

IFISA



INTERNATIONAL FLIGHT INFORMATION SERVICE ASSOCIATION

NEWSLETTER



JUNE 2023

PRESIDENTS WORDS

Mikkel Drescher



The year 2023 is well on its way, and as half of the year is gone, I would like to look back at what we have done so far, but more importantly, look ahead to what the near future will give us. In September, we have our annual FISO seminar. This year, it is in Copenhagen, and I hope to see many of you again after years of absence due to the global pandemic.

We are rapidly approaching the summer traffic, and traditionally this is busier. Many countries are experiencing traffic back to pre-Covid levels while still struggling with staff shortages. Once again, the entire aviation industry is already struggling with a lack of capacity, especially in the ATM sector. And I fear for what the summer will bring. Enroute FISOs are essential to enhancing traffic capacity for controlled flights, and we should remember this in the ongoing debate on the lack of ATCOs globally.

Aerodrome Flight Information Service (AFIS/FSS) is a vital component of air traffic management that provides pilots with essential information about the aerodrome and its airspace. It is a viable solution for many aerodromes that increases the safety of flights and passengers. Since the 1960s, when ICAO introduced the

“*Enroute FISOs are essential to enhance traffic capacity for controlled flights, and we should remember this in the ongoing debate on the lack of ATCOs globally.*”

concept of AFIS, it has evolved significantly, and today, it is an essential service available in many airports worldwide. AFIS provides pilots with information about the weather, runway conditions, and other critical information they need to operate safely. Last year EASA defined the service provided by AFIS, and it is a great start, but we need to keep improving it. An update from ICAO on AFIS is sorely missing, and we are still waiting for it to come through. I am pleased that IFISA is in contact with several people working on these documents, and we are continuously pushing for a result that fits the FIS environment.

The current state of AFIS is positive. More and more countries are reintroducing AFIS, and the service has continued to evolve; today, it is more advanced than ever. With new technologies, AFIS has become more efficient and reliable.

For instance, digital communication systems have made it easier for pilots to communicate with AFIS operators, and surveillance is regularly implemented, improving service quality.

However, despite the positive developments, some challenges still need to be addressed. One of the main challenges is the shortage of qualified AFIS operators. The demand for AFIS services has increased significantly in recent years, and there is a need for more trained professionals to provide these services.

Another challenge is the need to upgrade AFIS facilities in airports. Many small airports still rely on outdated technology, affecting service quality. There is a need for more investment in these facilities to ensure that they meet the current standards, investment in both people and equipment.

The current state of FIS is positive, and the service continues to evolve to meet the aviation industry's needs. However, there are still some challenges that need to be addressed, and it is essential that stakeholders work together to find solutions. FIS is a critical service that ensures the safety of flights and passengers, and we must continue to invest in it to maintain its high standards.

I hope to see you all in Copenhagen.

Stay happy, stay safe and...
Stay informed!

Mikkel Drescher





IFISA

INTERNATIONAL FLIGHT INFORMATION SERVICE ASSOCIATION

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

GOALS OF IFISA

To protect and safeguard the interests of the Flight Information Service Officer.

To establish a close working relationship for ICAO & EASA to improve and standardise the FISO service internationally.

To allow national FISO associations/unions/trade unions to work together for the first time.

SAFETY

To promote safety, efficiency and regularity in International air navigation.

ASSIST DEVELOPMENT

To assist and advise in the development of safe and orderly systems for the Flight Information Service.

PROMOTE KNOWLEDGE

To promote and uphold a high standard of knowledge and professional efficiency amongst Flight Information Service Operators.

CO-OPERATE WITH AUTHORITIES

To closely co-operate with International and National aviation authorities and institutions concerning the Flight Information Service.

Increased collaboration between IFISA and IFATCA



From left to right: IFISA Vice President Oliver Wessollek, IFISA President Mikkel Liebman Drescher, IFATCA President and CEO Duncan Auld IFATCA Deputy President Helena Sjöström.

IFISA and the International Federation of Air Traffic Controllers' Associations, IFATCA, officially signed a Memorandum of Understanding. This collaboration paves the way for closer cooperation in our shared mission of improving global air navigation.

IFATCA is an international collective of air traffic controller associations. It was established in 1961 and is the largest and most comprehensive representative body for air traffic control in the world. IFATCA represents over 50,000 air traffic control professionals in over 130 countries.

Here's to a successful journey together!



