

IFISA

INTERNATIONAL FLIGHT INFORMATION SERVICE ASSOCIATION



NEWSLETTER

DECEMBER 2025

PRESIDENTS WORDS

Mikkel Drescher



Dear Members, Colleagues, and Friends. As we step into a new year, I would like to share a few reflections on where IFISA stands and what lies ahead. Thanks to your continued engagement and professionalism, IFISA is in a strong position, with growing visibility and a clear role within the aviation and ATM community.

The year ahead will be busy, but also rewarding. We have essential milestones coming up, opportunities to meet in person, and some natural changes in our leadership. Overall, I am optimistic and confident about the direction we are taking together.

A Positive Step Forward: IFISA Joins the EASC

One of the encouraging developments as we move into the new year is IFISA's admission to the EUROPEAN ATM STAFF REPRESENTATIVES CONFERENCE (EASC).

Becoming part of the EASC gives IFISA a seat at the table in discussions that matter for ATM staff and aviation safety across Europe. It allows us to exchange views with other staff representative organisations and to ensure that the perspective of Flight Information Services is heard and understood.

This is a valuable step forward for IFISA, and one that will strengthen our advocacy work over time.

“

A New Year, Strong Momentum

Looking Ahead: IFISA Seminar and Annual Assembly in Berlin

Our next major gathering will be the IFISA Seminar in Berlin, taking place on September 9-10, with the Annual Assembly following on September 11. Our event webpage will open soon, along with registration. STAY INFORMED!

Berlin will be a great place to meet, exchange experiences, and discuss both current challenges and future developments in Flight Information Services.

As always, the seminar is about learning from each other, sharing good practice, and maintaining the strong professional network that makes IFISA what it is.

I sincerely hope many of you will be able to join us. These face-to-face meetings remain one of the most valuable parts of our association.

Vice President Transition

As part of the year ahead, we will also see a change in our Board. Our current Vice President, Oliver Wessollek, will be retiring from his role. I would like to personally thank Oliver for his unwavering commitment and for being my steady sidekick over the past seven years. His guidance, support, and dedication have been invaluable, and his contributions have significantly shaped IFISA into the strong association it is today. His experience and steady support have been greatly appreciated.

We will therefore be looking for members who may be interested in standing for election as Vice President, with elections taking place at the Annual Assembly in September. We are also fortunate to welcome Anna Gwiazda as a new member of the Board, bringing fresh perspectives and energy. We would love to see even more diversity on the Board, reflecting the breadth of our membership and the richness of our profession. If you are curious about contributing at the Board level, I encourage you to consider it or to reach out for an informal conversation.

Moving Forward Together

The coming year is very much about staying connected - with each other, with our partners, with the wider ATM community, and by growing our membership base. Joining the EASC, meeting in Berlin in September, and preparing for a smooth Board transition are all part of keeping IFISA active, relevant, and member-driven.

Thank you for your continued support and engagement. I look forward to the year ahead and to meeting many of you in Berlin.

Warm regards,

Mikkel Drescher
President
International Flight Information Service
Association





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.

Brussels is calling - AMS Summit 2025

This year's Apron Management Services (AMS) Summit conference took place for the fourth time on the 2nd October 2025 at Eurocontrol headquarters in Brussels. Representing IFISA (International Flight Information Service Association) were IFISA Vice President Oliver Wessollek and Katharina Denecke (Tower Berlin (EDDB), Apron Control).

A diverse group of participants and organizations from all over the world came together to exchange ideas in the field of apron management, present different working environments and define future priorities for joint work.



What exactly is apron management?

Essentially, apron management describes the process of safely, properly and efficiently directing aircraft and vehicles on the airport apron area. This includes the allocation of parking positions, the control of traffic flow, the coordination of ground vehicles and the provision of important information such as construction sites or other restrictions in the respective area of responsibility.

Normally, the airport company itself is responsible for apron control services. However, this service can also be put out to tender and awarded to an external provider. For example, apron control at Berlin-Brandenburg Airport BER (EDDB) is operated by German Air Navigation Services (DFS); at Lima Airport (SPJC) by DFS Aviation Services (DAS).

In addition to these German partners, Fraport Apron Control, Munich Apron and Hamburg Apron were also represented. Further apron controllers from other European countries came e.g. from Brussels, Helsinki, Copenhagen and Zurich. Even participants from Canada and South Korea also traveled to the event for the international exchange.

Before moving on to the apron management presentations, the organizer of this year's AMS Summit - CPK („Centralny Port Komunikacyjny“) - first presented the Polish government's project for the new central airport in Warsaw. This is expected to open in the fourth quarter of 2032 with two runways and is set to start with a capacity of 34 million passengers and 310,000 flight movements per year. Afterwards, colleagues from Eurocontrol reported on current "Airport Unit Activities." They provided insights into delay management, various safety issues and network operations in the 43 member states, which comprise a total of 525 airports and 1,750 sectors.

