

DECEMBER 2019



NEWSLETTER

PROMOTING, KNOWLEDGE, AVIATION SAFETY, AND CO-OPERATING WITH
AUTHORITIES WORLDWIDE



PRESIDENT'S WORDS

President Mikkel Drescher.

Welcome to the first edition of our new newsletter format. We have been working on updating the information stream to our members, and hope that this new and improved format is to your liking.

This year has, in my opinion, presented itself from the best side.

We have finalized our working group on licensing, and a big thank you to Slawomir Balazy for driving this project. Ontop of this, we got the support from IFATCA, who now has the policy, that all dedicated FIS personnel should be licensed. This is completely in line with the policy of IFISA and a great step forward in the process of establishing the international recognition of FIS personnel as an important part of the ATM system.

With the support from our sponsors NavCanada, Global ATS Denmark, PANSA and EPN we hosted a very successful seminar in Budapest. Great topics, good debate and a very nice atmosphere. A big thank you to Sofi Wädsjö and Daniel Klepp for arranging this.

Unfortunately, this was the last task Sofi had as a board member, as she has decided to leave the board. I cannot begin to describe the amount of work that Sofi has done for IFISA, and she will surely be missed.

For the last decade, Sofi has been a part of what is now IFISA and we should all be grateful for her effort. We wish you all the best in your future endeavours and hope to see you again soon.

The FISO Seminar 2020 takes us to the beautiful nation of Greece. We look forward to seeing all of you again in September. Should you have any wishes for content at the seminar send a mail to the organising committee, Daniel Klepp and Konstantinos Skiadas, and we will take it into consideration when planning the agenda.

We are growing bigger and bigger. One of our major goals is to increase the membership base. This year we have increased both in the number of membership associations (MA) and in the number of corporate memberships.

DECEMBER 2019



Natales AFIS aerodrome, Southern Chile

PRESIDENT'S WORDS

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We would love to see more of both, especially we would like to be better represented in Africa and the Asia/Pacific where we definitely have too few MAs. Currently, we are establishing working groups on a few different topics, two of which are drones and remote tower. If any of you have an interest in this please send a mail to Oliver Wessollek who is the driving force in these groups at the moment.

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Should you have a topic or an issue that you feel is within the area of international FIS please do not hesitate, let us know and we will take it into consideration in our future work. We are very grateful for our sponsors and corporate members, we would not be able to achieve what we do without your support. Thank you!!

I would also like to thank the Executive Board for the work they have delivered in 2019. They are spending a lot of their spare time to work for the common goals of IFISA.

Dear MAs, we need the support and interest from you and we all need to put some effort into this association. Only through an increased and combined workforce can we achieve what we set out to do. To further the professional status of Flight Information Services, to enhance its stature and to promote aviation safety both nationally and internationally. With this, I wish you all happy holidays and a happy new year.

Stay informed!

Mikkel Drescher
IFISA President

HOW IT ALL STARTED

The history of IFISA

By Sofi Wadsjö, co-founder of IFISA

The History of IFISA starts many years ago in a cold country in the north. I work as a teacher at an ATM academy. As such I meet and train many AFIS and FIS operators.

They come, train and leave happy enthusiastic and ready for operations. Seldomly we hear much from them after they leave. They forget about their old teacher and this, we and my colleague, found unsatisfying. In our countries it is common that youngsters when they need to go to college or need a job, leave their small towns, perhaps finds love in the big city and never move back. But there is a strong tradition that, you each summer, during a specific week, return to your home town to meet relatives and old friends. We thought this would be a great tradition to have at our academy as well. "What if the students could come back and visit?". We figured that they could not find the finances for such a trip if it was juts for fun so we sat in our sofa area during a break here at school and thought about how to solve that issue. We came up with the idea that if we had some type of lecture or seminar, they could ask their employers to pay for them to go. We went to the most friendly manager we could find to present this idea.

We had an agenda scribbled down on a napkin with made up agenda items such as "AFIS throughout the world", "FIS harmonization" and other politically correct nice sounding topics. The friendly manager, Bjarne Alster, snickered a bit and said: "Sure. Lets do it. I will even pay for the visitor's hotel rooms.

It is good promotion for EPN." (our academy). "How many rooms will you pay for" said. "Maximum 50 but lets book 20" said Bjarne (not expecting many to sign up). "If you are willing to pay for 50 let's book 50" said I.



