

IFISA

INTERNATIONAL FLIGHT INFORMATION SERVICE ASSOCIATION

NEWSLETTER

SEPTEMBER 2021



IFISA

INTERNATIONAL FLIGHT INFORMATION SERVICE ASSOCIATION

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

PRESIDENT 'S WORDS

President Mikkel Drescher



Since the first online Annual Assembly in 2020, the Executive Board had high hopes that this year's Assembly and seminar could be held face to face. For the first few months of 2021, we still believed this was the right way to go, but unfortunately, Covid-19 decided otherwise, and for the second time in a row, we will be doing the Annual Assembly online.

I believe that everyone should stay informed. Therefore we will be hosting a full day of online panel debates, updates on FIS matters and other relevant and exciting subjects the day after the Assembly.

Due to the COVID-19 Pandemic, all travel activities have been cancelled again at the beginning of this year. Part of the Board met for a workshop in June, and we will be meeting again just before the Assembly to host it collectively and the Webinar as well.

Although the pandemic has not passed yet, things are looking brighter for the first time in, what seems to be, ages. Slowly the aviation world is getting back on its feet, and soon we will be back to regular operation numbers. I sincerely hope that we have learned from this pandemic and will utilize all the experiences gathered in the years to come.

IFISA will prepare for the future. To be more relevant in the different regions, we are trying to establish regional focal points to set up more local working groups. We will closely support establishing these focal points, but we need participation from the local member associations. If you want to join or learn more about the job, please let us know. Due to personal reasons, we need new members for the Executive Board, and if you want to know more about what it contains, do not hesitate to contact another Board member or me.

SEPTEMBER 2021



2021 IFISA FISO SEMINAR/WEBINAR

Due to uncertainties caused by the COVID Pandemic the IFISA Executive Board has decided to once again cancel the in-person Assembly and Seminar planned for Corfu September 22-23, 2021 and organize a virtual version in the form of Webinar.

The Virtual Assembly will be held on **September 28**, 2021.

The Virtual Seminar/Webinar on **September 29**, 2021. Register in advance for this meeting using [THIS WEBINAR LINK](#)

After registering you will receive a confirmation email containing details about joining the meeting.

Topics of the agenda:*

- ⇒ **AFIS/FIS Operations**
- ⇒ **Just Culture**, presented by: IFATCA
- ⇒ **Remote TWR**
- ⇒ **Critical Incident Stress Management**
- ⇒ **Aviation Training**, presented by: Gate Aviation
- ⇒ **EASA legislation update**, presented by: EASA

*Please note, that the topics are subject to changes and updates. More information on the event will be posted on the IFISA website / social media. Stay tuned!



IFISA'S VOICE IN EUROPEAN LEGISLATION

In spring of 2021 IFISA took part in the consultation process kicked-off by EASA regarding a proposed amendment in the Standardised European Rules of the Air. The amendment in question introduces radiotelephony for the provision of aerodrome flight information service (AFIS).

Aerodrome flight information service (AFIS) is implemented with an increasing trend both in the European Union (EU) Member States and worldwide. International Civil Aviation Organization (ICAO) global standards (i.e. Standards and Recommended Practices (SARPs) or Procedures for Air Navigation Services (PANS)) do not exist for AFIS. Regulation (EU) 2018/1139 (the Basic Regulation) defines the overall safety objectives for flight information service (FIS) as one of the air traffic services (ATS).

Common rules for FIS, which include AFIS, have been established with the adoption of Commission Implementing Regulation (EU) 2020/469, applicable as of 27 January 2022. The introduction of radiotelephony (RT) phraseologies for the provision of FIS/AFIS is necessary to ensure unambiguous air-ground voice communication, thus increasing safety.

The amendments proposed by the NPA aim to maintain a high level of safety and to ensure harmonisation in the provision of FIS and AFIS.

