



QUESTIONNAIRE CONCERNING AIRSPACE ELEMENTS AND AIR TRAFFIC PROCEDURES

I RESPONDENT DATA („*“ – MANDATORY)

FULL NAME			
OPERATOR/PILOT*		POSITION	
AIRCRAFT TYPE*			
PHONE/FAX.		E-MAIL	

II PART UNCONTROLLED AIRSPACE

1	Is the existing airspace structure in Warsaw FIR understandable to its users?	YES <input type="checkbox"/> NO <input type="checkbox"/>
	If NO - please specify the reasons	

2	Is the upper limit of uncontrolled airspace sufficient for GA flight operations?	YES <input type="checkbox"/> NO <input type="checkbox"/>
	If NO - please provide reasons and proposed upper limit.	

3 Under which flight rules (IFR,VFR) the respondent flies in class “G” airspace?”	
Mark the correct box	
VFR only <input type="checkbox"/>	
IFR only <input type="checkbox"/>	
Mixed (VFR/IFR) <input type="checkbox"/>	

4 Estimated number of flight operations (IFR, VFR) performed in Polish airspace per year?	
Flights in uncontrolled (class “G”) airspace	
VFR IFR	
Flights in controlled (class “C”) airspace	
VFR IFR	

5 What sources of information regarding airspace elements does the respondent use when planning or flying in class “G” airspace?	
Mark the correct box/boxes	
AUP <input type="checkbox"/>	
AIP <input type="checkbox"/>	
NOTAM <input type="checkbox"/>	
ASM 3 <input type="checkbox"/>	
FIS <input type="checkbox"/>	
ARO (Air traffic services reporting office) <input type="checkbox"/>	

6	What sources of navigational warning information does the respondent use when planning or flying in class "G" airspace?	
	<p>Mark specific sources</p> <p>ASM 3 <input type="checkbox"/></p> <p>FIS <input type="checkbox"/></p> <p>NOTAM <input type="checkbox"/></p> <p>PIB <input type="checkbox"/></p> <p>I don't use any <input type="checkbox"/></p> <p>If "I don't use any" - please specify reasons</p> <p>.....</p> <p>.....</p>	

7	Which restrictions in Polish airspace are <u>most</u> troublesome when flying in class "G" airspace?	
	<p>Mark specific restrictions</p> <p>Active TSA areas <input type="checkbox"/></p> <p>Active TRA areas <input type="checkbox"/></p> <p>Active MRT routes <input type="checkbox"/></p> <p>Active MCTR zones <input type="checkbox"/></p> <p>Active MTMA areas <input type="checkbox"/></p> <p>If YES - please provide area/route designator and reasons/time</p> <p>.....</p> <p>.....</p> <p>.....</p> <p>.....</p>	

8	Have the introduced time and altitude restrictions in areas TSA02, TSA06, TSA07, TRA11 for military airspace users made GA flights easier?	YES <input type="checkbox"/>
		NO <input type="checkbox"/>
	If NO - please specify reasons	

9	Should there be similar restrictions in other TSA areas?	YES <input type="checkbox"/>
		NO <input type="checkbox"/>
	If YES - please specify area and segment designators and proposed restrictions (time, altitude)	

10	When flying in uncontrolled airspace, did you happen to fly through MCTRs/MTMAs or active TSA, TRA areas?	YES <input type="checkbox"/>
		NO <input type="checkbox"/>
	If YES - please provide the area designator and the content of the approval obtained	

11	Would changing selected military TSA areas to TRA improve flight operations in class "G" airspace?	YES <input type="checkbox"/>
		NO <input type="checkbox"/>
	If YES - please enter the area designator	

12	Should the TRA areas, if any, designated for military airspace users be given a "G" class airspace?	YES <input type="checkbox"/>
		NO <input type="checkbox"/>
	If NO - please specify reasons	

13	Are active MRT routes a serious obstacle to GA flights in uncontrolled airspace?	YES <input type="checkbox"/>
		NO <input type="checkbox"/>
	If YES - please provide route designators, reasons (e.g.: vertical limits, mileage, activity time)	

14	Should MRT routes be time limited?	YES <input type="checkbox"/>
		NO <input type="checkbox"/>
	If YES - please include proposals and provide explanation (e.g. 2-4h in the morning, 2-4h in the evening and at what times).	

