# IMPACT OF GROUND HANDLING ON AIR TRAFFIC VOLATILITY

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### ON TIME PERFORMANCE IN HANDLER'S HIERARCHY

**SAFETY** 



**ON TIME PERFOMANCE** 



OTHER QUALITY INDICATORS



### **COMPLEXITY OF HANDLING OPERATIONS**





# 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



#### **DELAYS CODES ISSUE**

- VARIOUS CODES APPLICABLE TO GROUND HANDLING OPERATIONS
- DIFFERENT SYSTEMS AMONG AIRLINES
- PROBLEM OF CODES ASSIGNEMT
  - DIFFICULTY WITH CODE IDENTIFICATION
  - ASSIGNMENT OF CODES TO OTHER STAKEHOLDERS





# UNIVERSAL IATA AND EUROCONTROL/CODA DELAY CODING

- 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



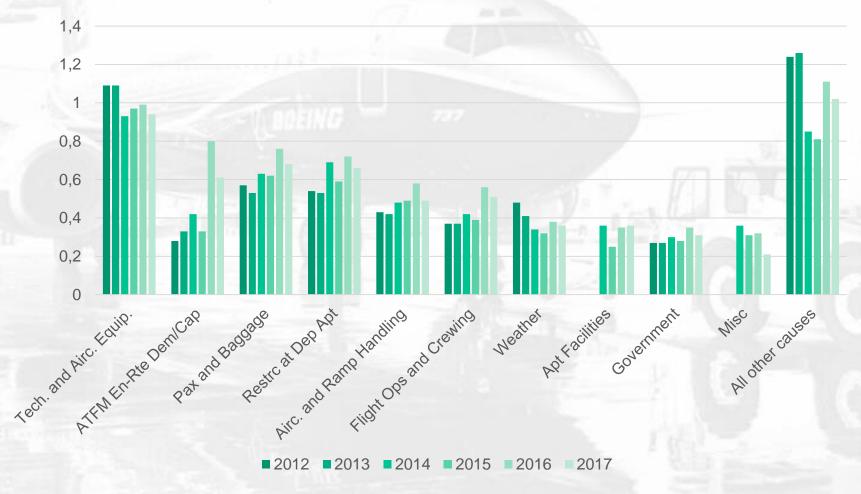
### SHARE OF DELAYS BY CAUSES (%)



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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