

Section 7

The Slovak Republic



Air Transport Infrastructure: The Slovak Republic

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Abbreviations

A/C	Aircraft	IFR	Instrument Flight Rules
ADF	Aircraft De-icing Fluid	IFRS	International Financial Reporting Standards
AFIS	Aeronautical Flight Information Services	ILS	Instrument Landing System
AIP	Air Information Pamphlet	Intl	International
AMSL	Above Mean Sea Level	ISPA	Instrument for Structural Policies for Pre-Accession
ANS	Air Navigation Services	LCC	Low-Cost Carrier
ANSP	Air Navigation Service Provider	LLZ	Localizer
AOC	Air Operator Certificate	LPS SR	Letecke Prevadzkoiva Sluzby SR (the provider of air navigation services)
APP	Approach Control Service	LT	Local Time
ATC	Air Traffic Control	MIL	Military
ATM	Air Traffic Movements	MoT	Ministry of Transport
BIP	Border Inspection Control	MPPA	Million Passengers per Annum
BOT	Build, Operate and Transfer	MTOM	Maximum Take-Off Mass
CAA	Civil Aviation Authority	MTOW	Maximum Take-Off Weight
CCTV	Closed-circuit television	NCASP	National Civil Aviation Security Programme
CF	Cohesion Fund	NDB	Non Directional Beacon
CTA	Control Area	NG	New Generation
CTR	Control Zone	PaPi	Precision Approach Path Indicator
CUTE	Common Use Terminal Equipment	PAX	Passengers
DCS	Departure Control System	PCN	Pavement Classification Number
DME	Distance Measuring Equipment	PRM	Persons with Reduced Mobility
Dom	Domestic	RET	Rapid Exit Taxiways
EBRD	European Bank for Reconstruction and Development	RWY	Runway
ECAC	European Civil Aviation Conference	SAS inc	Slovak Air Services
EIA	Environmental Impact Assessment	SITA	Internationale de Télécommunications Aéronautiques
EIB	European Investment Bank	SMR	Surface Movement Radar
EPNdB	Effective Perceived Noise Decibel	SRA	Segregated Restricted Area
GA	General Aviation	TMA	Terminal Maneuvering Area
GH	Ground Handling	TWR	Tower
GND	Ground	TWY	Taxiway
GP	Glide Path	UTC	Coordinated Universal Time [Greenwich Mean Time]
GPU	Ground Power Unit	VDF	Visual Direction Finder
GSE	Ground Support Equipment	VFR	Visual Flight Rules
GYR	Green/Yellow/Red	VOR	VHF Omnidirectional Range
HBS	Hold Baggage Screening	WCHC	Wheelchair for Cabin
IATA	International Air Transport Association	WTMD	Walk Through Metal Detectors
ICAO	International Civil Aviation Organisation		

7.1 General Introduction

7.1.1 Background

Slovakia is a landlocked country bordering Czech Republic and Poland to the north, Ukraine to the east, Hungary to the south and Austria to the west. The terrain consists of rugged mountains in the central and northern parts of the country and lowlands in the south.

The Slovaks formed Czechoslovakia with the Czechs in 1918. After World War II Czechoslovakia became part of the Soviet Bloc and a Communist state. The country became independent of the Soviet Union in 1989 and the Czech and Slovak peoples agreed to separate to form two republics in 1993. Slovakia joined both the EU and NATO in 2004.



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7.1.2 Economic Overview

During communist rule the Slovak economy was driven mainly by heavy industry, a good example being weapons manufacture which at one point accounted for 10% of total employment. The transition to a market economy was not easy and has been marked by strikes and high rates of unemployment. However, good progress has been made since 1989 and by 2003 the process of economic and structural reform can be regarded as being largely complete. Many privatisations are concluded, foreign investment is increasing and the banking sector is stable. The industrial sector of the economy is still significant and there are substantial chemical, steel, coal and manufacturing sectors. Agriculture comprises 10% of GDP, and tourism is growing strongly.

The main economic problem remains unemployment. Accession to the EU and the resulting increase in trade and investment should help.

Slovakia Economic Statistics	
Population	5.384 million(2004)*
Population Growth	0.09% (2004)*
Surface area of country	48,800 sq km (2005)**
Population density	110.58 (1999)**
Urbanization	57% (1999)#
GDP	€ 33.137bn(2004)*
GDP per head	€ 6,154(2004)*
GDP growth rate	5.5% (2004)*
Unemployment rate	18.1% (2003)*
Inflation rate	5.7% (2004)*
Imports	€ 2.07bn(2003)*
Exports	€ 2.0 bn(2003)*
External Debt	€ 7.4 bn(2003)#
Internet hosts	89,592(2004)**
Internet users	1.37 million(2003)**

Source : * Statistical Office of the Slovak Republic # OECD, IMF and World Bank

**US Central Intelligence Agency factbook.

Figure 1

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7.2 Main issues in the Air Transport sector

7.2.1 Main issues in the air transport sector

Slovak Airlines

The state owned airline was formed in 1998 to address the perceived lack of air service following the breakup of the former Czechoslovakia and the subsequent withdrawal of the majority of CSA services. The airline was initially operated with Soviet built aircraft (TU 154), but in 2002 switched to western types with the introduction of the B737-300. The airline has not grown significantly since its formation and the government announced its intention to privatise the airline in 2004. Slovak Airlines currently accounts for only 3% of scheduled airline capacity out of the Slovak Republic. The largest Slovak carrier is SkyEurope, which has 44% of scheduled capacity and is likely to further increase its share.

In January 2005 Austrian Airlines purchased a controlling 62% stake in the airline for €2.8million. Austrian Airlines aims to improve scheduled capacity to Brussels and Moscow, and increase charter services to Egypt, Greece and Turkey. The airline will also integrate services with its own schedules via codeshare and joint operations. (Austrian already operates to London, Brussels and Paris from Bratislava).

Bratislava and Kosice Airport privatisation

In May 2005 the Slovakian government appointed a financial consortium to lead the privatisation of both Bratislava and Kosice airports.

The process is targeted to be completed by the end of 2006 and is designed to attract private capital and knowledge into the airport sector to encourage growth. Strong growth of air transport is considered to be a key area to encourage economic growth by the Slovak government.

7.2.2 Government policies

With the formation of the Slovak republic in 1993 government aviation policy departments and infrastructure had to be developed from scratch. Initially all the countries airports were owned and operated by the state and the government also created a state airline – Slovak Airlines to provide air transport links following the withdrawal of CSA.

Recent years have seen a strong move towards the private sector. The state is in the process of privatising the two largest airports (Bratislava and Kosice) and the remaining smaller airports have all been transferred to regional authority ownership. Slovak Airlines is now majority owned by Austrian Airlines and the largest airline operating in the country is the privately owned SkyEurope.

7.2.3 Civil Aviation Administration studies

The main issue currently concerning the Civil Aviation Authority of the Slovak Republic (CAA) is its institutional capacity. The department has calculated that it requires 120 staff to meet its objectives and obligations as the civil aviation administrator for the Slovak Republic. The department currently has a budget for 70 staff and is unable to operate even at this level as it has staff vacancies that cannot be filled due to the higher salaries being offered in the private sector. With the rapid growth of airlines and airports based in the Slovak Republic demand for CAA expertise and resources is rising rapidly.

The CAA therefore finds itself in a position where demand for its services is rising and its capacity to fulfil its requirements and obligations is reducing. The Ministry of Transport, Post and Telecommunications and the CAA view this situation as having serious implications for safety and security.

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7.2.4 Low cost airline market penetration

As shown in the airline capacity shares table to follow, low cost carriers account for the majority of capacity to and from the Slovak Republic. In total low cost carriers have a 58% share of total capacity, with Slovak based SkyEurope making up the majority of this total. With SkyEurope's main base being located in Bratislava it is likely that low cost carriers share of total capacity will continue to grow.

SkyEurope

SkyEurope was formed in February 2002 and has significant foreign investment capital behind it. The company accounts for the largest foreign investment in a Slovak Republic company to date (excluding companies with government grants).

The airline is the dominant carrier in the Slovak Republic accounting for 44% of scheduled capacity (twice the capacity of its nearest competitor – Czech Airlines.) SkyEurope currently operate a mixed fleet of four Embraer 120 turboprops and eleven B737-500 aircraft. In 2005 the airline announced an order for 32 B737-700 aircraft (16 firm, 16 options) to be delivered between 2006 and 2007.

In the financial year ending April 05 SkyEurope carried 1.2million passengers on routes throughout Europe. The carrier's main bases are Bratislava, Budapest and Krakow, with smaller bases at Kosice and Warsaw, and it serves 23 destinations in 14 countries.

The following table presents name, ownership and aircraft type of all Slovak registered carriers.

Air Carrier	Aircraft Type	Ownership Status
Air Slovakia	▪ 1 x B737-200, 2 x B757-200	Private company
SkyEurope Airlines	▪ 4 x EMB 120, 11 x B737-500	Private company
Slovak Airlines	▪ 1 x F100, 2 x B737-300	Private company with some national share holding

Source: JP Airline Fleets International and SkyEurope's website.

Airline capacity shares in The Slovak Republic (scheduled flights)

Airline	code	Country	Share of scheduled capacity (Mar 05)
SkyEurope	NE	Slovakia	44%
Czech Airlines	OK	Czech Republic	21%
easyJet	U2	United Kingdom	14%
Austrian	OS	Austria	8%
Air Slovakia	GM	Slovakia	6%
Lufthansa German Airlines	LH	Germany	4%
Slovak Airlines	6Q	Slovakia	3%
Aeromist-kharkiv	HT	Ukraine	1%

Source: OAG

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7.2.5 Airports

Slovakia Airports Summary:

5 x International Airports

	Bratislava	Kosice	Poprad	Sliac	Piestany
IATA Code	BTS	KSC	TAT	SLD	PZY
ICAO Code	LZIB	LZKZ	LZTT	LZSL	LZPP
Use	Commercial	Commercial	Commercial / GA	Commercial/ Military/ GA	Commercial / GA
City Population	428,672	242,100	55,680	10,138	30,000
Annual Passengers (2004)	893,614	231,410	15,233 ¹	15,046 ⁴	6,587
Annual Freight (tonnes) (2004)	6,100	368	26	246	-
Annual ATM (2004)	26,000	12,389	6,037 ²	2,652 ²	1,317 ²
Ave. Departures per day (2004)	35	17	8	3	2
Total Revenues (€m) (2004)	14.3	3.235	1.087	0.318	0.462
Annual Terminal Capacity (2004)	1,250,000		200,000	200,000	100,000
No. of scheduled destinations (2005)	21	4	0	1	0
No. of Airlines (2005)	8	4	~8	4 (3 charter)	2
Runway 1 Length (m) and Width (m)	2950x45	3100x45	2600x45	2340x60	2000x30
Runway 2 Length (m) and Width (m)	2900x60	-	750 ³	-	-
Elevation (metres)	132	230	718	318	166

¹ All charter traffic, ² movements mainly GA, ³ Grass for GA only, ⁴ 9,800 scheduled, 4,600 charter

1 x General Aviation Aerodromes (with asphalt / concrete runway)

	Zilina
ICAO Code	LZZI
Use	Public
Asphalt Runway Length (m)	1150x30

7.3 Civil Aviation Structure

7.3.1 Aviation Safety Regulation

<div style="border: 1px solid black; padding: 5px; margin-bottom: 10px;"> Organisation responsible for the following activities: </div>	
<div style="background-color: #e0e0e0; padding: 5px; margin-bottom: 10px;"> <p style="text-align: center;">“Flight safety of civil airline operations”</p> <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? </div>	<div style="border: 1px solid black; padding: 5px;"> <p>The Civil Aviation Authority of the Slovak Republic</p> <p>Funded directly by the State via the Ministry of Transport, Post and Telecommunications of the Slovak Republic (MoT).</p> <p>Directly supervised by the Ministry of Transport, Post and Telecommunications of the Slovak Republic</p> </div>
<div style="background-color: #e0e0e0; padding: 5px; margin-bottom: 10px;"> <p style="text-align: center;">“Civil aircraft approved design, production and maintenance organisations”</p> <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? </div>	<div style="border: 1px solid black; padding: 5px;"> <p>The Civil Aviation Authority of the Slovak Republic</p> <p>Funded directly by the State via the Ministry of Transport, Post and Telecommunications of the Slovak Republic (MoT).</p> <p>Directly supervised by the Ministry of Transport, Post and Telecommunications of the Slovak Republic</p> </div>
<div style="background-color: #e0e0e0; padding: 5px; margin-bottom: 10px;"> <p style="text-align: center;">“Flight crew and engineer licensing; Control of aircraft registration”</p> <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? </div>	<div style="border: 1px solid black; padding: 5px;"> <p>The Civil Aviation Authority of the Slovak Republic</p> <p>Funded directly by the State via the Ministry of Transport, Post and Telecommunications of the Slovak Republic (MoT).</p> <p>Directly supervised by the Ministry of Transport, Post and Telecommunications of the Slovak Republic</p> </div>

