Cross-border Airport Concepts

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Introduction

• Airport location
Introduction

- Modified processes - multiple border crossings
Geneva Airport (17.6 million PAX in 2018)

EuroAirport Basel-Mulhouse-Freiburg (8.5 million PAX in 2018)

Tijuana International Airport (7.8 million PAX in 2018)
Aqaba–Eilat Peace International Airport
(20 years ago – trials)

International Peace Garden Airport
(one of several small GA airports)

Scandinavian Mountains Airport
(opening December 2019)
Cross-border concept I

- Airport infrastructure is located in the territory of one country (A), near the border with another (B)
- Common airside, while landside is used separately by countries A and B
- One common IATA and ICAO code

**Examples:**
- Geneva (SUI)
- Scandinavian Mountains Airport (SWE) – in perspective
Cross-border concept I

Passengers from/to both countries depart/arrive with the same aircraft.
Cross-border concept I

COMMON AIRSIDE

IM-PASS A

BAGGAGE CLAIM*

CUSTOMS A

CURB A

(in country A)

IM-PASS B

CUSTOMS B

CURB B

designated road

COUNTRY B

*Physically split baggage claims (1) or common conveyor belt separated by the wall (3)

IM-PASS A

BAGGAGE CLAIM

IM-PASS B

CUSTOMS A

CURB A

(in country A)

CUSTOMS B

CURB B

designated road

COUNTRY B

Processes may be collocated

(in country A)
Cross-border concept II

- Airport infrastructure is located in one country near the border with another (Figure 2 - left), or at the border between the two countries (Figure 2 - right)
- Separate IATA and ICAO codes
Examples:

- EuroAirport (Basel, SUI - Mulhouse, FRA - Freiburg, GER)
- Peace International Airport (Aqaba, JOR – Eliat, ISR) – in past, temporary
Like two separate airports with possible link prior/after all processes in DEP/ARR flow.
Cross-border concept III

• The entire airside of such an airport and one terminal are located in the territory of one country, near to the border with the neighboring country where the second terminal is located and connected with the main terminal

• One IATA and ICAO code

• Examples:
  – Tijuana (MEX)
Cross-border concept III

Similar to CB-I concept – passengers merge on airside area of country A (country B does not have direct access to aircraft). Requires baggage claim before IM control.
Cross-border concept III

Baggage handling in terminal A - partial check-in in Terminal B, baggage drop-off in Terminal A; baggage claim in terminal A. Requires additional EM-IM controls.
Cross-border concept IV

- Possible evolution of the CB-III concept, relying on main characteristics of CB-II concept
- Two airports, with fully independent infrastructures, are located on different sides of the border, with a connection between terminals
- Separate IATA and ICAO codes
If passenger access directly the terminal from which he/she flies it is like CB-II; but if he/she flies from neighbouring terminal – it is like CB-III concept with partial check-in.
Cross-border concept IV

Corridor on public side – same as CB-II concept, with additional EM-IM controls.
Corridor in transfer area – requires baggage claim prior to other processes; like CB-III concept only in both directions (from B to A, but also from A to B).
Candidate airports
Nicosia Airport (located in the Green line, between Norther and Southern Cyprus) CB-I or CB-II concept

Portoroz Airport (located in Slovenia, 300m from Croatia) CB-I, CB-II or CB-III concept
**Gibraltar Airport** and **Mellilla Airport** – CB-III concept candidates
Tijuana International Airport
Possible expansion to CB-IV concept
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