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Legal basis: This Aviation Regulation has been issued by virtue of Section 45, 46, 119 and 120 of the Aviation Act (1194/2009), taking into account Commission Regulation (EU) No 805/2011 laying down detailed rules for air traffic controllers' licences and certain certificates.		
Modification details: This regulation shall revoke the earlier regulation ANS M1-7 "Training and licensing of flight information service officers", issued on 25 October 2012.		

## Training and licensing of flight information service officers

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### 1 SUBJECT MATTER AND SCOPE

This aviation regulation lays down provisions for the issue of flight information service officers' (FISO) licences and associated ratings, endorsements, medical certificates and training organisation approvals, as well as the conditions of their validity, renewal, revalidation and use.

This aviation regulation shall apply to

- a) flight information service officers and student flight information service officers; and
- b) persons and organisations involved in the training, competence assessment or medical assessment of flight information service officers and student flight information service officers.

## 2 DEFINITIONS

For the purposes of this regulation, the following definitions shall apply:

1. 'ICAO location indicator' means the four-letter code group formulated in accordance with rules prescribed by ICAO in its manual DOC 7910 and assigned to the location of an aeronautical fixed station;
2. 'air traffic services' is a generic term meaning flight information services, alerting services, air traffic advisory services and air traffic control services;
3. 'air traffic services unit' is a generic term meaning an air traffic control unit, flight information centre, air traffic services reporting office or aerodrome flight information service unit (AFIS unit);
4. 'rating' means a specific condition, limitation or privilege entered on the licence;
5. 'language endorsement' means a statement entered on and forming part of a licence, indicating the language proficiency of the holder;
6. 'training' means the entirety of theoretical courses, practical exercises (including simulation) and on-the-job training required in order to acquire and maintain the skills to deliver safe, high quality flight information services; it consists of the following types of training:
  - a) initial training, including basic training and rating training;
  - b) unit training, including transitional training prior to on-the-job training and on-the-job training, leading to the grant of a flight information service officer licence;
  - c) continuation training, keeping the ratings and endorsements of the licence valid;
  - d) training of competence assessors, leading to the grant of a competence assessor authorisation;
7. 'training organisation' means an organisation which, based on an approval certificate issued by the competent national supervisory authority, is allowed to provide one or more types of training;
8. 'air navigation service providers' means any public or private entity providing air navigation services for general air traffic;
9. 'aerodrome flight information service' means a service provided for the purpose of giving information necessary for flight safety to aircraft operating at an uncontrolled aerodrome;
10. 'flight information service' means a service provided for the purpose of giving advice and information useful for the safe and efficient conduct of flights;
11. 'competence assessment' means a procedure in which the knowledge and skills required of licence, rating or endorsement holders are assessed through examinations and a practical demonstration of skill or through a system of continuous assessment;
12. 'unit endorsement' means an authorisation entered on and forming part of a licence, indicating the ICAO location indicator and the sectors and/or working positions where the holder of the licence is competent to work;

13. 'unit training plan' means an approved plan detailing the processes and timing required to allow the unit procedures to be applied to the local area under the supervision of an on-the-job-training instructor;

14. 'unit competence scheme' means an approved scheme indicating the method by which the unit maintains the competence of its licence holders.

### 3 APPLICATION FOR A LICENCE

3.1 An application for the issue, revalidation or renewal of licences, associated ratings and/or endorsements shall be submitted to the Finnish Transport Safety Agency using a form published for this purpose. Unit endorsements may also be revalidated by competence assessors specifically authorised for this task by the Finnish Transport Safety Agency without a separate application.

3.2 The application shall be accompanied by evidence that the applicant is competent to act as a flight information service officer in accordance with the requirements established in this aviation regulation. The evidence demonstrating the applicant's competence shall relate to knowledge, skills, experience and language proficiency.

### 4 LICENCE HOLDER PRIVILEGES

4.1 The holder of a flight information service officer licence is entitled to provide flight information services and alerting services in accordance with the ratings and endorsements entered on his/her licence, and to relay clearance requests from aircraft as well as route clearances from air traffic control units between the aircraft and air traffic service units concerned.

4.2 The privileges granted by the licence may only be exercised when the required ratings, endorsements and the medical certificate are valid.

4.3 Flight information services for which a FIS rating in accordance with paragraph 6.1 b) is required can also be provided by holders of an air traffic controller licence who have a valid unit endorsement that entitles them to work at that unit.

