

Poland ATC dispute resolved

OPSGROUP Team

29 April, 2022



Update - April 29:

Poland's air navigation agency PANSa issued a statement late on Apr 28 confirming that the dispute with controllers has been resolved (at least for now), averting mass flight cancellations that had been expected from May 1.

"The management of the Polish Air Navigation Services Agency and the representatives of the Air Traffic Controllers Trade Union have signed an agreement which will ensure the continuity of air traffic service in Poland and passengers will carry out their trips as planned. The agreement is valid until July 10 this year. During this time, the parties will conduct dialogue in order to work out the final shape of the cooperation."
- PANSa.

The majority of air traffic controllers were threatening to quit by May 1 after a long dispute over salary and working conditions. The new agreement basically means that **controllers will keep working until at least July 10**, giving them more time to hash out a deal with PANSa.

□Dear Passengers, we would like to inform you that due to the signing of an agreement between the PANSa and the ATC Trade Union, after May 1st, flights will not be canceled due to staff shortages among air traffic controllers. #ChopinInfo #IMPORTANT
#ImportantForPassenger

— Chopin Airport, WAW (@ChopinAirport) April 28, 2022

Update - April 26:

Disruption to flights could start on May 1 – the day after the end of the notice period for controllers who chose to quit rather than accept the new deal they say threatens safety. If they don't reach a new

agreement preventing the walkout, **here's the likely impact to flight ops from May 1:**

- **Around 300 flights crossing Polish airspace will need to be controlled by other sectors.** It isn't clear yet how this will be handled, but the Polish CAA issued an announcement saying "*flights over Poland should proceed without sudden disruption*". In other words, don't expect to get a sudden massive detour. Despite the staff shortages, for the time being the Polish CAA and Eurocontrol are still not planning to launch the 'massive cancellation procedure' for flights transiting Polish airspace (see below for more details on that).
- **EPWA/Warsaw Chopin and EPMO/Warsaw Modlin will both operate restricted hours - 0930-1700 local time only, due to controller shortages.** So don't expect to use them outside these hours, and expect to see some Notams advising against their availability for alternates.

Original Story - April 21:

The Current State of Polish Airspace

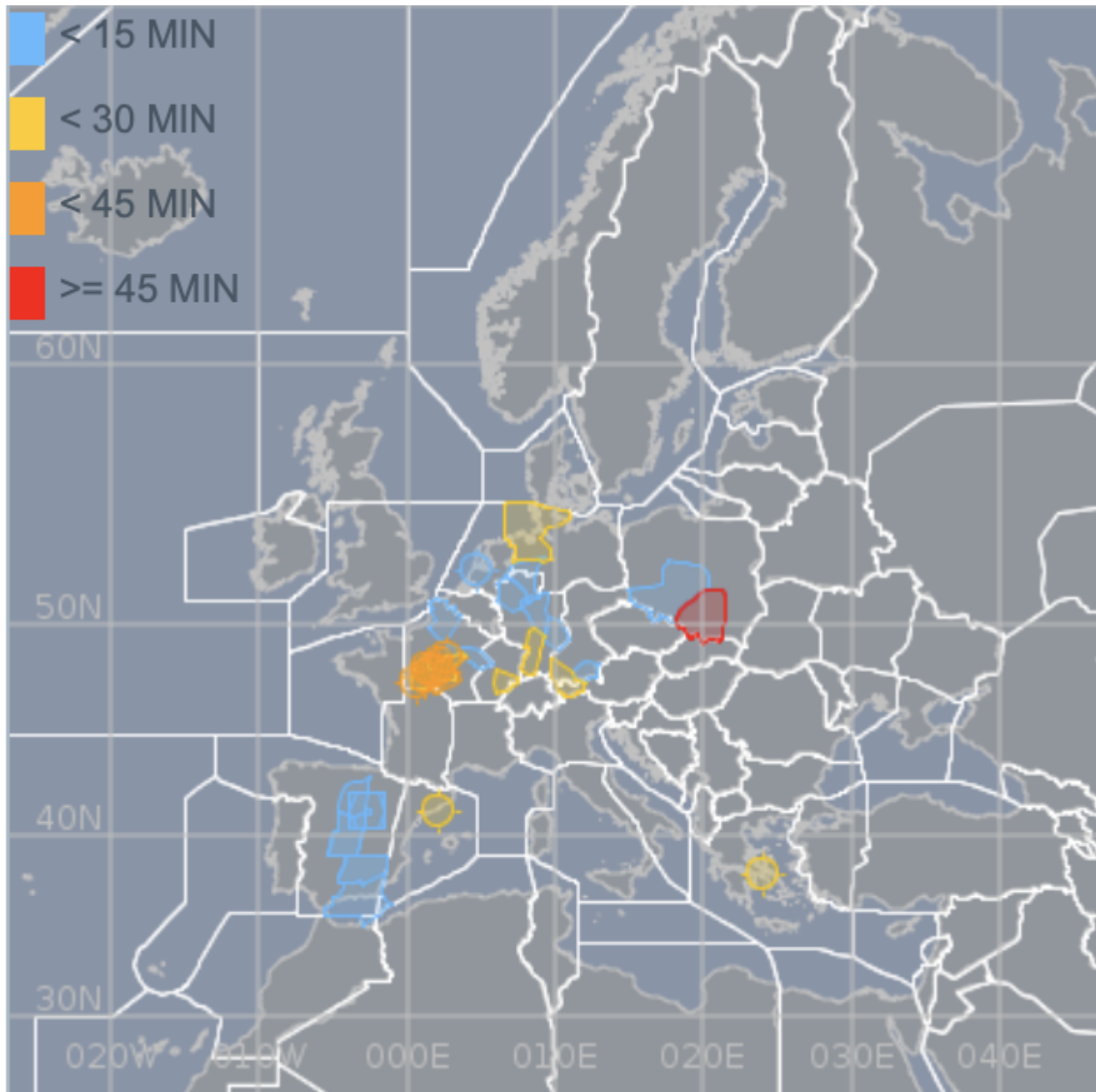
Poland has some 600+ air traffic controllers, around **216 of which work the 'Warsaw Approach Area'** which is some very busy airspace around EPWA/Warsaw International and the region above it.