A complete and clear set of RT phraseologies for the provision of FIS and AFIS will provide safety benefits throughout the EU, especially for cross-border flights which receive such services, by considerably reducing the possibility for misinterpretations in air-ground voice communications between ATS units and pilots.

● EASA rulemaking process milestones



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ATS Academy

Colour Up your work!

EKOFIS - the operationally proven digital stripe system from the centralized flight information service Germany (Langen Information) is getting its first major functional software update.

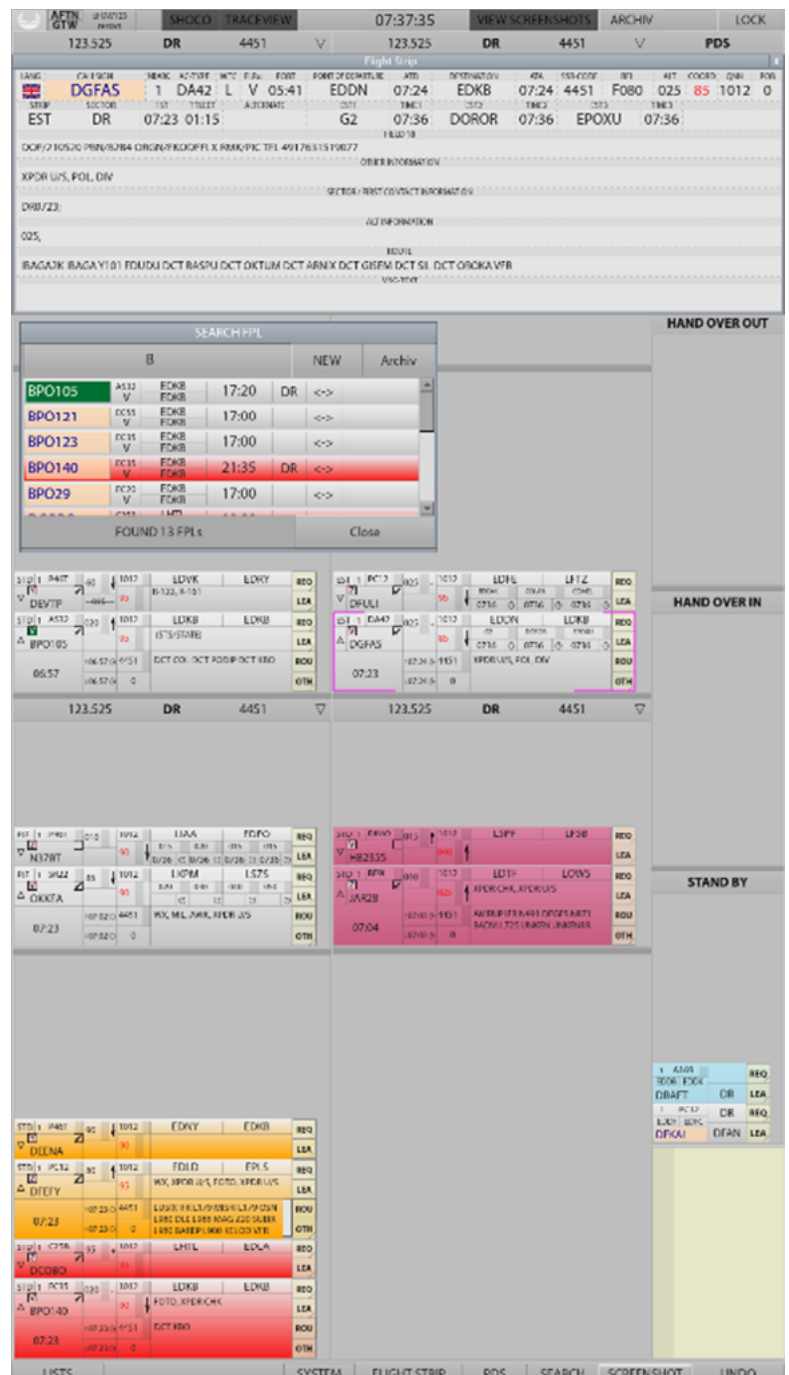
The most important new feature of release 2.0 is the connection to the Aeronautical Fixed Telecommunication Network (AFTN) to receive flight plans and flight plan associated messages.