### 5 ISSUE OF THE LICENCE

5.1 For the issue of a flight information service officer licence, the applicant must meet the following requirements:

- a) be at least 21 years old;
- b) have successfully completed the initial training and training in accordance with the unit training plan as approved by the Finnish Transport Safety Agency, and passed a competence assessment;
- c) hold a valid medical certificate as required for air traffic controllers;
- d) have demonstrated an adequate level of language proficiency in accordance with the requirements set out in paragraph 9.

5.2 The licence and associated ratings and endorsements shall be issued by the Finnish Transport Safety Agency. The licence shall remain the property of the person to whom it is granted and who shall sign it.

### 6 RATINGS

6.1 The licence shall contain one or more of the following ratings in order to indicate the type of service which the licence holder is authorised to provide:

- a) Aerodrome Flight Information Service, AFIS: the rating indicates that the holder of the licence is competent to provide aerodrome flight information service and alerting service within his/her area of responsibility, and to relay clearance requests from aircraft as well as route clearances from air traffic control units between the aircraft and air traffic service units concerned;
- b) Flight Information Service, FIS: the rating indicates that the holder of the licence is competent to provide flight information service and alerting service within a flight information region, and to relay clearance requests from aircraft as well as route clearances from air traffic control units between the aircraft and air traffic service units concerned.

6.2 The rating is valid provided that the associated unit endorsement remains valid.

6.3 The holder of a rating who has not exercised the privileges associated with that rating during the past four years may only commence unit training in that rating after appropriate assessment as to whether he/she continues to satisfy the conditions of that rating, and after satisfying any training requirements that result from this assessment.

## 7 UNIT ENDORSEMENT

7.1 The unit endorsement shall indicate that the licence holder is competent to provide flight information services in a particular sector or working position under the responsibility of an air traffic services unit.

7.2 A new unit endorsement shall be issued to an applicant who has

- a) completed training in accordance with the approved unit training plan
- b) passed a competence assessment related to the unit endorsement applied for.

7.3 The validity period for the first unit endorsement issued and any unit endorsement renewed after expiry shall be calculated from the date of successful completion of a competence assessment.

7.4 Unit endorsements shall be valid for the period specified in the unit competence scheme. This period shall not exceed three years and shall be bound to the frequency of competence assessments.

7.5 The validity of the endorsement shall be extended for a period specified in the unit competence scheme if the air navigation service provider demonstrates that the licence holder

- a) has been exercising the privileges of the licence for a minimum number of hours, as indicated in the requirements for maintaining continuous competence in accordance with the approved unit competence scheme
- b) has participated in continuation training in accordance with the unit competence scheme requirements
- c) has passed an appropriate competence assessment.

7.6 The competence assessment must be completed within the three months preceding the expiry date of the unit endorsement. In this case the validity of the unit endorsement will be calculated from the expiry date of the previous unit endorsement. If the competence assessment is completed more than three months prior to the expiry date of the unit endorsement, the validity period will be calculated from the date of completion of the assessment.

7.7 For the renewal of an expired unit endorsement, the applicant shall successfully complete training in accordance with the unit training plan and pass an appropriate competence assessment.

7.8 Unit endorsements shall be revalidated by the Finnish Transport Safety Agency or by a competence assessor specifically authorised for this task by the Finnish Transport Safety Agency. Expired unit endorsements shall be renewed by the Finnish Transport Safety Agency.

## 8 TEMPORARY RIGHT TO ACT IN DUTIES FOR WHICH A FLIGHT INFORMATION SERVICE OFFICER (FISO) LICENCE IS REQUIRED AND TEMPORARY UNIT ENDORSEMENT

8.1 After the applicant has passed a competence assessment for the issue of a new licence or unit endorsement, an authorised competence assessor may grant a temporary right to act in duties for which a FISO licence is required or a temporary unit endorsement pending the processing of the licence application. This requires that the Finnish Transport Safety Agency has approved the procedures used by the training organisation or air navigation service provider to ensure that the requirements for the issue of a FISO licence and unit endorsement are met in accordance with paragraph 5.1 and/or 7.1 of this regulation.

8.2 The competence assessor shall issue a certificate on the temporary right to act in duties for which a licence is required, using a form published by the Finnish Transport Safety Agency. The certificate must show:

- a) that the person has a temporary right to act in duties for which a FISO licence is required
- b) certificate holder's name and personal identity code
- c) the rating and unit to which the temporary right to act in duties for which a FISO licence is required applies
- d) the languages in which the certificate holder has demonstrated at least an operational level (level four) of language proficiency in accordance with the rating scale contained in Appendix 1 to Aviation Regulation PEL M2-92
- e) the validity period of the temporary right, which can be a maximum of two months from the date of competence assessment.