If you've routed across Europe, to and from Russia in particular, then chances are you've used Polish high level airspace because it provides a **major routing region** due to the (historic) cautions and prohibitions in Ukrainian airspace.

With the current conflict between Russia and Ukraine, the already busy airspace is now even busier with NATO and military aircraft utilising it due the proximity to Ukraine, and with flights utilising Polish high level airspace with the closure of many surrounding airspaces.

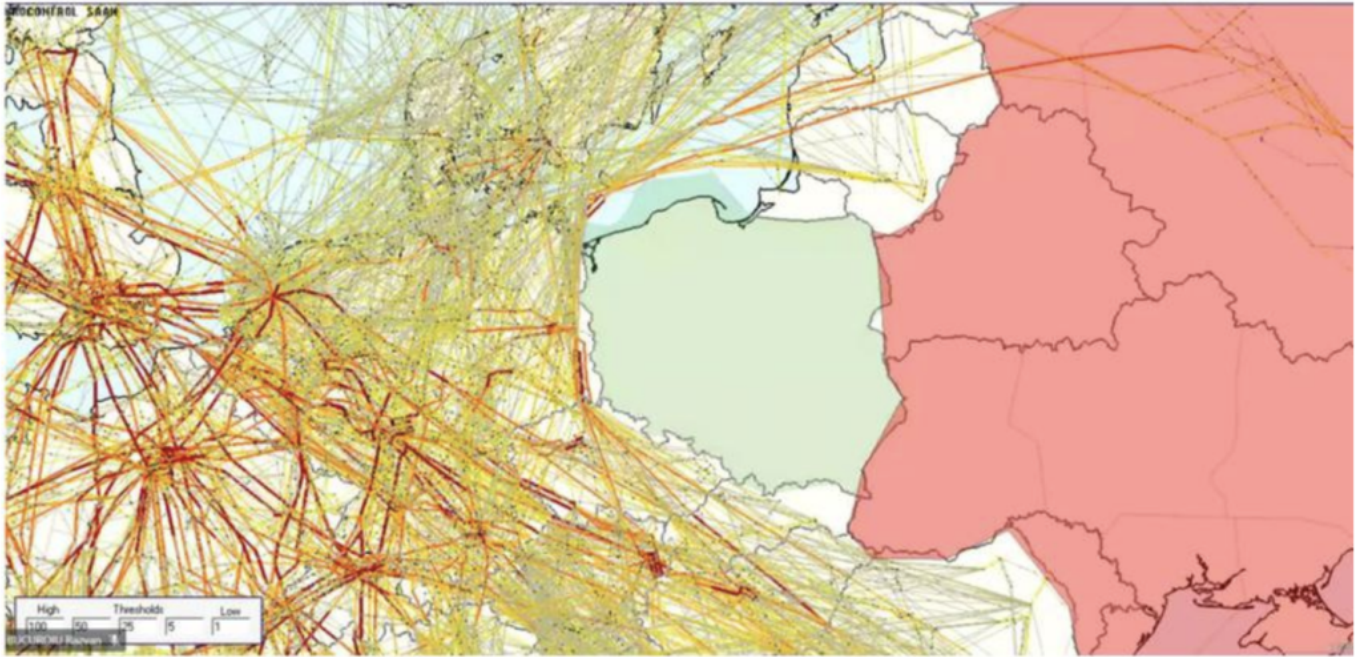
Eurocontrol Concerns

Eurocontrol have a "live" map showing the current network situation for the region, and southern and south east Poland regularly show as having high delays. The main reasons for these are ATC staffing (causing 26% of the delays) and ATC capacity (causing 15% of the delays).



Eurocontrol Network Status Map

With a concern that **84% of ATC in the Warsaw control area might not be available come May 1st** - a 30% reduction in total ATC staff numbers - Eurocontrol has published a plan which sees the cancellation of all connections to and from Poland.



Eurocontrol's 'Nothing Over Poland' plan.

The Potential Impact

Currently around 1,850 flights a day are forecast for the summer season. During peak hours, this requires 8 ATC sectors to be running, while during quiet night hours only 1 is required. If only 1 of the 8 sectors is staffed, at peak times this will mean nearly **1000 flights will require redirection** through neighbouring airspace. With only 4 sectors open, 500 flights a day will have to re-route.

The Warsaw FIR covers the airspace across Poland as well as part of the Baltic Sea. If flights are redirected, it may mean **significant extra pressure** on the ATC centres in Karlsruhe, Prague, Malmö, Bratislava and Vilnius.

The main Polish airports may also experience staffing problems, leading to capacity issues, particularly at **EPWA/Warsaw International**. This may lead to flight cancellations at the airport, as well as an impact on availability as en-route alternates.

What are the Unions saying?