The focus was also on the recent cyberattack on 19th September 2025. This involved a hacker attack on the electronic passenger and baggage handling system of the service provider Collins Aerospace. This resulted in countless delayed flights and lost baggage, particularly at London Heathrow, Brussels, Berlin and Dublin airports, as the processes had to be carried out manually. Further discussions focused on the continuous improvement process of network planning with regard to coordinated and uncoordinated traffic.

The next item on the agenda discussed the topic of “Digital Towers”. Artificial intelligence, digitization and camera-based work (“remote”) are becoming increasingly advanced and prevalent in terms of their implementation in the future of everyday work. The topics of voice recognition and the use of artificial intelligence for route suggestions, for example, were not unaffected by this. The majority of those present see the use of AI as a useful and supportive method for the workplace of the future. However, the question quickly arose as to whether this is still a service or rather a suggestion option a la Google Maps.

Ultimately, the question of maintaining proficiency also remained open as people can quickly become accustomed to the reduced workload and unlearn their own skills.

Subsequently, Airport Council International (ACI) presented its work on the creation and publication of its manuals. ACI is a global organization that represents the interests of airports and promotes standards in aviation. ACI Europe alone currently represents 600 airports in 55 countries. The aim of this institution is to curb the use of countless regulations and to develop a uniform set of specifications and guidelines that can be presented and implemented for all airports - from small and regional to large, advanced hubs.

Apron Control Incheon Airport

Followed by great interest, conference participants from South Korea introduced their work in apron control at Incheon Airport (ICN/RKSI). The South Korean capital’s airport is operated by Incheon International Airport Corporation (IIAC). With four runways, four aprons, 330 parking stands and around 1,200 flights per day, Incheon Airport is one of the largest and busiest airports in the world. It also serves as a hub for Korean Air and Asiana Airlines.



Until now, apron control has been carried out exclusively in the tower itself or remotely. However, this is not the case in Seoul, where remote control and tower view are combined in a 2-in-1 system. A speech recognition system runs in parallel to support this, analyzing radio communications and visually displaying the pilot's "readback" as well as the apron controller's radio messages.

Incheon Airport was one of the first airports to implement "Follow the Greens" technology to improve both capacity and safety.



„Follow the Greens“ Taxi System - Photo: aerosavvy

What exactly is apron management?

The A-SMGCS system („Advanced Surface Movement Guidance and Control System“ - an automated, intelligent taxiway lighting system) is used to define a start and end point for the route. The system then automatically switches on the green taxiway lights one after the other, creating a visual path for the pilot to follow.



On the one hand, the system helps to reduce potential conflicts at runway intersections. On the other hand, it optimizes the taxiing process in many ways as it not only reduces ground delays and waiting times. It also lowers fuel consumption and emissions through shorter taxiing times and less engine idle time. Ultimately, it also helps reduce radio communication, freeing up apron controllers and air traffic controllers for other tasks.

Also, the explanation of the local shift system was very interesting. There are only three simple shift times: early shift, late shift, and night shift. However, the shift times need some getting used to, as the early shift runs from midnight to 9 a.m., the late shift from 9 a.m. to 6 p.m. and the night shift from 6 p.m. to midnight. The teams are divided into groups and subsequently work all shift times.

This was followed by questions about their consolidation concept as well as the factors and indicators involved. Normally, arguments about flight movements or exceptional weather conditions would be expected.

To the surprise of all conference participants, the supervisor decides on the consolidation of workplaces based on the competence and resilience of the apron controllers present. In other words, those who can do more are allowed to work more. And vice versa.

Lima Airport

Another exciting presentation was given on the apron control service at Lima Airport (LIM/SPJC). Operated by DFS Aviation Services (DAS) in cooperation with Fraport AG, this project was successfully launched after only 15 months of preparation on 23rd February 2025.

In total, there are three work positions. Two of these are intended for operational use and one is intended as a backup.



Apron Control, Lima Airport - Photo: Saab

Initially, apron control was still operating in the former terminal with a view of the apron. The decision to switch from tower to “remote” was primarily based on geological considerations. Peru is located in an active earthquake zone, which increases therefore the risk of earthquakes. In the event of an emergency, the operational apron control center is physically separated from Lima Airport.

The planned move to a new building to work remotely in the future was very well received by the apron controllers. The three existing workstations were efficiently integrated into an area of only 208m². There is also a fourth workstation, which is used both as a contingency workstation and for simulations, testing, and training.

