

BL 6-71

Regulations on FIS and student FIS licence

Edition 5, 9 November 2004

In pursuance of §§ 73 and 74 of the Air Navigation Act, cf. Consolidation Order no. 543 of 13 June 2001, the Civil Aviation Administration - Denmark hereby stipulates on the authority of the Ministry of Public Works, cf. Order no. 795 of 3 September 2001 on delegation of authorities to the Civil Aviation Administration - Denmark and on publication of the regulations issued by the Administration:

1. Reference documents

1.1 BL 6-03, Regulations on licensing, generally, latest edition.

1.2 BL 6-05, Regulations on medical requirements, latest edition.

1.3 BL 6-08, Regulations on licences for operation of radio installations in aeronautical radio services, latest edition.

1.4 BL 6-69, Regulations on approval of non-Danish licence (validation and conversion), latest edition.

1.5 BL 6-96, Regulations on theoretical training for student FIS licence etc., latest edition.

1.6 BL 6-97, Regulations on practical training for FIS licence etc., latest edition.

1.7 The documents mentioned in paragraphs 1.1-1.6 can be downloaded from the Civil Aviation Administration - Denmark's homepage www.slv.dk and from Retsinformation's (Legal Information's) homepage

www.retsinfo. The documents can further be bought on application to

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2. Applicability

This BL lays down

- a. regulations on the issue and extension of FIS licence, including issue of student FIS licence, and
- b. the conditions for a licence holder to exercise flight information service.

3. Issue

3.1 Student FIS licence shall be issued by the Civil Aviation Administration - Denmark upon application on an authorised form when the applicant meets the issue requirements in paragraph 4.1.

3.2 Student FIS licence shall be issued by the Civil Aviation Administration - Denmark valid for one or more ratings of flight information service, cf. BL 6-03, Part 10, and with the necessary rating endorsements, cf. Appendix 1 to this BL.

3.2.1 Student FIS licence shall be issued with a validity of maximum 2 years from the day when the theoretical training has been completed, cf. BL 6-96.

3.3 FIS licence shall be issued valid for provision of one or more ratings of flight information service, cf. BL 6-03, part 10, at one or more flight information service units as well as necessary rating endorsements, cf. Appendix 1 to this BL, when the applicant meets the requirements in paragraph 4.2.

3.3.1 FIS licence may be extended with the privilege to exercise other ratings of flight information service at another flight information service unit, cf. Part 5, as well as with other rating endorsements.

3.4 FIS licence shall be issued without statement of expiry date. The Civil Aviation Administration - Denmark may, however, in special cases determine an expiry date.

3.5 Rating endorsements and unit endorsements shall be issued and extended with a validity period of 2 year.

4. Issue requirements

4.1 Student FIS licence

The applicant shall

- a. not administratively have been deprived of the right to perform duty as FIS operator taken away, cf. subsections (5) and (8) of § 149 of the Air Navigation Act, and § 78 of the Danish Penal Code, or by sentence have unconditionally deprived of this right, cf. § 150 of the Air Navigation Act and § 79 of the Danish Penal Code,
- b. be medically approved for FIS licence, cf. BL 6-05,
- c. have attained the age of 18,
- d. hold a general certificate as aeronautical radio operator (GEN) which also gives the holder the right to carry out Danish-language radio correspon-

dence to and from an aircraft, cf. BL 6-08, and the training for the licence shall take place at a training organisation approved by the Civil Aviation Administration - Denmark, and

- e. with a satisfactory result have undertaken the theoretical training and passed the tests stipulated by the Civil Aviation Administration - Denmark, cf. BL 6-96, and these tests shall have maintained their validity.

4.2 FIS licence

The applicant shall

- a. hold a valid student FIS licence or a foreign FIS licence that can be approved by the Civil Aviation Administration - Denmark, cf. BL 6-69,
- b. with a satisfactory result have undertaken the unit training plan (UTP) approved by the Civil Aviation Administration - Denmark. cf. BL 6-97, and
- d. with a satisfactory result have passed the practical test, cf. BL 6-97.

5. Extension

5.1 An FIS licence may be extended with another rating of flight information service or with another rating endorsement when the applicant has undertaken theoretical and practical training and passed the tests in accordance with the regulations in BL 6-96 and BL 6-97.

5.1.1 The licence holder shall have initiated the practical training for the relevant rating and rating endorsement not later than 6 months after completing the theoretical training, and the practical training shall be continuous.

5.1.2 In order to qualify for practical training for the relevant rating and rating endorsement, and if the condition in paragraph 5.1.1 is not met, the person in question shall pass the theoretical tests prescribed by the Civil Avia

tion Administration - Denmark as well as complete the synthetic training found necessary by the chief training instructor for the theoretical training.

5.2 FIS licence may also be extended with the same rating of flight information service and the same rating endorsements at another air traffic services unit after completed practical training at the air traffic services unit in question in accordance with the regulations in BL 6-97. The duration of such training shall be fixed in the approved training programmes for the units in question.