<p>“Airworthiness of commercial and general aviation aircraft”</p>	<p>The Civil Aviation Authority of the Slovak Republic (CAA SK)</p>
<ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? 	<p>Funded directly by the State via the Ministry of Transport, Post and Telecommunications of the Slovak Republic (MoT).</p>
<ul style="list-style-type: none"> ▪ Corresponding supervision? 	<p>Directly supervised by the Ministry of Transport, Post and Telecommunications of the Slovak Republic</p>
<p>“Regulation of Air Navigation Services”</p>	<p>The Provider of Air navigation services is Letecke Prevadzkoiva Sluzby SR (LPS SR). LPS SR is a state owned enterprise and supervised by the MoT and the CAA SK</p>
<ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? 	<p>Funded directly by the State via the Ministry of Transport, Post and Telecommunications of the Slovak Republic (MoT).</p>
<ul style="list-style-type: none"> ▪ Corresponding supervision? 	<p>Directly supervised by the Ministry of Transport, Post and Telecommunications of the Slovak Republic</p>
<p>“Licensing and Certification of Aerodromes”</p>	<p>The Civil Aviation Authority of the Slovak Republic (CAA SK)</p>
<ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? 	<p>Funded directly by the State via the Ministry of Transport, Post and Telecommunications of the Slovak Republic (MoT).</p>
<ul style="list-style-type: none"> ▪ Corresponding supervision? 	<p>Directly supervised by the Ministry of Transport, Post and Telecommunications of the Slovak Republic</p>
<p>“Regulation of environmental standards (emissions and noise policies)”</p>	<p>Ministry of Transport, Post and Telecommunications of the Slovak Republic.</p>
<ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? 	<p>No specific funds allocated, so understaffed and underfunded.</p>
<ul style="list-style-type: none"> ▪ Corresponding supervision? 	<p>The State.</p>
<p>“Setting and control of airspace policy, and the regulation of airspace design and classification, including the navigation and communications infrastructure”</p>	<p>Ministry of Transport, Post and Telecommunications of the Slovak Republic via the Aviation Act 143/1998 as amended and Council Regulations 549, 550, 551, and 552 of 2003.</p>
<ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? 	<p>Funded directly by the state.</p>
<ul style="list-style-type: none"> ▪ Corresponding supervision? 	<p>The State.</p>

7.3.2 Air Navigation Services

<p>Organisation responsible for the following activities:</p>	
<p>“Provision of air navigation services for airfields”</p> <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? 	<p>Ministry of Transport, Post and Telecommunications of the Slovak Republic via the Air navigation service provider Letecké Prevadzkova Sluzby SR (LPS SR). Funded directly by the State via the MoT.</p> <p>LPS SR is a state owned enterprise and supervised by the MoT and the CAA SK. Aviation Act 143/1998 as amended applies.</p>
<p>“Provision of en-route Air Navigation Services”</p> <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? 	<p>Ministry of Transport, Post and Telecommunications of the Slovak Republic via the Air navigation service provider Letecké Prevadzkova Sluzby SR (LPS SR). Funded directly by the State via the MoT.</p> <p>LPS SR is a state owned enterprise and supervised by the MoT and the CAA SK. Aviation Act 143/1998 as amended applies.</p>

7.3.3 Economic Regulation

<p>Organisation responsible for the following activities:</p>	
<p>“Regulation of airport charges, including;</p> <ul style="list-style-type: none"> • Landing / Use of runway • Parking and Handling • Passenger Charge” <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? 	<p>Ministry of Transport, Post and Telecommunications of the Slovak Republic. The relevant act is the Aviation Act 143/1998 as amended + Directive No. 3/2001 on airport charges for use at airports and discounts to be applied under certain conditions.</p> <p>Funded directly by the State.</p> <p>The State.</p>
<p>“Regulation of ATM terminal charges”</p> <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? 	<p>Ministry of Transport, Post and Telecommunications of the Slovak Republic.</p> <p>Funded directly by the State.</p> <p>The State.</p>
<p>“Regulation of en-route charges”</p> <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? 	<p>Ministry of Transport, Post and Telecommunications of the Slovak Republic.</p> <p>Funded directly by the State.</p> <p>The State.</p>
<p>“The issue of tour operator licences”</p> <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? 	<p>Ministry of the Interior of the Slovak Republic.</p> <p>Funded directly by the State.</p> <p>The State.</p>

<p>“The issue of travel agency licences”</p> <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? 	<p>Ministry of the Interior of the Slovak Republic</p> <p>Funded directly by the State.</p> <p>The State.</p>
<p>“The issue of air operator licences and air operator certificate”</p> <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? 	<p>The Civil Aviation Authority of the Slovak Republic is responsible for issuing Air Operator Certificates.</p> <p>Funded directly by the State via the Ministry of Transport, Post and Telecommunications of the Slovak Republic (MoT).</p> <p>Directly supervised by the Ministry of Transport, Post and Telecommunications of the Slovak Republic</p>
<p>“The issue of ground-handling licences or approvals”</p> <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? 	<p>The Civil Aviation Authority of the Slovak Republic is responsible for issuing ground handling licences or approvals.</p> <p>Funded directly by the State via the Ministry of Transport, Post and Telecommunications of the Slovak Republic (MoT).</p> <p>Directly supervised by the Ministry of Transport, Post and Telecommunications of the Slovak Republic</p>

7.3.4 Air Transport Facilitation

<div style="border: 1px solid black; padding: 5px; margin-bottom: 10px;">Organisation responsible for the following activity:</div> <div style="border: 1px solid black; padding: 5px; margin-bottom: 10px;"> <p>“Policy and regulation of ICAO facilitation requirements under Annex 9 of the Chicago Convention, with respect to;</p> <ul style="list-style-type: none"> • Entry and departure of aircraft, • Entry and departure of persons, baggage and cargo; and • Facilities and services for traffic at international airports” </div> <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? 	<div style="border: 1px solid black; padding: 10px; min-height: 150px;"> <p>These policies and requirements are not maintained in Slovakia.</p> </div>
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7.3.5 Air Transport Security

<div style="border: 1px solid black; padding: 5px; margin-bottom: 10px;">Organisation responsible for the following activity:</div> <div style="border: 1px solid black; padding: 5px; margin-bottom: 10px;"> <p>“Regulation of aviation security with respect to;</p> <ul style="list-style-type: none"> • Airports • Airlines • Airspace” </div> <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? 	<div style="border: 1px solid black; padding: 10px; min-height: 150px;"> <p>Ministry of Transport, Post and Telecommunications of the Slovak Republic</p> <p>Funded directly by the State.</p> <p>The State.</p> </div>
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7.3.6 Air Accident Investigation

<div style="border: 1px solid black; padding: 5px; margin-bottom: 10px;"> Organisation responsible for the following activity: </div> <div style="border: 1px solid black; padding: 5px; margin-bottom: 10px;"> “Air Accident Investigation” </div> <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? 	<div style="border: 1px solid black; padding: 5px;"> <p>The Ministry of Transport, Post and Telecommunications of the Slovak Republic established a Permanent Commission for aircraft accidents and incidents investigation. The Chairman is appointed by the Minister of the MoT. The Chairman then appoints members of the Permanent Commission to an Expert Commission to investigate the actual incident or accident. Funded directly by the State. The CAA SK provides technical and financial support for the functioning of the Expert Commission for accidents and incident investigation. The organisation is independent.</p> </div>
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7.4 Bratislava International Airport

7.4.1 Basic Airport Information

Full Airport Name	<input style="width: 95%;" type="text" value="Milan Rastislav Štefánik Bratislava Airport"/>		
Full Airport Address	<input style="width: 95%;" type="text" value="Letisko M. R. Štefánika – Airport Bratislava, a.s. (BTS)
823 11 Bratislava 11
Slovak Republic"/>		
Website Address	<input style="width: 95%;" type="text" value="www.airportbratislava.sk"/>		
IATA Code	<input style="width: 45%;" type="text" value="BTS"/>	ICAO Code	<input style="width: 45%;" type="text" value="LZIB"/>
Managing Director / Chief Executive	<input style="width: 95%;" type="text" value="Mr. Milan Kajan, Managing Director and Chairman of the Directorship"/>		

IATA Slot Coordination Level	<input style="width: 65%;" type="text" value="Level 2"/>
<small>(Level 1: Non-coordinated airport or Level 2: Schedules facilitated airport or Level 3: Fully coordinated airport)</small>	

Air Traffic Control & Navigation	
ATC Coverage (local or area control, who provides service)	<input style="width: 95%;" type="text" value="Provider
Letové prevádzkové služby Slovenskej republiky, š.p.
(Air Traffic Services of the Slovak Republic)"/>
NDB	<input style="width: 45%;" type="text" value="Yes"/>
DME	<input style="width: 45%;" type="text" value="Yes"/>
VOR	<input style="width: 45%;" type="text" value="Yes"/>
Other	<input style="width: 45%;" type="text"/>

Fire Fighting	
Fire Fighting Category	<input style="width: 95%;" type="text" value="CAT 7 (B757 size)

or CAT 8 (A330 size)
in 2 HR"/>
Maximum Aircraft Size	<input style="width: 45%;" type="text" value="B757"/>

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Key airport contacts
<p>Mr. Milan KAJAN, Managing Director Letisko M.R.Štefánika Bratislava, 823 11 Bratislava 11, Slovak Republic tel. : +421 2 4333 6608, Email : milan.kajan@airportbratislava.sk</p> <p>Mr. Roman DIBALA, Senior manager of the Marketing department Letisko M.R.Štefánika Bratislava, 823 11 Bratislava 11, Slovak Republic tel. : +421 2 4342 2891 Email : roman.dibala@airportbratislava.sk</p>

7.4.2 Airport Ownership and Management

Current ownership structure of the airport
<p>The airport is a joint stock company, fully owned by the state (Ministry of Transport, Post and Telecommunications of the Slovak Republic). The shares are not traded on a stock exchange.</p>

Current management structure at the airport
<p>The directorship of the airport company is responsible for the airport management.</p>

Number of employees working for the airport operator
<p>545 employees work for the airport operator (July 2005).</p>

Ground handling service provision at the airport
<p>The main ground handling service provider is the airport operator – Letisko M.R. Štefánika – Airport Bratislava, a.s. (BTS). The company is responsible for passenger handling, baggage handling, catering, ramp services and ground transport.</p> <p>There is a second service provider - SAS inc. (Slovak Air Services). This company provides some of the passenger handling for certain airlines.</p> <p>ESSO is responsible for aircraft refuelling.</p> <p>There are a small number of airlines that carry out self passenger handling.</p>

Brief history of the airport, highlighting major events

Opening of the airport and brief history
Aeronautical operation at the new Bratislava Airport started in 1950. During the following 20 years, the current passenger terminal, a communication system and a boiler plant were constructed. The apron was also widened.

In the early 1980's, the large maintenance hangar was built, the runway system was completely reconstructed, and a new facility for Air Traffic Control was built.

Bratislava Airport was named after the great Slovak General, politician, scientist, diplomat Milan Rastislav Štefánik in 1993.

In 1997 new aircraft fuel storage facilities and a delivery track from the railway station Podunajské Biskupice was completed. In addition the ground floor of the older part of the terminal building was reconstructed.

In 1999 a new apron area was completed.

In the period from 2000 to 2004 airport fencing, office buildings, workshops and garages, the terminal building, aircraft fuel storage facilities, material storage facilities and the central boiler plant were refurbished.

Also during this period additional check-in desks were put into operation, new gates were opened, and an additional perishables centre was opened in April, 2004.

Changes of ownership
The joint stock company named Letisko M. R. Štefánik – Airport Bratislava, a. s. (BTS) was established in May 2004 from the partly state subsidised organisation – Slovak Airports Authority. The joint stock company is fully owned by the state (Ministry of Transport, Post and Telecommunications of the Slovak Republic). The change in legal status which took place in May 2004 is designed to improve the efficiency of airport operation. A joint stock company aims to achieve good business results and to provide the best service to customers and passengers. The transformation of Letisko M.R.Štefánik Bratislava will be finalised by merging with a strategic investor.

7.4.3 Financial Issues

Financial performance	
Turnover from aeronautical activities as at 31 December 2004	€ 11.2m
Turnover from non aeronautical activities as at 31 December 2004	€ 3.18m
Operating profit before tax as at 31 December 2004	€ 1.1m
Net profit as at 31 December 2004	€ 0.61m

User charges
<p>Aerodrome charges</p> <ul style="list-style-type: none"> - Landing charges – rates per tonne of the maximum take-off mass (MTOM) of the aircraft <ul style="list-style-type: none"> - domestic traffic at the aerodrome – 3.5 EUR - international traffic at the aerodrome – 10.625 EUR - charges for training landings <ul style="list-style-type: none"> - full landing - 100 % of landing charges - touch-and-go - 50 % of landing charges - Parking charges – the rate is settled per each hour and tonne of the maximum take-off mass of the aircraft both the international and domestic flights - 0.225 EUR - Passenger service charges – <ul style="list-style-type: none"> - international scheduled and non-scheduled traffic - 12.25 EUR /departing passenger - domestic scheduled and non-scheduled traffic - 3.25 EUR /departing passenger - Security charges - not collected - Noise-related items - to be developed

7.4.4 Airport Traffic

Airport traffic history										
	2004	2003	2002	2001	2000	1999	1998	1997	1996	1995
Passengers	893,614	480,011	368,203	293,326	283,714	276,092	324,219	285,983	253,945	186,664
Freight (t)	6,972	10,746	4,831	3,171	2,878	1,605	1,443	1,641	2,177	1,938
Movements	27,133	21,214	17,472	15,853	16,407	15,545	18,951	16,404	17,619	15,850

Source: Airport

Passenger breakdown by domestic scheduled/international scheduled/non scheduled

Destination	Number of Passengers
Prague	85,872
Paris - Orly	73,470
London - Stansted	66,367
Košice	34,879
Amsterdam-Schiphol	27,107
Moscow	25,308
Munich	22,250
Milan - Bergamo	21,669
London- Gatwick	19,089
Zurich	18,965

Destination	Number of Passengers
Hurghada	74,547
Monastir	29,832
Rodos	27,054
Sharm El Sheik	24,381
Burgas	20,963
Antalya	16,911
Heraklion	10,915
Djerba	9,805
Palma de Malorka	9,742
Korfu	7,767