8.3 If the temporary unit endorsement is issued to a unit which is new to the licence holder or if the temporary unit endorsement is associated with renewal of an expired unit endorsement, the competence assessor shall enter the temporary unit endorsement and the rating to which the endorsement is related in the table on the reverse side of the licence. The word TEMPO must be written in front of the temporary unit endorsement, and it can be marked to be valid for a maximum of two months from the date of competence assessment.

8.4 A temporary right or endorsement cannot be revalidated, and a new temporary right or endorsement cannot be granted for the renewal of an expired temporary right or endorsement.

8.5 An application for the issue of a unit endorsement and FISO licence must be submitted to the Finnish Transport Safety Agency in good time before the temporary right to act in duties for which a FISO licence is required expires or the validity of the temporary unit endorsement ends.

## 9 LANGUAGE ENDORSEMENTS

9.1 To be allowed to exercise the privileges of his/her licence, the flight information service officer must have a valid language endorsement in his/her licence for English and those other languages that, in accordance with the air navigation service provider's declaration, are used for the provision of air traffic services in the AFIS unit concerned. An applicant for a language endorsement must demonstrate that his/her language proficiency is at least at the operational level 4 as specified in the rating scale contained in Appendix 1 to Aviation Regulation PEL M2-92.

9.2 Procedures for the issue of language endorsements are described in Aviation Regulation PEL M2-92 "Restricted radio telephone operator's certificate and related language proficiency requirements".

## 10 ON-THE-JOB TRAINING INSTRUCTORS

10.1 On-the-job training instructors are authorised to provide on-the-job training and supervision at a working position for areas covered by a valid unit endorsement.

10.2 A flight information service officer or air traffic controller nominated by a training organisation or air navigation service provider may act as an on-the-job training instructor in an AFIS unit, or in a working position for which a FISO licence is required in another air traffic service unit, provided that he/she:

- a) holds a FISO licence or certificate of competence or an ATCO licence, and a valid medical certificate;
- b) has gained at least 1.5 years recent experience of working in the AFIS unit or working position in which the training will be given. A shorter time than 1.5 years can be accepted as a total experience requirement for nomination as an on-the-job training instructor where necessary to ensure the continuity of operations or for other similar justified reasons. In this case the air navigation service provider must be able to demonstrate that the safety level of services provided is not reduced.
- c) has successfully completed an appropriate on-the-job training instructor course and passed any associated competence assessment.

*Note: The training of on-the-job instructors should cover the following subjects: human factors affecting the training; assessment of student background, experience and skills; planning and implementation of training; demonstration of tasks and student guidance; supervision of students; timely intervention in errors and traffic management; assessment of student performance and feedback.*

10.3 To maintain their competence, on-the-job training instructors must attend relevant refresher training at least once in three years.

## 11 COMPETENCE ASSESSORS

### 11.1. Authorisation of competence assessors

11.1.1 A competence assessor authorisation may be issued to an applicant who:

- a) has completed training for on-the-job training instructor duties;
- b) has completed training for competence assessors as approved by the Finnish Transport Safety Agency within the preceding 12 months; and
- c) has gained at least two years recent experience of working in duties for which the rating in question is required.

11.1.2 For the issue of a competence assessor authorisation, an application signed by the applicant and the training organisation or air navigation service provider as well as a statement specifying that the requirements for the issue of the authorisation are met must be submitted to the Finnish Transport Safety Agency.

11.1.3 The authorisation is valid for three years. The authorisation can be revalidated for a period of no more than three years or an expired authorisation renewed, provided that the applicant continues to meet the requirements in 11.1.1 c) and has attended refresher training for competence assessors during the validity period of the authorisation.

## 11.2 Competence assessor privileges

11.2.1 Assessments of practical skills in unit training and continuation training may only be carried out by holders of FISO licences or certificates of competence authorised by the Finnish Transport Safety Agency, who have a rating for the flight information service concerned in their licence or certificate. As regards FIS ratings, competence assessments may also be carried out by authorised holders ATCO licence with a valid unit endorsement for working at the unit in question.

11.2.2 Authorised competence assessors are entitled to act as assessors in competence assessments for the issue, revalidation and renewal of FISO licences, revalidate unit endorsements, grant temporary rights to act in duties for which a FISO licence is required, and issue temporary unit endorsements.