Through this it is for the first time possible to access flight plans directly at the controllers working positions and to use this information in digital flight progress strips.

The flight information service will thus achieve a better data situation in the future for simplified and more efficient internal data processing between FIS, AIS-C and customers. Beyond, this release noticeably increases the service quality for our clientele.

In the period since the launch of EKOFIS in December 2020, valuable knowledge about potential system optimizations has been gathered during ongoing operation. Wishes were expressed early on from the staff, which should simplify and accelerate many routine tasks.

All ideas were evaluated and, if they contained an operational benefit, transferred to this release. In order to cope with the high volume of traffic at zFIS despite the COVID pandemic, the performance of the system was sustainably improved through this approach.



The launch of the new software version is another important step in fully exploiting the existing potential of EKOFIS and in meeting the growing customer requirements for FIS.

The next optimizations are already being planned, stay tuned!



Annual Safety Review 2021

THE EASA ANNUAL SAFETY REVIEW 2021 IS OUT

EASA has published its annual aviation safety review which gives a glimpse at how the pandemic influenced Safety in the industry. Despite the extraordinary challenges created by the pandemic, the EASA Annual Safety Review 2021 shows that the aviation safety system remains resilient, but under pressure. The overall safety picture for EASA Member States is relatively stable. As activity ramps up with the loosening of COVID-related restrictions, the situation must be closely monitored.

For the remainder of 2021 particularly, the aviation sector and all its stakeholders will need to continue their effort to find a common path towards a safe and sustainable recovery. EASA stands ready to play a central part in this joint activity.

Let's take a sneak peek into the EASA report.



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SEPTEMBER 2021



Non-commercially operated small aeroplanes

The key statistics for this domain are in the tables below and include a comparison of the number of accidents (fatal and non-fatal) and serious incidents for the 10-year period (2010-2019) and the last year (2020). It also includes a comparison of the fatalities and serious injuries sustained in those accidents during the same timeframe.

Table 11 shows a 7% reduction of fatal accidents between the 10-year average and 2020. The reduction in non-fatal accidents is 2% compared to the 10-year average. The number of serious incidents, however, was more than double in 2020 in comparison with the 10-year average.

Table 11 Key statistics for non-commercially operated small aeroplanes

2010-2019 TOTAL	TIMESPAN	2020	2020 vs 2010-2019
621	Fatal accidents	58	↓
4220	Non-fatal accidents	412	↓
746	Serious incidents	152	↑

Table 12 presents the numbers of fatalities and serious injuries last year compared to the 10-year period. The number of fatalities and the number of serious injuries in 2020 are both lower compared with the 10-year average.

Table 12 Numbers of fatalities and serious injuries involving non-commercially operated small aeroplanes