Current Flight Programme**Scheduled Flights:**

Airline	Dest. Airport	Dest. Code	Flts per week
SkyEurope	Amsterdam	AMS	5
SkyEurope	Barcelona Apt	BCN	2
Air Slovakia	Beirut	BEY	1
SkyEurope	Milan Oriol al Serio Apt	BGY	7
Austrian	Brussels National Airport	BRU	9
SkyEurope	Rome Fiumicino Apt	FCO	4
Aeromist-kharkiv	Kiev Zhulyany Apt	IEV	3
Air Slovakia	Kosice	KSC	1
SkyEurope	Kosice	KSC	23
Air Slovakia	Kuwait	KWI	2
easyJet	London Luton Apt	LTN	7
Lufthansa German Airlines	Munich International Airport	MUC	13
SkyEurope	Paris Orly Apt	ORY	9
Czech Airlines	Prague	PRG	26
SkyEurope	London Stansted Apt	STN	7
SkyEurope	Stuttgart Echterdingen Apt	STR	10
Slovak Airlines	Moscow Sheremetyevo Apt	SVO	4
easyJet	Berlin Schonefeld Apt	SXF	7
Air Slovakia	Tel Aviv Ben Gurion International Apt	TLV	3
SkyEurope	Venice Marco Polo Apt	VCE	7
SkyEurope	Warsaw	WAW	6
SkyEurope	Zurich Airport	ZRH	7

Source: OAG

Charter Flights:

1. **SKYEUROPE AIRLINES (B737-500, EMB-120)**
Bourgas, Varna, Larnaca, Hurghada, Cairo, Sharm-el-Sheikh, Taba, Heraklion, Kavala, Korfu, Kos, Mytilini, Araxos, Rhodos, Samos, Santorini, Skiathos, Zakynthos, Monastir, Aqaba, Ibiza, Palma de Mallorca, Cagliari, Antalya, Dalaman
2. **SLOVAK AIRLINES (B737-300, F-100)**
Bourgas, Tivat, Hurghada, Sharm-el-Sheikh, Heraklion, Chania, Korfu, Rhodos, Thessaloniki, Aqaba, Palma de Mallorca, Djerba, Monastir, Tunis, Antalya, Bodrum, Dalaman
3. **AIR SLOVAKIA (B757-200, B737-200)**
Hurghada, Sharm-el-Sheikh
4. **BULGARIAN AIR CHARTER (MD-82)**
Bourgas, Varna
5. **HEMUS AIR (TU-154)**
Bourgas
6. **TUNISAIR (A320, B737-500/600)**
Monastir
7. **NOUVELAIR (A320)**
Monastir, Tabarka
8. **KARTHAGO AIRLINES (B737-300)**
Djerba, Tunis

Source: Airport

Future Traffic Forecast

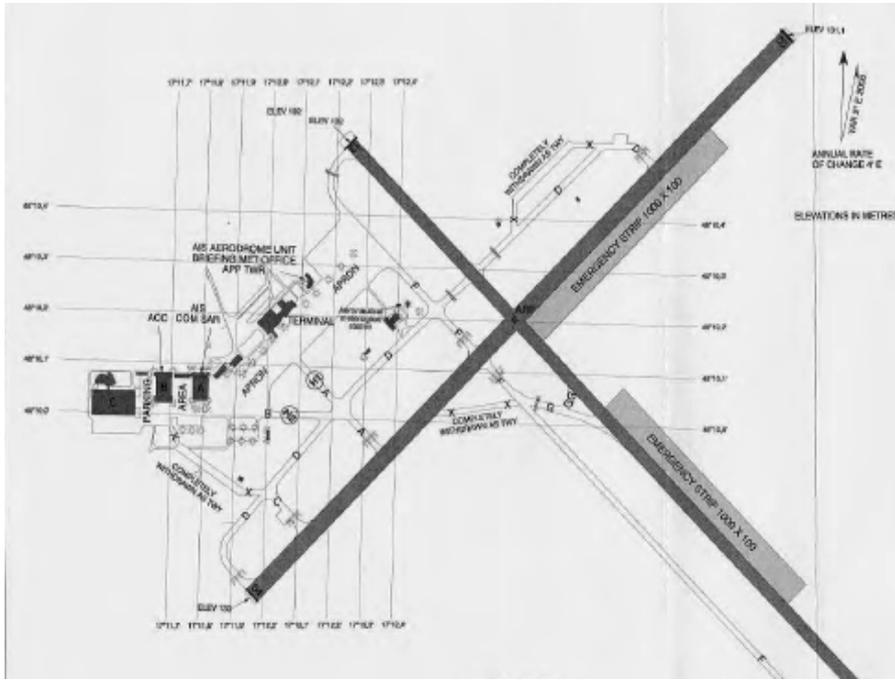
For 2005 the following traffic growth is expected:

- scheduled domestic: 30 %
- scheduled international: 60 %
- charter: 15 %

Source: Airport

7.4.5 Runway Information

Runway layout



Current Runway Capacity

	Runway 1	Runway 2 (if applicable)
Designation	13-31	04-22
Length (m)	2950	2900
ILS CAT	CAT I (ILS CAT IIIA in preparation)	CAT I
Peak Busy Hour Departures	10 (dependant on wind)	10 (dependant on wind)
Peak Busy Hour Arrivals	10 (dependant on wind)	10 (dependant on wind)
Hourly Capacity Under IFR Flight Rules	28	28
Average Movement Delay Rate (mins)	5 mins	5 mins
Annual Movement Capacity	70,000	70,000
Runway Operating Hours	H 24	H 24

Basis for Runway movement capacity calculation

At the airport there are two runways available, but the runways cannot be operated independently as they cross (see diagram). One runway operated on its own will serve approx. 30 aircraft per hour (without the influence of the second RWY), with the time separation between two aircraft on the approach or take-off or between the take-off and approach (spacing standards of the ANNEX 4444 are to be met).

The maximum runway capacity when both runways are operated is 30 to 40 aircraft per hour (depending on the number of approaching or departing aircraft).

Multi-runway operating procedures

RWY 31 is operated as the main RWY for landing under CAT I provision (the preparation of CAT IIIA is planned in the near future).

RWY 04 is operated as the main runway for departures from the airport.

RWY 13 is used for departures in the case of adverse wind direction.

RWY 22 is used for approaches under CAT I ICAO provision in the case of adverse wind direction.

Due to the runways crossed layout it is not possible to operate the runways independently.

Factors limiting runway capacity

As stated above, the main bottleneck of runway capacity is the crossed layout of the runways.

7.4.6 Terminal and Cargo Facilities

	1 st Terminal	2 nd Terminal (if applicable)	3rd Terminal (if applicable)
Name of Terminal	-		
Departing Passengers per hour	500		
Arriving Passengers per hour	500		
Transfer Passengers per hour	200		
Annual Capacity	1,250,000		

Methodology for calculation of terminal capacity
<p>Several factors were considered:</p> <ul style="list-style-type: none"> facilities (number of check-in desks, gates, security/passport control etc.) floor area staff capacity
Excess capacity
<p>peak hours – over the design capacity off-peak hours – between 30-50 %</p>
Main bottleneck of terminal capacity
<p>Insufficient number of check-in desks, insufficient capacity of passport and security control in peak hours, the baggage sorting area, lack of apron equipment (stairs, buses).</p>

Terminal Facilities (Passenger)

	1 st Terminal	2 nd Terminal	3rd Terminal
Name of Terminal	-		
Terminal Total Floor Area	17,940 m ²		
Number of Check in desks	11		
Number of Self Service Check in machines	NIL		
Number of Passenger Security Screening Positions	3		
Number of Baggage Belts	1		
Number of Departure Gates	8		
Number of Loading Bridges	NIL		
Number of Inbound Passport / Immigration Positions	4		
Number of Baggage Claim Units	2		
Number of Commercially Important Passenger Lounges	1		

Further detail on terminal passenger facilities

It is planned to increase the number of check-in desks to 18 by the end of 2005 and to switch to a common use system (CUTE).

Number of parking stands

The Apron provides 27 parking stands. The maximum aircraft size accommodated is a IL 76 (2 stands), but there is the possibility to accommodate larger aircraft (non standard parking stand). Access from the aircraft to the terminal is provided by airport coach and by foot (only at the stands which are close to the terminal arrival gates).

Stands:

- 9 x ATR size
- 16 x B737/A320 size
- 2 x IL76 size

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Retail Facilities
<p>5 Duty free shops 4 Food outlets (snack bars) – one on the first floor in the public area, two in the passengers restricted area – SRA (non public area) - near the gates, one in public arrival hall 1 Bureau de change 2 News stands 3 Car hire kiosks 1 Hair-dresser outlet</p>

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Cargo Capacity

	1st Facility	2nd Facility (if applicable)	3rd Facility (if applicable)
Name of Cargo Facility			NIL
Description	Small cargo terminal operated by one handling company		
Annual Cargo Capacity (metric tonnes)	15,000		
Total annual inbound cargo (metric tonnes)	11,000		
Total annual outbound cargo (metric tonnes)	4,000		
Share carried on cargo aircraft (%)	80		
Total domestic cargo (metric tonnes)	Almost NIL		
Total international cargo (metric tonnes)	15,000		
Further detail on cargo facilities			

Other Facilities

Aircraft Maintenance / Engineering Facilities
Hangars for aircraft maintenance are situated at the airport, but are not owned by the operator of the airport. Maintenance services are provided by several private companies, e.g. Slov-air (owner of the hangar facilities), Slovak Airlines, East Air Company, Aerotrend Slovakia.
Refuelling
Available fuelling facilities : JET A 1 3 x 50,000 litres (performance of pump device 3,000 litres/min) 1 x 12,000 litres (1,000 litres/min) AVGAS 100 LL 1 x 2,000 litres (100 litres/min)
Winter Operation facilities
Winter equipment: 5 heavy snow ploughs, 2 spreaders, 3 snow cutters, 2 snowjet-blowers, 2 light snow ploughs, 4 snow sweepers

7.4.7 Infrastructure Development

Infrastructure Development

Major works in the last 5 years

2000

- reconstruction of the central boiler plant - 90,000 EUR
- security system (stage I) - 43,000 EUR

2001

- reconstruction of the administration house - 175,000 EUR
- reconstruction of part of old terminal - 87,500 EUR
- reconstruction of the Cargo area - 82,500 EUR
- security system (stage II) - 217,500 EUR

2002

- security system (stage III) - 170,000 EUR
- approach lighting system - 145,000 EUR

2003

- security system (stage IV) - 325,000 EUR
- reconstruction of the terminal - 182,500 EUR
- perimeter fence (stage I) - 207,500 EUR

2004

- perishables centre - 2,500,000 EUR
- perimeter fence (stage II) - 282,500 EUR
- reconstruction of the terminal - 625,000 EUR
- energy system (gas) - 55,000 EUR

Future Approved Works													
<p>With the prospect of increased passenger numbers in the summer season of 2005, the following projects are in preparation:</p> <ul style="list-style-type: none"> • reconstruction of departure hall interior, • increase in number of check-in desks from 11 to 18, • new automated baggage sorting area and a new system of handling baggage, • new sales desks for airlines, • more space for shops, • construction of a new parking lot for 100 parking places, • enhancement of technical equipment and technological park, • start of project to extend the departure hall and the arrival hall in compliance with conditions of the Schengen regime (Project end year 2007). <p>In addition the following projects are dependent on the approval by the new owners after the airport is privatised:</p> <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 80%;">- Baggage handling system (2006)</td> <td style="text-align: right;">2,000,000 EUR</td> </tr> <tr> <td>- Reconstruction of the Departure Terminal (stage I) (2006)</td> <td style="text-align: right;">1,500,000 EUR</td> </tr> <tr> <td>- Reconstruction of the Arrival Terminal</td> <td style="text-align: right;">800,000 EUR</td> </tr> <tr> <td>- Improvements of the TWY F (center line lights) (2007)</td> <td style="text-align: right;">800,000 EUR</td> </tr> <tr> <td>- New Terminal (2009)</td> <td style="text-align: right;">50,000,000 EUR</td> </tr> <tr> <td>- New parking area (2007)</td> <td style="text-align: right;">5,000,000 EUR</td> </tr> </table>		- Baggage handling system (2006)	2,000,000 EUR	- Reconstruction of the Departure Terminal (stage I) (2006)	1,500,000 EUR	- Reconstruction of the Arrival Terminal	800,000 EUR	- Improvements of the TWY F (center line lights) (2007)	800,000 EUR	- New Terminal (2009)	50,000,000 EUR	- New parking area (2007)	5,000,000 EUR
- Baggage handling system (2006)	2,000,000 EUR												
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- Reconstruction of the Arrival Terminal	800,000 EUR												
- Improvements of the TWY F (center line lights) (2007)	800,000 EUR												
- New Terminal (2009)	50,000,000 EUR												
- New parking area (2007)	5,000,000 EUR												

Long term development plan (master plan) for the airport
<p>None currently, this will be developed once the new owners are in place.</p>

