

## IFISA ToR goals Survey Map

Audience:	9 <sup>th</sup> International FISO Seminar
Addresses:	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.

A rather interesting outcome is that some respondents, in spite of considering the staff mobility derived from harmonization as possible risk, at the same time the fact that AFISO license is accepted in every country without any limitations, is considered to be a benefit.

Special case reported:

- For those countries having lower standards the general working status will improve.

Question 3.

**Please specify optimum certificate name (license, qualification certificate, etc).**

Different suggestions from respondents which include:

- Flight Information Service Officer with/without surveillance
- FISO Licence with ratings (FIS, AFIS) and endorsements (either rating (RAD) or unit ones (FIC, AFISU), language proficiency, instructor etc)
- AFISO/FISO License

While one respondent suggested that it would have to be a licence similar to what ATCOS have.

Question 4.

**Do you agree that it shall be necessary to establish a medical certificate to obtain a FISO / AFISO certificate?**

Only one out of seven respondents disagree on the necessity to establish a medical certificate to obtain a FISO / AFISO certificate

Question 5.

**Do you agree whether it is necessary to determine the training process and the scope of FISO / AFISO certification (basic training, assessment, confirmation)?**

All survey participants agree on the necessity to determine the training process and the scope of FISO / AFISO certification.

Question 6.

**Do you agree that determination of language proficiency endorsement shall be necessary to obtain FISO/AFISO certification?**

All survey participants agree that Determination of language proficiency endorsement shall be necessary to obtain FISO/AFISO certification.

Question 7.

**Do you agree that determination of unit competence scheme shall be required to maintain FISO/AFISO certification (minimum number of hours, endorsement exercised period, assessment of competence)?**

All survey participants agree that determination of unit competence scheme shall be required to maintain FISO/AFISO certification (minimum number of hours, endorsement exercised period, assessment of competence)?

Question 8.

**Do you agree that determination of Continuation training shall be required to maintain FISO/AFISO certification?**

Only one out of seven respondents disagree that determination of Continuation training shall be required to maintain FISO/AFISO certification

Question 9.

**Specify which additional refreshment training (MET, Pilot Briefing, technical) shall be recommended for certified FISO/AFISO.**

Different suggestions from respondents which include:

- Training of Unusual Occurrences (Emergency Training)
- Simulations on a regular basis
- Computer Based Trainings (for Rules of the Air/Airspace Knowledge, etc
- Team Resource Management
- MET and Pilot Briefing
- Refresher training as defined by CR 2015/340
- Aircraft recognition and performance
- Radiotelephony
- Private pilot licence for FISOs should be recommended

# SWOT Analysis

Strengths	Weaknesses
<ul style="list-style-type: none"> <li>• ANSPs providing FIS/AFIS to apply same regulations, procedures, and rules</li> <li>• FISOs/AFISOs will apply same regulations, procedures, and rules</li> <li>• Improved working status</li> <li>• Less confusion to Airspace users</li> <li>• High quality training standards</li> <li>• Continuous and refresh training</li> </ul>	<ul style="list-style-type: none"> <li>• Different rules, regulations, job standards and legislations applied in different countries might jeopardise the project.</li> </ul>
Opportunities	Threats
<ul style="list-style-type: none"> <li>• Mobility or redeployment</li> <li>• Centralisation of Services with better management</li> <li>• Countries will gain knowledge in order to reach higher standards</li> </ul>	<ul style="list-style-type: none"> <li>• Mobility or redeployment</li> <li>• Centralisation of Services might lead to job cut-offs</li> <li>• Flight preparation might be neglected if in-Flight Information is available.</li> </ul>