13th International **FISO** seminar



Copenhagen, Denmark
6th-7th September 2023

Every year IFISA organizes a seminar in order to inform the aviation community on the latest developments regarding the provision of flight information services. This year the Seminar is being transferred to the Northern Europe.

WHERE?

Phoenix Hotel, Bredgade 37, 1260 Copenhagen, Denmark.

WHEN?

IFISA Assembly **September 5, 2023** (for members only).

FISO Seminar by IFISA, **September 6 - 7, 2023**.

Register here: ifisa.info/stayinformed2023/

For the agenda check out the event website.



2023 SEMINAR SPONSORS:



Air Traffic Specialists Association of Canada



Gewerkschaft der Flugsicherung
Trade Union of Air Navigation Service (GdF e.V.)



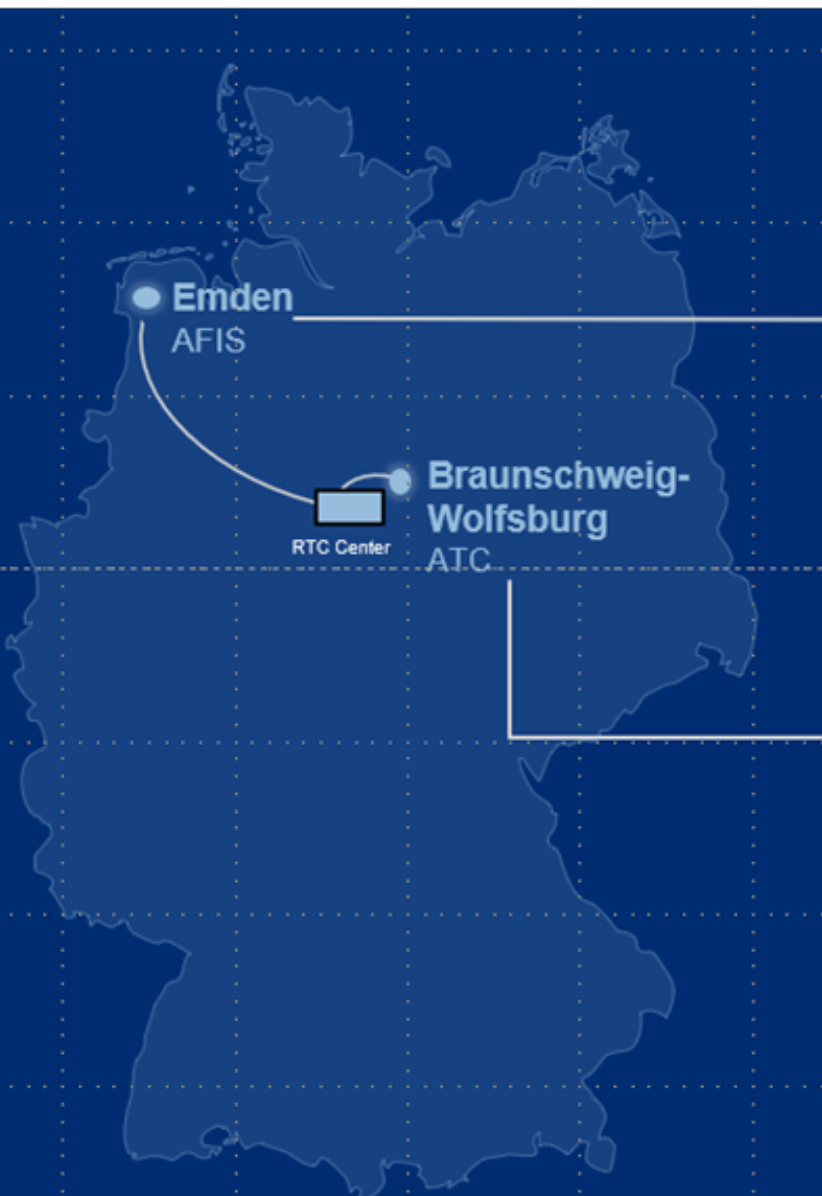
New advances in tower remote control in Germany

While DFS Deutsche Flugsicherung GmbH has considerable experience with remote towers since 2013 as well as with the remote operation for Saarbrücken Airport and Erfurt Airport, its subsidiary DFS Aviation Services GmbH (DAS) is now proceeding with its own Remote Tower Control (RTC) Center in the heart of Germany.

At Braunschweig-Wolfsburg Airport in Lower Saxony, DAS is building a state-of-the-art Remote Tower Control Centre, which is scheduled to start remote operations with Emden and Braunschweig airports in the middle of next year. Emden is an airport where AFIS is provided, while ATC is provided at Braunschweig.

