

AIRSPACE MANAGEMENT AND FLIGHT PROCEDURES QUESTIONNAIRE

PLEASE MARK YOUR ANSWER WITH A CROSS "X" INSTEAD OF EMPTY BOX

I. RESPONDENT

FIRST AND LAST NAME			
INSTITUTION/AIRLINE OPERATOR		RANK	
AIRCRAFT TYPE			
TELEPHONE/ FAX.		E-MAIL	

II. AIRSPACE

1	Does the current ATS route network enable an efficient air traffic flow in FIR EPWW?	YES <input type="checkbox"/>
		NO <input type="checkbox"/>
	If NO – please list the reasons	

2	Are airspace restrictions in EPWW a hindrance during flight planning?	YES <input type="checkbox"/>
		NO <input type="checkbox"/>
	If YES – mark the restrictions responsible Active TSA <input type="checkbox"/> EA <input type="checkbox"/> Restrictions in RAD <input type="checkbox"/>	

6	During flights in CTRs, had pilots ever encountered power hang gliders, para- gliders or motopara- gliders, about which they had not been informed?	YES <input type="checkbox"/> NO <input type="checkbox"/>
	If YES – please name the location of the encounter and the estimated flight altitude?	

7	Are the current limits of terminal control areas (TMA) proportional to the air traffic flow in the given area?	TOO SMALL <input type="checkbox"/> OK <input type="checkbox"/> TOO BIG <input type="checkbox"/>
	If TOO SMALL – please name the aerodromes If TOO BIG – please name the aerodromes	

8	Are the current terminal control areas (TMA) designated in a clear and comprehensive manner?	YES <input type="checkbox"/> NO <input type="checkbox"/>
	If NO – please provide an example	

9	Is the RAD document written in a clear and comprehensive manner (from the pilot's and airline operator's perspective)?	YES <input type="checkbox"/> NO <input type="checkbox"/>
	If NO – please provide an example	

10	Are the lateral limits of terminal control areas (TMA) sufficient for effective aircraft operations?		YES <input type="checkbox"/>
			NO <input type="checkbox"/>
	If NO – mark below and provide the reason (eg., too big/small in the N/S)		
	TMA Gdańsk (EPGD)	<input type="checkbox"/>
	TMA Kraków (EPKK)	<input type="checkbox"/>
	TMA Poznań (EPPO)	<input type="checkbox"/>
	TMA Rzeszów (EPRZ)	<input type="checkbox"/>
	TMA Szczecin (EPSC)	<input type="checkbox"/>
	TMA Warszawa (EPWA)	<input type="checkbox"/>
	TMA Wrocław (EPWR)	<input type="checkbox"/>
COMMENTS.....			

11	Are the vertical limits of terminal control areas (TMA) sufficient for effective aircraft operations?		YES <input type="checkbox"/>
			NO <input type="checkbox"/>
	If NO – please mark and provide the reason (eg., too low/high for arrivals/departures from the N/S)		
	TMA Gdańsk (EPGD)	<input type="checkbox"/>
	TMA Kraków (EPKK)	<input type="checkbox"/>
	TMA Poznań (EPPO)	<input type="checkbox"/>
	TMA Rzeszów (EPRZ)	<input type="checkbox"/>
	TMA Szczecin (EPSC)	<input type="checkbox"/>
	TMA Warszawa (EPWA)	<input type="checkbox"/>
	TMA Wrocław (EPWR)	<input type="checkbox"/>

III. FLIGHT PROCEDURES

12	What are the maximum climb/descent rates that you are willing to accept in departure and arrival procedures?	
	Arrival gradient:	
	Departure gradient:	

13	Do you see the necessity for a flat (horizontal) segment during the intermediate approach in arrival procedures?	YES <input type="checkbox"/>
		NO <input type="checkbox"/>
	COMMENTS.....	

14	Can you see any benefits from the introduction of CDA (Continuous Descent Approach) type arrival procedures? Can this type of arrival procedure have a negative impact on safety?	YES <input type="checkbox"/>
		NO <input type="checkbox"/>
	COMMENTS.....	

15	Is the nominal flight track given by the ATC Officer during arrival procedures economically optimal for a particular aircraft type?	YES <input type="checkbox"/>
		NO <input type="checkbox"/>
	If NO – please provide an example.	

Thank you for your input