET and aeronautical training requirements in **Norway**
- Additional “Pilot Briefing” course required prior to entering FIC unit qualification in **Canada**

3. Medical certificate

Holders of FISO/AFISO Certification are required to have a minimum standard of medical fitness to ensure that are capable of providing FIS/AFIS services and to minimise, as far as possible, the risk that they will become suddenly incapacitated to an extent that the safety of aircraft

could be compromised.

Although there are many countries that medical certificate is not required, in some others Medical Certificate Class 3 is necessary for FISO/AFISO Certification.

ATOCO medical requirements

Medical certificates have a validity of 2 years from the date of the medical examination when undertaken under the age of 40 (not later than age 41) and annually thereafter.

4. Language proficiency

Differences in Language proficiency among countries also exist.

In most of the countries the language requirement is ICAO Level 4.

Canada

Bilingual (FR-EN) requirement in Quebec, EN only in the rest of the country.

France

FISO minimum ICAO level 4

AFISO general English proficiency (B1) renewal every 3 years

(as ICAO Level 4 Certification is the most common practice, the language certification process

might need to move towards this direction)

The language proficiency renewal required is variable from 3 to 5 years mostly.

Main goals of working group proceedings were:

- Identification of the limitations and risks resulting from the harmonization of FISO/AFISO certification rules.
- Identification of the benefits of harmonizing FISO/AFISO certification rules.
- Specification of the optimum certificate name (license, qualification certificate, etc)
- Determination if medical certificate is necessary to obtain FISO/AFISO certification.
- Determination of optimal training process and scope for certification of FISO/AFISO (Basic training, Rating, Endorsement training)
- Determination if language proficiency endorsement is necessary to obtain FISO/AFISO certification.
- Determination if unit competence scheme is required to maintain FISO/AFISO certification (minimum number of hours, endorsement exercised period, assessment of competence).
- Determination if Continuation training is required to maintain FISO/AFISO certification.
- Determination if any additional refreshment training (MET, Pilot Briefing, technical) is recommended for certified FISO/AFISO



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