7.4.8 Environment

Environmental Policy	
Negative environmental impacts	Measures to protect the environment
Noise caused by aeronautical operation	Noise monitoring
<ul style="list-style-type: none"> - Noise caused by aircraft engines - Non-observance of flight-paths 	<p>Monitoring is provided for 24 hours daily since 1994 by the company NORSONIC</p> <p>ON-LINE connection of monitoring to radar system in co-operation with LPS (ATS), state-owned enterprise</p> <p>Continuous analysis of noise studies and subsequent flight-path corrections</p> <p>Communication with Municipalities and City Districts</p>
Pollution of ground water	Ground water protection
<ul style="list-style-type: none"> - Petroleum products – aircraft and vehicle fuels - Chemical gritting and de-icing substances – (100 tons) 	<p>Continuous monitoring of pollution level in co-operation with the Environmental Department of District Administration</p> <p>Preparation of an audit regarding the method and results achieved during monitoring</p>
Air pollution	Air protection
<ul style="list-style-type: none"> - Emissions caused by gas boiler plant - Fuel evaporated from aircraft fuel storage facilities 	<p>Continuous monitoring of pollution levels</p>
Production of waste	Disposal of separated waste
<p>Types of waste: petroleum products (fuels), oils, tyres, acids, grass vegetation, debris, etc. ...</p>	<p>Separated collection and disposal of waste</p>

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7.4.9 Accessibility

Road Access (private vehicle)
<p>The airport is situated 9 km from the city centre. There is good access by two lane road or highway – motorway (part of the city inner ring road).</p>
Car Parking
<p>Short term parking 450 spaces / 30 staff parking Long term spaces 200 spaces Staff parking 70 spaces Temporary parking – near the road during the summer - 150 spaces</p> <p>Fees: 1 hour / 0.9 EUR 1 day / 4.6 EUR 7 days / 28 EUR</p>
Public Transport Access - Rail
<p>There is no rail or metro link between the airport terminal and the national rail network. A rail link connecting the city and the airport and the M.R.Štefánika Bratislava Airport and Vienna Airport (the distance between both airports is approx. 50 km) is being considered.</p>
Public Transport Access - Bus and Coach
<p>The airport is linked with the city by coach, which is operated by the local bus services operator.</p>
Public Transport Access - Taxi
<p>At the airport there is one main taxi company - MB Taxi. Car rental facilities are available from four companies – Hertz, Avis, Europcar and Sixt</p>
Access for Persons of Reduced Mobility
<p>Disabled passengers are handled from/to the aircraft manually, there are several wheel-chairs available for disabled passengers. The whole building is accessible for disabled passengers via lifts. All facilities for passengers (e.g. toilets) are designed to be wheel-chair friendly.</p>

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7.4.10 Key Issues

Key issues for the airport over the next 5 years
<p>1. Increasing Terminal capacity. To solve all operational handling aspects to deliver an increased peak hour passenger throughput of 1200 – 1500 passengers in a typical peak hour. Scheduled date of achievement : 2008</p>
<p>2. To clearly define separation of the departure and arrival areas in the terminal according to the provisions of the Schengen Convention in the area for passengers arriving/departing from/to the Schengen territory and Non-Schengen territory (requirement of the Regulation (EC) No. 2320/2002 of the European Parliament and of the Council establishing common rules in the field of civil aviation security). Scheduled date of achievement : 2007</p>
<p>3. The design of a new car parking area near the airport terminal for arrival and departure passengers. A total of 1340 parking spaces are required. Scheduled date of achievement : Closely coordinated with the terminal expansion</p>
<p>4. General repair of runway 13-31. The runway is approaching 25-30 years old and will need repairs and resurfacing due to the age of the surface and the increasing traffic volumes. Some technical repairs on RWY 04-22 (the centre line lights) will also be needed. Scheduled date of achievement : 2010</p>
<p>5. Environmental noise impacts on the local community – the legislation of the Slovak Republic does not specify the allowable level of the noise for individual traffic types. There are permitted noise levels for the night and day time operations for all types of traffic. The National Environmental Act No. 2/2005 has addressed the controlling of the external noise limits. Consequently, the airport operator is obliged to develop methods to predict the noise in the vicinity of the airport. Fulfilment of these obligations will require an improvement of all technical parameters of the existing monitoring system at the airport. Scheduled date of achievement : 2006 - 2007</p>

7.4.11 Airport Photographs

(Note: the airport was not able to provide access to take photographs).



Check in area showing the current check in desks



Entrance to departures area showing passport control points before security control



Entrance to domestic departures gate



Airside international departure gate area



Example of airside signage



Airside view of terminal – departures facility to left and arrivals to right of picture



Arrivals baggage reclaim area



Arrivals hall



Bus parking area viewed from main terminal

7.5 Kosice International Airport

7.5.1 Basic Airport Information

Full Airport Name	<input style="width: 95%;" type="text" value="Letisko Kosice - Airport Kosice, a.s."/>		
Full Airport Address	<input style="width: 95%;" type="text" value="Letisko
P. O. Box C45
041 75 Kosice
Slovakia"/>		
Website Address	<input style="width: 95%;" type="text" value="www.airportkosice.sk"/>		
IATA Code	<input style="width: 45%;" type="text" value="KSC"/>	ICAO Code	<input style="width: 45%;" type="text" value="LZKZ"/>
Managing Director / Chief Executive	<input style="width: 95%;" type="text" value="Mrs Marta Horvathova"/>		

IATA Slot Coordination Level	<input style="width: 60%;" type="text" value="1"/>
<small>(Level 1: Non-coordinated airport or Level 2: Schedules facilitated airport or Level 3: Fully coordinated airport)</small>	

<u>Air Traffic Control & Navigation</u>	
ATC Coverage (local or area control, who provides service)	<input style="width: 95%;" type="text" value="TWR, APP"/>
NDB	<input style="width: 95%;" type="text" value="Yes"/>
DME	<input style="width: 95%;" type="text" value="Yes"/>
VOR	<input style="width: 95%;" type="text" value="Yes"/>
Other	<input style="width: 95%;" type="text" value="ILS"/>

<u>Fire Fighting</u>	
Fire Fighting Category	<input style="width: 95%;" type="text" value="Cat 6 (A320 size)
On request Cat 7 (B757 size)"/>
Maximum Aircraft Size	<input style="width: 95%;" type="text" value="A300"/>

Key airport contacts
<p>Mrs HORVATHOVA Marta- managing director Tel:+421-55-6832123, 6832160 Fax: +421-55-6832202, 6221093 m.horvathova@airportkosice.sk</p> <p>Mr HUDAK Miroslav- financial director +421-55-6832130 m.hudak@airportkosice.sk</p> <p>Mr ROMSAk Julius- technical director +421-55-6832150 j.romsak@airportkosice.sk</p> <p>Mr PALKO Jan- operations director +421-55-6832105 j.palko@airportkosice.sk</p> <p>Mr HETES Jan- fire and rescue +421-55-6832223 j.hetes@airportkosice.sk</p> <p>Mr LACKO Ladislav- quality manager +421-55-6832284 l.lacko@airportkosice.sk</p>

7.5.2 Airport Ownership and Management

Current ownership structure of the airport
Public- 100 % owned by the Ministry of Transportation, Post and Telecommunications of the Slovak Republic.

Current management structure at the airport
Airport Management- see above.

Number of employees working for the airport operator
180 employees as of 31 st of May 2005.

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Ground handling service provision at the airport
Letisko Kosice - Airport Kosice, a.s (the airport operator) provides all ground handling services. Catering is provided by Two Wings Ltd.

Brief history of the airport, highlighting major events
<p>1953- The airport moved from the old downtown location to the current location</p> <p>1958- State Aviation Authority created</p> <p>1965- Transformation to Civil Airport Authority</p> <p>1969- Slovak Civil Airports Authority</p> <p>1977- Czechoslovak Civil Airports Authority</p> <p>1977- Runway extension</p> <p>1978- Airport authority under Czechoslovak Airlines</p> <p>1991-1996- First stage of the reconstruction of the runway, taxiways, monitoring and lighting system</p> <p>1992-Slovak Airports Authority established</p> <p>1996-2004- Second stage of reconstruction /old terminal reconstruction and expansion, new terminal 2001-2004/</p> <p>2001- II cat ICAO</p> <p>May 2004- Letisko Kosice- Airport Kosice, a.s. was founded</p> <p>February 2005- ISO 9001</p>

7.5.3 Financial Issues

Financial performance
<p>Aeronautical turnover: EUR 3,235,293</p> <p>Non aeronautical turnover: EUR 245,300</p> <p>Operating profit before tax: EUR 65,876</p> <p>Net profit: SKK EUR 23,960</p>

User charges
<p>Published in the AIP for the Slovak Republic. Landing charges, parking charges, and passenger service charges are regulated by the Ministry of Transportation, Post and Telecommunications of the Slovak Republic. Handling fees are subject to negotiation.</p> <p>Aerodrome charges</p> <ul style="list-style-type: none"> - Landing charges – rates per tonne of the maximum take-off mass (MTOM) of the aircraft <ul style="list-style-type: none"> - domestic traffic at the aerodrome – 5.5 EUR - international traffic at the aerodrome – 10.6 EUR - charges for training landings <ul style="list-style-type: none"> - full landing - 100 % of landing charges - touch-and-go - 50 % of landing charges - Parking charges – the rate is settled per each hour and tonne of the maximum take-off mass of the aircraft for both international and domestic flights - 1.0 EUR - Passenger service charges – <ul style="list-style-type: none"> - international scheduled and non-scheduled traffic - 12.25 EUR /departing passenger - domestic scheduled and non-scheduled traffic - 5.25 EUR /departing passenger - Security charges – not collected - Noise-related items - to be developed

7.5.4 Airport Traffic

Airport traffic history										
Traffic History										
	2004	2003	2002	2001	2000	1999	1998	1997	1996	1995
Passengers	231,410	187,716	161,827	138,083	125,844	113,678	126,265	113,144	93,222	70,469
Freight (t)	368	321	256	500	277	177	281	345	337	281
Movements	12,389	12,772	13,189	14,645	17,115	15,331	17,293	24,225	15,224	17,293
(approx 65% of the movements are General Aviation)										
Source: Airport										
Traffic Breakdown										
	2004	2003	2002							
Domestic scheduled	35,542	31,392	29,751							
International scheduled	121,709	100,422	86,750							
Inter non-scheduled	69,910	51,912	40,573							
Holiday charter traffic is included in International non-scheduled statistics.										
Source: Airport										

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Current Flight Programme			
Scheduled Flights:			
Airline	Dest. Airport	Dest. Code	Flts per week
Air Slovakia	Bratislava	BTS	1
SkyEurope	Bratislava	BTS	20
Czech Airlines	Prague	PRG	26
Air Slovakia	Tel Aviv Ben Gurion International Apt	TLV	1
Austrian	Vienna	VIE	12
Source: OAG			
Charter Flights - during summer season:			
Tunis AIR- Tunis			
Nouvel Air - Tunis			
Bulgarian Air Charter - Bulgaria			
Slovak Airlines - Turkey, Greece, Egypt, Bulgaria			
Air Slovakia - Egypt			
Hemus Air - Bulgaria			
Sky Europe Airlines- Croatia, Spain, Egypt, Greece			
AMC Airlines - Egypt			
Source: Airport			

Future Traffic Forecast
Not available

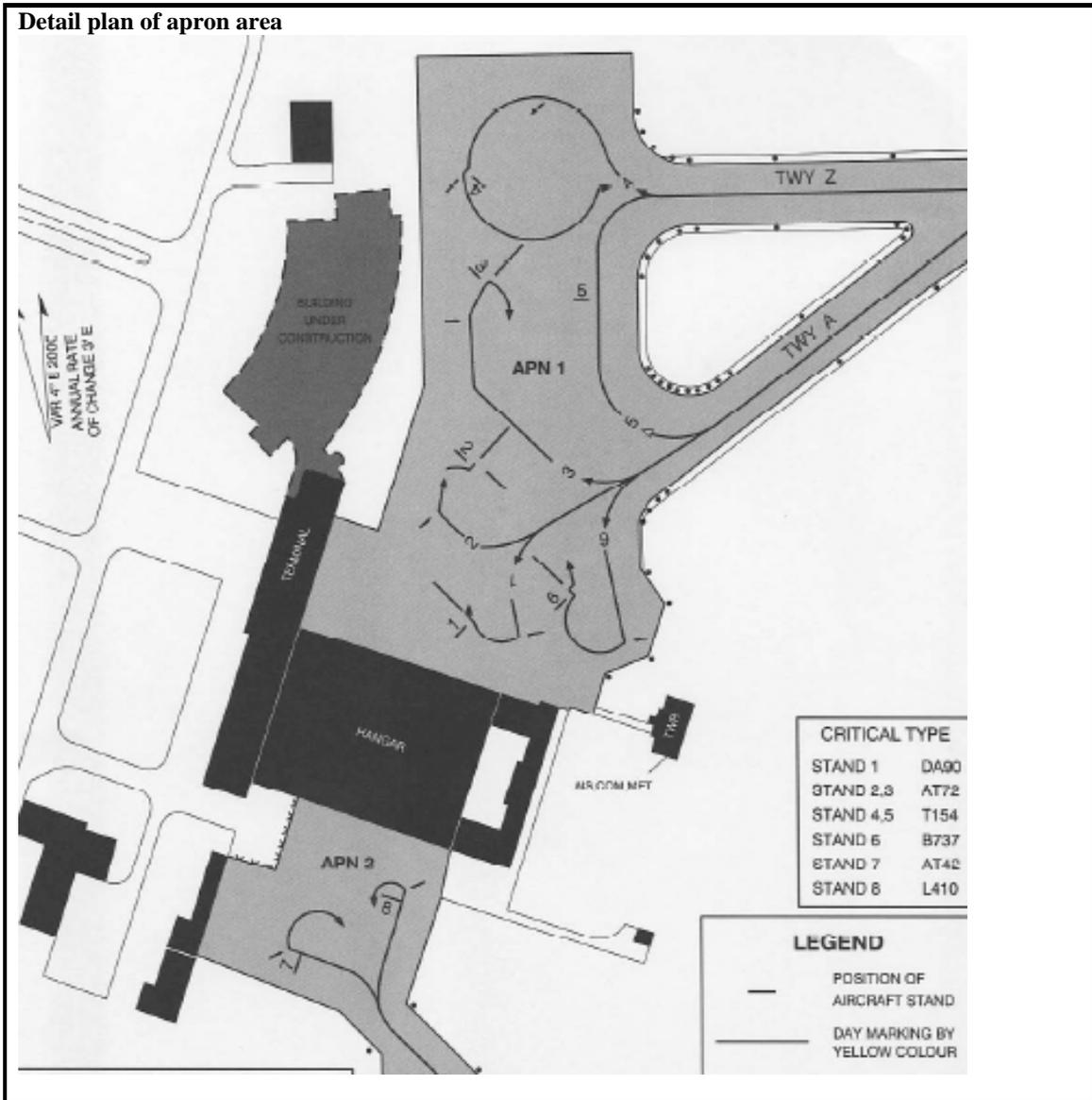
7.5.5 Runway Information

Runway layout:



Aerial view of runway and airport buildings (to left of runway)

Detail plan of apron area



Current Runway Capacity

	<u>Runway 1</u>	<u>Runway 2 (if applicable)</u>
Designation	01/19	
Length (m)	3100	
ILS CAT	II.	
Peak Busy Hour Departures	5 aircraft	
Peak Busy Hour Arrivals	5 aircraft	
Hourly Capacity Under IFR Flight Rules	20	
Average Movement Delay Rate (mins)	n/a	
Annual Movement Capacity	175,000	
Runway Operating Hours	24H	

Basis for Runway movement capacity calculation
Standard numbers for a runway without rapid exit taxiways.
Multi-runway operating procedures
n/a
Factors limiting runway capacity
No rapid exit taxiways, additional taxiway required from apron to threshold, additional apron space required.