In a comprehensive tender process, Saab was selected to provide the technological equipment. The Swedish supplier has equipped Lima Airport’s “Digital Apron Management Center” with state-of-the-art technology to increase operational efficiency and capacity. The “Lima Airport Partners (LAP)” system, which was only recently introduced in December 2024, offers improved situational awareness and management capabilities for apron operations.



AMS Summit participants at Eurocontrol in Brussels - Photo: Agnieszka Dybowska (AOT Eurocontrol)

Following these two very interesting presentations, the discussion concluded with a look at topics for the future. The focus was on the ongoing standardization, implementation, digitization of training and competency schemes, the definition of service levels and the implementation of manual guidelines at the European and international levels. In summary, the 4th Apron Management Services (AMS) Conference was a very successful and valuable exchange at an international level.

A big „Thank you“ goes to our Polish colleagues at CPK and the Airport Operations Team at Eurocontrol for the excellent organization and hosting of the conference in Brussels.

The next AMS Summit will take place next year, either again at Eurocontrol headquarters in Brussels or at the Canadian colleagues’ premises in Montreal.

DAS takes over Apron Management in Lima

February 2023 marked a decisive step at the Airport in Lima: DFS Aviation Services (DAS) took over Apron Management Services, following a competitive selection process in 2022, succeeding the local ANSP CORPAC in managing taxiing traffic and the guidance to aircraft positions. The transition was carefully prepared through months of training and collaboration to ensure a seamless handover. While CORPAC continues as the national air traffic operator, DAS assumed full responsibility for platform management operations, laying the foundation for a new era of efficiency and safety at Lima Airport.



The training of the Airport operators was a key part of the transition to DFS Aviation Services in 2023. Operators underwent intensive preparation combining classroom instruction with practical exercises to strengthen safety awareness, communication protocols, and coordination skills.

This ensured a smooth transition and handover from ATC and gave operators the confidence to manage complex traffic flows while preparing for the airport's move toward more efficient operations.



Then, with the opening of the new terminal at Jorge Chávez International Airport in June 2025, the second step of modernizing operations followed: Apron management was transitioned from conventional services with an out-of-the-window-view to Digital Apron Management Services from an inside room within the terminal building.

The introduction of the Digital Apron Management Center has transformed daily operations on the ground significantly. Where DAS apron operators previously relied on direct line-of-sight from the tower building, they now manage operations through a comprehensive digital interface that provides real-time visibility of every aircraft movement. With the integration of Saab's digital tower technology, DFS Aviation Services' operational expertise, and the support of Fraport, the apron has become a fully connected environment.



From an operational standpoint, the benefits are immediate. Aircraft turnaround times are shorter, coordination with airlines and ground handlers is smoother, and safety margins are higher because decisions are based on reliable, integrated, real-time data. The system also supports sustainability by reducing unnecessary taxiing and idling, which directly lowers emissions on the apron. By this, the digital apron means less stress, fewer surprises, and more confidence when managing complex traffic flows. It is not just a technological upgrade but a fundamental shift in how apron operations are conducted.

Lima Airport has become the first in Latin America to implement such a system. The expansion project, which includes a new terminal and second runway, will further increase traffic, but with the digital apron in place, apron operations are prepared to handle the growth efficiently and safely. This initiative demonstrates how technology and international collaboration can together redefine operational excellence.



FISO and pilots - face to face

What if pilots had an opportunity to ask Flight Information Service Officers any question related to their work, cooperation, standards? What if FISOs could explain how to make communication and cooperation with pilots better as well as ask pilots what kind of assistance they actually need and would appreciate? With these questions in mind Polish Flight Information Service Officers in 2025 held a number of meetings located in various aeroclubs throughout an entire country, which were attended by hundreds of airplanes, helicopters, gliders pilots, as well as drone operators.



The purpose of these meetings is to exchange experiences and observations related to cooperation between FIS officers and pilots. Participants have an opportunity to ask pressing questions, clarify any doubts, and obtain details regarding both the work performed by FISOs and their own responsibilities in terms of radiotelephony communication.

During the sessions, officers present the specifics of their work. They explain its objectives, operating procedures, limitations and capabilities, as well as their workstation setup. They also demonstrate how they handle flight plans, outline of radar and radio stations coverage available in Poland, and describe the structure of Polish airspace, including the basic operating rules within its various classes. Additionally, they discuss its flexible use and areas that may be activated within uncontrolled airspace – including ad hoc Alpha zones, which are especially important these days and not so easy to manage by both officers and pilots and happen quite often near the east border of Poland for obvious reasons.

