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ATC

AIR NAVIGATION SERVICES

ACR Aviation Capacity Resources AB, a private provider of air traffic management services specialising in regional airports across Sweden, has begun providing air traffic and meteorological services at Arvidsjaur Airport (Sweden). The airport becomes ACR's 19th unit and the first where it delivers both air traffic control and aerodrome flight information services within a single operation, with service levels adjusted based on traffic complexity and demand.
The company will also introduce communication and navigation services at the airport from 1 June 2026, marking its first deployment of these services following certification in 2025.
Arvidsjaur Airport, which serves northern Sweden and supports winter automotive testing and tourism traffic, features a 2,500 m runway capable of handling aircraft such as the Boeing 737 and Airbus A320.
The expansion strengthens ACR's role in delivering integrated air traffic services across regional airports while supporting operational flexibility and connectivity. #1266.ATC1

DFS Deutsche Flugsicherung GmbH, a state-owned German air navigation service provider, has made its Nachrichten für Luftfahrer (NfL) publications available online free of charge.
The NfL, which serves as the official gazette of German aviation, contain binding regulations, aeronautical information and operational guidance for pilots, airlines and other aviation stakeholders. The publications can now be accessed via the DFS website alongside the Aeronautical Information Publication (AIP).
The change follows a directive from Germany's transport ministry and provides all airspace users with centralised, free access to current aviation information. Previously issued and withdrawn NfL editions will remain available through existing distribution channels.
DFS employs approximately 5,800 staff and manages air traffic across Germany through control centres in Bremen, Karlsruhe, Langen and Munich, as well as tower operations at 15 international airports.
#1266.ATC2

The Federal Aviation Administration plans to hire 2,300 air traffic controller trainees and will open its annual recruitment window on 17 April 2026 as part of efforts to address staffing shortages and strengthen operational reliability. The campaign, announced by Sean P. Duffy, includes targeted outreach to younger candidates, while broader workforce measures include higher starting salaries, streamlined hiring and retention incentives. The agency remains around 3,500 fully certified controllers below target levels, with 13,164 employed as of September 2025, contributing to increased overtime and operational pressure.
Funding proposals include USD 95.4 million for recruitment and USD 39 million for enhanced safety oversight, alongside earlier approvals to hire 2,500 controllers in 2026 and upgrade air traffic control systems.
In parallel, the FAA is advancing infrastructure resilience through a nationwide assessment of more than 250 control towers, conducted with the National Laboratory of the Rockies. The study examined solutions to maintain operations during power disruptions, including on-site energy generation, battery storage and microgrids, as well as energy efficiency improvements.
Testing at seven airports showed that optimal solutions vary by location, with the programme delivering modelling tools and guidance to support future investment decisions aimed at improving system resilience alongside workforce capacity. #1266.ATC3

The Federal Aviation Administration has made progress in strengthening cybersecurity for critical air traffic systems, but significant gaps remain, according to a review by the US Department of Transportation Office of Inspector General. The audit found that not all required

high-level security controls have been selected or implemented across systems supporting the national airspace system, with 15 of 45 systems still using outdated standards and 11.3% of required controls not fully implemented.
The report also identified weaknesses in vulnerability tracking and transparency, with some risks not properly recorded in the Department of Transportation's central systems or reflected in updated security documentation.
The watchdog warned that these shortcomings could expose critical systems to cyber risks and called for actions including full implementation of current security standards, improved documentation, and stronger tracking and mitigation of vulnerabilities. #1266.ATC4

Delta Air Lines chief executive Ed Bastian said artificial intelligence is expected to deliver the greatest benefits in aviation through improvements to air traffic control systems rather than onboard passenger experience. He indicated that AI could help address congestion, delays and inefficiencies in airspace management, which remain among the industry's most significant operational constraints.
While AI may enhance certain aspects of the passenger journey, its primary impact is expected to come from optimising flight routing, scheduling and coordination between aircraft and control systems.
The comments reflect growing industry focus on applying advanced technologies to modernise air traffic management infrastructure rather than fundamentally changing the in-flight experience. #1266.ATC5

NAV CANADA reported stable financial performance in the second quarter of fiscal 2026 while continuing investment in air navigation infrastructure and systems. Revenue reached USD 405 million (CAD 405 million), up USD 9 million year-on-year, supported by a 1.5% increase in air traffic and higher service charges introduced in January 2025.
The company maintained strong liquidity, with cash reserves of USD 393 million (CAD 393 million), although negative free cash flow widened slightly to USD 71 million (CAD 71 million) due to increased capital investment.
Air traffic growth was moderated by weather-related disruptions, while the rate stabilisation account shortfall rose to USD 89 million (CAD 89 million), to be recovered through future charges.
The organisation is continuing its modernisation programme while monitoring external risks, including geopolitical developments and fuel costs, which could affect future traffic and operating conditions.
#1266.ATC6