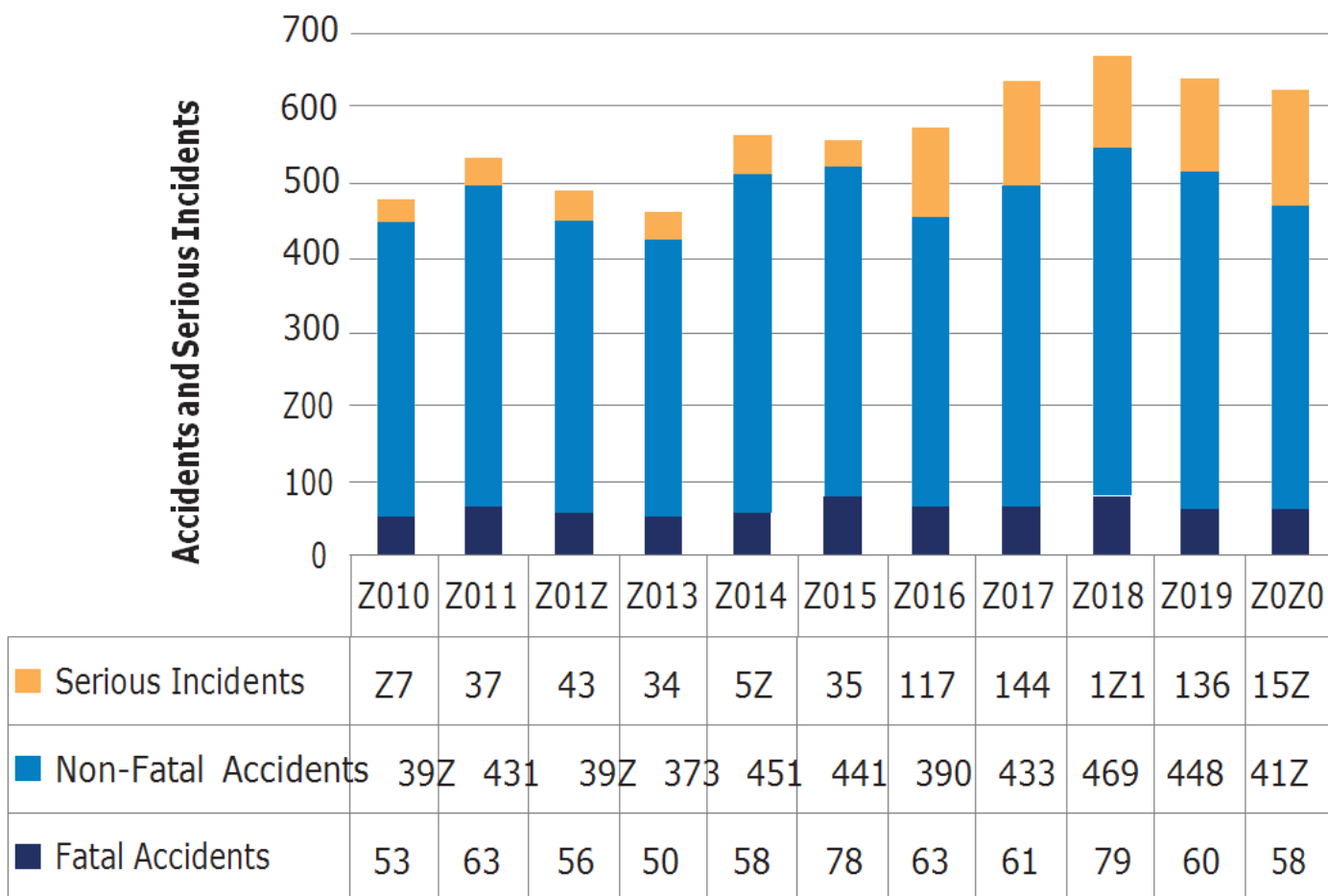
	FATALITIES	SERIOUS INJURIES
2010-2019 total	1068	599
2010-2019 max	132	72
2010-2019 min	91	41
2020	97	48

Non-commercially operated small aeroplanes

Figure 37 shows the numbers of fatal and non-fatal accidents and serious incidents per year. The graph also shows an increasing trend of serious incidents from 2016 onwards and the overall trend of accidents is similar.

It is estimated that traffic involving non-commercially operated small aeroplanes reduced by 18% in 2020, yet the number of accidents and serious incidents has remained at a very similar level to previous years. Until the accidents and serious incidents have been investigated, it will not be possible to fully understand why the reduction in traffic did not correspond to a reduction in occurrences.