What's most important - these workshops allow pilots to meet FIS officers face-to-face – people whom they normally only hear “on the radio.” Such discussions in real life provide an opportunity for all attendees to share remarks and operational experiences, which is valuable for both sides, as effective pilot-FIS cooperation is based on clear and efficient communication, coordination and mutual understanding of each other's responsibilities and needs.

Meetings, that have already taken place, were such successes that many other aeroclubs plan to organize such events and take part in this project. Polish FISOs strongly believe that any opportunity for exchanging ideas to make their assistance better means that their work will be more efficient as well as more appreciated and helpful. We are really looking forward to continuing this journey in 2026 and the years to come!

Jotron and NAV CANADA collaboration

Jotron and NAV CANADA will deploy the world's largest nationwide recording system! Jotron AS, our Golden Corporate Member, has signed a contract with NAV CANADA, and will supply nationwide it's recording system for Air Traffic Control (ATC). This system will be fully integrated and synchronized.

Jotron's Ricochet recorder has been the preferred recorder and replay system to the world's ATC market for almost 20 years. Ricochet is designed and tailor-made for ATC environments, without compromising on high data performance and synchronized accuracy. The recording concept is modular and allows an unlimited number of channels to be recorded simultaneously.

NAV CANADA is responsible for the safe, orderly and expeditious flow of air traffic within Canadian airspace. NAV CANADA's system will record several thousands of audio, radar and surveillance channels, operator screens, metadata and more, hosted on virtual machines provided and maintained by NAV CANADA.

The system will provide the recorded data in a seamless nationwide synchronized replay system accessible from anywhere defined by NAV CANADA. The system includes NAV CANADA's 7 Area Control Centers, and over 100 different installations. After this installation, Jotron Ricochet systems will be recording a third of the daily airspace operations globally!



Øivind Ramde
Global Business Development Manager Ricochet

“We are very proud to have been selected by NAV CANADA and we are looking forward to working together on this delivery”.

Saab's next generation Digital Tower selected for Warsaw Modlin Airport in Poland



Polish Air Navigation Services Agency (PANSA) selects Saab to provide its advanced Digital Tower to Warsaw Modlin Airport with an operations centre located in Warsaw. The solution will enhance efficiency, flexibility and availability of air traffic operations, paving the way towards further digitalisation and long-term development of the Polish aviation sector.

Warsaw Modlin Airport will be the first airport in Poland with the air traffic operated with a Digital Tower. The operations centre based in PANSA's premises in Warsaw will enable remote traffic management during all Polish weather conditions. In the future, the solution can be expanded to additional airports in Poland. "I am proud that PANSA is entrusting Saab to implement our Digital Tower solution at Warsaw Modlin Airport. For us, this is a journey to transform and digitalise air traffic services, and I look forward to join forces with our partner PANSA in Poland," says Cecilia Larsson, CEO Saab Air Traffic Management AB.

"The implementation of the innovative Remote Tower opens a new chapter in air traffic management. It is not just a technological leap forward, but a real change in the way we think about the safety and efficiency of air operations. Thanks to this innovation, we provide air traffic controllers with tools that allow them to act faster and more precisely - regardless of conditions or location," says Magdalena Jaworska-Maćkowiak, PANSA CEO.

The solution is based on Saab's latest Digital Tower Suite, including 4K cameras for day and night operations and the latest presentation functionalities for air traffic controllers. The airport will also receive a multilateration (MLAT) system to ensure surveillance tracking for all stages of flight providing increased all weather capability.

With its proven track record in deploying digital or remote tower solutions worldwide, Saab continues to drive the evolution of digital air traffic control, enabling safer, more flexible, and efficient airport operations.

GATE Expands to Spain!



Our Golden Corporate Member - Gate Aviation Training - expands to Spain!

GATE is thrilled to announce the opening of their new, state-of-the-art facility in the picturesque coastal city of El Puerto de Santa María, southern Spain. This new academy will enhance their global presence, offering world-class training opportunities in an inspiring setting.

The training center will feature a range of programs tailored to meet the evolving needs of ATM industry. Equipped with cutting-edge simulation technology the Academy will deliver exceptional learning experience. The GATE Spain startup team has extensive experience and expertise in ATM training.

The Team includes:

Dirch Jans, Owner and CEO of GATE Aviation Training, who will oversee strategic planning and provide leadership to ensure the Academy's success.

Jana Hochmanova, COO of GATE Aviation Training who will contribute with her operational and regulatory expertise to streamline processes and support growth.

Miguel Caparros, Operational Director and Head of Training at GATE Aviation Training Spain, who will manage the academy's operations, ensuring excellence in training.

Please join us in celebrating our Partner's new and exciting chapter as they continue to expand their business and advance training solutions!

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...