Well, you can watch the video here yourself. This is of course representing the ATC side of the conflict. What does stand out though is the potential impact on safety if mass layoffs do occur.

When similar staffing shortages happened in 2020, there was an increase in incidents from 7 to 173.

The union also published this press release warning Polish ATC soon to be unmanned.



*"[air navigation control, [...]] is a task involving the exercise of public authority and is not of an economic nature, since that activity constitutes a service in the public interest which is intended to protect both the users of air transport and the populations affected by aircraft flying over them".
(Extract of decision C.364/92 of the European Court of Justice).*

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PRESS RELEASE

Polish Air Traffic Control soon to be unmanned!

What is happening now?

A major conference is taking place to try and resolve the issues. This includes 'Emergency Plan PA 8B' – a *"plan in the event of a threat to operational continuity"*.

A full breakdown of current discussions was published by a Polish news site (which you can read if you have a translator on your computer, we use Chrome).

Have we seen this before?

Albanian ATC went on strike back in 2021, and it resulted in the "farming out" of controllers. We wrote about it here because the practice is a big safety concern.

"Why? Because safe Air Traffic Control is predicated on deeply-learned local familiarity with the airspace, the terrain, the boundaries, and above all, how the traffic flows."

PANSA have acknowledged that it is not possible to simply bring other controllers in because of the **risks involved** in using non-regional trained ATC. However, military control of airspace might be required.

What do we think?

Talks are underway and hopefully the situation is resolved before May 1st.

Eurocontrol provide the most up to date information on airspace availability and should be monitored closely over the next few days.

OPSCHAT Summary 01 MAR

OPSGROUP Team
29 April, 2022



Hello members,

We had a rather busy OPSCHAT call this afternoon; here is an outline of the topics discussed.