The Dutch Caribbean air navigation service provider DC-ANSP plans to introduce a remote control tower at Curaçao as part of efforts to modernise air traffic management. The system will use cameras and digital technologies to enable air traffic control without reliance on a traditional physical tower, improving safety, operational efficiency and service continuity.
The project forms part of a wider programme to upgrade air navigation infrastructure in response to evolving aviation requirements, with plans to extend similar technology to Bonaire.
The initiative builds on earlier investments in radar and air traffic systems and is intended to support Curaçao's role as a regional aviation hub. #1266.ATC7

Traffic

EUROCONTROL reported 27,784 average daily flights across the European network in the week 23–29 March 2026. Traffic increased by 2.5% compared with the previous week and was 2.0% higher than the same period in 2025, with growth recorded across all regions except Europe–Middle East

routes, which declined by 51%. The busiest 10 States and carriers both recorded weekly increases of 2.5% and 2.2%, respectively.
Arrival punctuality reached 79.0% and departures 75.5%, both lower than the equivalent week in 2025.
En route air traffic flow management delays rose by 54% week-on-week to 16,982 minutes per day, 26% higher year-on-year, with 73% attributed to air traffic control capacity and staffing constraints, particularly in Spain and France.
Average delay reached 1.1 minutes per flight, including 0.6 minutes en route and 0.5 minutes at airports, representing a 30% increase compared with the previous week. Jet fuel prices averaged USD 4.73 per gallon on 27 March 2026, up 4% over two weeks and approximately double the level at the start of the year. #1266.ATC8

NAV CANADA, the country's air navigation service provider, reported a 3.4% increase in traffic for February 2026 compared with the same month in 2025. The figure is measured using weighted charging units, which reflect the number of billable flights, aircraft size and distance flown within Canadian airspace. This metric forms the basis for movement-based service charges, which account for most of the organisation's air navigation revenue.
NAV CANADA provides air traffic control, advisory services and aeronautical information across more than 18 million km² of domestic and international airspace, covering one of the largest managed airspace areas globally. #1266.ATC9

Suppliers

DFS, Germany's air navigation service provider, has extended its ADS-B surveillance system contract with ERA for airspace monitoring across Germany. ERA, a Czech-based air traffic management technology company within OMNIPOL Group, will supply additional ground stations to expand the existing MSS-5 multi-sensor surveillance system. The extension follows earlier deliveries completed in 2024, which enabled near-complete ADS-B coverage of German airspace through installations across southern and eastern regions, along with a station at the DFS control centre in Langen.
The current phase focuses on the Munich region, where a validation environment will be developed to assess the use of ADS-B for aircraft separation at 5.6 km (3 nautical miles). The system supports real-time tracking and identification of aircraft using transponder data.
ERA has previously supplied multilateration and surface surveillance systems to several German airports, including Munich Airport, Hamburg Airport and Berlin Airport. #1266.ATC10

Aena, Spain's national airport operator, has awarded Skyway Air Navigation Services a EUR 6.38 million (USD 6.9 million) contract to provide air traffic services at five regional airports. The three-year contract, with two optional one-year extensions, covers operations at El Hierro Airport (Canary Islands, Spain), La Gomera Airport (Canary Islands, Spain), Burgos Airport (Castile and León, Spain), Córdoba Airport (Andalusia, Spain) and Huesca–Pirineos Airport (Aragon, Spain). Services include AFIS at four airports and a combined ATC and AFIS service at El Hierro, alongside communications services in Córdoba.
The AFIS system provides flight information and safety support at low-traffic airports and is applied based on operational criteria such as traffic levels and airspace structure. Its use can reduce airline charges by approximately 60% compared with conventional air traffic control services.
The contract forms part of Aena's management of lower-traffic airports within its national network, where simplified air traffic service models are implemented to maintain operational efficiency and safety. #1266.ATC11

Croatia Control Ltd., Croatia's air navigation service provider, has selected ADB SAFEGATE to supply a tower automation system at Zagreb's Franjo Tuđman Airport. The project, awarded through a public tender, will implement the OneControl Tower Automation Platform as part of efforts to modernise air traffic management infrastructure. The system will integrate existing tower technologies with an Advanced Surface Movement Guidance and Control System and an Electronic Flight Strip solution. The platform will combine surveillance data, aircraft routing, flight information and safety monitoring into a single interface to support air traffic controllers in managing aircraft and vehicle movements across the airport surface. It is also intended to strengthen runway safety and coordination between operational systems.
With this deployment, Croatia Control becomes the third member of the COOPANS Alliance to adopt tower automation technology from ADB SAFEGATE, a Belgium-based provider of airside systems and software. #1266.ATC12