*Fanfare by myself at the 5:th anniversary seminar
2014*

For some reason expecting many to sign up to this thing. "Ok said Bjarne". Invitations went out and within a couple of weeks 50 had signed up. This was the start of an era of AFIS (and later changed to FIS) seminars at EPN. Between 50 and 70 delegates from all over the world came to the seminars hosted by EPN. Representatives from providers, NSAs, operators and others attended. From our previous experiences, trying to provide harmonised FISO training for several different countries, knew there were differences in the service provided and that there was a lack of regulation. But meeting and comparing services, sharing experiences the differences became even more evident. But also, the commonalities.



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AVIATION TRAINING SERVICES
DENMARK

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The passion for service, the belief that FIS is an excellent service and the common hunger for regulation being some. From these experiences grew the feeling and need of an association of some sort to handle these issues and push for regulation and gather the FISOs to help each other and to grow together. I tried my best at the seminars to promote this idea but finding someone or a group to take this on was difficult. It took several years for the idea to mature in the community and to find people.

At last, in 2014 I found a guy at least a little bit willing, to at least, talk about this. His name was (and is) Paul Brown. During the year we discussed and made plans. We both had experience in non-profit organisations so the task of making a new one did not seem that huge at first. But the differences in organisational structure, laws for non-profits etc. between countries quickly became a big issue. Nevertheless we continued on and we figured we could solve most issues as we went along after starting. At the seminar in 2015 at EPN we had our first assembly meeting and the first board of IFISA was elected.



Attendees and members at the first assembly meeting 2015

The small first board had many tasks to figure out. Finding members, figuring out how to work together, organising administration, registering the organisation etc. etc. Many brave members signed up during this first experimental time of IFISA. Soon, all of a sudden, we were in a big hurry and the many tasks became even more. EPN decided that the burden of organising the FISO seminar was no longer something they could take on and if there was to be a seminar 2016 we had to take over. We set dates and the first IFISA hosted seminar was booked in Manchester UK. Many signed up, quickly, even though we had no experience of hosting and the agenda was not set.



IFISA board 2015.



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IFISA FISO seminar 2016 delegates

The rest is history. The organisation grew, new board members were elected, a new president (the current is president nr 4) and the impact of the organisation grew. Both ICAO and EASA recognised the work of the group. Some of IFISA's proudest achievements include the influence we have put on these regulators to start to work with FISO regulation. We have to date organised 3 seminars, nr 2 was held in Warsaw, Poland, nr 3 in Bodø, Norway and nr 4 in Budapest, Hungary.

Several different working groups have been assigned and have produced excellent work in the fields of e.g. phraseology and FISO training and licencing.



*Logo for the 1:st international FISO day held
2016*



IFISA SEMINAR 2019

Budapest

Be part of the experience



Last September our yearly Seminar took place in the beautiful city of Budapest in Hungary. We had the opportunity to learn from each other and share our experiences with colleagues from different countries. The seminars are the ideal scenery to discuss professional issues that concern all FISO's and AFIS's over the globe. Every year we realize the differences and similarities in services provided and learn from each other's experiences. We have seen through the years how enriching this has become.

Next year the seminar will be held in Greece, and we can't wait to see you all!!

Be part of the experience!



GETTING TO KNOW OUR AFIS

Kolding AFIS Airport

Denmark 



"Kolding Airport is situated near the infrastructural centre of Denmark and is manned with AFIS around 10 hours daily all year except for Christmas holidays.

The aerodrome has two crossing runways offering good flexibility and options for pilots.

Traffic is quite complex and exciting at busy times as our airspace lies in between the international airport of Billund and the military fighter wing at Skrydstrup.



"We see gliders, ultra-lights, fixed wings and helicopters flying VMC and IMC as general aviation, commercial flights, military operations and emergency medical flights."

"Even when traffic is low we enjoy a spectacular scenery which changes dramatically during the seasons. You are always welcome to visit us at Kolding Airport. on internet.



lufthavn.kolding.dk.



Kolding Lufthavn



KoldLuft."

GETTING TO KNOW OUR AFIS

Teniente Julio Gallardo AFIS Aerodrome

Chile 



In March 2017 the International civil aviation organization (ICAO) determined at global level that Chile should be audited under USOAP framework. Before the USOAP, Chile was number 43 out of the 193 countries affiliated to ICAO, and number 5 in South America.

