



UNIVERSITY OF BELGRADE

FACULTY OF TRANSPORT AND TRAFFIC ENGINEERING

8th International Conference on Air Transport – INAIR 2019

GLOBAL TRENDS IN AVIATION

12-13 November 2019, Budapest, Hungary

Cross-border Airport Concepts

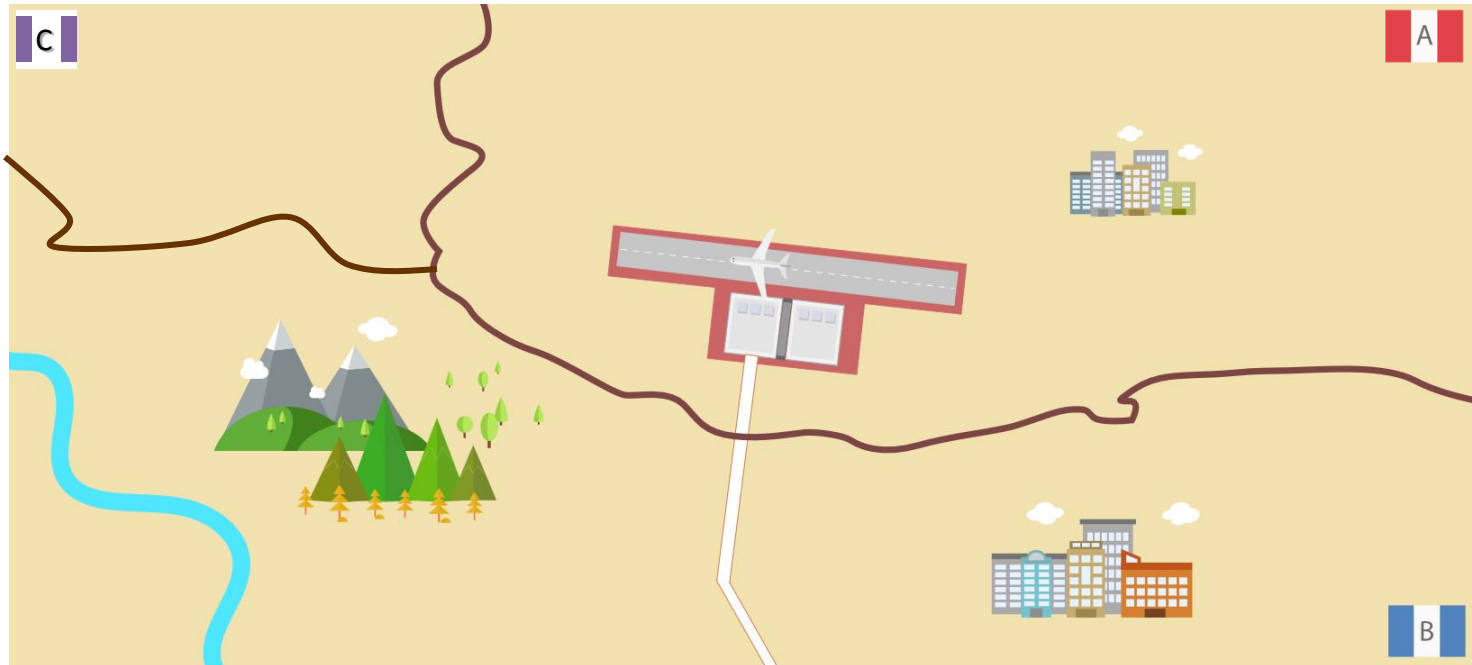
Bojana Mirkovic and Filip Sovilj

University of Belgrade

Faculty of Transport and Traffic Engineering

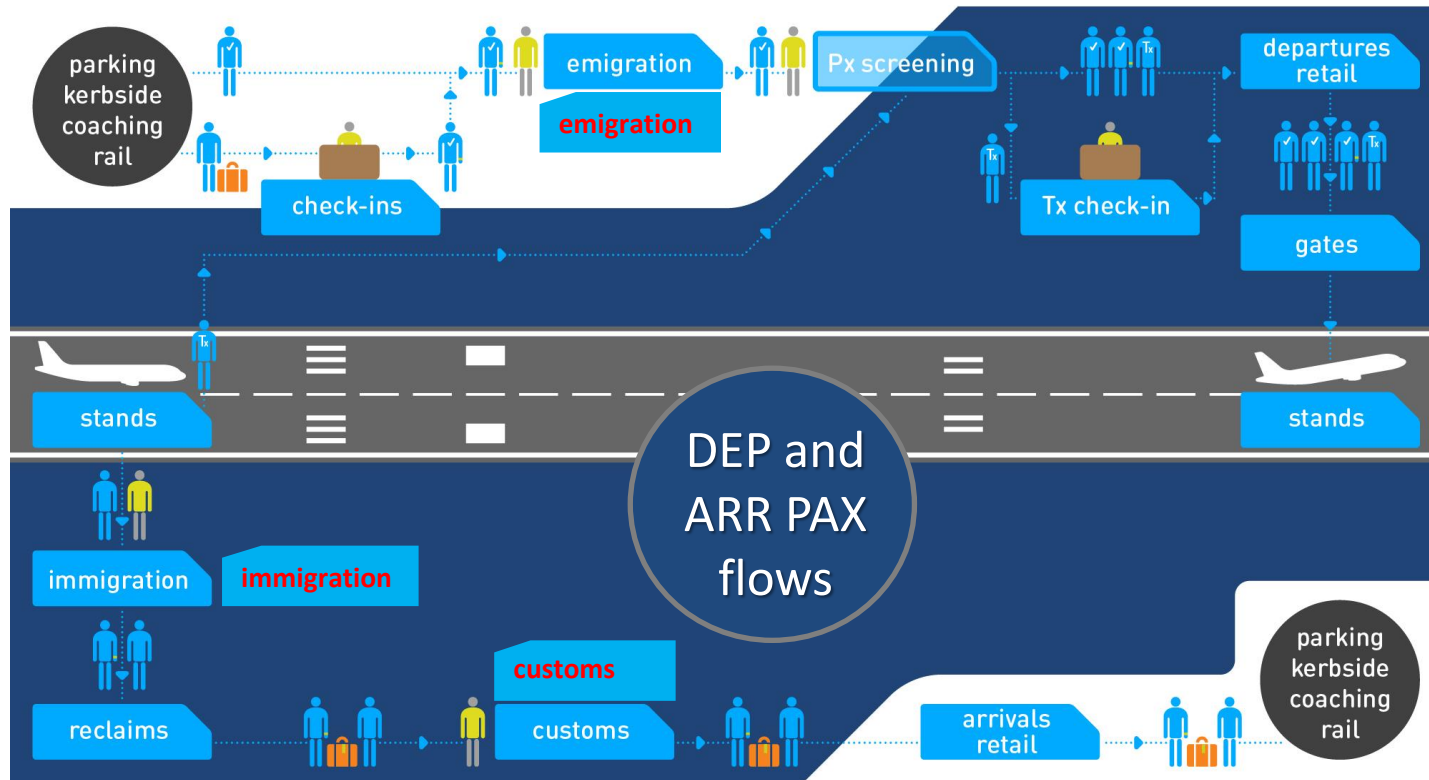
Introduction