Figure 37 Fatal accidents, non-fatal accidents and serious incidents per year involving non-commercially operated small aeroplanes

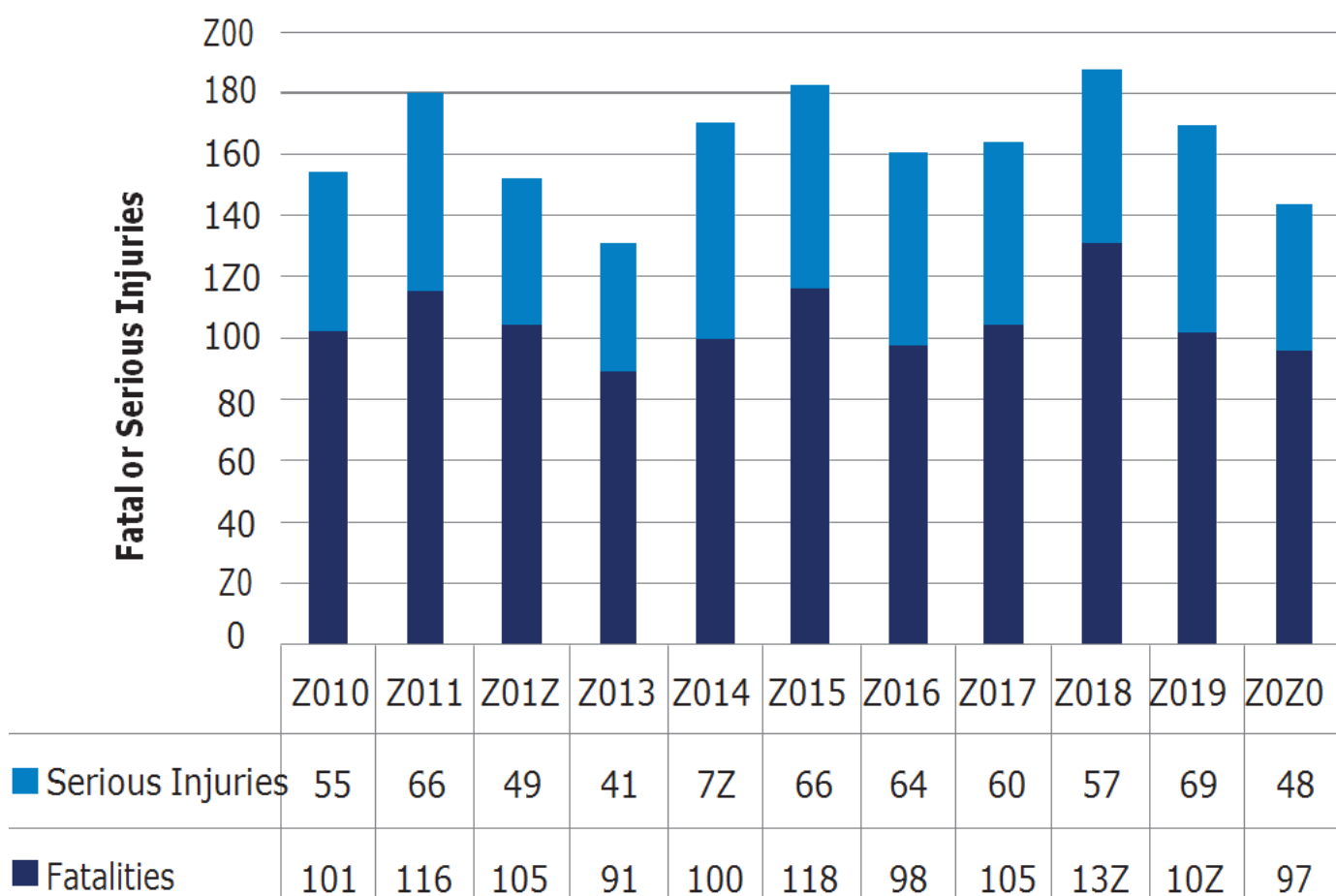


However, it could be assumed that aviation activity was concentrated into times when movement and activity restrictions were temporarily eased, with consequences for pilot recency and familiarity with their tasks.

