IMPACT OF GROUND HANDLING ON AIR TRAFFIC VOLATILITY

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COMPLEXITY OF HANDLING OPERATIONS

- VARIOUS SERVICES
- VARIOUS SERVICE PROVIDERS
- SLA’S
- VARIOUS PARTIES INVOLVED
- STAFF
- REGULATIONS AND PROCEDURES
- GSE
- AIRPORT INFRASTRUCTURE
WHAT INFLUENCES ON TIME PERFORMANCE?

STRATEGIC LEVEL
- REGULATIONS
- SLA’S
- AIRPORT INFRASTRUCTURE DECISIONS

TACTICAL LEVEL
- SCHEDULE AMENDMENTS
- NEW PROCEDURES / AMENDMENTS

OPERATIONAL LEVEL
- DELAYED ARRIVAL OF AIRCRAFT
- DELAYED SERVICES BY OTHER PROVIDER
- DECISION OF AIRPORT AUTHORITY
- AIRLINE DECISION
- HANDLER INTERNAL PROBLEM
- ADVERSE WEATHER CONDITIONS
CURRENT TRENDS IN HANDLING OPERATIONS

- DYNAMIC EVOLUTION OF AIRLINE BUSINESS MODELS:
  - REQUIREMENTS FOR THE SHORTEST POSSIBLE TOURNAROUND TIME
  - DYNAMIC CHANGE IN PRODUCTS
  - COST PRESSURE
  - INCREASE IN AVERAGE AIRCRAFT CAPACITY

- CONGESTION ISSUE
• VARIOUS CODES APPLICABLE TO GROUND HANDLING OPERATIONS
• DIFFERENT SYSTEMS AMONG AIRLINES
• PROBLEM OF CODES ASSIGNMENT
  – DIFFICULTY WITH CODE IDENTIFICATION
  – ASSIGNMENT OF CODES TO OTHER STAKEHOLDERS
• PRIMARY VS. REACTIONARY CAUSES (CA. 55 TO 45 PER CENT)

• PRIMARY DELAY CODE GROUPS:
  – AIRLINE (INCL. AIRCRAFT AND RAMP HANDLING)
  – AIRPORT
  – EN-ROUTE
  – GOVERNMENTAL
  – WEATHER
  – MISC
SHARE OF DELAYS BY CAUSES (%)

Source: Eurocontrol/CODA.
AVG DELAY PER FLIGHT IN MINS BY CAUSE

Source: Eurocontrol/CODA.
TACKLING DELAYS

• COLLABORATIVE DECISION MAKING BY ALL STAKEHOLDERS (AIRPORT & AIRCRAFT OPERATORS, GROUND HANDLERS, ATC AND THE NETWORK MANAGER)

• GROUND SERVICE PROVIDER FLEXIBILITY

• RESOURCES PROVISION
THANK YOU FOR ATTENTION!

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