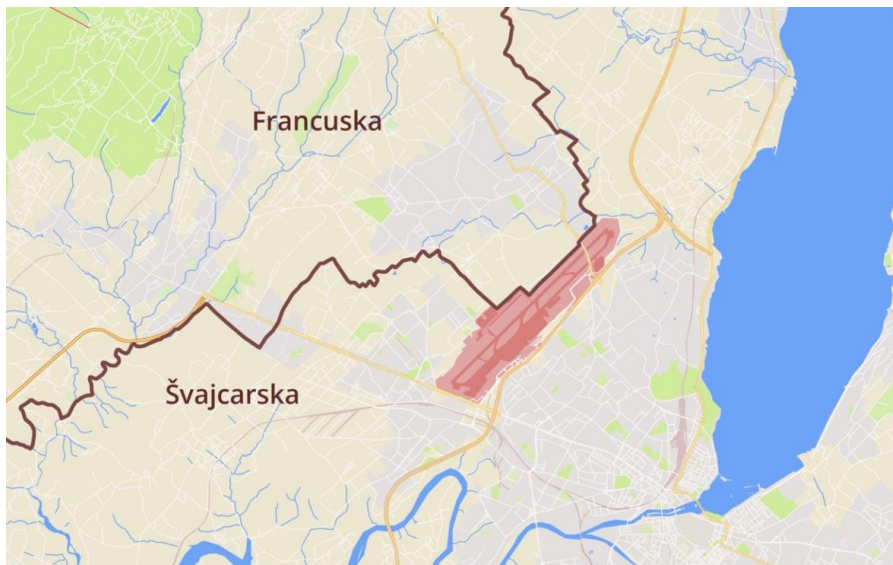
- Airport location



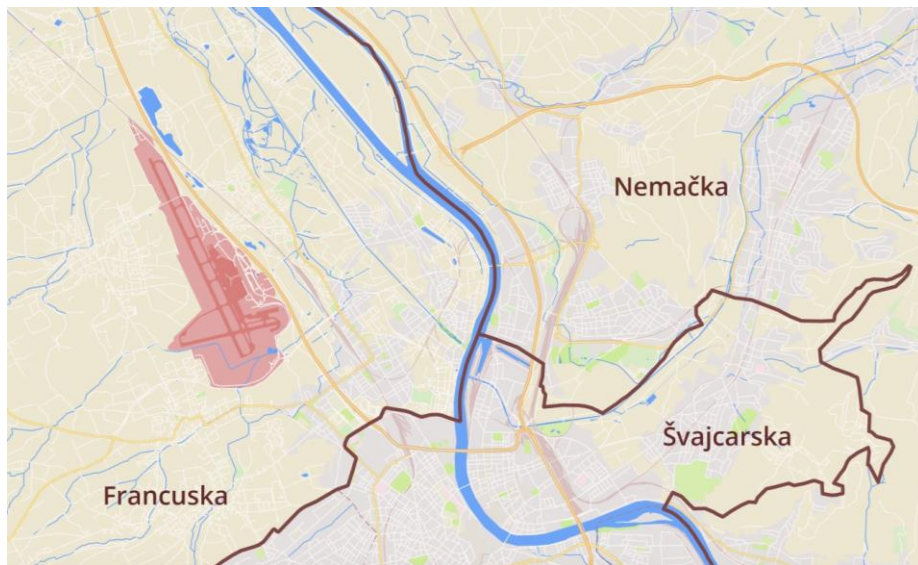
Introduction

- Modified processes - multiple border crossings

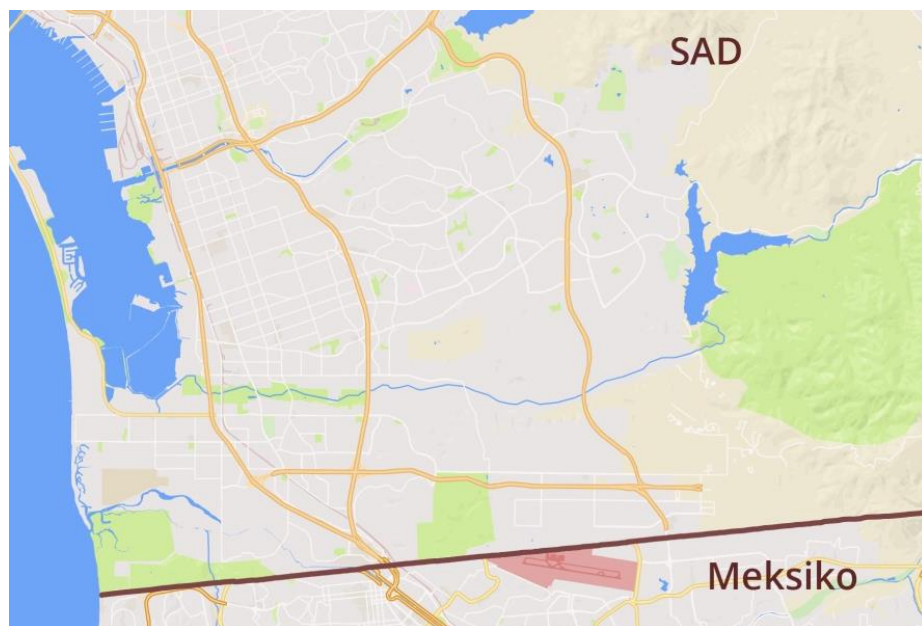




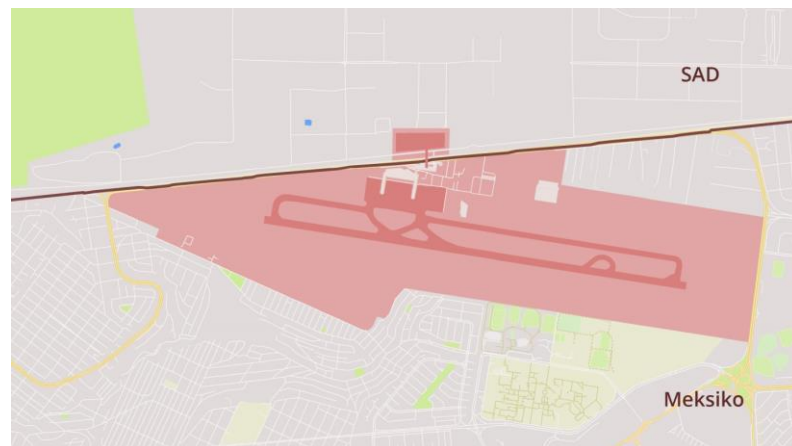