6. Privileges

6.1 Student FIS licence entitles the holder to provide flight information service within the ratings and rating endorsements stated in the licence, under the supervision of an instructor, who is duly licensed to provide flight information service in the position in question, cf. BL 6-99.

6.1.1 The holder shall have initiated the practical training for the ratings and rating endorsements in question not later than 6 months after the date of issue of the licence, and the practical training shall be continuous.

6.1.2 In order to renew a privilege lost because the conditions in paragraph 6.1.1 are not met, the person in question shall pass the theoretical tests prescribed by the Civil Aviation Administration - Denmark and undertake the synthetic training found necessary by the chief training instructor.

6.2 FIS licence entitles the holder, on the conditions mentioned in paragraphs 6.2.1 - 6.2.6, to provide flight information service within the ratings of flight information service with associated rating endorsements stated in the licence at the flight information service units for which the licence is valid.

6.2.1 Within the past 3 months counted from the first day of the particular month and on at least 12 duties of at least 6 hours' duration the holder shall have provided each of the ratings of flight information service with associated rating endorsements stated in the li-

cence, at the relevant flight information service unit. This shall not, however, apply if the person in question, within the past 3 months, has passed the relevant practical test, cf. paragraph 4.2 c. or has been approved by the chief training instructor, cf. paragraph 6.3, or by a person who has been appointed by the Civil Aviation Administration - Denmark, cf. paragraph 6.5.

6.2.1.1 Duties of less than 6 hours' duration may be counted in proportionally.

6.2.2 A holder of an FIS licence entitling the holder to provide flight information service at one or more uniform flight information service units (equipment/traffic) and/or aerodromes with light traffic intensity, shall have provided service at the ratings in question with associated rating endorsements on at least 12 duties of a duration of at least 6 hours within the preceding 3 months, and have provided service within each individual unit endorsement on at least 12 duties of a duration of at least 6 hours within the preceding 5 months. The Civil Aviation Administration - Denmark decides whether flight information service units can be regarded as uniform and/or whether the traffic intensity of the aerodrome is light.

6.2.3 The provision in paragraph 6.2.2 shall also apply to a holder of a FIS licence entitling the holder to provide several ratings of flight information service at the same services unit.

6.2.4 In addition to the requirements in paragraphs 6.2.1 - 6.2.3, the holder shall undertake refresher training in order to keep the privileges of the licence, cf. BL 6-97, Part 7, and pass a Proficiency Check (PFC), cf. Appendix 2, for each rating with associated rating endorsements at the unit or the groups of units appearing from the licence. This check may be taken 3 months before at the earliest and shall be taken not later than before the expiry date of the unit endorsement, cf. paragraph 3.5.

6.2.4.1 Proficiency check shall be taken before a chief training instructor or an assessor, cf. BL 6-99, or before an inspector appointed by the Civil Aviation Administration - Denmark to do so.

Note: Cases when a licence is invalid appear from BL 6-03.

6.3 In order to renew a privilege lost, because the conditions in paragraphs 6.2.1 - 6.2.3 are not met, the person in question shall be approved by a chief training instructor on the basis of practical training of at least 6 hours supplemented by any practical training that the chief training instructor may find necessary.

6.3.1 For a chief training instructor who has lost a privilege as stated above, the training shall be determined by the Civil Aviation Administration - Denmark, and the approval shall be made by a person appointed by the Civil Aviation Administration - Denmark.

6.4 In order to regain a privilege lost, because the conditions in paragraph 6.2.4 are not met, the person in question shall undertake training in accordance with paragraph 6.3 and pass a Proficiency check, cf. Appendix 2, within the succeeding 24 months.

6.5 If the privileges to the relevant rating of flight information service with associated rating endorsements at the relevant flight information service unit have not been exercised for 2 years, the person in question shall undertake training approved by the Civil Aviation Administration - Denmark and pass renewed theoretical and practical tests, cf. BL 6-96 and BL 6-97.

6.5.1 If the licence holder has not exercised any of the privileges of the licence for 2 years, the person in question shall also meet the requirements in paragraph 4.1 a., b. and d.

7. Use of intoxicating liquor, narcotics or drugs

Any person providing flight information service at an air traffic services unit shall be covered by § 74 of the Air Navigation Act.

8. Exemption

The Civil Aviation Administration - Denmark may in particularly exceptional cases grant exemption from the regulations in this BL if it is deemed compatible with the considerations on which the regulations in question are based.

9. Complaints

Complaints of the decisions taken by the Civil Aviation Administration - Denmark in pursuance of this BL may be presented to the Ministry of Transport.

10. Implementation

10.1 This BL comes into force on 1 December 2004.

10.2 At the same time BL 6-71, 4 edition of 10 June 2002 is repealed.

11. Temporary provisions

11.1 The provisions in this BL shall be met within 1 year after the implementation date.

11.2 FIS licences valid at the implementation date of this BL may be converted to a licence with equivalent privileges in pursuance of this BL.

