

PROGNOSIS OF AIRPORT CHARGES AT INTERNATIONAL AIRPORTS OF SLOVAK REPUBLIC

Ján Ferenc – Dominika Stašaková

The theoretical part deals with the definitions of the charges at airports, which are then, applied in practice on airport charges international airports Slovak Republic. In the same section also includes cost items airports because costs are for the determination of the level of charges importance. In the next chapter are illustrated and described interannual variations in charges of international airports in Slovakia regarding both the international and domestic traffic. Subsequently described, all of which may influence the level of airport charges and the final chapter is devoted to forecast the actual future development charges at international airports SR.

K e y w o r d s : Fee, Incentives, airport deviations costs.

1 INTRODUCTION

This thesis is a continuation of my work on the pricing of airport charges , which I wrote about prices, pricing of airport charges . In the first chapter, I explain what all falls under the category of cost and revenue items airports and revenue items I described in more detail to make it clear , to cover costs which are the proceeds of such charges. In the next chapter I passed the practical part where I have to charts and tables summarizing the level of airport charges in Slovakia and their interannual variations . In chapter four I described , all of which affects the level of airport charges . In the last chapter I tried on the basis of those facts from previous chapters predict the future state the amount of remuneration to the international airports of the Slovak Republic . In this chapter, I focused mainly on the incentive program Kosice airport , because international airport Kosice significantly increased the amount of the fees .

2 AIRPORT CHARGES INTERNATIONAL AIRPORTS SLOVAK REPUBLIC

In developing the airport charges must be followed certain rules issued by the International Civil Aviation Organization and the International Organization of air carriers. These documents contain specific recommendations that respects and which also is based DIRECTIVE OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL 2009/12/EC of 11 March 2009 on airport charges has been implemented into the Slovak Government Regulation on airport charges. This Directive concerns the issue of airport

charges for international public airports. In developing the airport charges must be followed certain rules issued by the International Civil Aviation Organization and the International Organization of air carriers. These documents contain specific recommendations that respects and which also is based DIRECTIVE OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL 2009/12/EC of 11 March 2009 on airport charges has been implemented into the Slovak Government Regulation on airport charges. This Directive concerns the issue of airport charges for international public airports.

2.1 Cost items

Cost items airports are divided into two main groups, namely:

- 1) Operating costs including labor costs, the operation and also the cost of maintenance and repairs of assets managed by the airport and the costs of reproduction property.
- 2) Under the terms of investment costs means investment in airport development, purchase of new machinery and equipment, technology, construction of new airport infrastructure.

2.2 Income items

Income items at the airport divided into two groups on the basis of what the cost is covered by the airport and are subject to regulatory action. The first group consists of airport charges, a second group of the revenue from commercial activities and a separate category in the form of

commercial revenues such as interest free funds and non-commercial revenues which constitute subsidies generate financial returns. Income items at the airport divided into two groups on the basis of what the cost is covered by the airport and are subject to regulatory action. The first group consists of airport charges, a second group of the revenue from commercial activities and a separate category in the form of commercial revenues such as interest free funds and non-commercial revenues which constitute subsidies generate financial returns.

2.3 Investment policy

The investment policy is an important factor in decision-making and management of airports operator is given by the volume of airport infrastructure, longevity and little possibility of returning bad investment decisions. All this, however, leads to the fact that the investment plan at the airport should be in a long time and in versions that allow you to make changes to the investment plans of the airport, depending on how demand develops. Optimal way is if capacity is added gradually and not jumping, because of which it follows that, although the efficiency of the airport will depend on what will be successful in its management development and investment planning how he will fare align demand with capacity to minimize congested airports and thereby maximize capacity at any moment.

3 YEAR – ON AIRPORT CHARGES LIMITS OF INTERNATIONAL AIRPORT SR

Airport charges at the airports levied to cover the costs associated with the various activities from activities associated with procuring traffic at the airport, its maintenance and repair of landing fee to ensure airport security against acts of unlawful interference with security charges.

3.1 Charges for landing aircraft at individual airports SR applicable to international and national transport

This fee covers the costs associated with areas designated for aircraft movements in addition to parking lots and stands as well as the cost of lighting if the lighting is not charged in the charge itself, further costs for fire and rescue services, the cost of security-related services in the areas in which the aircraft moves, furthermore, this fee covers the costs associated with noise and emissions if the airport does not levy such fees separately. Landing fee includes costs related to air traffic management, including roads and meteorological services unless the fees are charged and collected in a separate category of fees.

3.2 Parking charges at airports SR

The calculation of parking fees for aircraft is their MTOW and parking period. This charge is collected in the designated areas of the airport. Rate is fixed for each ton or fraction of an hour and MTOM.

3.3 Charges for airport passengers at individual airports SR applicable to international and domestic services

Airport tax is usually charged for both international as well as domestic services. The amount of taxes for international traffic shall be determined by the estimated cost of international transportation for airport tax next year deducted from the total number of arriving and departing passengers in a given year. In determining the amount of taxes for domestic travel is a procedure similar to that for international but based on the estimated cost to transport within the SR. In both cases they should be in estimating the taxes excluded passengers exempt from paying fees optionally passengers traveling in direct transit. As mentioned in the AIP - e Slovak Republic writes that the charges are exempt direct transit passengers and direct transit shall be understood unscheduled landing in the Slovak Republic and alternate transport passengers from the Slovak Republic abroad.