The new Remote Tower Control Center will be capable of handling remote air traffic service provision for up to 6 airports. It is intended to provide a high level of flexibility in service provision to include either AFIS or ATC-controlled airports in the same operational room. DAS has just recently taken over responsibility for ATC at Braunschweig-Wolfsburg Airport from the beginning of 2023.

Braunschweig-Wolfsburg Airport as well as Emden Airport are operationally capable of remote control by ATCOs/AFISOs due to their specific traffic mix, with small VFR as well as faster IFR movements, and high peak situations, with multiple aircraft in the pattern and on the airfield. Emden Airport is increasingly used by helicopters to the offshore wind parks and SAR missions in the North Sea.



	Braunschweig	Emden
Flight Movements 2022	Approx. 32,900	Approx. 14,000
Air traffic services	Air Traffic Control Service	Aerodrome Flight Information Service
Special features	<ul style="list-style-type: none"> • Airport in special federal interest • Business travel • Research airport • Headquarter of DLR (German Aerospace Center) 	<ul style="list-style-type: none"> • AFIS transport landing site with the highest commercial share (82%) • High number of helicopter movements • Offshore Aircraft • Business travel

DAS is currently in the process of building and equipping the RTC center in a facility at Braunschweig-Airport. It involves the construction of dedicated rooms for the operational personnel and spaces for system demonstration and the RTC equipment. Additionally, the facility will contain a small “data center” housing the stand-alone server units - all with consideration of the special requirements for this kind of critical infrastructure, including detailed provisioning of uninterruptable power supply, redundancy in systems and network, security aspects and human factors regarding noise effects and lighting.

While a blueprint existed within the DFS Group, several design elements were further developed and had to be adapted to local conditions to tailor the basic DFS RTC system design to the needs of the airports controlled by DAS, e.g. the main HMI design for the interaction with the visual reproduction system.

The overall technological solution is provided by Frequentis AG and the technical installations are carried out by CNS expert ESPA GmbH. DAS is leading and coordinating the project as well as providing all operational-related content to enable the solution to go into operation: concept, design, safety assessment, training, liaison with regulatory authorities, and transition and cutover.

The RTC center and its operations will not only provide DAS with an efficient way to deliver ATS, it will also be its showcase for demonstration to external customers and training for future developments or integration of other aerodromes. This is further enhanced through its cooperation with the German Aerospace Center (DLR), which is also located at Braunschweig Airport, to enable a short link between research and practical day-to-day operations. It will also enable DAS to test new system and software solutions and benefit from DLR’s tremendous experience in the RTC field.

Currently, following intense planning and detailed design reviews, the works for the construction and cabling have been carried out, equipment has been delivered and the on-site installation of the essential cameras will soon start. In addition, several safety documentations and training initiatives are under way to achieve the necessary regulatory approval on time. In these times of worldwide delivery problems and delays - a well-thought and comprehensive project plan was drawn up and optimized regularly by all project stakeholders to meet the targeted deadline of commencing operation by mid-2024.

Useful employment of Flight Information Service Officers during winter season in Germany

As a matter of fact, general aviation is not as busy in the winter as it is in the summer. Therefore, staffing in winter is easy and sometimes there is too much staff for the traffic volume.

How can we use this staff to provide a benefit to FIS?

In DFS in Germany we have established a public relation team and offer courses and lectures in flying clubs on the use of FIS. We reduce the fear of contact and explain our customers best practice when participating in the complex procedures and airspaces.

We prefer to give our presentations in person, but during the Corona pandemic we started going online via Zoom or Teams. And those meetings worked pretty well, too. We've added online presentations to our portfolio.

To get in touch with us, we published an information on our website. The demand is high, and we are trying our best to keep up with the requests.

In addition, we have also started producing short video clips on various flight information service topics. Our AIS has joined in this way, and we published our clips on YouTube as VFR-Tutorials.

All Videos are currently only available in German, as our goal was to start with many different topics and not to offer two languages. However, since we are still at the very beginning, there is still room for improvement.

In April 2023 we have registered more than 3000 subscribers for our channel offering 15 different clips.