## 12 COMPETENCE ASSESSMENT AND REVALIDATION OF UNIT ENDORSEMENTS

12.1 A competence assessment shall include at least the following elements:

- a) document review before the assessment;
- b) knowledge assessment through written or oral examinations;
- c) assessment of practical skills, working procedures, and application of knowledge and understanding to practice during at least one hour for each working position included in the unit endorsement, unless a system of continuous assessment is used, and completion of the assessment with oral questions where necessary;
- d) feedback;
- e) completion of documents related to the assessment.

12.2 One of the following marks shall be used for the assessment:

- a) pass, if the applicant has achieved or maintained the required level of knowledge, skill and competence;
- b) fail, if:
  - the applicant did not demonstrate a satisfactory level of knowledge;
  - the applicant's performance involved violations against applicable provisions or instructions;
  - the applicant did not demonstrate satisfactory management of the traffic situation;
  - the applicant did not demonstrate satisfactory command of the equipment used;
  - the assessor or flight information service officer in charge had to intervene in traffic management for safety reasons.

12.3 If the competence assessment is carried out at a unit for which neither the assessor nor the applicant has a valid unit endorsement, the assessment shall also be attended by an on-the-job training instructor, who acts as the flight information service officer in charge.

12.4 The competence assessment may not be conducted by an assessor who has given more than half of the training required for the endorsement in question to the applicant.

12.5 The training organisation shall submit the signed competence assessment report to the Finnish Transport Safety Agency either in hard copy or as a scanned file. The report must show the purpose and result of the competence assessment, the assessor's name and the date of the assessment. If the competence assessment was conducted for revalidation of a unit endorsement, the report form must also show to which date the unit endorsement was revalidated. The report must be sent to the Finnish Transport Safety Agency even if the competence assessment was failed.

12.6 For revalidation of a unit endorsement, the competence assessor shall make the following entries on the reverse side of the licence:



- the rating and unit endorsement in question
- date of competence assessment
- expiry date
- competence assessor's authorisation number
- signature.

### 13 MEDICAL CERTIFICATE

13.1 Flight information service officers, and student flight information service officers undergoing training for a unit endorsement, shall hold a valid medical certificate for air traffic controllers.

*Note: Requirements concerning medical certificates for air traffic controllers are determined by the European Commission. At the time of issue of this aviation regulation, the Commission Regulation in force is (EU) No 805/2011.*

13.2 Initial examinations for the issue of a medical certificate shall be carried out at an Aeromedical Centre authorised by the Finnish Transport Safety Agency. Initial medical certificates are issued by the Traffic Medicine Unit of the Finnish Transport Safety Agency. Examinations for the revalidation and renewal of medical certificates are carried out by aeromedical examiners or Aeromedical Centres authorised by the Finnish Transport Safety Agency, and they may also issue the relevant certificates.

13.3 An aeromedical examiner shall notify the Finnish Transport Safety Agency of any cases where it is uncertain whether a specific requirement is met. The Traffic Medicine Unit may then decide to issue a medical certificate or reject the application.

### 14 TRAINING ORGANISATION

The provision of initial training, unit training, continuation training and competence assessor training to flight information service officers is subject to an approval certificate granted by the Finnish Transport Safety Agency.

14.1 Applications for an approval certificate shall be submitted to the Finnish Transport Safety Agency.

The applicant for an approval certificate shall:

- a) have an efficient management structure and sufficient staff with adequate qualifications and experience to provide training according to the standards set out in this regulation;
- b) have clearly defined lines of responsibility throughout the organisation, including direct safety accountability of the superior management;
- c) have available the necessary facilities, equipment and accommodation appropriate for the type of training offered;
- d) provide the methodology that the organisation will use to establish details of the content, organisation and duration of training courses and, where necessary, unit training plans and unit competence schemes. This will include the way examinations or assessments will be organised.
- e) have a quality management system in place to monitor compliance with and the adequacy of the systems and procedures which ensure that the training services provided satisfy the standards set out in this regulation. A quality management system is not mandatory if the training organisation exclusively provides unit training and/or continuation training to flight information officers.
- f) have a filing system that enables adequate storage and traceability of appropriate functions;



- g) demonstrate that sufficient funding is available to conduct the training according to the standards set out in this regulation.

The application for an approval certificate shall also include:

- a) the applicant's name, domicile and address
- b) the type of training to be covered by the approval
- c) training programmes and/or training plans
- d) the location where the training will mainly be provided and/or a list of those airports and air navigation services centres housing the air traffic service units where the training will be provided.