Geneva Airport (17,6 million PAX in 2018)

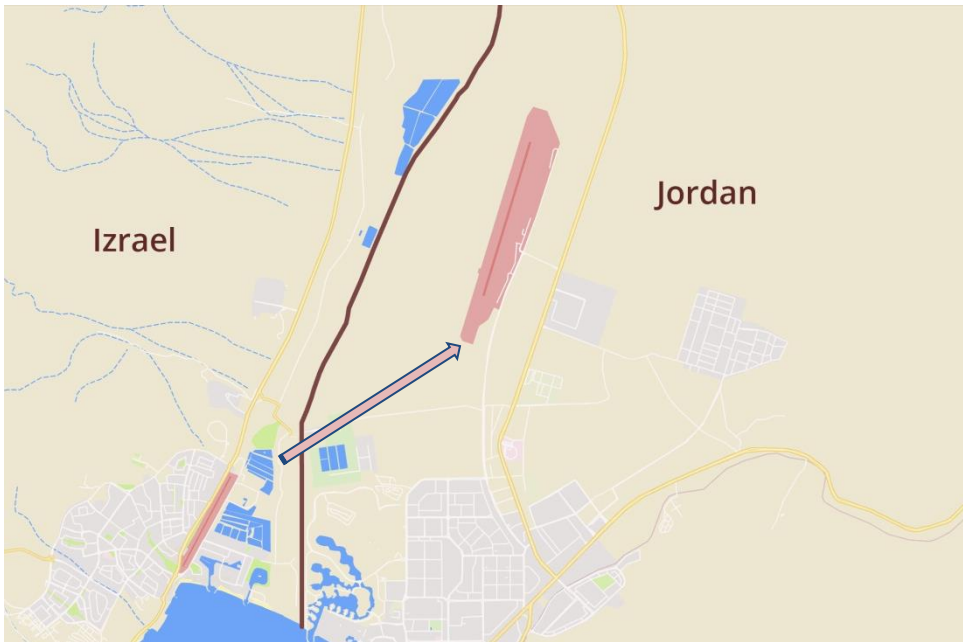


EuroAirport Basel-Mulhouse-Freiburg
(8,5 million PAX in 2018)



Tijuana International Airport
(7,8 million PAX in 2018)