DFS-VFR-Tutorials
@dfs-vfr-tutorials3145 3.2K subscribers 16 videos

Dieser Youtube-Kanal dient der Information für VFR-Piloten/Innen in Deuts... >

Subscribe

HOME VIDEOS PLAYLISTS COMMUNITY CHANNELS ABOUT

Latest Popular

Besondere Beobachtungen im Luftraum 4:20
FIS: Besondere Beobachtungen
1.4K views · 2 weeks ago

Die Top-Fehler bei der Flugplanaufgabe 3:19
AIS-C: Top-Fehler bei Flugplanaufgabe

TMZ mit Hörbereitschaft 3:31
FIS: TMZ Änderung ab 23.3.2023
2.7K views · 2 months ago

Transponder und Squawks 5:25
FIS: Transponder und Squawks
1.8K views · 2 months ago

DFS channel on YouTube.

The largest event in which FIS participates is the AERO trade fair in Friedrichshafen in southern Germany, close to Austria and Switzerland. Every year in April, the largest general aviation trade fair in Europe opens for four days at Lake Constance.

For several years, DFS has been represented with FIS and AIS at the booth of Eisenschmidt GmbH, a subsidiary of DFS. During these four days, we show how we work as FISO and answer all our customers' questions. And it is always a good place to improve your network and get valuable feedback.



FISO Jens Beppler explains FIS to flight students at AERO.

Another task in winter is our training for unusual incidents (you may call it emergency training). This is a mixture of theoretical training combined with some simulator runs where different scenarios can be tested and experience shared.

Emergency training is mandatory every six years, but we try to offer it as often as possible because we experienced that unusual incidents do occur a lot more in FIS than in ATC. It helps our FISOs maintain a more consistent routine.

It took us quite a while to get started with all of this, and we are still improving our concepts. But it keeps the motivation going in the winter, and the benefits are noticeable.

Around the FIS World: NAXOS ISLAND



Naxos island, located in the middle of the Aegean archipelago, is the biggest island of the Cyclades island group. Its land is 430 km² (170 sq. mi) with a population of 20,791.

The largest town and capital of the island is Chora of Naxos whilst there are many beautiful villages and settlements scattered all over the island. Naxos' highest peak is Zas mountain 1,003 m (3291 ft). According to Greek mythology, the young Zeus was raised in a cave on Mt. Zas ("Zas" meaning "Zeus").

