



INTERNATIONAL FLIGHT INFORMATION SERVICE ASSOCIATION

NEWSLETTER

DECEMBER 2021



INTERNATIONAL FLIGHT INFORMATION SERVICE ASSOCIATION

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

PRESIDENT'S WORDS

President Mikkel Drescher



The year 2021 is coming to an end, and it is time to reflect on what it has brought us. Despite the pandemic, IFISA has worked all year to enhance our influence and recognition. Undoubtedly, it has not been easy when all of the usual conferences, meetings, and assemblies were cancelled or postponed to the end of 2021, resulting in a hectic last quarter of the year.

Even though the pandemic refuses to release its grip on the world, we successfully held our second and hopefully last online General Assembly. It was good seeing so many of you under these unusual terms. A significant part of the Executive Board managed to meet for the assembly and an adjoining board meeting/working session. What a difference this makes, and I hope we will do this more often.

Three of our board members chose to leave the board after several years of service, and I would like to thank the board members who resigned.

A special thanks to Priscila and Daniela for taking care of our newsletter and the secretary position. We will miss you and your work and hope to see you back in the future. I am happy to continue as your elected president, and with the current dedicated board members, I believe we will take IFISA to the next level.

A significant milestone for IFISA came this year as we joined the ICB (The Industry Consultation Body). This is a sign that IFISA is slowly but steadily reaching our goals and joining forums across the industry.

PRESIDENT'S WORDS

President Mikkel Drescher

In the European region, EASA has published the new regulation 2020/469 that will come into force in January 2022. For the first time, we define AFIS on an international level. This definition is truly an important achievement for IFISA! We know that the regulation has room for improvement, but this is an excellent start to a global definition and harmonized service for AFIS. We are missing a set of training requirements, and IFISA is in the process of establishing a working group that will put forward our view on training to EASA.

At the General Assembly, we asked for Member Associations to join the various Regional Groups. There is still room for more participants.

We need members to join in and do the work in our working groups, so if you are interested in making a difference on a subject, step up and join us. All help is appreciated!

The aviation industry is slowly recovering from a historical crisis, and throughout the situation, we have companies willing to support us. For that, we are truly grateful. So a huge thank you to our sponsors and corporate members. We would not be able to achieve what we do without your support. Thank you!

Last but not least, thank you to the Executive Board. You are the driving force of IFISA, so I thank you for your work.

The coronavirus is still trying to put IFISA on hold; it will not succeed! I truly believe 2022 will be a better year for all of us in IFISA and within the aviation industry.

With this, I wish you all happy holidays and a happy new year.

Stay informed!



Mikkel Drescher
IFISA President

AFIS in Germany - an overview

22 aerodromes are operated in Germany using Aerodrome Flight Information Service (AFIS). Once the ongoing classification of aerodromes by the Federal Office for Air Traffic Control (BAF) has been completed, there could be even more.