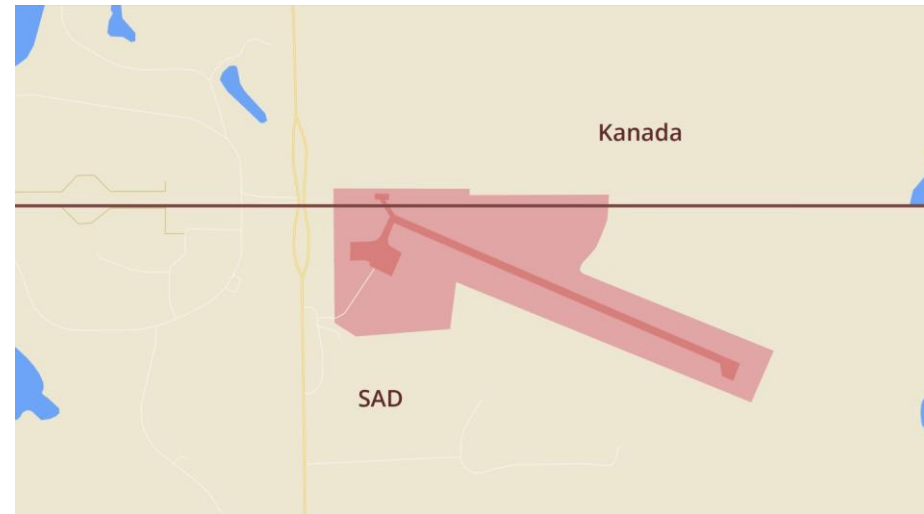


Aqaba–Eilat Peace International Airport
(20 years ago – trials)



Scandinavian Mountains Airport
(opening December 2019)

