

POSSIBILITIES OF USING THE AIRPORT SVIDNÍK

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As new opportunities can bring newly built highways, regional revival can bring to regional airports, which can be a gateway for tourism and for investors with new ones. Support for regional airports and air transport across the SR should work on their own system, and yet no model for promoting such services in the public interest did not work. Regional airports play an important role in social and territorial cohesion and economic development of regions, especially where there are other modes of transport options limited. They facilitate inward investment and tourists to the region, is also heavily used for securing freight.

K e y w o r d s: regional airport, master plan, air traffic

1 INTRODUCTION

Air transport in the Slovak Republic understand the service that is performed in the airspace. Currently in Slovakia are 98 civil airports, where 14 of them have the status of a public airport, 12 non-public status of the airport and only 72 airports serving as agricultural airport. Not only big airports, but also small airports are an important part of a comprehensive transport infrastructure of each country. Each airport is trying to achieve the greatest gains, carried the greatest number of passengers, offering quality services, provide compelling airlines and be competitive. Small airports but fail to offer attractive airlines, because in Slovakia remains low demand air carriers to the establishment of regular flights. Regular flights to airports are much more important as various infrastructure investments.

Development of small airports and airport Svidník largely depends on financial incentives. It is necessary to evaluate the need for airport development, its advantages, disadvantages and then create a plan for its development. Development and growth of the airport is closely related to the economic development of the entire region. Timeliness development of these airports is in place, because some small airports can be an important connecting point to other regional airports.

The paper evaluated the advantages and disadvantages of small airports, airport activities, offering a complete picture of the importance and necessity of such small airports. An important point is the solution to airport development plan called the Master Plan. This plan is necessary and important not only for the development of small airports, but also in the development of regional and major airports. Master plan determines how airport development and includes the use of financial resources for the implementation of development plans. The planned development of the airport may consist of the construction of new facilities such as terminal, reconstruction existing facilities, the construction of a new runway take-off and many others. All such reconstructions require a number of funds, thus the airport must realize that it has enough equity, potential investors, subsidies from the state or from the European Union.

Every airport has its history as an airport Svidník which talks about what was the main impetus for planning

and construction of the airport. The airport is usually necessary for a comprehensive transport infrastructure, means connecting rail, road, shipping and air transport. Airports small size are usually used for take-offs and landings of small aircraft, provide training and organize scenic flights and air shows. Detailed current and previous airline airport operations Svidník, its potential uses in the future, the capacity of airports, - operational assessment, actual numbers numbers of aircraft movements and transport performance are reviewed in the chapters work. The solution of this work is to evaluate whether and how any effective use of airport Svidník.

2 DEVELOPMENT AND FUNCTION OF SMALL AIRPORTS

The basis for transport infrastructure as road and rail transport, which also serves to small regional airports that serve to enhance migration of population and create conditions for foreign as well as domestic investors. Every airport includes a given catchment area (a circle with a radius of approx. 100 to 150 km), which with other modes of transport is conveniently connected to the airport area. Where appropriate the aerodrome for launches and landings of small aircraft, business aircraft to transport passengers (1-10 persons). Technically, the airports can provide a regular and scheduled (charter) large transport aircraft types. The rate and frequency of air traffic depends on the level of equipment the airport and the market conditions. Between hardware airport terminal building to capacity, lighting system, runway length and strength, navigation equipment etc. Market conditions affect the number of air passenger movements to and from the point for a period of time.

If the airport is able to increase its technical parameters and increasing the throughput (the maximum possible number of passengers) and regularity of air traffic and at the same time increases the amount of funds needed

to make the necessary investments and maintenance of operating equipment. Size invested funds must be in accordance with the expected use of airport facilities for longer operating time. The income of each airport

should be able to finance its operations and along with it, partly to ensure the return on invested funds. [3]

2.1 Government support for small airports

When setting up limited liability companies small airports was inserted Estate airports as a contribution in a kind (except for airport infrastructure). The assets of HTU airport infrastructure was installed with the fact that income to guarantee himself the public interest and will have higher power use airports and air travel for the development of the region. [3]

After a period of three hours separate airport companies can say that in the transformation of non-profit airports Slovak Airport Administration on joint-stock companies in 2004, the State has not addressed the precise rules for the trend of sustainable development. To maintain the objectives of transformation is necessary that at each of these airports was conducted regular air service. At the same it is necessary to assess the ability to support more regular air transport from the state and regional authorities. Airport infrastructure and will carry out its task and thus create the conditions for the mobility of people and airports will also provide the jobs associated with extraordinary needs of the state. Profit of scheduled air services while providing airport companies to move towards balanced economic outcome. [3]