Nowadays, after being audited, Chilean State got position 8 at global level and second place in Latin America. Yearly, Chile transports 24.534.323 passengers, both national and international. Along with this growth there has been important changes and improvements to support the Air Traffic Services along aerodromes and airports administrated by the DGAC-Chile.

In this aeronautical context we can meet one of Southest AFIS in the in world.

The Aerodrome Lieutenant Julio Gallardo is located in the capital of Ultima Esperanza Province, Puerto Natales, Chile.



Puerto Natales has become one of the favorite destinations not only for foreign tourists but also for the national ones due to its proximity to one of the natural world wonders, Torres del Paine National Park; which just in 2018, received 289.745 visitors. In this context, an increase has been seen in air operations with major emphasis in commercial flights.

Chilean Airlines have not been absent, today JETSMART, SKY AIRLINE, and LATAM are operating regularly with arcrafts such us A320. Furthermore, these Commercial Airlines for the first time in history are operating simultaneously in the Southest Aerodrome in the world providing Flight Information Services (AFIS).

The personnel of the Aerodrome Lieutenant Julio Gallardo of Puerto Natales are Flight Services Technicians (TSV) who provide MET, COM, AIS, ARO, AFIS services for national and international flights, becoming a vital part for efficient and effective operations; last but not least, the main reason for them to exist is to give safety to all the air operations in which they are involved in.



NEWS FROM NAV CANADA

safety

Reducing conflict, increasing safety: Flight Service Specialists will now provide runway determination



November 20, 2019 marks the implementation of the new Flight Service Specialist runway determination – allowing Flight Service Specialists to determine runway with more clear and concise phraseology. This change will take effect only at flight service stations and remote advisory services equipped with direct wind reading instruments located at the aerodrome.

NEW PHRASEOLOGY

Flight Service Specialists at these sites will now be using a new phraseology when providing pilots with aerodrome advisories. Instead of providing pilots with “preferred” or “active” runways, or a combination of different runways, pilots will be informed of the determined runway and any other pertinent traffic and will simply hear “runway”.

“Offering two or more types of runways on initial advisory was identified as confusing for some pilots, especially for student pilots or pilots unfamiliar with an aerodrome,” says Vanessa Robertson, NAV CANADA, National Manager, ATS Operational Procedures and Proficiency Standards.

CRITERIA FOR RUNWAY DETERMINATION.

Notwithstanding that at uncontrolled airports the pilot remains responsible for selecting a runway for use (as per Canadian Aviation Regulations), the Flight Service Specialist will make runway determinations based on wind but also criteria like current traffic patterns, runway usage and potential airport hazards.

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✘ OLD PHRASEOLOGY	✔ NEW PHRASEOLOGY
"PREFERRED RUNWAY XX"	"RUNWAY XX"
"ACTIVE RUNWAY XX"	
"ROGER RUNWAY XX, ACTIVE RUNWAY XX"	"RUNWAY XX, [TRAFFIC]"
(PILOT ADVISES USE OF A RUNWAY, WITH ANOTHER RUNWAY MORE SUITABLE FOR OPERATIONS) "ROGER RUNWAY"	"ROGER RUNWAY XX (ADVISORY), RUNWAY XX IS AVAILABLE"

IT'S ALL ABOUT SAFETY This is expected to reduce runway incidents and incursions in the interest of aviation safety. Flight Service Specialists have always maintained a complete picture of the traffic situation at their aerodrome and use this knowledge in determining runways, reducing conflicts and increasing safety. It is also expected that this clear and concise phraseology will increase pilot adherence to the requirement to conform to or avoid traffic patterns.



source: NAV Canada <http://bit.ly/2REeU1v>

DON'T FORGET TO SHARE

social media Team

As the IFISA family is growing our members become every day more important for the association. You, the members, are essential for IFISA and your participation allows us to keep our work alive. With your active participation we can grow every day and reach our association goals.

The social media team has the responsibility of keeping networks updated in a fast-paced environment everyday and sharing is an important part of getting IFISA's job spread internationally.

we are more than happy to promote your unit or association in our social networks, so feel free to share pictures, stories, and important events with us, so we can publish them and show the importance of our job to the world.



<http://ifisa.info/>



<https://www.facebook.com/InternationalFlightInformationServiceAssociation/>



[ifisa.intl](https://www.instagram.com/ifisa.intl)

CHRISTMAS GREETINGS

social media Team