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



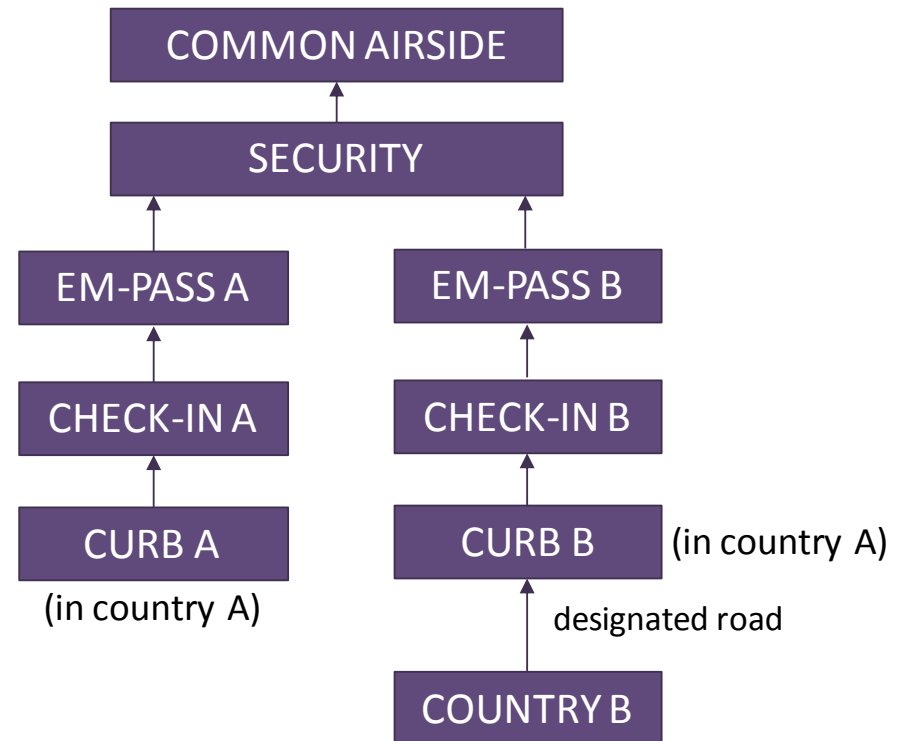
Cross-border concept I

- 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

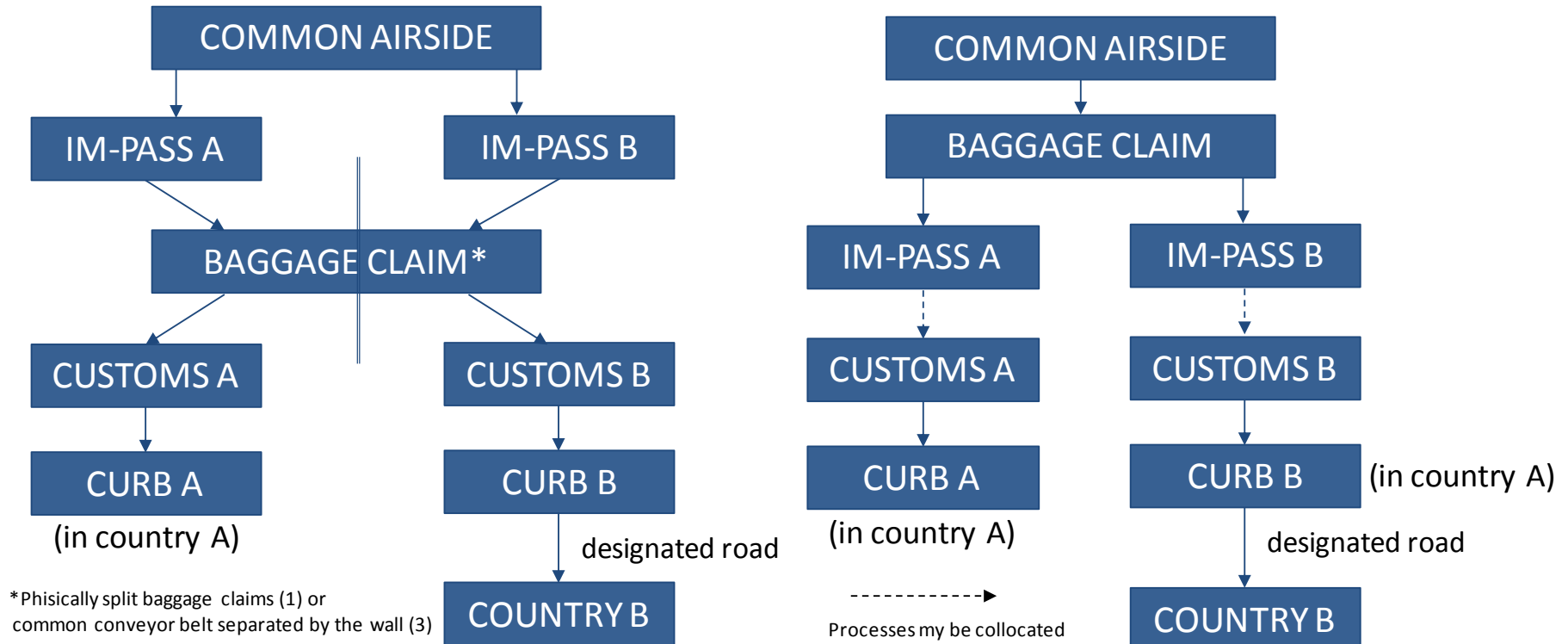


Cross-border concept I

Passengers from/to both countries depart/arrive with the same aircraft.