2.2 Activities of small airports

Operators of small airports Poprad - Tatry, Slia, Žilina and Piestany the airport stock company, which was formed in 2005 under the Act no. 136/2004 Z. z. the airport companies. Until then, these airports included in the allowance organization Slovak Airport Bratislava. [4]

Airport activities can be divided into the following categories:

1 / principal activity is the provision of a small airport, airport services ancillary to air transport, such as those for air operators and passenger, ie: Maintenance of aircraft (technical handling) - the technical operation of aircraft services are provided to ensure safe parking of aircraft, providing ground power, apposition of the steps, landing and loading of baggage, passengers and air cargo, aircraft interior cleaning, catering, handling, performance of aviation fuel, the application of de-icing and anti-icing procedures, staff toilet and plumbing systems, aircraft and commercial aircraft operation - handling of passengers arriving and departing from / to the airport, their storage facilities, air security documents for aircraft operators, security of communication messages and procedure equipment for aircraft, air cargo facilities and utilities related airport infrastructure customers. [4] These activities are essential for the

functioning of the airport and all the small airports would be financed from their own income from operations or other activities, and regardless of the form of ownership of the airport. [4] Furthermore, this category also includes the provision of fire services, emergency services and security services (service airport security against acts of unlawful interference). Small airports have established (by law no. 143/1998 on Civil Aviation (Aviation Act) and on amendments to certain laws as amended) own security services for the protection of airports and general aviation against acts of unlawful interference. Security service also fulfills the mission of protecting the airport property and ensure public order. It was also made at these airports develop their own rescue and fire fighting services (under the Convention on International Civil Aviation, Annex 14 and Regulation L14), whose main mission is to make the fastest and most effective intervention in the event of an air incident in the airport building, or around. Concurrently serves as the protection of their own property against fire. [4]

2 / operation of infrastructure, which includes maintenance and management of airport infrastructure. Respect to the operation and maintenance of airport movement areas as required for safe operation and maintenance of airport operational areas, operation and maintenance of its own facilities and buildings, operation and maintenance of technological equipment and machinery, car park, storage of aviation fuel, energy systems. [4]

3 / construction of airport infrastructure and equipment (runways, terminals, roads), or facilities (fire-fighting facilities, security or safety equipment). [4]

4 / Business activities directly linked to the airport's core activities, inter alia, construction, financing, operation and rental of premises and real estate, not only for offices and storage but also for shops, restaurants and parks. [4]

5 / In addition to these activities, the Airport company and the usual administrative action to ensure normal operation of the airport in economic and personal areas of leadership, ensuring relations with the external environment, public procurement and fulfillment framework legislation. [4]

On 14 January 2009 Government Resolution no. 23/2009 was discussed and approved the document "Analysis of the current state of regional participation in the management of airports and draft effective solutions" to the conclusion that in addition to supporting airports in Bratislava and Košice it is necessary to efficiently and effectively support the operation and development of small airports, ie airports in Piestany Žilina, Poprad and Sliač. As stated in the material, air transport the regions must be permanent and stable component infrastructures State. [4]

The Government Decree no. 23/2009 at paragraph B.2., Which was adopted by the material, it is incumbent upon the Minister of Transport, Posts and Telecommunications of claim funds in the draft state budget for the year through the Ministry of Finance in the amount according to the analysis, which is part of the material. Analysis was quantified needed funds for the operation of small airports in the amount of 6.64 million. EUR / year + annual inflation. [4]

Until now valid "Transport development strategy SR 2020", which was discussed and approved by Government Resolution no. 158/2010 dated 3.3.2010, declares that the aviation sector, as part of the transport network, in particular, plays a strategic role in the provision of transport services with foreign countries and contributes to social and economic development of the country. In addition, domestic air transport with road and rail serve to improve the mobility of the population and create favorable conditions for foreign and domestic investors. [4] Priority in aviation is to preserve the public nature of airport infrastructure and create conditions for the development of airports, including services for passengers and air carriers, and for business development. It is expected the expected recovery of aviation will create new jobs for skilled workers. Airport infrastructure mainly provide links Slovak Republic and foreign countries and in major cities to integrate aviation with high-speed rail systems, and urban, suburban and private transport. [4] Benefits of small airports for development of the regions addressed the international association of European airports (ACI Europe), which in its economic study quantified the positive economic and social impacts of air transport development in less developed areas. Include in particular: - Job creation - every 100 Tis. the passengers at the airport generates about 120 jobs and at national and regional level more than 600 new direct, indirect and individual jobs. - Average spending by foreign visitors during 3-day business trip is approximately 350 euros, which includes direct sales in the local economy. - Implementation of foreign investment and trade cooperations, which are in the region can not do without aviation. [4]

Small airports often do not have the passenger annually, what is needed to reach critical mass and the break-even point. What is the break-even point, there are no absolute figures. Some studies show the number of 500,000 passengers per year, but specific experience shows that this number can be much smaller, because there are differences by country and the way in which the airports are organized. For example, Kosice airport recorded a profit for 2009 when passenger numbers less than 400,000. [4]

