



CANSO Members creating capacity in Europe.

CANSO is the global voice of air traffic management and together CANSO Members work to address key industry issues and champion innovation. With air traffic in Europe at an all time high – with traffic growth in 2018 outstripping estimates for most air navigation service providers (ANSP) – CANSO ANSP Members in the region are implementing a range of measures to accommodate rising demand and create much-needed capacity, both now and in the future.

CANSO Member: PANSA

Polish Air Navigation Services Agency – PANSA – is a certified legal entity designated to provide air navigation services within Polish airspace.



Air traffic growth in Poland



Actual traffic growth in terms of en-route service units **increased 25.3%** during 2014-2019 (RP2)



Forecast traffic growth was **16% over** the initial estimates for RP2



Actual traffic growth in terms of en-route IFR movements **increased 32%** during 2014-2019 (RP2)



Forecast traffic growth was **19.6% over** the initial estimates for RP2

* IFR movement is a number of IFR operations, while Service Unit is a combined measure of length of a flight and weight of an aircraft. The same number of movements of heavy airplanes gives higher number of Service Units than the same number of movements of lighter planes.

How PANSA is improving capacity

Measures to improve domestic capacity – now to two years



System improvements

- ▶ Upgrade of the P_21 air traffic management (ATM) system which decreased the complexity of coordination between air traffic controller officers (ATCOs), having a direct positive impact on ATCOs workload.
- ▶ Deployment of system coordination functionalities within the P_21 will allow a smooth transition to iTEC (ATM system) family which will soon be used by 7 European ANSPs to enable harmonisation of air traffic management between them.
- ▶ iTEC Tests, Validations and Planning (iTEC-TVP) in progress – the second phase of PANSA migration to the iTEC-based ATM system.

- ▶ Flexible use of airspace has been implemented within Polish airspace thanks to the in-house built Common Airspace Tool.
- ▶ Implementation of A-CDM (airport-collaborative decision making) making at Warsaw Chopin airport (evaluation phase) in April 2019 has enhanced airport performance as well as supported the work of ATCOs.
- ▶ Implementation of the Traffic Complexity Tool (aimed at provision of an automated and dynamic traffic forecasting, sectorisation and rostering) under deployment.
- ▶ Projects are aimed at increasing capacity and reducing delays as well as harmonisation of ATM systems throughout Europe and are expected to give numerous performance benefits and interoperability.



Airspace changes

- ▶ Implementation of multilayer vertical split of area control centre (ACC) sectors.
- ▶ Adaptation of sectors' layout, number and scenarios to traffic seasonality.
- ▶ Dynamic capacity/occupancy management matched with predicted and current traffic: sectors scenarios are adapted depending on short-term traffic forecasts (down to 20 minutes). Monthly up to 200 sector configurations are in use out of 1800 available, based on distribution of traffic counts.



Ops procedural changes

- ▶ Implementation of Polish Free Route Airspace (FRA): POLFRA applies 24/7, above FL 095 excluding TMAs (terminal control area).
- ▶ Introduction of 5 NM longitudinal separation in 2018.



People related improvements (training/rostering)

- ▶ Increase in the number of ATCOs as well as improvements to the ATCO recruitment process and training.
- ▶ Flexible staff planning and rostering responding to traffic complexity through demand Demand Capacity Balancing (dDCB) and better opening schemes backbone adjustment.



Cross-border initiatives

- ▶ Works on iTEC system implementation and deployment of Traffic Complexity Tool are being carried out together with our Baltic Functional Airspace Block Partner – Oro navigacija.
- ▶ Initiation of cross-border Free Route Airspace deployment with neighbouring area control centres (ACCs). Deployment is planned after implementation of FRA environment in respective Flight Information Regions and introducing changes in ATM systems.

Measures to improve domestic capacity – three to five years



System improvements

- ▶ Implementation of iTEC system
- ▶ Full deployment of Traffic Complexity Tool



Airspace changes

- ▶ Further reorganisation of airspace in Poland (including TMAs) in order to optimise airspace configuration



Cross-border initiatives

- ▶ Implementation of cross-border FRA with our neighbours