11.3 Persons who provides flight information service at a flight information center or sector flight information service unit in Greenland when this BL comes into force, may have a licence issued for the rating in question with associated rating endorsement if they also meet the conditions in paragraph 4.1 a., b. and d., and if they have passed a proficiency check at the unit in question.

Civil Aviation Administration, 9 November 2004

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/Per Veingberg

Ratings and Endorsements

The Rating in a FIS licence indicates the FIS discipline in which a licence holder may provide a Flight Information Service. Associated with the ratings are rating endorsements, which further define the FIS service that may be provided.

For example, the radar rating endorsements indicate that radar, both primary and secondary, may be used to provide the FIS services associated with the Aerodrome or Flight Information Service Surveillance Ratings.

To provide the FIS service indicated by a rating and any associated rating endorsement a licence holder must also hold a unit licence endorsement. The unit licence endorsement indicates that a licence holder is competent to provide a Flight Information Service on specified sectors or operational positions at a particular unit or units. A valid rating consists of a rating, any associated rating endorsement and a unit licence endorsement.

Rating	Endorsement	Unit
Aerodrome Flight information Visual AFV	None	
Aerodrome Flight information Instrument AFI (includes AFV)	Aerodrome Radar RAD	
FIR Flight information service VFR FFV	None	
FIR Flight information service Procedural FFP (includes FFV)	None	
FIR Flight information service Surveillance FFS	Radar RAD	
	Automatic Dependent Surveillance ADS	

Privileges of Ratings and Endorsements

Aerodrome Flight information Visual (AFV) Rating

Entitles the holder in airspace classification G to provide aerodrome flight information service to transiting, arriving or departing aircraft at an aerodrome that has no associated published instrument approach or departure procedures.

Aerodrome Flight information service Instrument (AFI) Rating

In addition to the privileges to the AFV the holder of an AFI is entitled in airspace classification G to provide aerodrome flight information service to transiting, arriving or departing aircraft at an aerodrome that has associated published instrument approach or departure procedures.

Together with the AFI rating following endorsement can be issued:

Aerodrome Radar (RAD) Endorsement

The Aerodrome Radar (RAD) endorsement entitles the holder to provide aerodrome flight information service by means of information derived from radar.

FIR Flight information service VFR (FFV) Rating

Entitles the holder to provide flight information service within a FIR or part thereof to aircraft flying according to Visual Flight Rules.

FIR Flight information service Procedural (FFP) Rating

In addition to the privileges of a FFV the holder of a FFP is entitled to provide flight information service within a FIR or part thereof to aircraft flying according to Instrument Flight Rules or Visual Flight Rules.

FIR Flight information service Surveillance (FFS) Rating

Entitles the holder to provide flight information service within a FIR or part thereof, to aircraft flying according to Instrument Flight Rules or Visual Flight Rules by means of surveillance equipment.

Flight Information Service Surveillance (FFS) rating must include either a Radar, or Automatic Dependent Surveillance endorsement.

Radar (RAD) Endorsement

A Radar (RAD) endorsement indicates that the operator has the skills to provide a flight information service, by means of data derived from surveillance radar equipment.

Automatic Dependent Surveillance (ADS) Endorsement

An Automatic Dependent Surveillance (ADS) endorsement entitles the holder to provide flight information service by means of data derived from ADS equipment.

Proficiency Check (PFC)

In order to recover or maintain a Unit license Endorsement and the belonging rating and rating endorsements ones knowledge and skills has to be assessed competent.

The assessment must be fully documented according to the UTP and done by an assessor approved by CAA.

The assessment must be commenced by a briefing and after the assessment a debriefing must be held

Content

The PFC must contain a theoretical and a practical (on site) check.

The theoretical check

The license holder must pass a selected questionnaire of minimum 100 questions covering the theoretical subjects for the rating and rating endorsement including unit specific questions related to the Local ATS instruction, with a pass mark of at least 75%.

The practical check

The practical check must have a duration of at least 1 hour for each rating including the necessary rating endorsements at the unit by which the license is endorsed.

The workload during the practical check must be representative to the normal workload at the unit and the objectives are equal to those qualifying the license holder when first issuance of that particular rating including rating endorsements.

Assessment

Provided the competence checks are satisfactory the licence endorsement can be revalidated by the Licensing Authority.

A licence holder who has been assessed as not competent at a PFC will not have his unit licence endorsement revalidated. Notwithstanding that the previous unit licence endorsement(s) have not expired, the licence holder must not exercise the privileges of his licence in respect of those licence endorsements.

It is the responsibility of the unit to hold the necessary training for the licence holder to regain competence and to pass a new PFC.

In case where a licence holder fails the attempt to regain competency regarding the ratings and rating endorsements, the Licensing Authority must be advised.