Figure 38 shows the number of fatalities and serious injuries over time. The number of fatalities in 2020 was lower than each year in the preceding decade except 2013.

The number of serious injuries was 9% lower compared to the 10-year average of the preceding decade.

Figure 38 Fatal and serious injuries per year involving non-commercially operated small aeroplanes



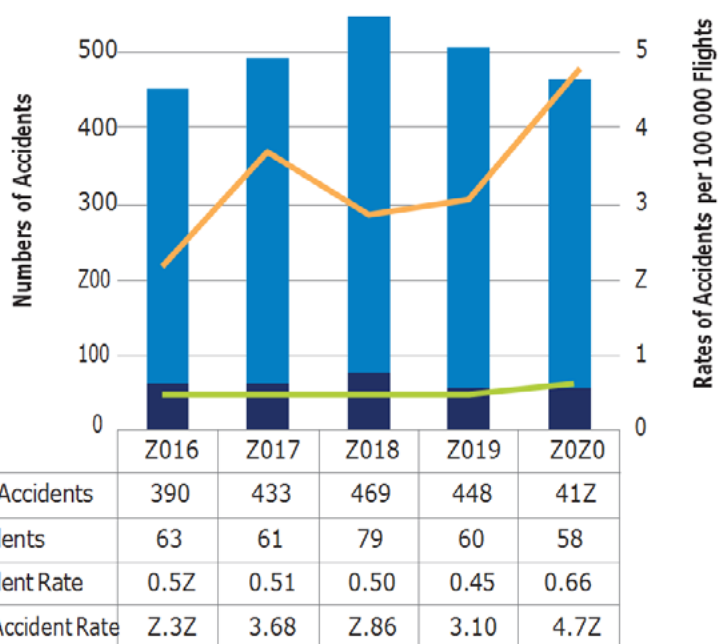
Operation type

The two main operation types in NCO are pleasure/ recreational flying and training flight. Data shows that 2020 resulted in a 39% increase in accidents on instructional flights compared to the 10-year average with pleasure flight accidents being slightly below the average of the preceding decade.

Rates of accidents

Four years ago, EASA published accident rates for non-commercial operated small aeroplanes for the first time, using the results of a joint EASA/ AOPA survey.

These figures have been updated in recent years using an AOPA/GAMA survey, including preliminary figures for 2020. The data received from GAMA and AOPA contain an estimated number of flight hours on single engine piston aircraft.



Phase of flight

The most common accidents in general aviation happen in the landing phase. These accidents are often classed as runway excursions with a low risk of injuries, but result in substantial damage to the aircraft. In 2020, a 5% increase in landing accidents was observed compared to the average of the previous decade. By contrast, the approach phase shows accidents resulting in a loss of control due to low speed and/or steep turns as well as undershoot and collisions with objects.

These accidents tend to result in fatalities or serious injuries. Accidents during the approach phase in 2020 have increased by 21% compared to the 10-year average. It can also be observed that accidents during the take-off and en route phases are often due to technical failures and/or loss of control.



For more information on the EASA Annual Safety Review 2021 visit:

<https://www.easa.europa.eu/newsroom-and-events/news/easa-annual-safety-review-2021-now-available>



ENAIRe ENGAGES CONSULTING SERVICES OF DFS AVIATION SERVICES

DFS Aviation Services will provide consultancy services to ENAIRe for its implementation of Flight Information Service (FIS) to Visual Flight Rules (VFR) aircraft in Spain.

DFS Aviation Services (DAS) has been contracted by ENAIRe for the provision of operational and training consultancy services regarding the successful implementation of Flight Information Service (FIS) for VFR aircrafts by dedicated FIS-personnel. The consultancy will last until December 2022, when it is anticipated that the new FIS for VFR will commence operation.

In the project, a team of Air Traffic Management experts from the DFS Group (members of DFS Deutsche Flugsicherung) will support ENAIRe in the definition of the FIS sectors, the drafting of operational documents, the development of the training concept and training itinerary, and finally during the initial trainings.