The challenge managements of individual airports, the fulfillment of which depends on the operation of the airport and its economic results, the increase in regular and non-scheduled air transport. Below a

description of aims, objectives and planned activities in this area as they plan to individual airports. [4]

3 MASTER PLAN

All airports have processed your basic document and to the airport, General (Master Plan, Airport Master Plan). This document contains instructions on how is to ensure the optimum development of the airport. [1]

Various options are shown in the financial planning, but made no specific program. Master plan defines the direction of the airport development and is the most basic land use planning document, which includes the deployment of operational activities and service to passengers, the handling of goods, maintenance and repair the airport activities. It is used for long-term economic and financial planning and environmental protection. [1]

"The master plan is a guide to airport:
- Development of airport facilities and structures,
- The development and use of land around the airport,
- Determination of the impact of airport development on the environment,
- The requirements for connecting the airport with the city "[1].

Based on the Master Plan Strategy Paper airport development, planning is intended spending in a given period. [1] In accordance with the requirements of ICAO master plan is the basis for planning the airport, which provides guidance for the expected future development. Terms of architectural and technical solution that enables compliance with the conditions necessary for its expected performance. For large international airport can be such a project drawn up a number of related projects with expected implementation period of up to 20 years. [1] At regional airports can be processed project management members using appropriate independent consulting services and experts. For very small airports, the master plan created a simple document that handles airport worker using expert consultation. [1] For the prospective development of the airport should be drawn up appropriate documents Master Plan. The plan should meet the requirements of air traffic, meets environmental protection, to follow the evolution of population structure in the region and ultimately to be competitive Nearby airports. [1]

"The parameters that must each airport master plan include the following:

- a) the creation of a corresponding graphic representation of the final development stage and projected airport area for its development,
- b) establish a list of priorities and procedures for the implementation of various improvement plans envisaged,

- c) submit all relevant information and data, which were essential in drawing up the master plan for the airport, follow-up,
- d) a description of the concept and the various possible options, which were analyzed in drawing up the master plan airport
- e) a brief description of the creation or administration, so that was the intention of logical and recommendations were clear to understand how the structure of the population with a modernization of the airport serve, as well as by public officials and news agencies, which will have oversight for approving, supporting and financing changes anticipated in the plan "[1].

Airport Master Plan is developed through appropriate forecasting methods. The relationship between intention, capacity made of airport facilities and selected requirements to the airport can be defined by the selected forecasting methods. [1]

4 HISTORY AIRPORT SVIDNÍK

The actual proposal to build an airport in Svidník arose because of the need to improve transport connections between economic and administrative structures of the state and the area under the Dukla Pass. Inadequate transport infrastructure, poorly constructed roads and the fact that in Svidníku not built railway, gave rise to the idea to build an airport in the region. Another reason to build an airport was also the fact that a totalitarian regime, the city was Svidník and the Czechoslovak Army Monument venue of annual celebrations of the victory over fascism. This has meant a large presence of government and military officials from various countries in Eastern Europe and also the presence of governmental and military aircraft. This idea was greatly influenced by the proximity of Bardejov and recreation center Domaša. [6]

Complete project documentation began to develop early 1973 and the autumn of this year, do your first job, deforestation associated with the access road. In the spring of 1974, construction was begun airport. Taken with the construction of the access road and runway. Construction of LRT in Svidníku was completed in 1977. The airport is used by Svidník runway measuring 1,230 mx 30 m, taxiways about 285 m length connecting the threshold of 01 technical areas. Concept operate at this airport commercial aviation finally realized. The airport opened to flights used for special purposes and for aerial work in agriculture. [6]

The majority airport user who has ambition for the implementation of aerial work in agriculture operated from the airport Svidník become a word-Air. The company operated from the airport to the aviation

technology type Z-37, An-2, Mi-2 and Mi-8 feed. In late August 1990, was approved by the public service on the basis of the Decree of airport operational suitability State Aviation Inspection. Svidník airport and may change its status to a public domestic airport. Words-Air also continued in agricultural aerial work, fertilizing forests and ponds with the aircraft type Zlin Z-37th In 1992, the airport was to be based on the requirements of Regulation L-14 - I. Volume extend taxiway from 10 m the current 15 m. Technical facilities were extended to 93 m x 45 m. Airport operator eventually became Technical Services of Svidník operated airport today. [6] In 1993, the city purchased Svidník aircraft type Zlin Z-43 license plate OK-XOM. This type of aircraft was used Aeroclub Duklianskych heroes Svidník and airline Dukla-AIR. Finally, these components become Svidník airport users. [6]