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7.5.6 Terminal and Cargo Facilities

	1st Terminal	2nd Terminal (if applicable)	3rd Terminal (if applicable)
Name of Terminal	Terminal 1 (old)	Terminal 2 (new)	General aviation
Departing Passengers per hour	100	300	20
Arriving Passengers per hour	300	400	20
Transfer Passengers per hour			
Annual Capacity	n.a	700,000	n.a

Methodology for calculation of terminal capacity
Provided by terminal planning.
Excess capacity
Main bottleneck of terminal capacity
None presently.

Terminal Facilities (Passenger)

	1 st Terminal	2 nd Terminal	3rd Terminal
Name of Terminal	Old	New	G.A.
Terminal Total Floor Area	n/a	4 450m ²	
Number of Check in desks	0	8	0
Number of Self Service Check in machines	0	0	0
Number of Passenger Security Screening Positions	2	2	1
Number of Baggage Belts	1	1	0
Number of Departure Gates	2	4	1
Number of Loading Bridges	0	0	0
Number of Inbound Passport / Immigration Positions	2	2	1
Number of Baggage Claim Units	1	1	0
Number of Commercially Important Passenger Lounges	0	1	0

Further detail on terminal passenger facilities

For commercial passengers all check in occurs in the new terminal. During busy hours some flights then depart from the old terminal and passengers progress through the security and departure gates of the old terminal. Again during busy periods some flights (non Schengen) arrive in the old terminal.

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Number of parking stands
Apron 1- 6 stands (3 x B737, 3 x ATR 72) Apron 2- 2 stands (GA only) Additional 2 stands for large cargo aircraft Both by foot or by coach (depending on stand position and weather conditions)
Retail Facilities
1 x shop 4 x car hire 1 x exchange

Cargo Capacity

	1 st Facility	2 nd Facility (if applicable)	3 rd Facility (if applicable)
Name of Cargo Facility	none		NIL
Description			
Annual Cargo Capacity (metric tonnes)			
Total annual inbound cargo (metric tonnes)			
Total annual outbound cargo (metric tonnes)			
Share carried on cargo aircraft (%)			
Total domestic cargo (metric tonnes)			
Total international cargo (metric tonnes)			
Further detail on cargo facilities			

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Other Facilities

Aircraft Maintenance / Engineering Facilities
None
Refuelling
Jet A1 (by bowser, capacity = 1 x 25,000lt + 2 x 15,000lt) AVGas –on request
Winter Operation facilities
De-icing I. and II. (3 x snow plough, 2 x sweeper, 1 x blower)

7.5.7 Infrastructure Development

Infrastructure Development

Major works in the last 5 years
Terminal II. building construction (Completed Dec 2004)- € 11.3m General Aviation Terminal reconstruction (Completed Sept 2003) - €25,000 Terminal I. building reconstruction (Completed Jun 2005)- €12,500
Future Approved Works
New Runway and Taxiway markings - €127,000 2 x X-Ray baggage machines - € 102,500 New apron lights - €75,000 2 x Fuel tankers and 1 x tractor - € 510,000
Long term development plan (master plan) for the airport
Apron I. extension plan in process (4 additional stands to be built over the next five years at an estimated cost of €2.0m)

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7.5.8 Environment

Environmental Policy
<p>Environmental program including noise study, waste reduction, water quality. Noise study showed that noise levels were low, with landings occurring over the local US Steel plant and takeoffs only occasionally occurring over the town.</p>

7.5.9 Accessibility

Road Access (private vehicle)
6 km from city centre - two lane road from airport area following motorway to city.
Car Parking
80 car spaces First 10 min free 1 hour EUR 0.9 1 day EUR 5.2 1 week EUR 26.2
Public Transport Access - Rail
None
Public Transport Access – Bus and Coach
Available
Public Transport Access - Taxi
There is a contracted taxi company for the airport; other taxi companies are also able to operate.
Access for Persons of Reduced Mobility
Good throughout the new terminal.

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7.5.10 Key Issues

Key issues for the airport over the next 5 years
<p>The Airport is currently undergoing a privatisation process - the owner (the Ministry of Transportation, Post and Telecommunications of the Slovak Republic) plans to sell 66% of the shares in the airport to private investors.</p>

7.5.11 Airport Photographs



Landside view of new terminal showing car parking and taxi rank. Departures entrance to right.



Check in area showing eight check in desks.



Departure security search and in background of picture, passport control



Departure lounge area – showing two of four departure gates



VIP departure lounge area



Airside view of terminal, showing departure gates. Arrivals gate at far end of terminal.



Arrivals passport and immigration control



Arrivals baggage reclaim area



Arrivals customs area



Arrivals meeting area



Old terminal - departures security control and passport control area



Old terminal - departures lounge and gate area



Airside view of old terminal



Old terminal – baggage reclaim area



General Aviation Terminal – airside entrance

7.6 Poprad Tatry Airport

7.6.1 Basic Airport Information

Full Airport Name	<input style="width: 90%;" type="text" value="Poprad-Tatry Airport"/>		
Full Airport Address	<input style="width: 90%;" type="text" value="Letisko Poprad-Tatry, a.s.
Na letisko 100
058 98 Poprad
Slovak Republic"/>		
Website Address	<input style="width: 90%;" type="text" value="www.airport-poprad.sk"/>		
IATA Code	<input style="width: 40%;" type="text" value="TAT"/>	ICAO Code	<input style="width: 40%;" type="text" value="LZTT"/>
Managing Director / Chief Executive	<input style="width: 90%;" type="text" value="Mrs Anna Kovacova"/>		

IATA Slot Coordination Level	<input style="width: 60%;" type="text" value="Level 1"/>
<small>(Level 1: Non-coordinated airport or Level 2: Schedules facilitated airport or Level 3: Fully coordinated airport)</small>	

<u>Air Traffic Control & Navigation</u>	<u>Fire Fighting</u>														
<table style="width: 100%;"> <tr> <td style="width: 20%;">ATC Coverage (local or area control, who provides service)</td> <td><input style="width: 80%;" type="text" value="Letové prevádzkové služby SR, š.p."/></td> </tr> <tr> <td>NDB</td> <td><input style="width: 80%;" type="text" value="Yes"/></td> </tr> <tr> <td>DME</td> <td><input style="width: 80%;" type="text" value="Yes"/></td> </tr> <tr> <td>VOR</td> <td><input style="width: 80%;" type="text" value="Yes"/></td> </tr> <tr> <td>Other</td> <td><input style="width: 80%;" type="text" value="ILS CAT I"/></td> </tr> </table>	ATC Coverage (local or area control, who provides service)	<input style="width: 80%;" type="text" value="Letové prevádzkové služby SR, š.p."/>	NDB	<input style="width: 80%;" type="text" value="Yes"/>	DME	<input style="width: 80%;" type="text" value="Yes"/>	VOR	<input style="width: 80%;" type="text" value="Yes"/>	Other	<input style="width: 80%;" type="text" value="ILS CAT I"/>	<table style="width: 100%;"> <tr> <td style="width: 20%;">Fire Fighting Category</td> <td><input style="width: 80%;" type="text" value="0700-1900 LT CAT 5 (BAe 146 size)
Higher category available on request"/></td> </tr> <tr> <td>Maximum Aircraft Size</td> <td><input style="width: 80%;" type="text" value="IL76"/></td> </tr> </table>	Fire Fighting Category	<input style="width: 80%;" type="text" value="0700-1900 LT CAT 5 (BAe 146 size)
Higher category available on request"/>	Maximum Aircraft Size	<input style="width: 80%;" type="text" value="IL76"/>
ATC Coverage (local or area control, who provides service)	<input style="width: 80%;" type="text" value="Letové prevádzkové služby SR, š.p."/>														
NDB	<input style="width: 80%;" type="text" value="Yes"/>														
DME	<input style="width: 80%;" type="text" value="Yes"/>														
VOR	<input style="width: 80%;" type="text" value="Yes"/>														
Other	<input style="width: 80%;" type="text" value="ILS CAT I"/>														
Fire Fighting Category	<input style="width: 80%;" type="text" value="0700-1900 LT CAT 5 (BAe 146 size)
Higher category available on request"/>														
Maximum Aircraft Size	<input style="width: 80%;" type="text" value="IL76"/>														

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Key airport contacts

7.6.2 Airport Ownership and Management

Current ownership structure of the airport
Juraj Rokfalusy, Head of Commercial and Operations Department, Letisko Poprad-Tatry, Na letisko 100, 058 98 Poprad, Slovak Republic, 00421-52-7763875, uop@airport-poprad.sk

Current management structure at the airport
State owned at present. 66 % of shares will be transferred to regional government and 2 cities in 2005.

Number of employees working for the airport operator
In 2005 – 64 employees.

Ground handling service provision at the airport
The airport operator (Letisko Poprad-Tatry, a.s.) provides all handling services and refuelling.

Brief history of the airport, highlighting major events
<p>1938 – military airfield was opened (grass)</p> <p>1942 – first scheduled civil flights – first route was Bratislava-Sliac-Poprad-Presov.</p> <p>1970 – concrete runway was opened, airport became international</p> <p>Between 1970 and 1990 on average 70,000 passengers per year used the airport. Scheduled services were operated by CSA and Interflug to Bratislava, Prague, Berlin, Bourgas (summer only), and Dresden, Leipzig, Helsinki (winter only). Also tourist charter flights by Danair, Condor, Malev and Britannia were operated.</p> <p>After the “Velvet Revolution” in 1989 a substantial decrease in passenger numbers occurred, scheduled flights were limited and finally stopped in 1996. Scheduled flights were reintroduced in 2000 on a seasonal basis.</p> <p>From 1st January 2005 Poprad-Tatry Airport has been operated by the state owned joint-stock company Letisko Poprad-Tatry, a.s.. During the first half of 2005 local and regional municipalities became shareholders of the airport operating company.</p>

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Section 7- Poprad Tatry Airport	

7.6.3 Financial Issues

Financial performance	
Turnover	EUR 1.087million
Loss	EUR 12,500

User charges	
Charges are published in the AIP for the Slovak republic and regulated by the Civil Aviation Authority of the Slovak republic:	
Landing fees for each metric tonne of MTOW or part thereof	- domestic: EUR 3.5 - international: EUR 9.3
Parking fees for each tonne of MTOW and hour or part thereof:	EUR 0.22
Parking for the first hour (aircraft of MTOW 4 tonnes or less) or the first two hours (aircraft of MTOW 5 tonnes or more) is free of charge	
Passenger departing tax for departing passenger (excluding direct transit)- domestic:	EUR 3.2
	- international: EUR 10.8
Prices for handling services are not regulated and depend largely on the aircraft's MTOW, reflecting the actual workload and services provided. Price of JET A1 fuel depends on the overall market development.	

7.6.4 Airport Traffic

Airport traffic history

Year	Passengers			TOTAL	Cargo (t) TOTAL	Aircraft movements
	Domestic	International	Transit			
1990	35,482	9,874	0	45,356	402	8,944
1991	24,589	1,960	116	26,665	250	8,401
1992	32,386	2,840	643	35,869	612	10,488
1993	10,139	17,485	684	28,308	708	9,216
1994	6,627	16,373	3,473	26,473	713	6,660
1995	3,334	15,562	8,698	27,594	351	6,589
1996	2,146	9,776	126	12,048	54	4,123
1997	1,887	9,211	254	11,352	45	4,962
1998	2,924	11,218	805	14,947	3	4,710
1999	1,251	10,417	144	11,812	34	5,140
2000	1,597	11,183	393	13,173	75	5,106
2001	1,144	7,289	269	8,702	12	4,237
2002	1,737	8,201	392	10,330	1	5,589
2003	2,104	10,272	220	12,596	20	5,107
2004	835	13,914	484	15,233	26	6,037

Source: Airport

No mail has been transported in the last ten years.

Note drop in international passenger traffic in 2001 and 2002 was due to a change in visa requirements for Russian citizens.