DFS Group is backed by more than 20 years of experience in the FIS VFR area, having successfully transitioned from a decentralised model to a centralised one in 2019 by merging the FIS from what were previously three control centres in Germany into the one in Langen now.

DAS Managing Director Andreas Pötzsch says of the project: “We are delighted to collaborate with ENAIRe on such an important project, and we look forward to using our expertise to help make the service a success right from day one. The project intensifies the close partnership between ENAIRe and DFS Group, who have successfully collaborated on several European projects over a long period”.

Xavier Benavent, ENAIRe Operations Manager, adds: “It is a pleasure to work with DAS and to be able to count on the expertise gained by the DFS Group over more than 20 years in German FIS VFR operation. This will undoubtedly guarantee successful implementation of the ENAIRe project.”

DFS Aviation Services GmbH (DAS) is a subsidiary of DFS, the German air navigation service provider (ANSP). It employs more than 400 members of staff worldwide. DAS is a certified ANSP, provides air traffic services at regional airports in Germany and markets its ATM products and services worldwide. Its customers include air navigation services providers, airport operators, airlines and aeronautical authorities from around the globe.

Dont forget to share!

You can be part of the next newsletter edition!

The social media team is always doing great efforts to keep everything updated. Social media is an important source, and today more than ever are a great tool of communication.

We want to know how you, your units and colleagues are doing facing these difficult times.

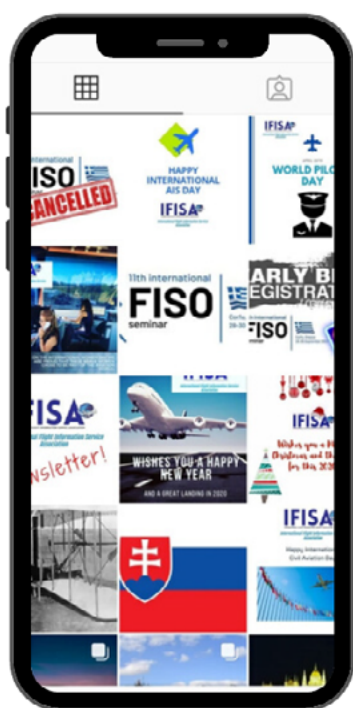
All our members are important for the association, we are like a big family spread around the world, and we want people to know each one of you. Despite the pandemic we are still working, and doing our best to bring quality services to aviation.

So, share your experience, your stories, pictures, news, important events, and show the importance of your job to the world through our social media, and our newsletter!

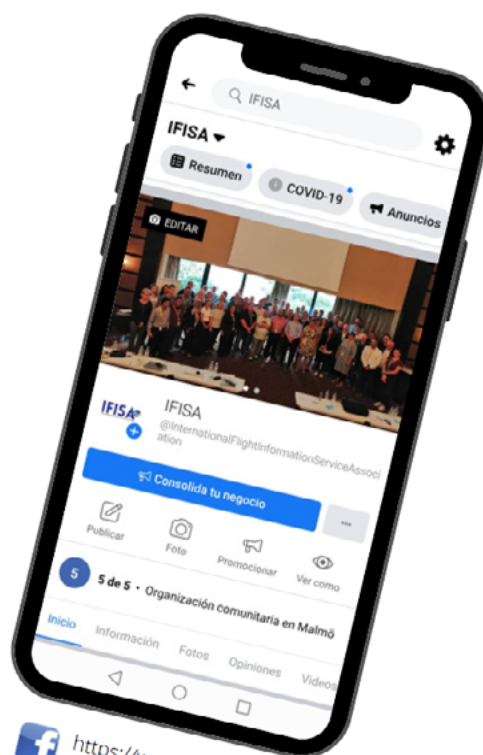
Stay informed, stay tuned...



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SEPTEMBER 2021