4 ANALYSIS OF THE AIRPORT CHARGES AT INTERNATIONAL AIRPORTS SR

The first factor that affects the level of airport charges is inflation. Inflation is a general rise in price levels over time. The inflation rate is the percentage increase in the consumer price index.

Another factor that significantly affects the determination of airport charges not only at international airports Slovak Republic but also all airports infrastructure development. Infrastructure includes airport runways, terminals, parking areas designated for aircraft ground handling centralized infrastructure and other additional facilities that directly support airport services.

One factor, which greatly influences the level of airport charges are the costs associated repair, maintenance, airport runways and other airport communications, or costs associated with the clearance of passengers as in the case of airport taxes.

5 PROGNOSIS AIRPORT CHARGES AT THE INTERNATIONAL AIRPORT SR

When forecasting the fees at the airport is to determine what the airport has the potential to attract new airlines . They prepare various plans business what is actually forecast the future development of air transport . The forecasting of airport charges have a great impact incentives . They are in fact central to forecast the future development of air transport .

Airports offer incentives airline from two perspectives and to attract and support the airline. Substantial changes in the level of airport charges and specifically in landing fees and airport tax occurred since 2009, just at the airport Kosice why I work mainly focused on the incentive program Kosice airport .

Fees at the airport Bratislava from 2009 začo can not change the reduction of investment activity, since it is an investment activity either in the terminal or runway system has a direct impact on the amount of charges . On the other hand, it is more than likely that a number of international airports Slovak Republic will be, respectively, should soon change retribution and

mainly due to the completion of the investment in terminals as in the case of airports in Bratislava and Poprad - Tatry , which should be directly reflected in the heights charges . But the question remains whether, after reviewing respectively realization of investment costs , these charges retaliation accepted in the market as air carriers and goes alone benchmarking these charges compared to airports such as Budapest, Vienna and Prague . The fact is that no airport in Slovakia security charges levied or emission charges or fees noise . When forecasting the fees at the airport is to determine what the airport has the potential to attract new airlines . They prepare various plans business what is actually forecast the future development of air transport . The forecasting of airport charges have a great impact incentives . They are in fact central to forecast the future development of air transport .

Airports offer incentives airline from two perspectives and to attract and support the airline. Substantial changes in the level of airport charges and specifically in landing fees and airport tax occurred since 2009, just at the airport Kosice why I work mainly focused on the incentive program Kosice airport .

Fees at the airport Bratislava from 2009 začo can not change the reduction of investment activity, since it is an investment activity either in the terminal or runway system has a direct impact on the amount of charges . On the other hand, it is more than likely that a number of international airports Slovak Republic will be , respectively, should soon change retribution and mainly due to the completion of the investment in terminals as in the case of airports in Bratislava and Poprad - Tatry , which should be directly reflected in the heights charges . But the question remains whether, after reviewing respectively realization of investment costs , these charges retaliation accepted in the market as air carriers and goes alone benchmarking these charges compared to airports such as Budapest, Vienna and Prague . The fact is that no airport in Slovakia security charges levied or emission charges or fees noise .

6 CONCLUSION

The aim of the work was forecast future development of airport charges at international airports Slovak Republic. Košice airport charges increased in 2010 on the grounds that he wanted to be non-discriminatory and thus tried to transport in Slovakia has been at the international level, therefore increasing the amount of airport landing fee and charges for passenger service that is an airport tax of 50 % . Since the increase in charges should proceed in two steps to the second increase occurred because the coming into force of the forthcoming regulation of the European Union. So I think that to further increase fees at the airport Kosice could occur in the event that the European Union regulation came into force.

Therefore, the Košice airport constitutes a profit does not need to increase the level of airport charges but it is possible that it may nevertheless increase airport charges, as investments in infrastructure and so that changed the entire lighting system which greatly increased its costs .

AUTHOR(S)' ADDRESS(ES)

Dominika Stašáková, Bc,
Technická univerzita v Košiciach, Letecká fakulta,
040 01 Košice
Ján Ferenc Ing., PhD. Technická univerzita v Košiciach,
Letecká fakulta, 040 01 Košice
Jan.Ferenc@tuke.sk

BIBLIOGRAPHY

- [1] FERENC, J. a kolektiv: Ekonomika prevádzky letísk, LF TUKE, Prvé vydanie, Košice, 2011. 251 s.
- [2] Dokument ICAO Doc 9562 – Manuál pre ekonomiku letísk- Airport Economics manual, Thirt Edition – 2013. ISBN 978-92-9249-192-5. Dostupné na internete: http://www.icao.int/sustainability/Documents/Doc9562_en.pdf
- [3] Dokument ICAO Doc 9082/8 Pravidla pre stanovenie letiskových poplatkov, Ninth Edition – 2012. ISBN 978-92-9231-953-3. Dostupné na internete: http://www.icao.int/publications/Documents/9082_cons_en.pdf