Thales, a French aerospace and defence technology company, has opened an expanded air traffic management centre in Mexico City (Mexico) to support aviation projects in Latin America. The facility will focus on integration of air traffic control systems, technical support, modernisation of control centres, staff training and cybersecurity services for air navigation providers across the region. The expansion increases the company's capacity to manage regional projects.
Thales employs more than 1,300 people in Mexico and supplies technologies including air traffic management systems, radar and navigation equipment. Its systems are used by SENEAM, Mexico's air navigation services provider, for the management of national airspace. #1266.ATC13

Drones & Air Taxis

Saab, a Swedish defence and aerospace company, has received an order for a counter-unmanned aerial system from the Swedish Defence Materiel Administration in Stockholm (Sweden). The contract is valued at SEK 2.6 billion (USD 240.0 million), with deliveries scheduled between 2027 and 2028. The system is intended to support the Swedish Armed Forces and protect civil infrastructure from drone-related threats.
The mobile and modular system is designed to detect, track and neutralise small- to medium-sized unmanned aerial vehicles, and can be integrated with existing defence systems. It combines Saab sensors and countermeasure technologies with selected third-party components into a single platform. The system will form part of Sweden's wider air defence capabilities, complementing existing measures for monitoring and managing national airspace. #1266.ATC14

Unifly, a Belgium-based unmanned traffic management provider, and Nexova have completed Phase I of the SecureUTM 2 programme to develop cybersecurity frameworks for drone traffic systems in Europe. The project establishes a certification-aligned and risk-based cybersecurity foundation for UTM and U-space services, integrating security requirements into system architecture in line with European U-space regulations, Common Criteria standards and ENISA risk frameworks. This approach embeds cybersecurity at the design stage rather than as a later compliance step.
Phase I expanded earlier work by refining a harmonised Protection Profile, updating the Security Target for the Unifly platform, and conducting structured risk assessments and gap analysis. It also defined a secure system architecture and established a proof-of-concept testbed to validate cybersecurity measures.
Testing focused on risks such as GNSS jamming and spoofing, with validated measures including interference detection, trajectory monitoring, authentication protocols and secure data handling. The

programme also developed testing methodologies and digital twin frameworks, with Phase II set to implement controls and expand validation in alignment with European certification requirements. #1266.ATC15

Vigilant Aerospace has deployed an airspace management system with radar coverage at Oklahoma Air & Space Port (Burns Flat, Oklahoma, United States) to support advanced autonomous flight testing. The installation includes the FlightHorizon TEMPO system, integrating multiple long-range radars and transponder receivers to provide real-time tracking, detect-and-avoid capabilities and airspace monitoring across approximately 5,000 km², with plans to expand to 10,000 km².
The project, delivered for the Oklahoma Department of Aerospace and Aeronautics, forms part of a multi-year programme to establish a national testing site for uncrewed aircraft and autonomous spacecraft operations.
The system is designed to support beyond visual line of sight (BVLOS) operations, reduce reliance on chase aircraft and enable safe testing of high-speed drones and future aerospace platforms, with potential additional applications including disaster response and emergency management. #1266.ATC16

Education & Training

Entry Point North has opened a new air traffic services training site at Kastrup, Denmark, expanding its training network and supporting demand for controller training. The facility, located within Naviair premises, will deliver initial training for Danish students with closer alignment between training and operational environments.
The new site is the organisation's seventh training location and is intended to improve training efficiency, instructor utilisation and integration of students into operational settings.
The development strengthens cooperation between Entry Point North and Naviair while supporting workforce development needs in Denmark's air navigation sector. #1266.ATC17

ENAIRE has partnered with the Polytechnic University of Madrid to establish a new research and training programme focused on air traffic management innovation. The initiative, based at the Higher Technical School of Aeronautical and Space Engineering, will develop specialised training and research activities covering drone integration into controlled airspace, route optimisation, cybersecurity and artificial intelligence.
Planned developments include the creation of dedicated research teams, participation in European SESAR 3 programmes, and the advancement of technologies to support more efficient and integrated airspace operations.
ENAIRE will provide EUR 55,000 (USD 60,000) in annual funding to support the programme and its associated projects. #1266.ATC18