- The full call is available to replay in your Members Dashboard: OPSCHAT 01MAR Recording.
- The full text summary of the discussion points, with useful links and FAQ, is here: OPSCHAT Call Summary 01MAR.

Topics discussed:

- **Russian operator ban** – We clarified some of the rules regarding who specifically is affected. EU definition, impact on operators, impact on Russian passport holders, how this is already working in practice. FAQ on sanctions also uploaded.
- **Russia Reroutes** – Many operators looking at new routes and unfamiliar airports. Caution especially Himalayan routes if these are unfamiliar – high terrain, challenging airports. OPSGROUP preparing some specific guidance to assist
- **Polish Airspace** – Area of concern in south east portion of Warsaw FIR. High level of military

activity. Short notice airspace closures are happening in Poland, be prepared – especially in the northern part of Polish airspace.

- **Aircraft stuck in Russia** – Discussion regarding leased aircraft and other foreign aircraft potentially being held in Russia.
- **OPSGROUP assistance** – Offer from Team to assist where possible with any operational support, information, questions – as well as **#flightops** or **#questions** in the OPSGROUP Slack channels.

Please see the full text summary and recording in the Dashboard for full details.

Midweek Briefing 13JUL: South Sudan off limits, New Zealand airport strike off

Cynthia Claros
29 April, 2022

INTERNATIONAL BULLETIN	ISSUED BY FLIGHT SERVICE BUREAU
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South Sudan off limits 13JUL The security situation in Juba, and South Sudan, has deteriorated in the last week, with HSSJ/JUB becoming off limits due to fighting. Read the article.

New Zealand airport strike off 13JUL A planned strike by Aviation Security across airports in New Zealand, which would have led to wide scale disruption, has been called off at the last minute. Read the article.

BGBW/Narsarsuaq Current hours are Monday to Saturday 1000-1900Z. If you want to plan a visit outside these hours, or even use BGBW as an alternate, get permission from bgbw@mit.gl in advance. There will be additional costs, especially heavy on a Sunday.

SBZZ/Brazil is the latest country to wield the threat of shooting down aircraft. Last month we reported on the same language from Sudan, in reference to overflight permits. Brazil's firm stance is in relation to the Olympic Games, and says that unidentified aircraft that violate the protected airspace around facilities of the Olympic Games in Rio de Janeiro. "We are not playing," said Defence Minister Raul Jungmann. This is more of concern to a lost C172 than commercial flights (unlike Sudan, which is the reverse), but worth being aware of.

EGPZ/Poland has effectively dispensed with the Schengen agreement for now, expect full border controls at all international airports (ie. Passport check, Gendec).

EGPZ/Scottish FIR The military are carrying out some GPS jamming trials over the ocean from 12-29JUL. If you're operating in the region of Benbecula VOR, especially west of it, be aware that your GPS might stop working.

OAKX/Kabul Aircraft in the eastern sections of the Kabul FIR can expect some radio issues, as a comm unit (VSAT at Ghanzi) is out of action. The advice from ATC in Afghanistan is to keep trying the assigned frequency until within range of a different transmitter; in the meantime, a bit of SLOP, IFBP and TCAS should keep you out of trouble. See full article.

MKZZ/Jamaica Significant increase in the number of confirmed cases of Dengue fever in Jamaica during the first half of 2016. Dengue fever is endemic to Latin America and the Caribbean and can occur throughout the year.

ENZZ/Norway FIR Plans are afoot to raise the transition altitude to 18,000ft. It's an age old question, why does Europe have different TA's, and the US has just one? Together with surrounding countries, and the Irish FAB, this looks to be changing – but it may take a little while. See Norway AIC 7/16.

YBBB/Brisbane FIR (and Melbourne) will be updating their software on the night of 20JUL, with a hefty 6 hour outage of CPDLC and all the other good stuff.

OAMS/Mazar-E-Sharif Fuel payment is now only accepted in cash.

NZZZ/New Zealand A planned strike by two airport workers' unions and New Zealand's Aviation Security Service (Avsec) will now not go ahead. The unions sought increases in compensation, and negotiations on their demands will take place in the coming weeks. Read the article

EYPH/Paluknys is a new location indicator for the airport in Lithuania.