Current Flight Programme

Seasonal scheduled service (winter) from Kiev operated by Aeromost Charkiv.

Winter charters – Moscow (various Russian operators), Kiev (Ukraine International, Aerosvit, UM Air), Tallin (Estonian Air), Berlin (Eurowings).

Summer charters – Bourgas (Hemus Air, Bulgarian Air Charter).

Source: Airport

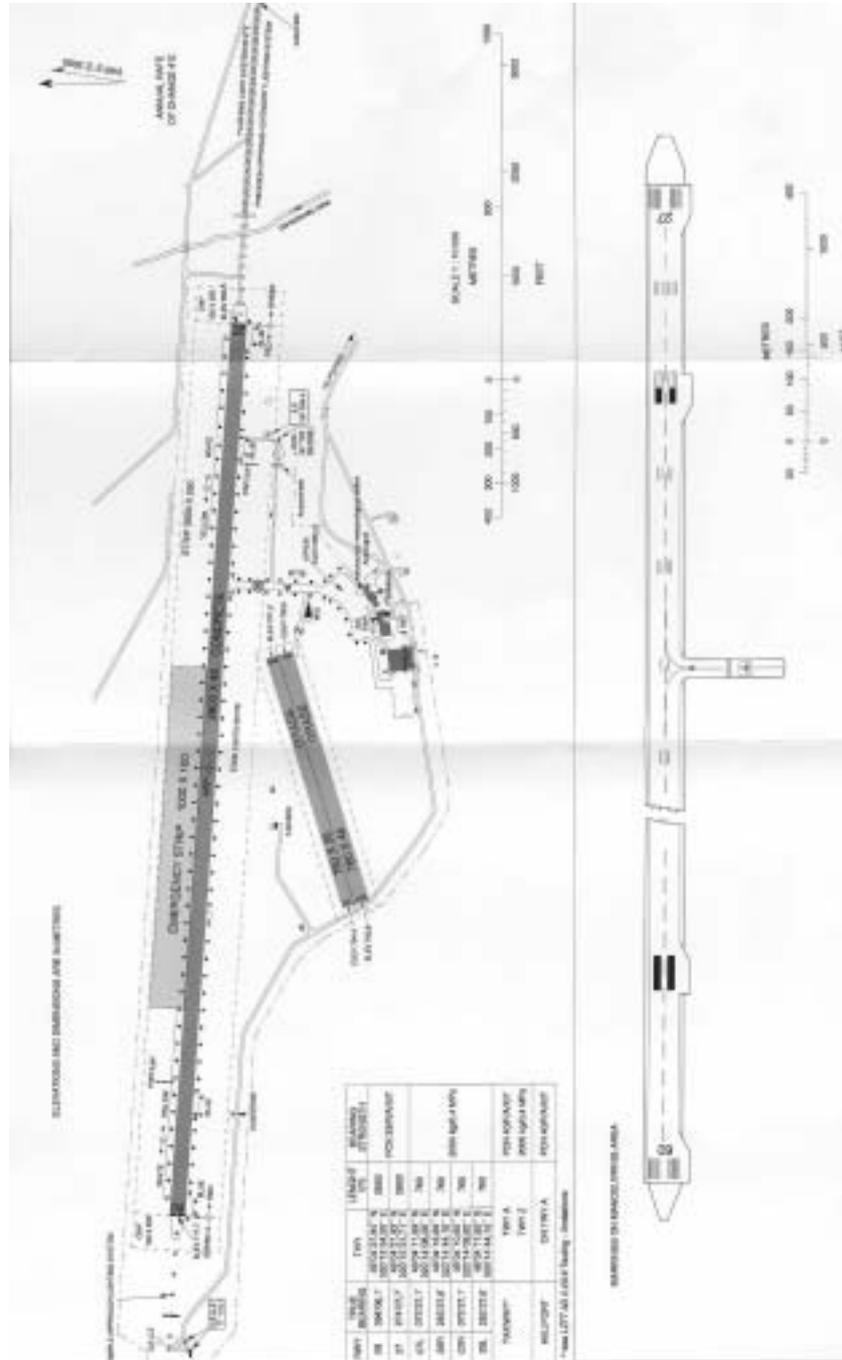
Future Traffic Forecast

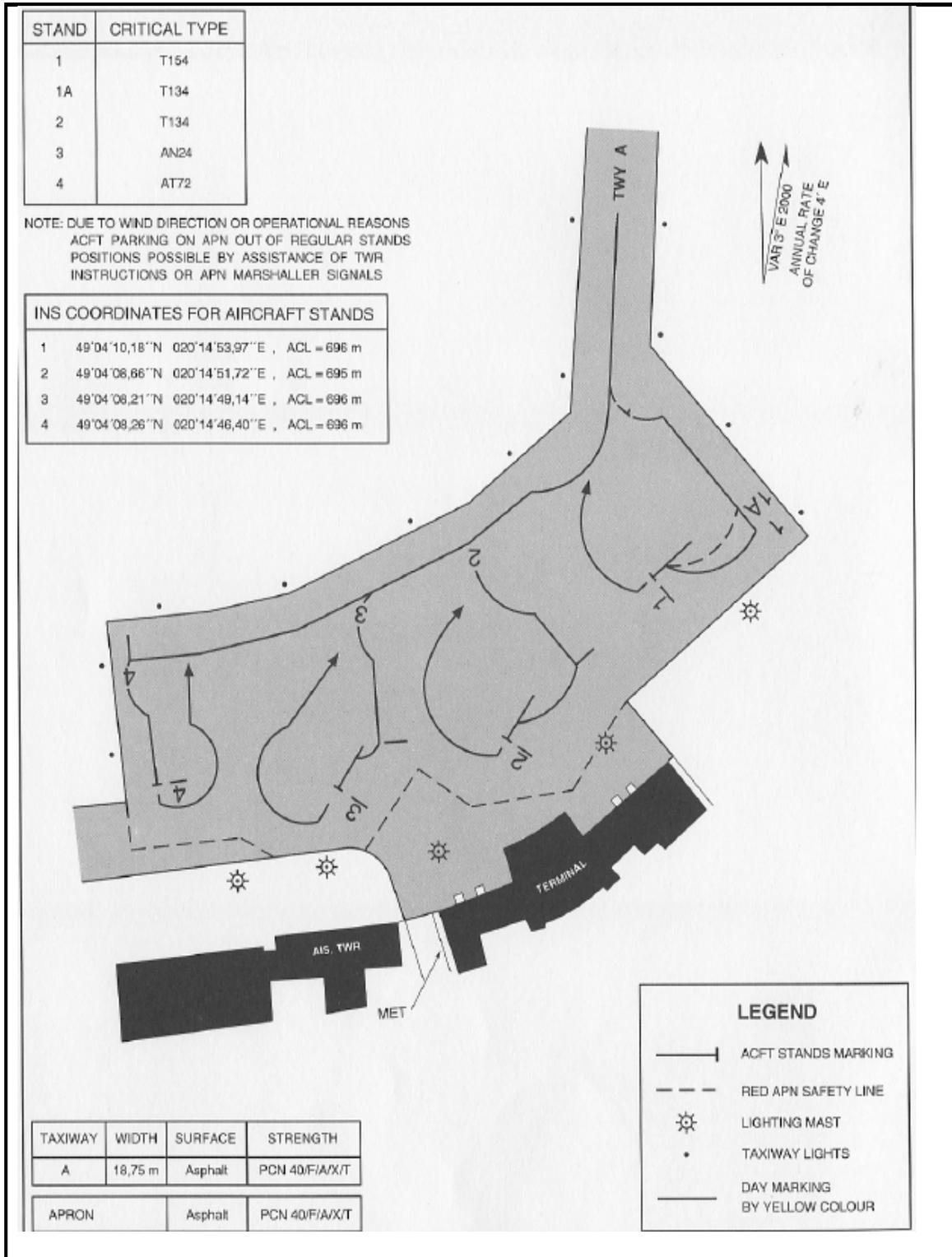
There is currently no forecast of future traffic growth.

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7.6.5 Runway Information

Runway layout:





Current Runway Capacity

	<u>Runway 1</u>	<u>Runway 2 (if applicable)</u>
Designation	09/27	07/25 – grass surface
Length (m)	2600	750
ILS CAT	27 – CAT I.	nil
Peak Busy Hour Departures	Between 2 and 3	
Peak Busy Hour Arrivals	Between 2 and 3	
Hourly Capacity Under IFR Flight Rules	12 movements	
Average Movement Delay Rate (mins)		
Annual Movement Capacity	20,000 (estimated)	
Runway Operating Hours	0700-1900 LT plus on prior request	0700-1900 LT during daylight

Basis for Runway movement capacity calculation
Hourly capacity has been estimated using empirical methods.
Multi-runway operating procedures
The grass runway is for local aeroclub use only, independent traffic not possible.
Factors limiting runway capacity
There is only one taxiway, which is 750 m from the thresh hold.

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7.6.6 Terminal and Cargo Facilities

	1st Terminal	2nd Terminal (if applicable)	3rd Terminal (if applicable)
Name of Terminal	Poprad		
Departing Passengers per hour	150		
Arriving Passengers per hour	150		
Transfer Passengers per hour	0		
Annual Capacity	200,000		

Methodology for calculation of terminal capacity
Capacity is estimated using empirical methods (note 176,000 passengers were handled successfully in 1976 – but this was mainly domestic traffic to Prague).
Excess capacity
There are problems with capacity during winter weekends.
Main bottleneck of terminal capacity
There is a lack of space for passengers in all areas of the terminal during peak hours.

Terminal Facilities (Passenger)

	1 st Terminal	2 nd Terminal	3 rd Terminal
Name of Terminal	Poprad		
Terminal Total Floor Area	650m ²		
Number of Check in desks	2		
Number of Self Service Check in machines	0		
Number of Passenger Security Screening Positions	1		
Number of Baggage Belts	1		
Number of Departure Gates	2		
Number of Loading Bridges	0		
Number of Inbound Passport / Immigration Positions	2		
Number of Baggage Claim Units	1		
Number of Commercially Important Passenger Lounges	0		

Further detail on terminal passenger facilities

Modifications to the existing terminal structure are designed to add an extra security position to facilitate Schengen/non Schengen passenger separation.

Number of parking stands

4 stands (2 x TU154 / IL76 size, 2 x ATR72)
 Access by foot
 Apron dimensions 190m x 70m

Retail Facilities

Snack bar: 1
 Car hire outlets: 2
 Exchange offices: 3

Cargo Capacity

	1 st Facility	2 nd Facility (if applicable)	3rd Facility (if applicable)
Name of Cargo Facility	none		
Description			
Annual Cargo Capacity (metric tonnes)			
Total annual inbound cargo (metric tonnes)			
Total annual outbound cargo (metric tonnes)			
Share carried on cargo aircraft (%)			
Total domestic cargo (metric tonnes)			
Total international cargo (metric tonnes)			
Further detail on cargo facilities			
No specialised cargo facilities are available. Only ad-hoc cargo charters (2-3 per year) are handled.			

Other Facilities

Aircraft Maintenance / Engineering Facilities
One hangar, for general aviation aircraft only. A JAR 145 helicopter maintenance facility operated by Air Transport Europe, Ltd.
Refuelling
JET A1 storage 150,000 litres, fuel trucks for refuelling operated by the airport operator. AVGAS 100 storage 7,000 litres with a fixed fuel pump operated by Aero Servis Kosice, Ltd.
Winter Operation facilities
2 snow sweepers (Schoerling P12), 3 ploughs, 2 snow cutters, 1 de-icing fluid tank, 1 spreader, 1 de-icing truck for aircraft de-icing.

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7.6.7 Infrastructure Development

Infrastructure Development

Major works in the last 5 years

The runway lighting system was replaced in 1999-2000.

Future Approved Works

2005 - One additional arrival security position and a PRM toilet - €30,000
 2005 - Improve security fencing - €75,000

Long term development plan (master plan) for the airport

There is currently no long-term development plan.

7.6.8 Environment

Environmental Policy

The airport has operated its own water treatment facility from 1970. There are no current noise restrictions.

7.6.9 Accessibility

Road Access (private vehicle)

The City of Poprad centre is 5 km by single lane road.

Car Parking

Parking spaces long term – 50, short term – 10. No fees charged at present.

Public Transport Access - Rail

None

Public Transport Access – Bus and Coach

Non regular bus at present – a shuttle bus is under consideration when scheduled operations commence.

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Public Transport Access - Taxi
There are two taxi companies that operate to/from the airport.

Access for Persons of Reduced Mobility
The terminal building is now accessible and PRM toilets will be ready by Oct 05. Special facilities are available to assist PRM's onto and off aircraft.

7.6.10 Key Issues

Key issues for the airport over the next 5 years
Transfer of ownership from central government to regional government and city municipalities, possible privatisation of 34 % of the shares at the end of a 5 year period.
New scheduled services (Prague, London) are expected within the next 12 months.

7.6.11 Airport Photographs



Landside airport entrance



Car parking opposite entrance to departures



Check in area showing desks one and two



Departures passport control and security check points



Departures lounge showing access to gate A2



Airside view of terminal, departures gate A2 to right, arrivals gate to left.