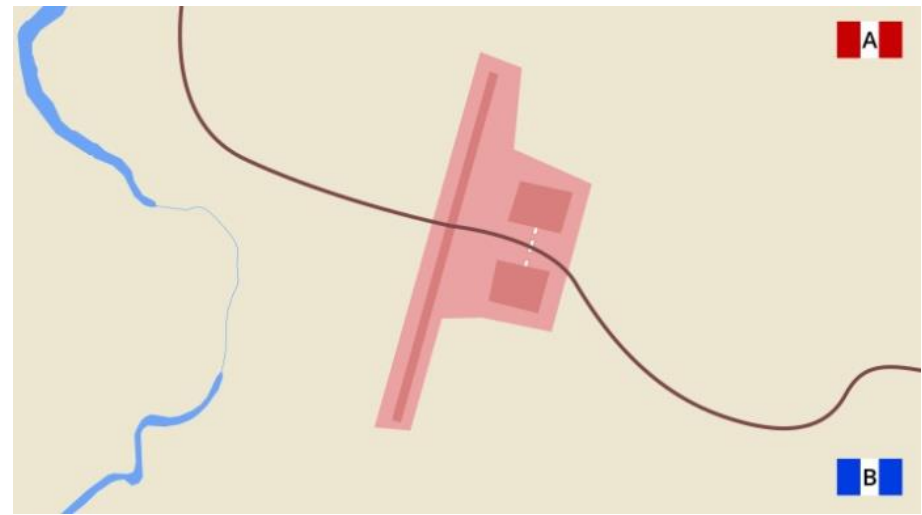


Cross-border concept I



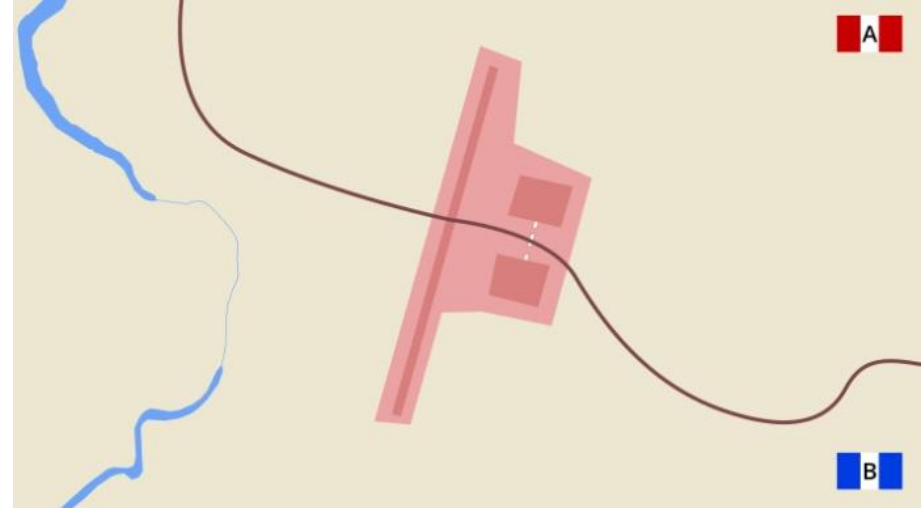
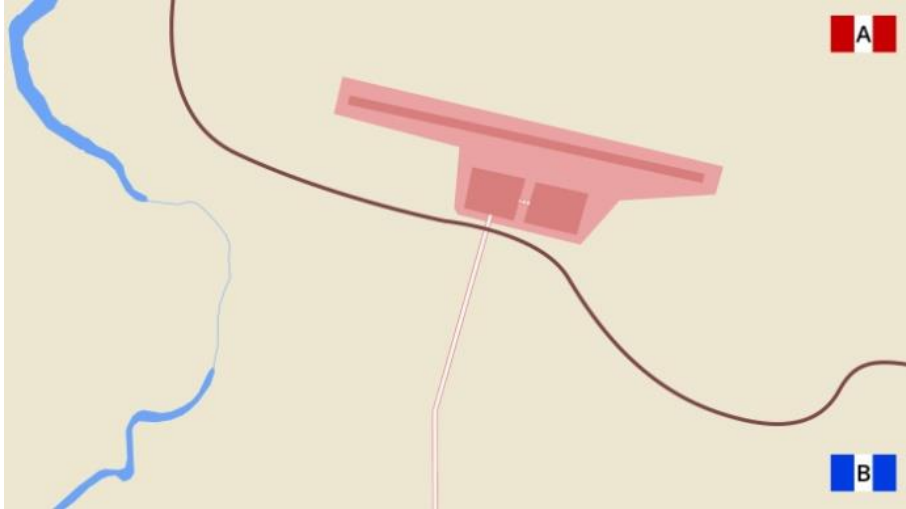
Cross-border concept II