Aeroclub Dukla heroes Svidník originated as a local association of air fans, where the main task became the new aviation personnel training and development of aviation in the region. Aero Club became a full member of the Slovak National Aeroclub. The company Dukla-AIR launched a non-scheduled air transport and taxi service on the territory of Slovakia and the Czech Republic. Dukla-AIR enabled and activities such as scenic flights, photography and filming from the air, dropping leaflets, advertisements and the like. The only plane Zlin Z-43, however in 1996 due to lack of funds sold. In the same year, the death of Dukla-AIR and suspended activity Aero Club Duklianskych heroes Svidník. This resulted in a significant attenuation of air traffic at the airport Svidník in the coming years. [6]

4.1 Neighbourhood airport Svidník

Surrounding airports are in the nature of airports for sports aviation activity aeroclubs, for aerial work in agriculture, forestry and water management and, where appropriate, for general aviation. They are Kamenica Cirochou, Prešov, Ražňany. [2]

On Polish territory are the closest airports to regular services in Rzesów - Jasionka, Tarnow and Stalowe Wole. Their length is min. 150 km from Svidník. The main airport for the entire eastern Slovakia Kosice airport. [2]

It is very necessary to mention runway and airport Svidník into service as a makeshift, temporary conditions that do not require extra investment requirements or longer execution time. [2]

5 PRESENT AIPIORT SVIDNÍK

Airport Svidník in 2004 became the venue 0 vintage aviator flew Carpathian. This program was organized by the civic association Aviatik club Karpaty with local aviation fans. This step began a new era of

flying Svidník at the airport. Aviatik club Karpaty organizes this event every single year and total held for five classes. Aviatik club Karpaty became in 2007 the majority Svidník airport users and airport operator has been authorized to repair and build social background. Use of Svidník fenced spaces apron and restored to office space in the form unimocells. This club is still done at the airport Svidník Sports flights on ultra-light aircraft, motor hang gliders, paragliding and powered paragliding. [6]

In 2008, other users still flying school BLUE SKY. Flight School performs at the airport Svidník training flights for achieving the certificate private pilot license PPL (A) the qualifications SEP (L) and MEP (L). training flights be carried out on aircraft of Czech-Slovak production type Zlin Z-142 and a two-engine L-200A Morava. Since the tragic death of Ing. Robert Tuptim in the 2010 Ražňany at the airport, flying school has suspended its activities. [6]

With effect from. January 2010 Aeroclub Dukla heroes resumed its activities. The club has over time become the majority airport users. [6]

Aero Club is closely linked with the flight school BLUE SKY. At the airport flight operation performed on two general aviation aircraft type Zlin Z-142 |. Aeroclub Svidník became the main airport users, who co airport operator takes care of the maintenance of the airport, organize flight and public aviation event, and also helps to process documentation necessary for the operation of the airport Svidník. [6]

6 DRAFT POSSIBILITIES OF THE FUTURE AIRPORT SVIDNÍK

The airport had in 1991 prepared not forecast the development of transportation. It was designed for aircraft L-410, which at the time the airport owned enterprise Words-Air. Limitation of domestic air traffic in 1980 as a result of the energy crisis meant that at that airport to fruition transport performance (passenger, baggage and cargo) there.

Completion of the airport plan based on the current state, indicative projections determined by the designer and his experience with the size of airports at home and abroad in cities and areas of similar nature as Svidník.

7 CONCLUSION

Small regional airports are nowadays essential for a comprehensive transport infrastructure in each country. For the operational activities of these airports support is needed especially state of higher territorial units or private investors. The development of small

airports is necessary to use the funds to acquire the airport since the above-mentioned state bodies or private entities. The development includes the development of airport master plan, which is the basic document for the next boom. Preparation of Master Plan can increase the operational capacity of the airport or to the total renovation of the airport.

The advantage of small airports is a benefit of employment, and thereby increasing income of the region and the state. For your needs, a State may use these airports in emergencies and are used for training new pilots for sports flying and arrangement of air days. The main disadvantages of small airports include inadequate funding and the high cost of reconstruction.

The third chapter is devoted to the history of the airport Svidník, which belongs to the small regional airports and meet the challenge of usability. Today, the airport used aeroclubs and perform in it public and private aviation events and air shows. For lack of funds is not fully utilized airport.

In the last chapter are evaluated potential options Svidník airport. These alternatives are feasible only under the conditions and the completion of the reconstruction of the airport. If these changes are made, then we can talk about the real possibilities. After reconstruction, the number of aircraft movements of category A and B estimated at 2,016 movements per year and the number of passengers carried on about. 30000th After making these changes can be planned airport commissioned various stages.

Based on the overall findings I have come to the conclusion that for maintaining the functionality and development of small airports need to change the approach of the current shareholders or make changes to shareholder ratios and adjust the framework for operation of airports in the aviation market.

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