ZBDS/Edros - Ejin Horo, China will open to foreign flights this month. We did battle with AIP China for 30 mins to get further info but lost the fight. If you know more, tell us and we'll share.

HSZZ/South Sudan The ceasefire announced on 11 July is holding. Juba International Airport (HSSJ/JUB) is open to charter operations; however, commercial flights have yet to resume. U.S. government aircraft evacuated personnel on 12 July; however, a security message issued by the embassy later in the day advised U.S. citizens to continue to shelter in place and not attempt to travel to the airport. Meanwhile, other countries, such as Japan, Uganda, and Germany plan to send military aircraft to evacuate their nationals.

SEZZ/Ecuador A large earthquake (6.4) struck on 10JUL just east of Muisne, on the northwest coast of Ecuador. The quake had a shallow depth and followed 10 minutes after another earthquake that had a magnitude of 5.9. Although strong tremors were reported in Esmeralda and Quito, there were no immediate reports of damage. The Pacific Tsunami Warning Center did not issue a tsunami warning following the quake.

UZZZ/Mt. Klyuchevskoy, Russia continues to produce ash that extends up to 25,000 feet. Movement is

towards the east at 10 knots.

PZZZ/Pacific Two hurricanes to monitor: The National Hurricane Center is issuing advisories on Hurricane Celia, located more than 1000 miles west-southwest of the southern tip of the Baja California peninsula, and on Tropical Storm Darby, located several hundred miles west-southwest of Manzanillo, Mexico. Tropical Storm 05E (Darby) is on a strengthening trend...and may reach category 1 hurricane stage over the open ocean in a couple of days. For now both are expected to remain offshore.

DGZZ/Ghana African Union nationals whose countries do not have a visa-free agreement with Ghana are now eligible for a 30-day visa-on-arrival for business and tourism. The visa-on-arrival program will be piloted for three months starting at Kotoka Airport and will be extended to other ports of entry in the future. Travellers can extend their visa upon expiry in Ghana, and business travellers can apply for a longer-term visa at a Ghanaian consular post.

BIZZ/Iceland ATC Strike continues, primarily affecting BIKF/Keflavik, BIRK/Reykjavik, and BIRD/Reykjavik Oceanic for International Operators. Restrictions on landing, eastbound, and westbound overflying traffic. Read the article

LTBB/Istanbul FIR If you've got some time on your hands, have a look at the Greece-Turkey great NOTAM argument of 2016. This is an almost annual performance, the equivalent of a street argument between two kids.. If you're busy, just skip all of it when they appear on your Pre Flight Briefing for Turkey or Greece (which they will).

[View the full International Bulletin 13JUL2016](#)

Midweek Briefing 06JUL: Hong Kong capacity problems, Iceland: The fun continues

Cynthia Claros
29 April, 2022



Hong Kong capacity problems 06JUL During this year, the Hong Kong CAA has issued a couple of warnings to operators to stick carefully to their allocated slots, but it's not making much of a difference to operations there. Read the article.

Iceland: The fun continues 06JUL Last week there were some really positive indications that the ATC strike in Iceland was coming to an end, but it's now worse than ever, with Westbound, Eastbound, and landing traffic all affected. Read the article.

HECC/Cairo FIR A restriction exists for traffic to and from the Amman FIR, so if overflying Jordan and then Egypt, or vice versa, you can only use the waypoint METSA.

OMAE/Emirates FIR has some updated peak times. Departures need a slot between 0630-0730Z and 1700-0000Z. Arrivals will be spaced 5 mins apart during these times also, as will aircraft entering the OMAE FIR from nearby airports like Muscat, Isa, and Baghdad.

EIDW/Dublin Runway 10/28 is closed overnight until 09JUL.

OERK/Riyadh, Saudi Arabia will be hosting the 'Global Ministerial Aviation Summit' 29AUG-31AUG. 55 different ministers from various countries are expected to be in attendance. Be aware of potential restrictions leading up to and after the event.

CYFB/Iqaluit Another NAT alternate favourite, CYFB has some runway closures throughout July.

EGCC/Manchester is doing some work on 05L/23R overnight until 08JUL and has advised operators to carry some extra gas due possibility of holding.