15	Do the existing lateral and vertical limits of MCTR/MTMA airport traffic areas seriously disrupt GA flight operations in uncontrolled airspace?	YES <input type="checkbox"/>
		NO <input type="checkbox"/>
	If YES - please specify airport and restrictions(too large, too high)	

16	Are the existing lateral and vertical limits of the ATZ (airport traffic zone) sufficient for carrying out flight operations?	YES <input type="checkbox"/>
		NO <input type="checkbox"/>
	If NO - please specify airport and restrictions (too small, too low)	

17	Do the existing lateral and vertical limits of TRAs designated for use by civil airspace users assure the efficient conducting of flight operations and flight training?	YES <input type="checkbox"/>
		NO <input type="checkbox"/>
	If NO - please specify the area designator and restrictions (e.g. too small, too low, conflicting with controlled space)	

**III PART
CONTROLLED AIRSPACE**

18	Are the lateral and vertical limits of the CTR zones sufficient for GA aviation operations?	YES <input type="checkbox"/> NO <input type="checkbox"/>
<p>If NO - mark and specify the reason (e.g., too small/too low)</p>		
	BYDGOSZCZ CTR <input type="checkbox"/>
	GDAŃSK/Lech Wałęsa CTR <input type="checkbox"/>
	KRAKÓW/Balice CTR <input type="checkbox"/>
	KATOWICE/Pyrzowice CTR <input type="checkbox"/>
	LUBLIN CTR <input type="checkbox"/>
	ŁÓDŹ CTR <input type="checkbox"/>
	WARSZAWA/Modlin CTR <input type="checkbox"/>
	POZNAŃ/Ławica CTR <input type="checkbox"/>
	RADOM CTR <input type="checkbox"/>
	RZESZÓW/Jasionka CTR <input type="checkbox"/>
	SZCZECIN/Goleniów CTR <input type="checkbox"/>
	OLSZTYN/Mazury CTR <input type="checkbox"/>
	WARSZAWA/Okęcie CTR <input type="checkbox"/>
	WROCŁAW/Strachowice CTR <input type="checkbox"/>
	ZIELONA GÓRA/Babimost CTR <input type="checkbox"/>
	COMMENTS.....	
	

19	Do the current limits of the TMA terminal control areas cause any difficulties for flights in uncontrolled airspace?	YES <input type="checkbox"/> NO <input type="checkbox"/>
If YES - check and give a reason (e.g., too big, too low)		
	TMA Bydgoszcz <input type="checkbox"/>	
	TMA Gdańsk <input type="checkbox"/>	
	TMA Kraków <input type="checkbox"/>	
	TMA Lublin <input type="checkbox"/>	
	TMA Łódź <input type="checkbox"/>	
	TMA Poznań <input type="checkbox"/>	
	TMA Radom <input type="checkbox"/>	
	TMA Rzeszów <input type="checkbox"/>	
	TMA Szczecin <input type="checkbox"/>	
	TMA Olsztyn <input type="checkbox"/>	
	TMA Warszawa <input type="checkbox"/>	
	TMA Zielona Góra <input type="checkbox"/>	
COMMENTS.....		

**IV PART
ADDITIONAL COMMENTS**

20	Are the published holding points or VFR procedures for controlled airports understandable and ensure smooth flight execution?	YES <input type="checkbox"/> NO <input type="checkbox"/>
If NO - mark and specify the reason		
BYDGOSZCZ CTR <input type="checkbox"/>		
GDAŃSK/Lech Wałęsa CTR <input type="checkbox"/>		
KRAKÓW/Balice CTR <input type="checkbox"/>		
KATOWICE/Pyrzowice CTR <input type="checkbox"/>		
LUBLIN CTR <input type="checkbox"/>		
ŁÓDŹ CTR (EPLL) <input type="checkbox"/>		
WARSZAWA/Modlin CTR <input type="checkbox"/>		
POZNAŃ/Ławica CTR <input type="checkbox"/>		
RADOM CTR <input type="checkbox"/>		
RZESZÓW/Jasionka CTR <input type="checkbox"/>		
SZCZECIN/Goleniów CTR <input type="checkbox"/>		
Olsztyn/Mazury CTR <input type="checkbox"/>		
WARSZAWA/Okęcie CTR <input type="checkbox"/>		
WROCŁAW/Strachowice CTR <input type="checkbox"/>		
ZIELONA GÓRA/Babimost CTR <input type="checkbox"/>		
COMMENTS.....		
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21	When performing VFR flights in uncontrolled airspace, is the use of GPS the main source of navigation?	YES <input type="checkbox"/> NO <input type="checkbox"/>
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22	Should GNSS procedures be developed for uncontrolled airports?	YES <input type="checkbox"/> NO <input type="checkbox"/>
	If YES - please specify airport and type of procedures	

23	Do you find the current shape and content of the informations available in the AIP VFR useful for GA pilots?	YES <input type="checkbox"/> NO <input type="checkbox"/>
	If NO - please provide the data that it should additionally contain	

24	Additional comments on airspace management, cooperation with PANSA units (ASM1, ASM2, ASM3, FIS) or publications related to the use of airspace.	
	

25	COMMENTS:	
	