

# COOPERATION OF AIRPORT AND AIRLINES

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The objective of this paper was to investigate the relationship between airport operators and airlines using these airports. Continuous technological advances, tightening technical and safety standards, changing regulatory rules and laws, increasing pressure on the environment and other agents acting on the need to address aviation airport companies as well as airlines. Addressed were the common challenges setting the stage for closer cooperation to create a variety of corporations.

**K e y w o r d s:** airport, airline, relations and agreements

## 1 INTRODUCTION

Since the first successful attempt to air the Wright Brothers, which took place in Kitty Hawk, North Carolina 110 years, have passed. Since then there has been a great technological advancement aircraft heavier than air. Very important impetus to the development of aviation was two world wars. After their completion, there is a sharp economic growth and consequently to the development of tourism in which the large role played by air transport. Today, civil aviation is considered the most important type of civil aviation persons.

After the First World War first airlines in Europe began to emerge. Today the oldest existing European airline is KLM, which was established in 1920. Czechoslovak Airlines from there in 1923 and are thus among the oldest existing airline in Europe. With the technical development of aircraft also happens to build airports.

## 2 AIRPORT OPERATORS

The basic mission is to ensure air transport carriage of passengers, cargo and mail. The advantage of air transport lies in its speed, easy to overcome great distances, operative, and not least the comfort that can be provided to passengers. Air transport is largely involved in the approximation and the development of international political, cultural, sporting, economic and other relations between the peoples of the world.

From an operational point of view, there are four basic elements of air transport:

1. Airport
2. Air Traffic Services ATS
3. Airline
4. Control system (controller)

The first three components are represented all forms of ownership. Diverse ownership relationships are at individual airports near airport operators - airport companies and airlines. Air Traffic Services (ATS) responsible for the observance of law and fulfilment of the State international obligations in its airspace. This activity is closely coordinated with the components of defence and national security. The whole process of air transport takes place under the supervision and control within the framework of national laws and regulations, as well as multilateral and bilateral agreements.

In the air transport system consists airport start and end points of the transport process. Each airport must be certified under the Act by the organization. Passengers who use the airport are not always aware of the complexity of all its features and the community it creates. Major international airports also employ more than 20,000 people. Are there national staff passport control, customs office, state police, airline personnel, airport company personnel, janitors, firemen, medical staff, security staff, car rentals, restaurants, shops and others. Airport airports managed companies often have their name directly the airport name.

Airport companies must provide or manage the following resources:

- Operation of passengers.
- Maintenance, repair and management of the aircraft.
- Activities including airline crews, air and ground staff and other terminal and administrative staff.
- Business need for economic stability airport.
- Aviation Support Equipment (ATC, meteorology ...).
- Governmental functions - Agricultural inspection, customs, immigration department, health service.

Significant Airport Company has always been very active in responding to the development of aviation technology and the growing volume of air traffic. Modernize the airport facilities, increasing the number of runways and their ongoing adjustment (expansion, increasing capacity, extension). Airport improves the quality of airport services, invest in upgrading and building new high-capacity passenger and freight terminals specialty. With the increasing technological development also happens to smooth relations change carriers to the management of airports. Airlines can change in a short period of flight routes, service levels and eventually fares. Due to the competitive environment that forces airlines to these changes, information management airports declines. This makes the relationship between airlines and airports deteriorate. In connection with these facts is necessarily flexible to change the contractual relations between actors of air transport.

Wide range of technical parameters and operating performance aircraft (number of passengers, cargo size) as well as the nature of the business itself lead to the fact that different airlines require airport operators different operating conditions.

Airports Council International (ACI - Airports Council International) collects data on every major airport in the world and specifies their occupancy. ACI was founded in 1948 as the Airport Operators Council - Council of the operators of airports in Washington USA later moved to Montreal. ACI represents airports and their interests in dealings with national governments and international organizations such as ICAO, develops standards, recommended practices and rules for the airport. It also provides information and training to raise standards throughout the world. ACI is headquartered in Montreal, Canada and has 5 regional offices around the world.

The association has 580 members operating 1650 airports in 179 countries. In 2011 member airports cleared 5.4 billion passengers, 77 million flights and transported 93 million tons of cargo.

The number of passengers is the most common criterion for comparing global airport company. This airport also comes with the name of the busiest airports in the world. According to documents available from ACI busiest airport in the world Hartsfield-Jackson in Atlanta, Georgia, USA. Via 253,000 passengers every day appointed for that airport.