Arrivals passport and immigration control point



Arrivals baggage reclaim area



Arrivals entrance to customs



Customs X ray machine for arrivals baggage

7.7 Sliac Airport

7.7.1 Basic Airport Information

Full Airport Name	<input style="width: 95%;" type="text" value="Sliac Airport"/>		
Full Airport Address	<input style="width: 95%;" type="text" value="Airport Sliac
962 31 Sliac
Slovak republic"/>		
Website Address	<input style="width: 95%;" type="text" value="www.airportsliac.sk"/>		
IATA Code	<input style="width: 45%;" type="text" value="SLD"/>	ICAO Code	<input style="width: 45%;" type="text" value="LZSL"/>
Managing Director / Chief Executive	<input style="width: 95%;" type="text" value="Mr Peter Tapuska"/>		

IATA Slot Coordination Level	<input style="width: 60%;" type="text" value="Level 1"/>
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(Level 1: Non-coordinated airport or Level 2: Schedules facilitated airport or Level 3: Fully coordinated airport)

<u>Air Traffic Control & Navigation</u>	<u>Fire Fighting</u>														
<table style="width: 100%;"> <tr> <td style="width: 25%;">ATC Coverage (local or area control, who provides service)</td> <td><input style="width: 75%;" type="text" value="Air Traffic Services of SR
TMA Sliac, CTR
Sliac"/></td> </tr> <tr> <td>NDB</td> <td><input style="width: 75%;" type="text"/></td> </tr> <tr> <td>DME</td> <td><input style="width: 75%;" type="text" value="Yes"/></td> </tr> <tr> <td>VOR</td> <td><input style="width: 75%;" type="text" value="Yes"/></td> </tr> <tr> <td>Other</td> <td><input style="width: 75%;" type="text" value="ILS CAT 1 for
RWY36"/></td> </tr> </table>	ATC Coverage (local or area control, who provides service)	<input style="width: 75%;" type="text" value="Air Traffic Services of SR
TMA Sliac, CTR
Sliac"/>	NDB	<input style="width: 75%;" type="text"/>	DME	<input style="width: 75%;" type="text" value="Yes"/>	VOR	<input style="width: 75%;" type="text" value="Yes"/>	Other	<input style="width: 75%;" type="text" value="ILS CAT 1 for
RWY36"/>	<table style="width: 100%;"> <tr> <td style="width: 25%;">Fire Fighting Category</td> <td><input style="width: 75%;" type="text" value="CAT 4 (Saab 340 size); CAT 7 (B757 size) available on request"/></td> </tr> <tr> <td>Maximum Aircraft Size</td> <td><input style="width: 75%;" type="text" value="B-757; limited operation of An-124 possible"/></td> </tr> </table>	Fire Fighting Category	<input style="width: 75%;" type="text" value="CAT 4 (Saab 340 size); CAT 7 (B757 size) available on request"/>	Maximum Aircraft Size	<input style="width: 75%;" type="text" value="B-757; limited operation of An-124 possible"/>
ATC Coverage (local or area control, who provides service)	<input style="width: 75%;" type="text" value="Air Traffic Services of SR
TMA Sliac, CTR
Sliac"/>														
NDB	<input style="width: 75%;" type="text"/>														
DME	<input style="width: 75%;" type="text" value="Yes"/>														
VOR	<input style="width: 75%;" type="text" value="Yes"/>														
Other	<input style="width: 75%;" type="text" value="ILS CAT 1 for
RWY36"/>														
Fire Fighting Category	<input style="width: 75%;" type="text" value="CAT 4 (Saab 340 size); CAT 7 (B757 size) available on request"/>														
Maximum Aircraft Size	<input style="width: 75%;" type="text" value="B-757; limited operation of An-124 possible"/>														

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Section 7- Sliac Airport	

Key airport contacts
Mr. Peter Tapuska, Executive director, Airport Sliac, Inc., +421-45-5442591, director@airportsliac.sk
Mr. Ivan Gargulak, Financial director, Airport Sliac, Inc., +421-45-5442591, findir@airportsliac.sk
Mr. Peter Letanovsky, Director of Security, Airport Sliac, Inc., +421-45-5442591
Mr. Jan Madar, Director of Rescue and Fire-fighting, Airport Sliac, Inc, +421-45-5442591, operation@airportsliac.sk
Mr. Jaroslav Hrneck, Technical director, Airport Sliac, Inc., +421-45-5442591
Mr. Viktor Stancik, Director of Operations, Airport Sliac, Inc., +421-45-5442592, marketing@airportsliac.sk
Mr. Michal Macko, Director, Border control dept. of the Police of SR, +421-45-5442840

7.7.2 Airport Ownership and Management

Current ownership structure of the airport
Mixed operation and ownership – military and civilian. The civilian part is operated by the State owned joint stock company Airport Sliac, Inc.; a major share of the joint stock company is expected to be transferred to the local regional / city authorities in the near future.

Current management structure at the airport
Airport Sliac Inc is responsible for the operation and management of the airport and currently reports to the Ministry of Transport.

Number of employees working for the airport operator
In 2005 there were 43 employees.

Ground handling service provision at the airport
Airport Sliac, Inc. (airport operator) – Passenger and Baggage handling, ramp handling, refuelling, ground transport, cargo handling, aircraft cleaning, toilet and water service.

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Brief history of the airport, highlighting major events

Opened after World War II, with a mixed military and civilian operation.
Concrete runway built in 1953.
Scheduled commercial flights were terminated in 1991 and then renewed in 2003 (Czech airlines flight to Prague).

7.7.3 Financial Issues

Financial performance	
Turnover	- aeronautical revenues: EUR 318,375 - non-aeronautical revenues: EUR 19,735(revenues) + EUR 250,000 (state subsidy)
Operating profit before tax:	EUR 14,150
Net profit:	EUR 14,150

User charges	
Charges are published in the AIP for the Slovak republic and regulated by the Civil Aviation Authority of the Slovak republic:	
Landing fees for each metric tonne of MTOW or part thereof:	- domestic: EUR 3.5 - international: EUR 9.3
Parking fees for each tonne of MTOW and hour or part thereof:	EUR 0.22
Parking for the first hour (aircraft of MTOW 4 tonnes or less) or the first two hours (aircraft of MTOW 5 tonnes or more) is free of charge	
Passenger departing tax for departing passenger (excluding direct transit)- domestic:	EUR 3.2
	- international: EUR 10.8
Prices for handling services are not regulated and depend largely on the aircraft's MTOW, reflecting the actual workload and services provided. Price of JET A1 fuel depends on the overall market development. Avgas 100LL is provided by Aeroservis Košice, Inc.	

7.7.4 Airport Traffic

Airport traffic history											
Traffic history											
Year	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	
Movements	1,994	1,881	2,116	2,133	1,565	1,497	1,661	2,820	2,382	2,652	
Passengers	4,662	1,481	1,709	3,728	3,640	1,534	561	1,631	7,199	15,046	
Cargo (t)	589	79	28	384	140	183	55	294	100	246	
Mail (t)	51	55	7	0	0	0	0	0	0	0	
Source: Airport											
Traffic breakdown											
Year	Dom. scheduled	Int. Scheduled	Holiday CHTR	General aviation							
2002	0	0	0	All							
2003	0	3,300	3,000	Rest							
2004	0	9,800	4,600	Rest							
Source: Airport											

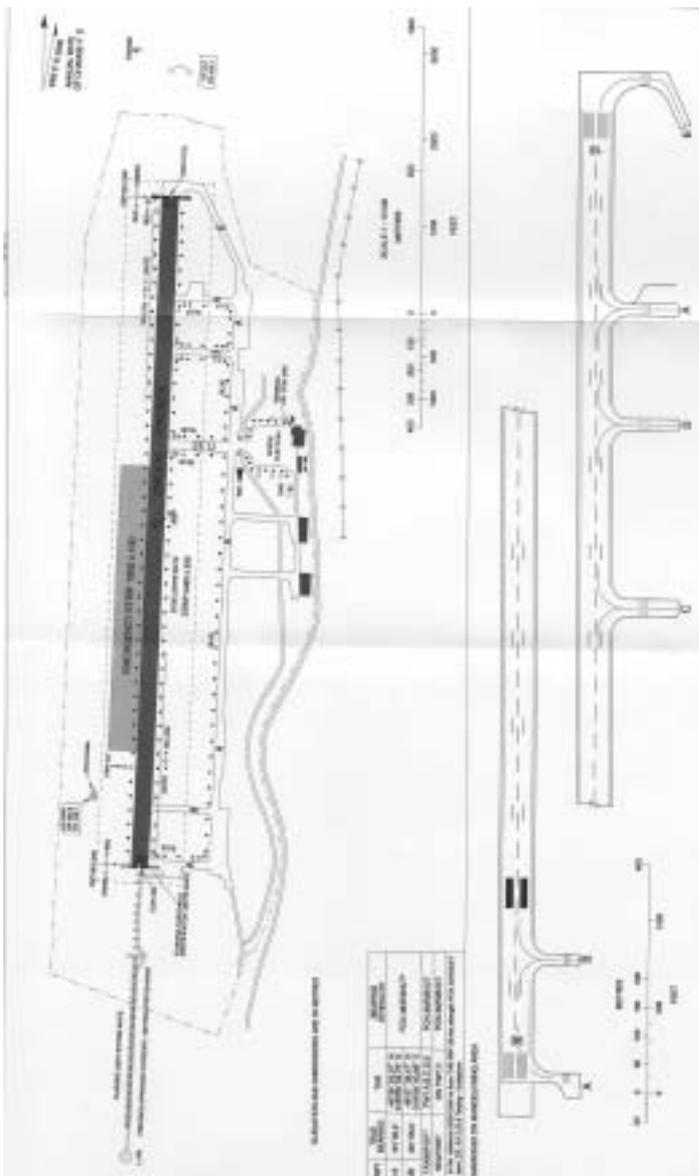
Current Flight Programme
<p>CSA Czech Airlines: PRG-Sliac-PRG arrival 22:50 (Mon-Sat), departure 05:00 (Mon-Sat), aircraft ATR-42, nonstop</p> <p>Charters (summer 2005): Overall 25 non-stop flights planned to Bourgas (BOJ), Bulgaria, operated by:</p> <ul style="list-style-type: none"> - Hemus Air, Sofia, Bulgaria; aircraft B-373, alt. Tu-154, BAe-146 - Bulgarian Air charter, Sofia, Bulgaria; aircraft MD-83 - SkyEurope Airlines, Bratislava, Slovakia; aircraft B-737 <p>Source: Airport</p>

Future Traffic Forecast

None currently available.
Note the airport may have to close for around six months in 2007 for the military to reconstruct the runway.

7.7.5 Runway Information

Runway layout:



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Current Runway Capacity

	Runway 1	Runway 2 (if applicable)
Designation	18/36	
Length (m)	2340	
ILS CAT	1	
Peak Busy Hour Departures	1	
Peak Busy Hour Arrivals	1	
Hourly Capacity Under IFR Flight Rules	12 movements	
Average Movement Delay Rate (mins)		
Annual Movement Capacity	Not estimated	
Runway Operating Hours	H24	

Basis for Runway movement capacity calculation
Not currently estimated due to low traffic volumes.
Multi-runway operating procedures
One runway only.
Factors limiting runway capacity
Taxiway configuration – only one TWY is used for civilian operations, which means that aircraft must backtrack on the RWY.

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7.7.6 Terminal and Cargo Facilities

Terminal Capacity

	1 st Terminal	2 nd Terminal (if applicable)	3rd Terminal (if applicable)
Name of Terminal	<input type="text"/>	<input type="text"/>	<input type="text"/>
Departing Passengers per hour	70 (estimated)	<input type="text"/>	<input type="text"/>
Arriving Passengers per hour	150 (estimated)	<input type="text"/>	<input type="text"/>
Transfer Passengers per hour	<input type="text"/>	<input type="text"/>	<input type="text"/>
Annual Capacity	200,000	<input type="text"/>	<input type="text"/>

Methodology for calculation of terminal capacity

Estimated from experience.

Excess capacity

Only one flight can be handled at a time, so the capacity is fully used at these times. Outside these peak hours, usage is limited to General Aviation flights.

Main bottleneck of terminal capacity

Check-in desks, security checkpoint and passport checkpoints are the main bottlenecks.

Terminal Facilities (Passenger)

	1 st Terminal	2 nd Terminal	3rd Terminal
Name of Terminal	<input type="text"/>	<input type="text"/>	<input type="text"/>
Terminal Total Floor Area	<input type="text" value="568 m<sup>2</sup>"/>	<input type="text"/>	<input type="text"/>
Number of Check in desks	<input type="text" value="2"/>	<input type="text"/>	<input type="text"/>
Number of Self Service Check in machines	<input type="text" value="0"/>	<input type="text"/>	<input type="text"/>
Number of Passenger Security Screening Positions	<input type="text" value="1"/>	<input type="text"/>	<input type="text"/>
Number of Baggage Belts	<input type="text" value="1"/>	<input type="text"/>	<input type="text"/>
Number of Departure Gates	<input type="text" value="1"/>	<input type="text"/>	<input type="text"/>
Number of Loading Bridges	<input type="text" value="0"/>	<input type="text"/>	<input type="text"/>
Number of Inbound Passport / Immigration Positions	<input type="text" value="2"/>	<input type="text"/>	<input type="text"/>
Number of Baggage Claim Units	<input type="text" value="1"/>	<input type="text"/>	<input type="text"/>
Number of Commercially Important Passenger Lounges	<input type="text" value="1"/>	<input type="text"/>	<input type="text"/>

Further detail on terminal passenger facilities
Number of parking stands
2 stands – Tu-154, IL-76 size 4 stands – General Aviation size All stands – terminal access by foot (stands adjacent to terminal)
Retail Facilities
1 espresso bar



Terminal schematic showing both arrivals and departure areas – source airport website



Landside entrance to terminal (departures entrance in centre) – source airport website

Cargo Capacity

	1 st Facility	2 nd Facility (if applicable)	3rd Facility (if applicable)
Name of Cargo Facility	None		
Description			
Annual Cargo Capacity (metric tonnes)			
Total annual inbound cargo (metric tonnes)			
Total annual outbound cargo (metric tonnes)			
Share carried on cargo aircraft (%)			
Total domestic cargo (metric tonnes)			
Total international cargo (metric tonnes)			
Further detail on cargo facilities			
<p>No dedicated cargo facilities are available; inbound cargo is stored in a warehouse (18 square meters) or loaded directly onto consignee's vehicles.</p>			

Other Facilities

Aircraft Maintenance / Engineering Facilities
Limited maintenance assistance is available to visiting aircraft on request.
Refuelling
<p>There is no hydrant system. Aircraft fuelling occurs on the apron from tankers:</p> <ul style="list-style-type: none"> - JET A1 – 2 tankers, capacity 15 000 litres each (operated by Airport Sliač, Inc.) - Avgas – 1 tanker, capacity 2 900 litres (operated by Aeroservis Košice, Inc.) <p>Underground storage tanks for JET A1, capacity 2 x 50,000 litres</p>
Winter Operation facilities
<p>Snow removal is organised in cooperation with the Armed forces of the Slovak republic (operator of military part of the airport) – ploughs, blowers, and sweepers are used.</p> <p>An aircraft de-icing unit, capable of delivery of heated de-icing fluid ISO TYPE I is available.</p>

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7.7.7 Infrastructure Development

Infrastructure Development

Major works in the last 5 years
DEC 2004 – night designators for the Runway and Taxiway, total cost EUR 19,825.
Future Approved Works
Upgrade of security equipment (X-ray machines, metal detector), planned for June – July 2005- €162,500 Runway reconstruction, planned for 2007 (April to September) - funded by the military.
Long term development plan (master plan) for the airport
There is currently no long-term development plan for the airport. The departure hall and baggage reclaim areas may be reconfigured and the gate area enlarged.