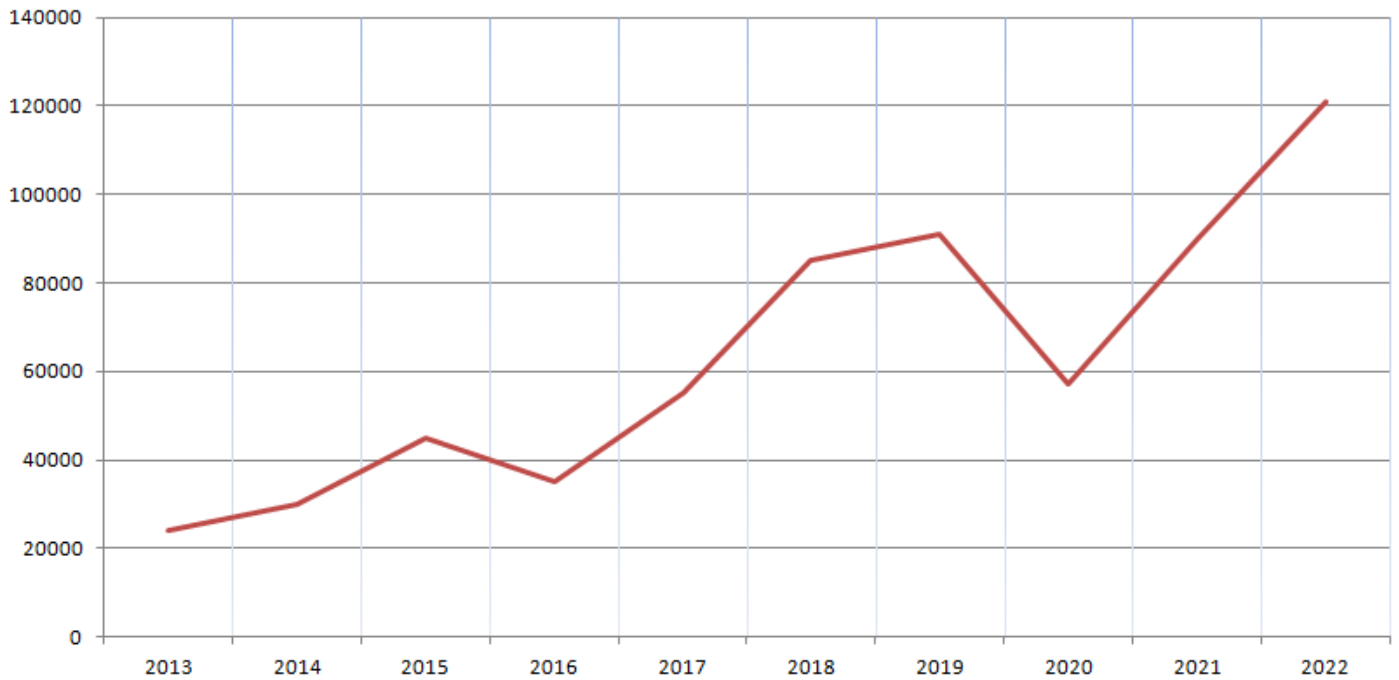
NAXOS AIRPORT

Naxos Island National Airport (IATA: JNX, ICAO: LGNX) is located 3 km from Naxos City. Airport first opened in 1992. Most of the airport's traffic comes from flights from Athens. In the 2022, airport handled 123,220 passengers and 3,462 movements.

Companies operate at Naxos airport for commercial flights are Olympic air, Sky express and Cycladic air, whilst there are various training flights all along the year. The aircrafts used are ATR42, Dash Q400 and Cessna 208 caravan. The coordinates of the center point of Runway 18/36 are 37°04'52"N 025°22'05"E and its elevation is 3,29 m.



Annual passengers traffic at JNX airport



NAXOS AFIS

Naxos AFIS unit operates the tower of Naxos airport and provides flight information and alerting services for Naxos ATZ at a range of 5NM and a height of 2000ft. Naxos AFIS operator is the Hellenic Aviation Service Provider (H.A.S.P) a civil service under the Ministry for Infrastructure, Transport and Networks, directed by its Governor and Deputy Governors. Traffic at Naxos airport is constantly increasing. Naxos AFIS unit is in continuous collaboration for every flight with Athina Flight Information Centre (FIC) as well with Mykonos Control for flights north of the airport, Santorini Control for south and Paros Information for west.



IFISA PROUDLY PRESENTS OUR SPONSORS:



Don't 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.

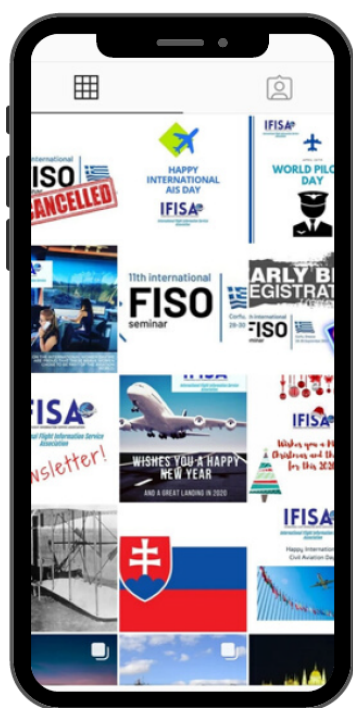
All our members are important for the association, we are like a big family spread around the world, and we want people to know each one of you. Despite the post-pandemic recovery we are still working, and doing our best to bring quality services to aviation.

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!

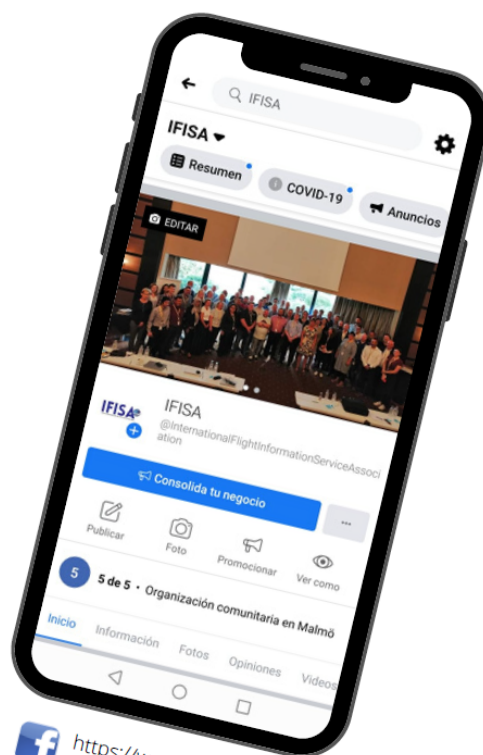
Stay informed, stay tuned...



<http://ifisa.info/>



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



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