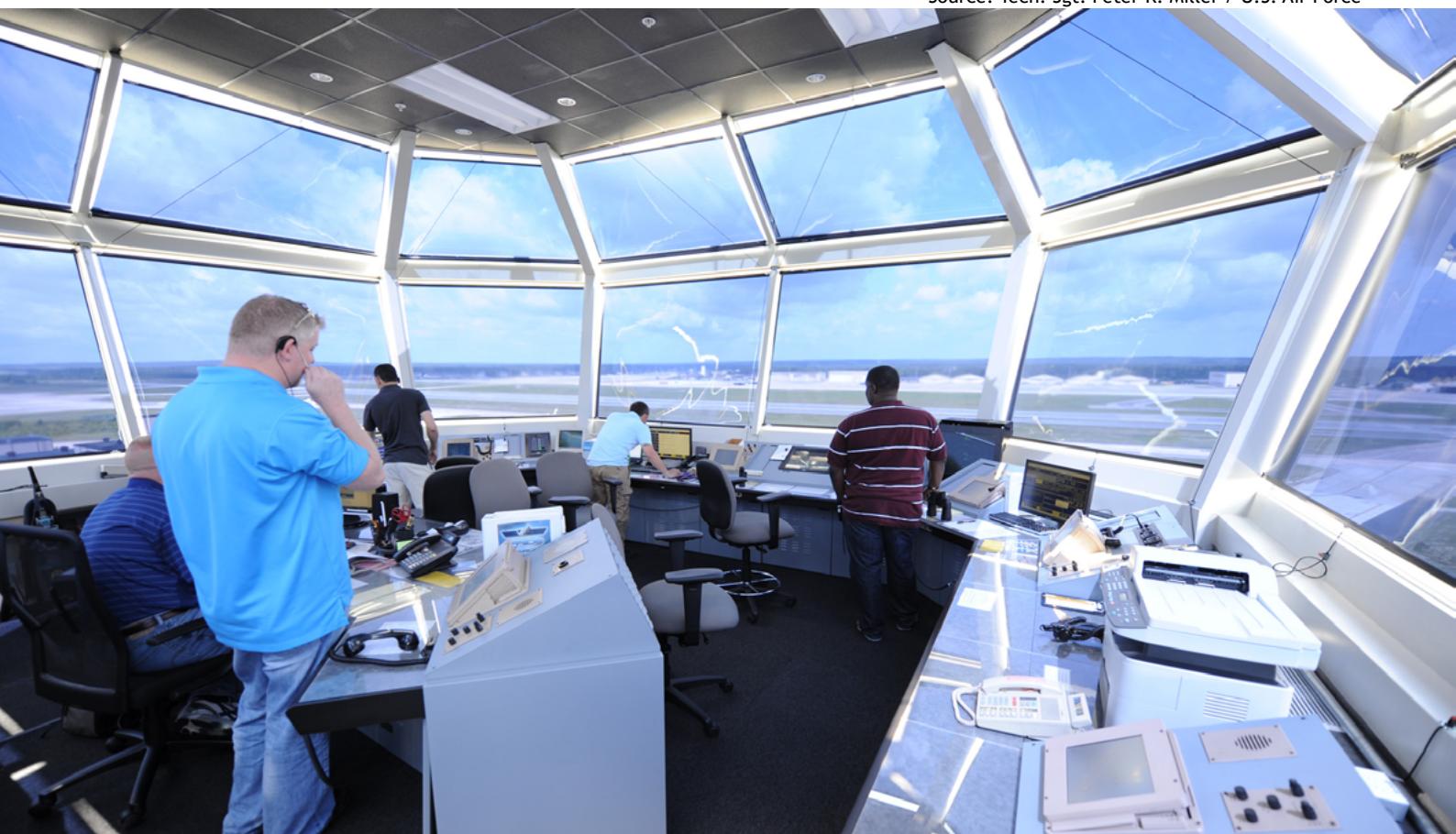
AFISOs provide pilots with the information and guidance necessary for the safe, orderly and flowing conduct of flights. The Flight Information Service is provided for both instrument flights (IFR) and visual flights (VFR). Unlike training for air traffic controllers, for a long time initial training for AFISOs was unavailable in Germany. Those interested in this career either had previously acquired aviation knowledge and had it recognised by the BAF, or switched to training courses abroad.

The creation of a remote tower centre such as Leipzig involves the use of conventional ATC equipment and off-the-shelf components developed for other industries. ATM equipment is the same as that used in the traditional DFS ATC towers, while high-performance panoramic cameras mounted on masts are commercial off-the-shelf units enhanced by ATM-specific functions. TV broadcasts, especially via the internet, have a delay of several seconds. For a remote tower, video data is transmitted in real time with a maximum delay of a few tenths of a second. Enhancements and features developed for one customer are shared with others. The secret is the way video information is managed and presented. But the engineering challenge is to have the entire chain function properly from the airport being controlled from afar to the information network and finally to the remote tower centre.

DFS Aviation Services GmbH has now closed this gap. Since August of this year, it has been certified by the BAF as a training organisation for other air traffic control personnel in accordance with section 45 of the German Air Navigation

Services Personnel Training Regulation (FSPersAV), which also includes AFISO. As part of the certificate, the BAF has also approved a range of training courses that enable those interested in a career as an AFISO to acquire the basics for training at an aerodrome, with or without prior knowledge.

Source: Tech. Sgt. Peter R. Miller / U.S. Air Force



Specifically, the following courses are offered for those interested without prior knowledge.

1. Basic course for flight management specialists (AFIS basic)

- Duration: 4 ½ weeks
- No previous knowledge required
- Contents as per FSPersAV, focus on theory
- Written and oral performance assessment as per FSPersAV
- Delivered by technical experts
- Certificate of completion
- Held in Langen/DAS, also online by request

2. Flight Information Services Permit Course (AFIS rating)

- Duration: 3 ½ weeks
- Expands on the basic course
- Contents as per FSPersAV, focus on practice/simulator
- Training in 3 phases: basic/intermediate/final
- Simulator runs with increasing complexity and traffic
- Written/oral performance assessment & practical exam as per FSPersAV
- Conducted by technical experts and AFIS or TWR trainers
- Held in Langen/DAS, also online by request
- Certificate of completion

Both courses can be taken individually. The certificates issued on completion of both courses lead to the issue of an AFIS trainee licence, which can be used to start training at an aerodrome.

