

AFIS SUR

Aerodrome Flight Information Service with Surveillance



Course aim

This course is designed for ab initio AFIS students and qualified AFISOs who will work at a unit with AFIS surveillance service. After completion of the course, the students can perform AFIS/HFIS with surveillance equipment safely, expeditiously, orderly, and according to rules and regulations. Students who pass the course receive an AFIS surveillance endorsement.

Course structure

The course duration is 15 days. Students start with self-study and classroom training, which prepares them for practical simulator training. Once they are in the simulator, students perform exercises in a generic airspace.

Content in brief

The theoretical training includes topics such as, but not limited to:

- Surveillance equipment
- Surveillance data processing
- Surveillance service procedures
- Human factors

The practical simulator training includes topics such as, but not limited to:

- Identification
- Level verification
- Surveillance based traffic information
- Loss of identification
- A blend of surveillance and procedural service
- Interruption of surveillance service/contingencies
- Unusual events
- Emergencies

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Prerequisites

- Successful completion of our Basic ATS course, or equivalent training at another recognised training facility.
- Successful completion of our AFIS course or similar training at another EU recognised training facility.
- We recommend an English language proficiency of at least ICAO level 4.

Compliance with regulations

- The AFIS SUR course is compliant with national regulations in Norway (BSL C 3-3 and BSL C 3-3) and Denmark (Danish CCC aerodrome flight information radar endorsement AFI/RAD) and recommendations "Procedures for AFIS" in EUROCONTROL guidelines for Aerodrome Flight Information Service (AFIS), edition 1.0, edition date 17 June 2010.
- We are certified as a training organization according to European Regulations by the Swedish National Supervisory Authority (NSA). The Basic ATS course program is approved by the Swedish NSA and in accordance with national regulations by the Norwegian NSA (Luftfartstilsynet) and the Danish NSA (Trafik, Bygge og Boligstyrelsen).