If the entity applying for an approval certificate is a legal person, the Articles of Association or an equivalent document and an extract from the trade register or an equivalent register shall be attached to the application. The person signing the application shall be entitled to sign for the company or association.

14.2 The approval certificate may be issued for each type of training in accordance with definition no. 6 or in combination with other air navigation services, whereby the type of training and the type of air navigation service shall be certified as a package of services. An approval for training operations for an air navigation service provider that meets the requirements applicable to training organisations may also be issued as a separate national attachment to the approval certificate for air navigation services.

14.3 Training organisations holding an approval certificate for the provision of air traffic controller training are considered to meet the requirements specified in paragraph 13.1 b)-g) of this regulation. In this case, the approval certificate may be granted as a separate approval for flight information service officer training or as a national attachment to the approval certificate obtained for air traffic controller training. The applicant may be required to submit further evidence for flight information service officer training.

14.4 If any circumstance that has been a condition for the issue of an approval certificate changes during the validity period of the certificate, the changes must be approved by the Finnish Transport Safety Agency before they are brought into service.

14.5 The training organisation has the right to decide on minor changes to training programmes, unit training plans and unit competence schemes without prior approval of the Finnish Transport Safety Agency. However, the Agency must be notified of the changes before they are brought into service.

## 15 TRAINING ARRANGEMENTS

15.1 Training specified on the approval certificate may only be given by a theoretical knowledge instructor, simulator instructor or on-the-job training instructor, or a trainee instructor under the supervision of an instructor who meets the applicable requirements.

15.2 Theoretical instructors may be specialists in the field concerned who, as regards their experience, knowledge, skill and qualifications, are competent to act as an instructor.

15.3 Simulator instructors may be flight information service officers holding a certificate of completion of an on-the-job training instructor course or an equivalent instructor course who, during previous three years, have had a valid Finnish flight information service officer licence or certificate of competence with a rating that corresponds to the type of instruction to be provided, or who has gained experience as a simulator instructor in equivalent duties during previous three years. This requirement for recent experience can be waived if the training organisation ensures that equivalent knowledge and skills have been maintained by other means.

15.4 Holders of an air traffic controller licence who meet the requirements in paragraph 14.3 above may also act as simulator instructors, provided that they are well familiar with the type of air traffic service relevant to the training to be given.

15.5 Student flight information service officers attending unit training shall have a valid medical certificate, a certificate of satisfactorily completed initial training for a FISO licence, and a certificate attesting that they have passed a language proficiency test at level 4 or higher in the English language and in any other languages that the air navigation service provider has notified as being in use for the provision of air traffic services in that AFIS unit, or be holders of a student ATCO or ATCO licence.

15.6 The approval certificate holder shall issue the student a certificate of completion of initial training (basic and rating training) and competence assessor training. The certificate must show the duration of the course (start and end dates of training), type of training, and the number of lessons and simulator training sessions held. The certificate must also include the approval certificate holder's attestation that the student has attained the level of knowledge and skills equivalent to that licence, rating or authorisation.

15.7 The training organisation shall store the training documents for at least five years from the date of the document.

## 16 TRAINING CONTENT

### 16.1 Initial training and training programme

The initial training of flight information service officers should lead to the attainment of skills that facilitate transition to unit training. The initial training must consist of theoretical and practical courses, including simulation, and its duration will be determined in the approved training programmes. Initial training must cover the following subjects: aviation law, air traffic management, including procedures for civil-military cooperation, meteorology, navigation, aircraft and principles of flight, controller/pilot cooperation, human factors, equipment and systems, professional environment, safety and safety culture, safety management systems, unusual and emergency situations, aerodromes, degraded systems, and language proficiency, including radiotelephony phraseology. The initial training can be divided into basic training and rating training. The knowledge and skills of the candidate after initial training must be assessed through appropriate tests and examinations or a system of continuous assessment.

### 16.2 Unit training and unit training plan

16.2.1 The training organisation or air navigation service provider shall establish a unit training plan for FISO unit training, defining the training objectives, content and duration. The plan must also specify the local training organisation. The unit training plan shall be approved by the Finnish Transport Safety Agency. The training provider shall ensure that the student or trainee flight information service officer is sufficiently prepared for on-the-job training through transitional training. The duration of training for an initial licence may not be shorter than two months. The unit training shall include a sufficient amount of training in safety, security and crisis management.