### 3 AIRLINES

Air carrier means a company with a valid license, or equivalent. Airlines can be classified in terms of access to finance costs of two types:

- Traditional airlines - airlines, which operate with conventional VIP services
- Low cost airlines - carriers, whose main offering is the transport at the lowest possible prices without any additional services. While traditional air carriers are mostly state-owned or have been privatized, low-cost carriers are usually owned by private entities. Divide the classical and low cost, however, is not sufficient to describe the aviation market.

Carriers are subdivided in terms of regularity of flights provided for the following groups:

- Regular airlines - airlines, which have a fixed schedule,
- Procedure, which is in a certain time period, usually daily or weekly, repeated,
- Charter airlines - carriers who provide their services on request.

As ACI Airports Council International publishes an annual global status of airports and aerodromes order develops according to various criteria. Similarly, IATA International Air Transport Association publishes the largest airlines order by different criteria, are the most accurate economic order according to the number of passengers, according to the number of passengers-kilometres and the amount of transported cargo tone. International Air Transport Association (IATA) is the trade association for the world's airlines, which represents

some 240 airlines and 84% of the total volume of air traffic. It supports many areas of aviation activity and help in formulating strategies for critical aviation issues.

There are other evaluation airlines. By Skytrax UK prestigious the most awards in various aerospace companies awarded. Skytrax has a leading position in the grading service airline and airport services and air to create service request to the continuous improvement of their quality.

For 24 years Skytrax offers a trusted and proven form of quality analysis of the airline industry worldwide, and their quality programs are widely used to enhance the competitive performance as a comparative tool for airlines and airport companies.

Skytrax is working with airlines and airports on every continent. More than 238 airlines and 148 airports have used their research and advice. A high level of client loyalty and repeat cooperation are evidence of satisfaction with the services delivered to each client.

Skytrax is well known for its annual rates: World Airline Awards and World Airport Awards. Prizes are awarded in various criteria. The table shows the order in the main category World's Best Airlines 2012 - Airline of the year.

### 4 COOPERATION AIRLINES AND AIRPORT COMPANY

In recent years, more and more airports have begun to work closely with the airlines. Airlines and airports have the potential incentive to enter into a relationship and create a mutually beneficial solution as strengthening the financial position of both parties. Despite some conflicting interests, especially with regard to airline fees for services, more and more realized. The following types of relationships are often observed in practice.

#### (1) As a signatory airlines Partner airport

Many governments now require that airport financially independent. As these airports are without state subsidies, many of them choose to work with the airlines. Carriers who sign a contract for the hire of becoming a signatory to the airport. companies to build any guarantors airport finances. In the case of the "tail" of the Agreement signatory - airline undertake to cover the rest - the balance of the total cost of the operation of the airport. For signatory airlines are fees for services provided included "residual costs" that remained after income from non-signatory airlines and non-airline sources minus total cost of the airport (debt service, interest and operating costs). In other cases, the main benefit of the signatory airlines service guarantee and observance of commitment.

#### (2) Airports company owns or controls a particular airport infrastructure

Some airlines are the owners of shares of airports or airfields directly control. For example, Terminal 2 of Munich Airport is a joint investment of the airport

operator FMG (60%) and Lufthansa (40%), Lufthansa becomes the dominant airline at the airport. Lufthansa also invested in the airport in Frankfurt, and has a 29% share of Shanghai Pudong International Airport Cargo Terminal. In 2006, Thai Airways invested more than \$ 400 million on a new international airport.

### (3) Long-term user contract

Long-term use agreement. There are many cases where airlines and airports to ensure their cooperation through long-term contracts. In recent years, Low Cost Carriers (LCCs) low-cost carrier organizes this type of long-term contracts with airports. Many secondary airports LCCs offer favourable conditions for attracting and using their operations. Therefore LCCs opted sign long-term contracts with airports to block the favourable conditions. Long-term contracts may also be useful to the airport. Encourage the airline to invest in long-term development of a larger network, ensuring operation of the airport in the long run. Therefore, most airports are willing to sign such a long-term contract. For example, in the 2002 Melbourne airport and airline Virgin Blue reached 10-year contract to use the former Ansett / Southern domestic terminal.

Although the potential benefits can actually be achieved, this cooperation can also have negative impacts. Given that airports represent one of the basic inputs for airlines, this close cooperation between the airport and the particular airline may produce anticompetitive concerns.

In recent years, airports have been under increasing pressure to be more financially self-sufficient and less dependent on state support. Many airports around the world commercialization or have been privatized so that the airport operated as a business entity.