LOWW/Vienna has published a helpful list of rush hour periods – worth avoiding these times as holding is common at VIE. The times are: 0530-0750, 0920-1030, 1140-1240, 1340-1500, 1615-1800, and 1840-1940Z.

BIZZ/Iceland Despite optimistic reports of a resolution to the ATC dispute in Iceland last week, the situation remains unresolved. Last night BIRD Oceanic was closed to most Eastbound traffic once again, as was BIKF. A new addition to restrictions is a closure to many Westbound flights on Wednesday 06JUL – "DUE TO STAFF SHORTAGE IN REYKJAVIK OACC WESTBOUND TFC PLANNING TO ENTER BIRD FROM ENSV

VIA GUNPA, VALDI, IPTON, INGAL, ISVIG AND EGPX VIA LIRKI, GONUT, OLKER, MATIK AND RATSU AND THEN PROCEEDING INTO EGGX OR CZQX SHALL REMAIN SOUTH OF BIRD CTA" Read the article.

EDYY/Maastricht ATC have requested crews operating through the Maastricht UIR to log on to CPDLC EDYY, if you have datalink. While voice remains the primary comms method, you might get an uplink message if the frequency is busy – it's not a test, you should confirm – most of these uplinks are likely to be frequency changes.

EPZZ/Poland has advised operators to check carefully whether permission is required in advance of operations at airports other than EPWW/Warsaw. Many countries including Poland have reinstated Border Controls within the Schengen zone. Best advice is to treat each country as having full Border Controls for the moment (so think Passport, GenDec, etc.)

SPIM/Lima FIR (Note that the airport is now SPJC, distinct from the FIR code) is shutting down airway UG427 after 21JUL.

SUEO/Montevideo ACC (Uruguay) has some comms issues in its airspace, and has advised of some extreme spacing between aircraft irrespective of FL – 40nm. For now, this ends today (06JUL) but may happen again.

WSZZ/Singapore Qualifying citizens of Singapore are now eligible to apply for US Global Entry membership – and benefit from expedited entry to the United States at designated airports. Similarly, qualified U.S. citizens are eligible for enrolment in Singapore's enhanced-Immigration Automated Clearance System (eIACS).

ZMUB/Ulaanbaatar, Mongolia is downgraded to RFF Cat 7 until 10JUL. Also, from 12-16JUL, you can't file this as an alternate which may limit your options somewhat.

LFPG/Paris due to maintenance on the ILS for Runway 08L/26R from 18JUL to 02OCT. The only approaches that will be available will be RNAV based procedures (LNAV/VNAV, LPV, LNAV) and VOR/DME.

GQNN/Nouakchott, Mauritania has moved to a new international airport this June. Located approximately 10nm north of the city, it has an annual passenger capacity of 2 million. Infrastructure from the capital's old airport was transported to the new one.

SECU/Cuenca Following the landing incident on 28APR of an E190, all inbound flights will be reportedly be held if the runway is wet – until end of August.

LFMH/St Etienne Fuel outage on 07JUL, 0800-1100 UTC.

Canada/Mexico From 01DEC2016, Mexican nationals will be able to travel to Canada without a visa for business and tourism for up to 90 days.

Turkey/Russia Russia has lifted the travel restrictions on tourists between the two countries. The ban was put in place following the downing of a Russian military aircraft last year.

Bangladesh Germany, Australia and the U.K. have banned direct cargo flights from Bangladesh due to security concerns.

Israel/China The Israeli parliament has ratified a multiple-entry visa agreement with China, under which Chinese business visitors and tourists can enter Israel multiple times with the same ten-year visa and vice versa.

EZZZ/Europe the European Union updated **Air Safety list** (aka the Airline Blacklist) on 17JUN, and lifted a ban on Zambian air carriers.

Uganda Introduction of 'e-visa' system. You must show a valid yellow fever vaccination certificate on arrival.

ZJSA/Sanya FIR, China has an ADS-B trial up and running on L642 and M771. Radar is still the primary separation tool, but ATC ask that you check your Flight ID matches your FPL.

View the full International Bulletin 06JUL2016

Monday Briefing: China ADIZ Flight Planning Rules, Warsaw FIR reroutes

Declan Selleck
29 April, 2022

China ADIZ FPL Rules Dec 4: Last weeks introduction of a new Air Defense Identification Zone (ADIZ) in the East China Sea requests operators to send FPL data to Beijing. There is no new requirement for overflight permits or prior permission. Advice being given to operators is to copy the ATC plan to the two AFTN addresses listed. Read more below ...