7.7.8 Environment

<u>Environmental Policy</u>
Waste water is passed through a cleaning facility. Fuel storage is secured with double tanks and mineral oil filters. Heating is provided by electrical power.

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7.7.9 Accessibility

Road Access (private vehicle)
One-lane road to Sliac (South of airport, dist. 3.5 km), connects to motorway to Zvolen (South of airport, dist. 8 km) and Banská Bystrica (North of airport, dist. 15 km).
Car Parking
Up to 80 parking spaces (long term) Free of charge as of June 2005
Public Transport Access - Rail
Not available.
Public Transport Access – Bus and Coach
There is a local bus service to Zvolen and Banská Bystrica.
Public Transport Access – Taxi
One taxi company operates to and from the airport.
Access for Persons of Reduced Mobility
All areas are wheelchair accessible, boarding assistance is provided to PRM's.

7.7.10 Key Issues

Key issues for the airport over the next 5 years
None currently identified.

7.7.11 Airport Photographs



Terminal building with entrance to departures area in centre of building



Check in desk



Departures - Passport control desk



Entrance to departures security check area (hold baggage screening machine in foreground)



Departures lounge



Airside view of terminal showing entrance to arrivals area (departures area to right of picture)



Arrivals passport control point



Arrivals baggage reclaim area

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Customs check area and arrivals exit

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7.8 Piestany Airport

7.8.1 Basic Airport Information

Full Airport Name	<input style="width: 95%;" type="text" value="Piešťany Airport"/>		
Full Airport Address	<input style="width: 95%;" type="text" value="Letisko Piešťany
Žilinská cesta 597/81
921 01 Piešťany
Slovak Republic"/>		
Website Address	<input style="width: 95%;" type="text" value="www.airport-piestany.sk"/>		
IATA Code	<input style="width: 45%;" type="text" value="PZY"/>	ICAO Code	<input style="width: 45%;" type="text" value="LZPP"/>
Managing Director / Chief Executive	<input style="width: 95%;" type="text" value="Frantisek Varga"/>		

IATA Slot Coordination Level	<input style="width: 65%;" type="text" value="Level 1"/>
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(Level 1: Non-coordinated airport or Level 2: Schedules facilitated airport or Level 3: Fully coordinated airport)

<u>Air Traffic Control & Navigation</u>		<u>Fire Fighting</u>	
ATC Coverage (local or area control, who provides service)	<input style="width: 95%;" type="text" value="Air Traffic Services of the Slovak Republic"/>	Fire Fighting Category	<input style="width: 95%;" type="text" value="CAT 5 (BAe 146 size)
CAT 6 (A320 size) on request"/>
NDB	<input style="width: 45%;" type="text" value="Yes"/>	Maximum Aircraft Size	<input style="width: 45%;" type="text" value="B737"/>
DME	<input style="width: 45%;" type="text" value="Yes"/>		
VOR	<input style="width: 45%;" type="text" value="No"/>		
Other	<input style="width: 45%;" type="text" value="ILS CAT 1"/>		

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Key airport contacts
<p>František Varga Chief Executive</p> <p>Letisko Piešťany Žilinská cesta 597/81 921 01 Piešťany Slovak Republic</p> <p>Tel: +421 33 7731 682 Fax: +421 33 7731 683 E-mail: director@airport-piestany.sk</p>

7.8.2 Airport Ownership and Management

Current ownership structure of the airport
<p>The Republic of Slovakia's Ministry of Transport is currently the exclusive holder of all shares in Piešťany Airport Inc. It has been decided by the government that during 2005, 33% of the shares will be transferred to Piešťany town, 33% will be transferred to the region, and 34% will held by government (for a maximum duration of 5 years). The Piešťany town and region shares will be publicly traded.</p>

Current management structure at the airport
<p>Executive Board, Supervisory Board.</p>

Number of employees working for the airport operator
<p>2005 - 37 employees.</p>

Ground handling service provision at the airport
<p>Piešťany Airport, Inc is currently the only provider of ground handling services including ramp and commercial handling, catering, refuelling and others services.</p>

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Brief history of the airport, highlighting major events
<p>Opened in 1933.</p> <p>From 1933-1991 the Ministry of Defence was the owner and CSA was the airport operator for civilian air traffic.</p> <p>From 1991-2002 the Ministry of Defence was the owner and the Slovak Airports Authority was the airport operator for civilian air traffic.</p> <p>In 2002 the military base was closed.</p> <p>From 2002-2004 the Slovak Airports Authority was the owner and operator.</p> <p>In 2005 a new joint stock company Piešťany Letisko was incorporated.</p> <p>From 1991, the Slovak Airports Authority with the agreement of the Ministry of Defence started to replace and rebuild the airport systems.</p>

7.8.3 Financial Issues

Financial performance	
Revenue	EUR 462,500
- Aeronautical:	EUR 200,000
- Non aeronautical:	EUR 262,500
Expenses:	EUR 475,000
Operating Loss :	EUR 12,500

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User charges	
Charges are published in the AIP for the Slovak republic and regulated by the Civil Aviation Authority of the Slovak republic:	
Landing fees for each metric tonne of MTOW or part thereof:	- domestic: EUR 3.5 - international: EUR 9.3
Parking fees for each tonne of MTOW and hour or part thereof:	EUR 0.22
Parking for the first hour (aircraft of MTOW 4 tonnes or less) or the first two hours (aircraft of MTOW 5 tonnes or more) is free of charge	
Passenger departing tax for departing passenger (excluding direct transit)- domestic:	EUR 3.2
	- international: EUR 10.8
Prices for handling services are not regulated and depend largely on the aircraft's MTOW, reflecting the actual workload and services provided. Price of JET A1 fuel depends on the overall market development.	

7.8.4 Airport Traffic

Airport traffic history										
Year	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
Movements	1,235	967	1,002	947	863	1,224	1,259	1,630	1,544	1,317
Passengers	3,280	3,520	4,721	4,788	4,629	5,686	6,006	6,091	7,074	6,587
Cargo (tonnes)	-	1	25	-	40	50	2	-	-	-

Source: Airport
(Note the majority of the traffic is holiday charter traffic from Berlin and Leipzig.)

Current Flight Programme
Eurowings – Berlin, Leipzig, charter flight each Sunday, ATR 72, or BAe 146 KLM Cityhopper – Groningen, charter flight. March, September (F50)
Source: Airport

Future Traffic Forecast
Ownership is currently being transferred to Piestany town and the region. The main aim of the Airport's new owners is to return scheduled flights to Prague or another EU destination. A lot of visitors to Piestany town are patients at the Piestany spa and arrive from the Middle East and Israel via VIE, BTS and PRG at present.

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Current Runway Capacity

	<u>Runway 1</u>	<u>Runway 2 (if applicable)</u>
Designation	01/19	
Length (m)	2000	
ILS CAT	CAT 1	
Peak Busy Hour Departures	1	
Peak Busy Hour Arrivals	1.	
Hourly Capacity Under IFR Flight Rules	10-12 flts	
Average Movement Delay Rate (mins)	At present none	
Annual Movement Capacity	Approx. 19,000	
Runway Operating Hours	Mon-Fri 0500-1700 UTC	

Basis for Runway movement capacity calculation
Experience.
Multi-runway operating procedures
One runway only.
Factors limiting runway capacity
<p>The biggest problem for use of the runway capacity is:</p> <ul style="list-style-type: none"> • Terminal capacity which is 160 passengers when arriving and departing passengers are combined • Parking stands

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7.8.6 Terminal and Cargo Facilities

	1st Terminal	2nd Terminal (if applicable)	3rd Terminal (if applicable)
Name of Terminal	Piešťany		
Departing Passengers per hour	80		
Arriving Passengers per hour	80		
Transfer Passengers per hour	-		
Annual Capacity	Approx. 100,000		

Methodology for calculation of terminal capacity
Experience.
Excess capacity
Dependant on aircraft type.
Main bottleneck of terminal capacity
Only one check-in desk and lack of overall space in the terminal.

Terminal Facilities (Passenger)

	1 st Terminal	2 nd Terminal	3rd Terminal
Name of Terminal	Piešťany		
Terminal Total Floor Area	330sqm		
Number of Check in desks	1		
Number of Self Service Check in machines	0		
Number of Passenger Security Screening Positions	1		
Number of Baggage Belts	1		
Number of Departure Gates	1		
Number of Loading Bridges	0		
Number of Inbound Passport / Immigration Positions	1		
Number of Baggage Claim Units	1		
Number of Commercially Important Passenger Lounges	1		

Further detail on terminal passenger facilities

Terminal expansion plans are being considered as a part of the long term master plan.



Airside view of Piestany Airport terminal (from website)

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Number of parking stands
<p>ATR72/ATR42/BAe146 on parking stands No1, 2, or 5 – adjacent to the terminal, access to terminal by foot.</p> <p>4 x B737- 500 size stands on area adjacent to the runway (former military. stands) access to terminal by coach.</p>
Retail Facilities
1 snack bar

Cargo Capacity

	1 st Facility	2 nd Facility (if applicable)	3 rd Facility (if applicable)
Name of Cargo Facility	none		
Description			
Annual Cargo Capacity (metric tonnes)			
Total annual inbound cargo (metric tonnes)			
Total annual outbound cargo (metric tonnes)			
Share carried on cargo aircraft (%)			
Total domestic cargo (metric tonnes)			
Total international cargo (metric tonnes)			
Further detail on cargo facilities			

Other Facilities

Aircraft Maintenance / Engineering Facilities
None at present

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Refuelling
<p>JET A1 storage, 3 x 50,000l underground tanks</p> <p>JET A1, 2x tank trucks each 14,000 lit /1000 lit/min/</p> <p>The supplier of JET A1 is the airport operator</p> <p>AVGAS 100 LL – tank truck 3000 lit.</p> <p>The supplier of AVGAS is Aero Servis KSC</p>
Winter Operation facilities
<p>1 heavy snow plough, 2 light snow ploughs, 1 snow sweeper, 1 snow cutter, 1 liquid spray spreader, 1 de-icing unit for type I. fluid.</p>

7.8.7 Infrastructure Development

Infrastructure Development

Major works in the last 5 years
<p>Rebuilding of refuelling station and up-grade of underground tanks to meet environmental restrictions, Cost: EUR 275,000 Completion: 2004.</p>
Future Approved Works
<p>All works and investments in the future will depend on the decisions of the new owners Piestany town and region. These are currently being developed.</p>
Long term development plan (master plan) for the airport
<p>Currently being prepared.</p>

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7.8.8 Environment

Environmental Policy
<p>The aerodrome operator is currently working on:</p> <ul style="list-style-type: none"> • Noise study /analysis, impact on environment • Plan for hazardous wastes handling • Plan for check of air pollution/ refuelling, heating etc. • Fallback procedure for protection of water in case of emergency • Plan for the detection of underground water contamination <p>All company vehicles are subject to an annual vehicle test and general condition inspection.</p>

7.8.9 Accessibility

Road Access (private vehicle)
<p>3.5 km to Piešťany town Access to highway 3 km</p>
Car Parking
<p>20 long term car parking spaces, 20 short term car parking spaces (10 of which for airport staff) Free of charge at present.</p>
Public Transport Access - Rail
<p>There is no rail link.</p>
Public Transport Access – Bus and Coach
<p>Local bus service operates.</p>
Public Transport Access - Taxi
<p>Two taxi companies operate to/from the airport.</p>

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Access for Persons of Reduced Mobility
The airport will provide a wheelchair if required, there are no obstacles for wheelchair passengers, and the airport has trained staff to accompany these passengers.

7.8.10 Key Issues

Key issues for the airport over the next 5 years
<p>2005-transfer of shares into Piešťany town and region -replacing of security equipment</p> <p>2006-completion of Aerodrome fencing and perimeter including CCTV -start of construction of 2 hangars by private investor -enhancing the PCN rating of Taxiway A</p> <p>2007-re-building of the terminal</p>