

DEVELOPMENT OF SMALL REGIONAL AIRPORTS

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This thesis describes aviation of Slovak Republic, and in particular the possibility of the development of small regional airports. In global terms, as well as international airports of Slovak Republic are characterized as small airports, but we consider them quite large airports on the situation of our country. In the next part, there are information about the current status of the international airport, the operational capacity and fundamental indicators, as well as the possibilities and plans for their future development. It also points to the current traffic situation and the possibility of a demand for air transport in the southern part of Slovakia, in particular at the airport Lučenec- Boľkovce. In conclusion, the analysis presented specific opportunities to expand the airport's runways and terminal building, which would result in increase in the number of jobs in this area.

K e y w o r d s: Regional airports, international airports, operational capacity, indicators, development, analysis, field

1 INTRODUCTION

The topic of my thesis: "Development of a small regional airport" I chose because of my interest in the development of different areas of our country that are economically, transport, employment and also (extra job) can be a little sluggish and there is not so much interested as the other more advanced regions. I think that the development of just such parts in all aspects is very important.

At the beginning of my work I have tried to describe the most important detail Slovak international airports, give them basic statistical data and, in particular briefly describe the planned development and economic aspects of development.

The second chapter deals with the characteristics of the region, and the reason why I think that the development of air transport in this area could be very beneficial for the country and its population.

In the last chapter I analyzed the selected airport, specific location, its history and the area where the airport is located and proposed development of all the major functional components necessary to ensure airport operations - whether scheduled or non-scheduled air transport.

2 CHARACTERISTICS OF REGIONAL AIRPORTS

In my work I tried the information on our major international airports inspire and develop a complete design and completion of the airport development Lučenec-Boľkovce all his pages. In particular, the completion of the terminal and airport runways, which would be to complete a seamless use of the airport for scheduled and non-scheduled public transport for daily visibility. I characterized the area and the region in which the airport is located in particular and described the possibility of passenger demand for air travel in this part.

I think that the greatest demand potential clients airlines could be especially for charter flights during the summer months, specifically for flights to Croatia and Bulgaria, where many people still prefer to travel by car, and also for short-season flights to major European cities for business, but also on trips.

It is for these reasons that I believe that the development of the airport would be a good choice, and it would be a good potential use for many years built an airport, to be only developed and could become the next full-fledged regional airport of the Slovak Republic.

It can be concluded that airports play an important role in the national economy, in particular by enabling and facilitating development through:

- attracting new foreign investment from outside the region, including companies from overseas and remote locations,
- conservation, development and expansion activities of existing businesses in the area,
- ensuring the development of companies in relation to competition with other regions,
- promoting export success of companies located in the region by providing passenger and freight links to key markets,
- increasing the competitiveness of the economy and companies by providing rapid and efficient passenger and freight transport,
- improve the quality of life by allowing them to travel,
- development of inbound tourism to the area, generating new sources of income and employment in the tourism sector.

It is evident that the importance of each of the components listed above will be different from the economic focus of a particular region or area, but some of his form will be represented by the following ingredients always.

Airports are now generally considered institutions with significant economic and social importance for the surrounding regions. The significance goes beyond airport direct role in the traditional sense, which is to ensure air transport accessibility. Airports are an essential infrastructure to support regional, economic and social growth. They are also to entities other than the ability to generate income from investments for the benefit of its shareholders, have a major contribution to a wider range of subjects and to society as a whole.

In the context of enlarging the EU and increasing distances aviation plays an increasingly important role in the integration of Europe in parallel, extending a particular social and economic importance of airports.



Figure 1 Map of the Slovak Republic airports

3 ANALYSIS OF THE TRAFFIC SITUATION BANSKA BYSTRICA

Transport region is completely built, exist although there two east-west corridors. Districts Lučenec Rimavská and Saturday are the best traffic conditions between the border districts of the region. Territory undergoing major transport lines leading southern part of the county. Zvolen district and the city is transport hub, from which lead transport lines in all directions, not only the region but the whole of Slovakia, which has long been out of favor. Transports are inconsistent Poltár and Revúca. The districts of the territory Monday, Lučenec and Veľký Krtíš are border crossings to Hungary.

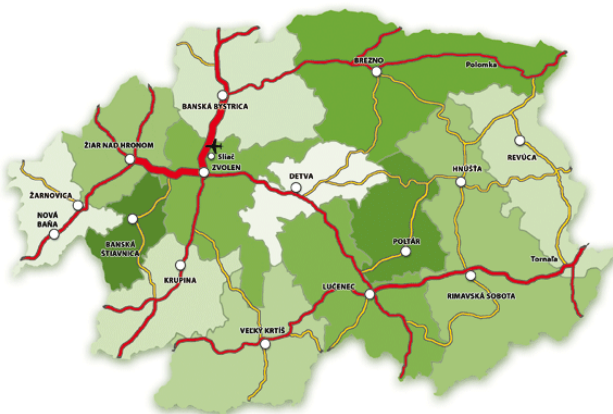


Figure 2 Map of Region Banská Bystrica

Lučenec east of the airport for aircraft types used in agriculture and in the aviation sport. Airport with international parameters which has regular flights between the capital city of the Czech Republic, Prague is Sliač. The district Elected in Očová is yet another sport and commercial airport. An interesting connection between the rail and the Great Lučenec baptizing in the

past was that the track went through a short section on Hungarian territory.