Poland FIR reroutes Dec 3: With the introduction of a new ATC System in Poland, significant restrictions exist in the Warsaw FIR and will continue into the new year. To reduce complexity, traffic originating in Russia is rerouted around Poland, the ACC is at 65% capacity and TMA at 75%.

LSGG/Geneva Transition to new stripless ATC system will be complete 11DEC. Approach running at 80% capacity until 10DEC.

EPWW/Warsaw ACC Significant restrictions in place for the next few months due to new system. Overall Enroute capacity reduction of 35%. Restrictions affect traffic departing from U... with destinations LI** LE** LO** EG**, LFP* and EHAM from 26 November until 15 January.

Afghanistan PPR is Mandatory for all flights to Bagram (OAIX), Jalalabad (OAJL), Kabul (OAKB), Kandahar (OAKN) and Tereen (OATN). For operations to more than one airfield, a separate PPR request form must be submitted for each one.

NAT/North Atlantic The FAA will publish a NOTAM on 12DEC detailing plans for the rollout of Phase 2 of the North Atlantic datalink mandate. Implementation will begin with Phase 2a on 05FEB2015, at which time flights within the North Atlantic Tracks (NAT) between FL350 and FL390 must be equipped with Fans 1/A controller-pilot datalink communications (CPDLC) and ADS-C systems. The program expands to these altitudes in the entire ICAO NAT region on Dec. 7, 2017, and to all flights in this region above FL290 on Jan. 30, 2020.

Philippines Due to ongoing relief efforts, fuel supply at the following locations is limited: RPMB/General Santos, RPMD/Davao, RPVI/Iloilo, and RPVK/Kalibo. There are also intermittent shortages at RPLL/Manila.

YML/Melbourne is introducing Ground Delay Program capability as an ATFM measure. Currently exists at Sydney, Brisbane, and Perth. Operators will be issued a COBT slot time and must adhere. Slots are available from the Australian National Operations Centre (NOC).

South America Chile and Peru have introduced Oceanic Procedures for flights operating within their

Antofagasta and Lima Oceanic FIRs, particularly on routes Lima-Santiago and vv. Refer AIC 5/13.

LTAI/Antalya Technical Stops are now accepted during the Winter Period. Previously, AYT did not accept any technical stops due to slot demand.

Russia New requirements for API and PNR data for Airlines operating both scheduled and non-scheduled flights in effect 01DEC. API data should be transmitted 15 mins prior departure to SITA MOWRU8X. NOTAM A2345/13 and AIC 04/13.

Central America. Many operators overlook payment of Navigation invoices in Central America, overdue payment of which is not discovered **until a permit is applied for**. COCESNA, the agency managing ATC in the region, has reminded operators that flights will not be allowed with overdue balances. The following are contact email addresses for the CAA/DGAC Billing department each country – check that your balance due is nil. Belize: est-belice@cocesna.org. Guatemala: cobrosguatemala@cocesna.org. El Salvador: cobroselsalvador@cocesna.org. Honduras: cobroslamesa@cocesna.org. Nicaragua: cobrosnicaragua@cocesna.org. Costa Rica: cobroscostarica@cocesna.org. **Ensure that you apply for a CENAMER Permit (CENAMER Notification)** before your flight into any FIR in this region.

Saudi Arabia Any flights landing at King Abdulaziz International Airport (KAIA) with passengers from Jijiga, Ethiopia (HAJJ) will be subject to a fine.

Turkey The DGCA announced on 27NOV that with immediate effect, original insurance certificates are required for **overflight** as well as landing permits related to scheduled flights. Previously, a PDF copy was accepted for overflights.

India Crews operating Ferry Flights and General Aviation crews can once again secure visas or TLP's (Temporary Landing Permits) on arrival into Indian airports. In addition, Indian missions and posts abroad have been authorized to grant business visas to crew of private non-revenue and charter flights within three days of the visa application. These visas will be endorsed on their national passport and not on the crew member certificate. These visa processing times also do not apply to crew who are nationals of a PRC country. Visas for these crew members could take as many as 30 days.