Since the job of AFISO is often carried out by people who already have previous experience, for example as a traffic pilot and/or air traffic controller, a solution was also developed for this.

The AFIS conversion course:

- Duration: 5 days
- Theory & practice in a simulator
- Focuses on the missing subject areas between relevant previous training (e.g. as a pilot) and the basic knowledge needed to start AFIS training in the field
- Facilitates entry into AFIS training in the field
- Conducted by technical experts and AFIS or TWR trainers
- Feedback by trainers on completion
- Certificate of completion
- Held in Langen, also online by request

To make sure you choose the right course, a performance review is available to assess prior knowledge with a subsequent course recommendation.

What's special about all of these courses is the option to have them delivered online. Both theory and practical exercises in the simulator can be provided virtually with little technical effort, increasing the flexibility for course participants.





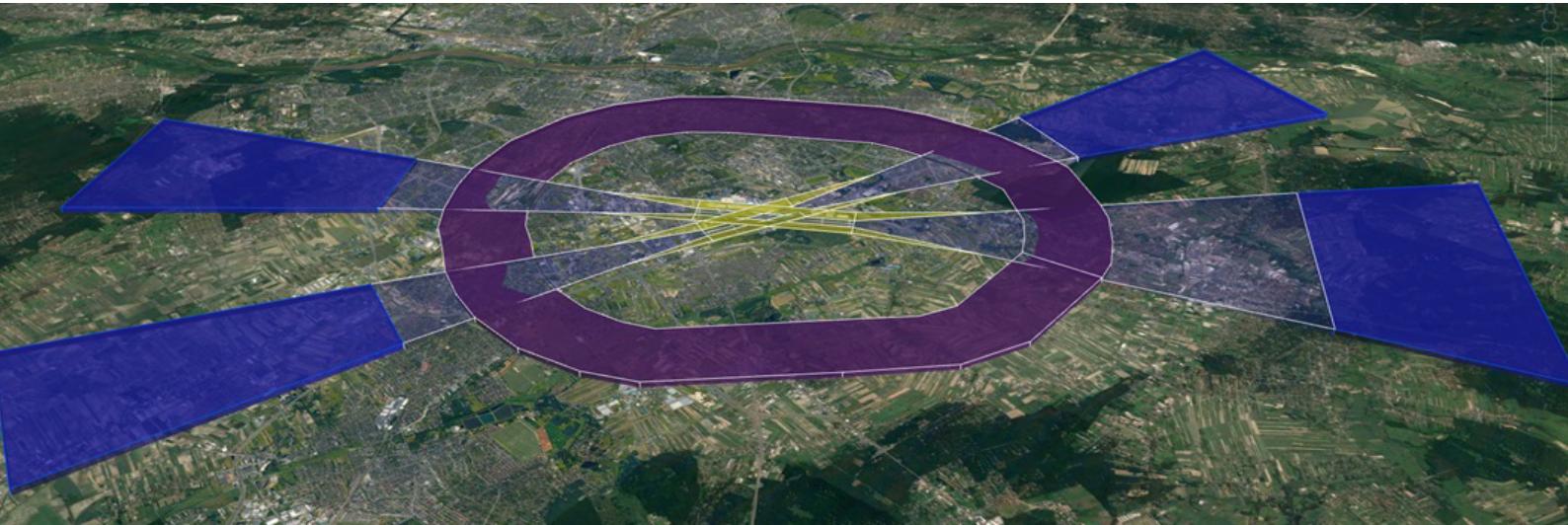
Air obstacle detection - automated eTod solution for aviation

SAMPLE, a project sponsored by the NCBiR (National Center for Research and Development) and carried out with the Polish Air Navigation Services Agency (PASA) and AP-TECH to design and implement an advanced system for precise air obstacle detection, monitoring, risk analysis and automated notification has moved to the second phase of development.

SAMPLE (System for Automatic Obstacle Monitoring) is designed for obstacle detection in pre-defined areas surrounding selected airports, in compliance with the requirements of ICAO Annex 15.

The system is also intended to support pre-flight analysis in drone operations or, for example, HEMS (Helicopter Emergency Medical Service) operations.