Tourism is undoubtedly one of the most promising and fastest-growing sectors of the Slovak economy. Slovakia's position in the heart of Europe at the intersection of trade routes, and cultural and historical richness and suitable climatic conditions create the potential for development of tourism in our country. CR potential is sufficiently comprehensive, includes almost all forms and types of tourism. According to the regionalization of tourism in Slovakia, northern Slovakia has characteristics suitable for mountain walks and winter activities, while southern Slovakia offers the water and leave possibilities of thermal waters. Practically the whole of Slovakia are cultural, historical and natural attractions that can be used for tourism. In this context, many were built accommodation and catering facilities, but on the other hand do not meet our potential and capabilities.

4 ANALYSIS OF AIRPORT DEVELOPMENT LUCENEC

Since 1953, the Lučenec through Bratislava associated with the world of small airliner Ae-45. Sport flying at the airport in Lučenec - on ice - became fully developed by 1955. In 1962, the Aero Club of the ice moved to the new airport at Boľkovce. Box contained herein fully equipped airport two kilometers long, the foreground of the 500 meters at both ends, a large hangar, garage, workshop, storage, ancillary equipment, simulators for parachutists plus complete ground equipment for the sport of drying and packing parachutes tower, office building with offices and classrooms, reinforced concrete hangar before handling area.

Due to the good geographical location, size, airport facilities and good weather conditions, the concentration of pilots organized Lučenec fast Yak-11 aircraft, flying to night flights are attended by many Slovak pilots flying clubs. There were representatives of concentration in air acrobatics, waving his focus here civil representatives in the navigation flying, boarding took place there several weeks flying lessons other pilots flying clubs. There is also flew jet Dolphins schools of Kosice military pilots. In the mid-seventies was renewed air travel to Bratislava and Prague, to connect to the world. Since 1978, the airport found their home and resort top sport parachutists (later renamed Air sports center).

In 1982, construction has been completed new buildings. It was built hotel, additional classrooms and office buildings, warehouses and offices for the needs of the CST was built outdoor pool, mini golf course, a new paved asphalt and concrete handling, parking and taxiways and in particular - was built asphalt runway measuring 800 x 25 meters. From 1985 to build new hangars, office building, warehouses, garages, workshops, underground fuel tanks.

Airport-Lučenec Boľkovce airport is closed, with irregular daily operation. It is situated 5 km from the

center of the Calvinist church in particular. Located at an altitude of 705 ft / 215 m and its reference temperature is 27.2 ° C. Indicators and signaling devices are ground Signalling area, indicator panels, staking sheets, wind direction indicator (WDI). Today is built daily marking in accordance with Annex-14th.

Airport Boľkovce at Lučenec where even thirty years ago landed a regular line Košice - Bratislava, slow mob and its future is uncertain. Operation while maintaining sports parachutists, one spray aircraft and flying club with some sight-seeing flights, but the whole area has inevitably require repair. The airport is owned by the Regional Office (CO) in Banská Bystrica and thus state. According to Mayor Margaret Boľkoviec Sedliaková prevents further development of the airport and the number of owners of land on which the airport is located. About 50-hectare area is divided among 60 owners.



Figure 3 Airport Lučenec

In my design development and completion of the airport Lučenec-Boľkovce is the purpose of the establishment of regular and irregular daily traffic. The current airport is open year-round availability of any restrictions on mowing, snow removal from the movement area but not carried out. The current implementation of takeoffs and landings on parallel runways is prohibited.

To run the air traffic control is necessary introduction of radio navigation and radar equipment as well as the immediate introduction of meteorological services in collaboration with SHMU.

After a runway into operation it is necessary to complete the technical block and facilities for handling of passengers and their luggage.

The operation of the airport, however, includes not only the activities of the airport, as well as other organizations involved in its operation, as well as organizations that operate in a controlled area and especially in the airspace (Airside). For this case, the term "airport operations" intended activities directly related to operation of the airport, as well as with the flight operations and air traffic control services.

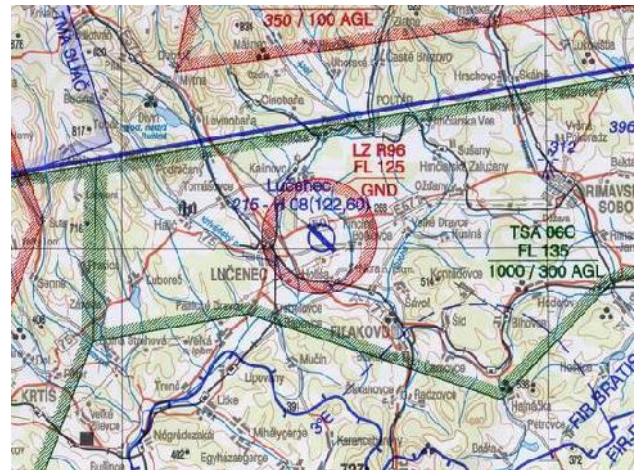


Figure 4 Dislocation of Airport Lučenec

5 CONCLUSION

Some places of the Slovak Republic, behind only the traffic situation, but also in the number of job opportunities and offers to their residents. Montana County has a chance right now to develop a traffic site through the planned expressway, which will be built in the near future and will allow better access to the airport Lučenec, which is analyzed in this paper.

Completing and developing the airport would improve the overall situation in the region, whether in terms of employment, as well as new services to potential clients aviation. Employment would increase directly with the completion and reconstruction of the airport, but later in the operation. We would also be able to attract foreign investors, for which Slovakia is becoming increasingly attractive in many ways and areas.

Air transport in Slovakia is progressing steadily, and people are more open space and traffic on holidays by air, because of comfort and much shorter time spent on the road compared to the car, bus or train services.

I believe that in the future will be even more interested in the airports if already receded and are used only sporadically. Although one could develop a full-time and used airports.

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