Safety: Safety is our top priority and requires a team effort. Together we have done a good and important work in the field of safety critical runway. Addressing land security and reduce cost 4 billions Skoda is another area. ACI contributed to building IATA safety audit for ground operations (ISAG), which has become a worldwide standard.

Safety Audit Ground Operations (Safety Audit of Ground Operations - ISAG) is an internationally recognized program and a powerful system for assessing operational management and control systems in organizations that provide ground handling services to airlines.

Seattle Tacoma airport and Amsterdam Schiphol isag now mandated to audit the ground operators at their airports. Tyler urged others to do the same. If we are serious security there is no reason to procrastinate. There are 128 entries concerning the ISAG 83 of handlers at airports who indicated their support ISAG.

Tyler also called for cooperation between IATA and ACI in promoting the IATA Ground Operations Manual (IGOM). IGOM was launched in 2012. It is a worldwide harmonization of ground operations and become a tool to address weaknesses in security and efficiency, especially in emerging markets.

Security: IATA is willing to promote dialogue between industry and government stakeholders to develop "checkpoint of the future" Checkpoint of the Future (CoF), which allows passengers to move without stopping, unpacking luggage or removing outerwear. "Safety inspection at the airport is effective, but should be the main think to meet growing passenger numbers and call for less intrusive processes. Convenient and effective security will travel. Travellers will spend less time waiting and more time will have on airport shopping, meals and entertainment ".

Improving the customer experience: "Airlines and airports working together to improve efficiency and passenger comfort by IATA project" Simplifying the business environment ", starting with e-ticketing - electronic ticket purchase common use self-service machines and boarding passes with a bar code," said Tyler. "There are three proposals that give us a tremendous opportunity to innovate and personal experiences of travellers continue to Fast Travel."

Fast Travel is a set of self-service options that enhance the efficiency of the travel experience from check-in to baggage search, which was carried out in an airport aero-partnership, including SAS (Scandinavian Airlines) and Copenhagen airport, which first implemented all five Fast Travel projects.

Tyler urged airlines and airports to cooperate more closely on baggage delivery accuracy to support the airline, as they apply to their products, including baggage fees. Advanced IATA Baggage Program (Program Load) helped Airlines Air New Zealand and Auckland International Airport to reduce improper handling of baggage by 75 percent.

Tyler also called for greater promotion of the "electronic load" (e-freight). The implementation of e-freight will reduce costs throughout the supply chain, improve efficiency, reliability, accuracy and security, and has the potential to contribute to shorten the process up to 24 hours.

Environment: Airports and airlines are connected with air navigation service providers and manufacturers in combat aviation carbon emissions. In order to achieve sectoral commitments to improve fuel efficiency about 1.5% per year by 2020, and reduce overall emissions in half by 2050 (compared to 2005), Tyler called for innovative partnership "I encourage airports around the world to come together with the airlines. Several airports :-airport Madrid-Barajas, Detroit and Stockholm-Arlanda allocate land to grow fruits, which are a source of sustainable bio-fuels. These are all important steps to improve our environment ".

Investment in infrastructure: "Building infrastructure to handle growth is a challenge best handled in close cooperation between airports and airlines. This includes cooperation on the airport land use planning, ensuring productive investments to meet the needs of airlines," said Tyler. He pointed at Heathrow, where an ongoing dialogue between airport operators and airlines help, inter alia, the promotion of capacity expansion,

optimization of existing capacity utilization technology development, reduce noise and emissions, improve surface runways and improving operational resilience. "There is great debate about the price, affordability and service standards, but what is important is to have an open and honest dialogue about our common future".

Efficacy prices: Tyler also stressed the importance of cost-effective, affordable and accessible from airport charges, in accordance with the principles of the International Civil Aviation Organization (ICAO). "Airlines and airports are in the business relationship. And it is a tough business. In fact, regardless of the economic situation, the tensions inherent in supplier-customer relationship between airports and airlines.

## 5 CONCLUSION

The continuous development of technology, industry and community relations creates a continuous pressure on the development of aviation. For best solutions and the fastest development in this area is the need for cooperation between airports and airlines concerned. Competitive environment, economic pressures force companies to create a profit to new management structure and the creation of new alliances and corporations. Alliance airlines associated with each other in order to obtain the benefits of a common aviation area and market. Cooperation arises between airports and airlines to obtain mutual benefits. IATA (The International Air Transport Association) and ACI (Airports Council International) umbrella cooperation and determine the further development of air transport to be safer, more reliable, user friendly, operationally efficient and environmentally friendly.

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