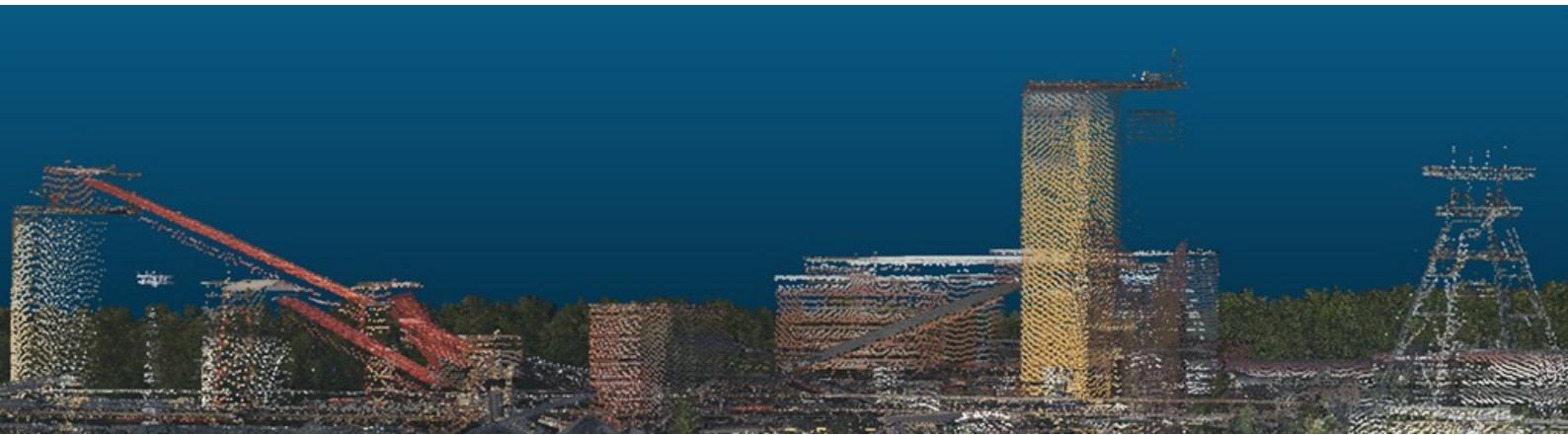
The basic functionality of SAMPLE is based on the integration of data on obstacles detected using high-resolution satellite imagery with data and information from other sources, including data related to unsupervised landing sites monitored using AP-TECH's improved HRESS system based on continuous CCTV surveillance.



Obstacle Limitation Surfaces of EPWA

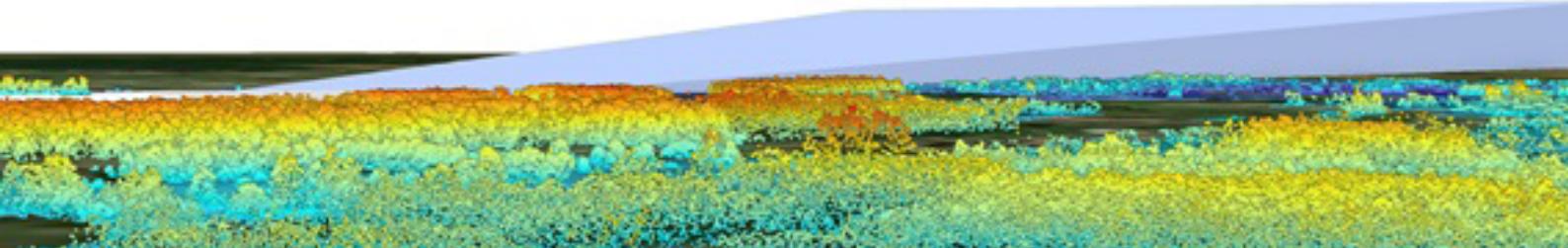
The full scope of SAMPLE includes:

- Automated or semi-automated generation and update of the eTOD database (Electronic Terrain and Obstacle Data) in standard aviation formats,
- Three-dimensional visualization of information on terrain cover and air obstacles in the monitored/supervised areas,
- Monitoring and supervision of current air operations and UAV BVLOS flights in real-time and in relation to detected and monitored obstacles, using ADS-B, radar and MLAT technologies, with automated incident notification, analysis and reporting,
- Integration with specialized PANSA and ULC (Civil Aviation Authority) systems.



KWK Wieczorek coal mine infrastructure SAMPLE visualization

The system is also intended for terrain surface analysis and obstacle detection in UAV operations areas, supporting pre-flight risk analysis (SORA) and enhancing flight security, especially in BVLOS mode. It also offers potential for commercial use outside of aviation, for example to support Line of Sight Surveys (LOS) performed by telecom operators in microwave link planning.