16.2.2 Unit training may contain such elements of initial training which take account of FISO rating training for those persons who have undertaken initial training for air traffic controllers instead of FISO training.

16.2.3 After unit training, the knowledge and skills of the candidate shall be assessed through an appropriate competence assessment or using a system of examinations and continuous assessment. The training plan shall include a description of the assessment procedure.

### 16.3 Continuation training and unit competence scheme

16.3.1 FISO licences, ratings and endorsements shall be kept valid through continuation training, which consists of training to maintain the skills of flight information service officers, refresher courses, emergency training and, where appropriate, language training. For this purpose, the training organisation or air navigation service provider shall establish unit competence schemes, which must be approved by the Finnish Transport Safety Agency.

16.3.2 The unit competence scheme shall determine the validity of the unit endorsement. When determining the validity period, factors such as the operational environment at the unit, traffic volume and any seasonal variations shall be taken into account. Revalidation always requires competence assessment, and the validity therefore depends on the frequency of competence assessments. An appropriate safety evaluation is required for extension of the validity period.

16.3.3 The unit competence scheme shall establish a general plan for the arrangement of continuation training, and determine the quality, amount and duration of continuation training required for flight information service officers. The detailed content of training events and any language training need not be approved by the Finnish Transport Safety Agency. In continuation training, flight information service officers shall receive a sufficient amount of training in safety, security and crisis management.

16.3.4 The unit competence scheme shall include the requirements for maintaining qualifications, specifying that the flight information service officer must work in the duties covered by each rating for a certain minimum time during a determined period. The unit competence scheme shall indicate how the operational competence of flight information service officers is ensured after an extended period of absence, if the requirements for maintaining qualifications are not met or if the flight information service officer is otherwise no longer considered to be competent to provide air traffic services in accordance with his/her ratings.

16.3.5 The unit competence scheme shall include a description of the competence assessment procedure.

### 16.4 Training of competence assessors

16.4.1 The training of competence assessors shall cover the following subjects: provisions concerning FISO licences and training, human factors in competence assessment, performing the competence assessment in practice, complementing the assessment with oral questions, and providing feedback after the assessment.

16.4.2 The training shall include guidance on how assessment report forms are filled and how markings for the revalidation of unit endorsements are made on FISO licences. Moreover, the training shall include familiarisation with the procedures for granting a temporary rating to act in duties for which a FISO licence is required or a temporary unit endorsement.

*Note: The refresher training of competence assessors should be designed to ensure the maintenance of knowledge and skills needed for the assessment, and familiarity with current regulations.*

## 17 EXEMPTIONS

17.1 The Finnish Transport Safety Agency may, on application, grant exemptions from paragraph 10.1, 11.1.1 c), 11.2.1 and 12.3 of this regulation as follows:

If the unit is not continuously in operation or when a type of flight information service new for the unit is provided, exemptions may be granted from the requirements contained in paragraph 10.1, 11.1.1 c) and 11.2.1 concerning on-the-job training instructors' valid unit endorsements as well as the requirement for competence assessors holding a rating for the flight information service concerned and their recent experience.

17.2 Exemptions from the requirement in paragraph 12.3, according to which the person who acts as the flight information service officer in charge must be an on-the-job training instructor, may be granted if on-the-job training instructors who meet the requirements are not available and if the person acting as the flight information service officer in charge has given his/her consent for this.

## 18 TRANSITIONAL PROVISIONS

18.1 FISO certificates of competence, FISO ratings and training organisation approval certificates issued on the basis of Aviation Regulation PEL M3-11 and ANS M1-4 are regarded as having been issued in accordance with this Aviation Regulation.

18.2 Unit training plans and unit competence schemes approved on the basis of Aviation Regulation ANS M1-4 are regarded as having been approved in accordance with this Aviation Regulation.

18.3 Basic training programmes approved on the basis of Aviation Regulation ANS M1-4 are regarded as having been approved in accordance with this Aviation Regulation. Programmes for rating training shall be updated to correspond with the ratings in accordance with this Aviation Regulation, and they must be approved by the Finnish Transport Safety Agency before the rating training is commenced.

18.4 On-the-job training instructors and competence assessors designated by training organisations in accordance with Aviation Regulation ANS M1-4 may act as on-the-job training instructors or assess the competence of flight information service officers until 31 December 2013. After 1 January 2014, all on-the-job training instructors and competence assessors shall meet the requirements in this Aviation Regulation.

Tuomas Routa  
Deputy Director General

Reetta Timonen  
Special Adviser