SAMPLE point cloud visualization of EPRA surroundings

Co-financed by European Union from European Regional Development Fund, Operational Programme “Smart growth”, sub-mesure 1.1.1 “Industrial research and development work implemented by enterprises”.

Project Value: 17 515 932,69 PLN
Co-finance NCBR: 12 724 798,38 PLN

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DFS Deutsche Flugsicherung



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ASSOCIATE MEMBERS:



CIVIL AVIATION AUTHORITY

HONORARY MEMBERS:



ATS Academy



Source: DFS

Remote Tower Control - a successful partnership

In Germany, DFS Deutsche Flugsicherung GmbH and Frequentis AG have been working together on remote towers since 2013. In 2018, DFS implemented its first remote tower centre in Leipzig, which began controlling flights at Saarbrücken International Airport, 450 kilometres away.

At the time this was the largest airport in the world where takeoffs and landings were being handled by a remote tower. Saarbrücken was logging about 15,000 VFR and IFR operations per year before the pandemic. Erfurt and Dresden will be the next airports to be added to the remote centre facility. However, one air traffic controller (ATCO) in the remote tower centre in Leipzig will provide aerodrome control services for one airport at a time.

The ATCOs will be cross-licensed and enabled to work traffic at all three airports during different shifts. Saarbrücken provided valuable insights for joint activities and resulted in Frequentis and DFS Aviation Services, a DFS subsidiary, forming Frequentis DFS Aerosense in early 2018 to address these projects in the future.

The Aerosense partnership combined DFS's extensive operational experience in some of the busiest airspace in the world with Frequentis's global ATC systems supply and services knowhow. "We gained a lot of experience (at Leipzig) regarding regulatory approval, operational transition, training concepts and stakeholder management," said Yannick Beyer, director of sales at Frequentis DFS Aerosense. "This experience is relevant for many other ANSPs around the world to avoid potential complications and save project costs".

A project of this kind relies on the appropriate involvement of operational staff from the very beginning and throughout the project. A thorough change management process should consist of safety, transition and training aspects to fully prepare operators, but also to ensure a seamless approval process within the regulatory authorities.

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.

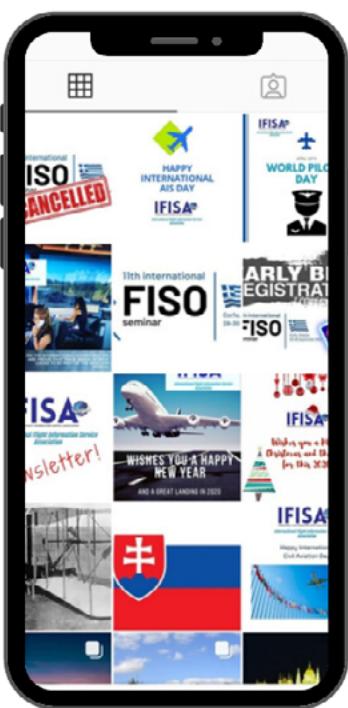
All our members are important for the association, we are like a big family spread around the world, and we want people to know each one of you. Despite the pandemic we are still working, and doing our best to bring quality services to aviation.

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!

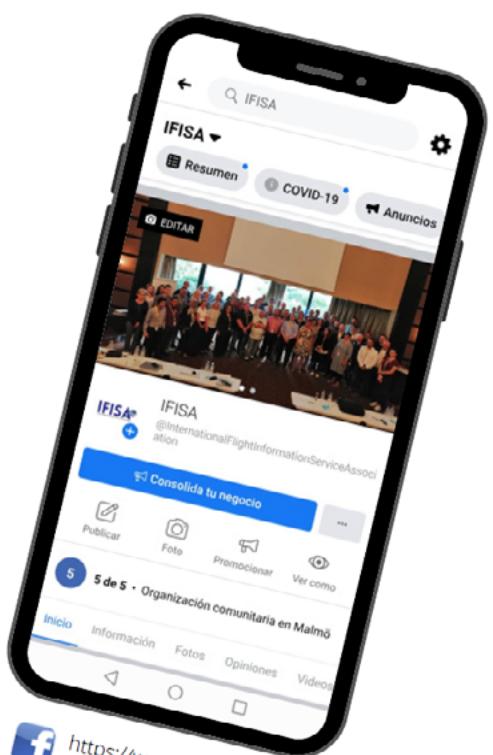
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