- 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

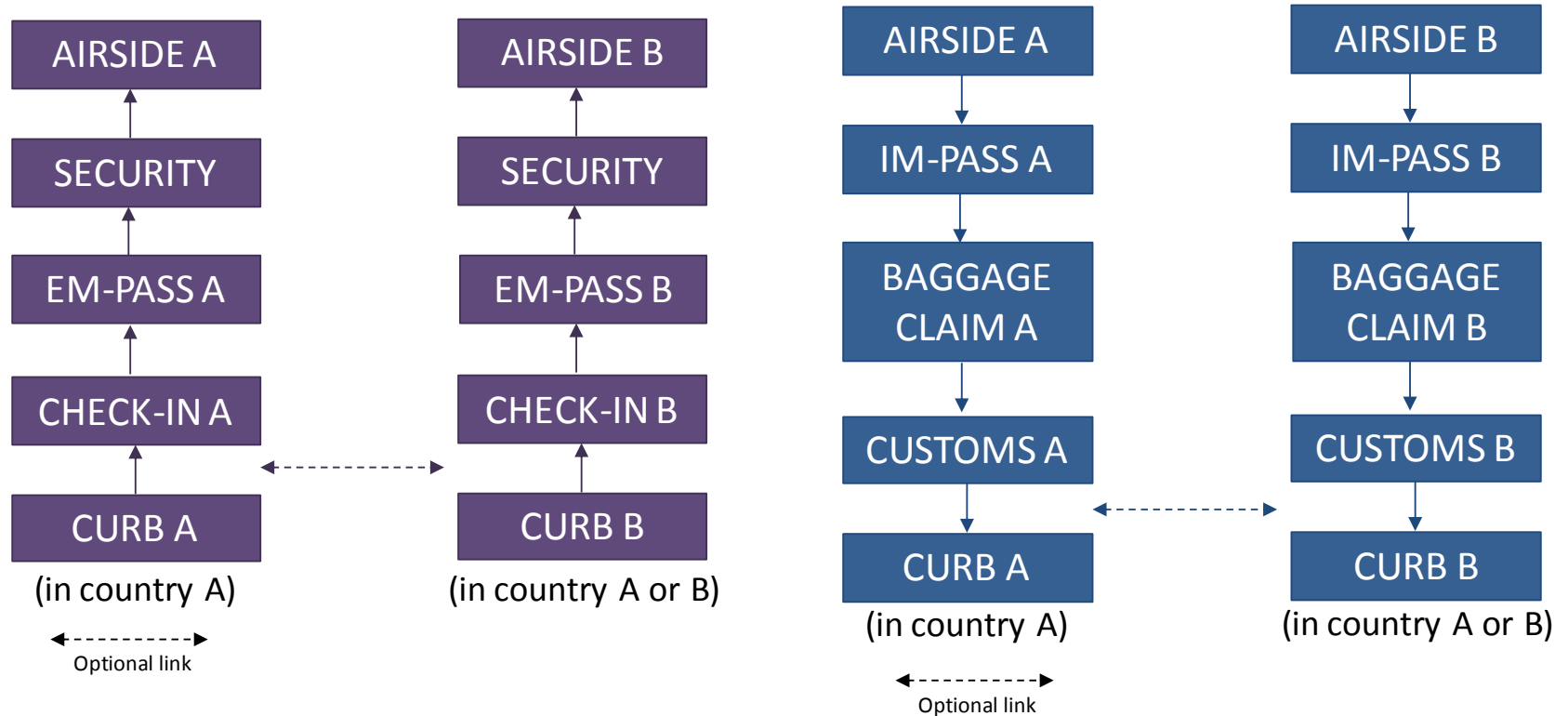


Cross-border concept II

- Examples:
 - EuroAirport (Basel, SUI - Mulhouse, FRA - Freiburg, GER)
 - Peace International Airport (Aqaba, JOR – Eliat,ISR) – in past, temporary



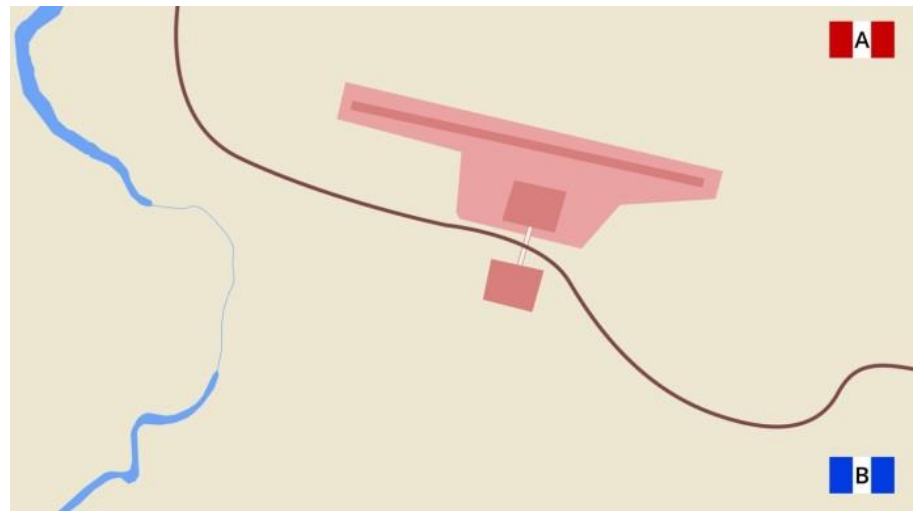
Cross-border concept II



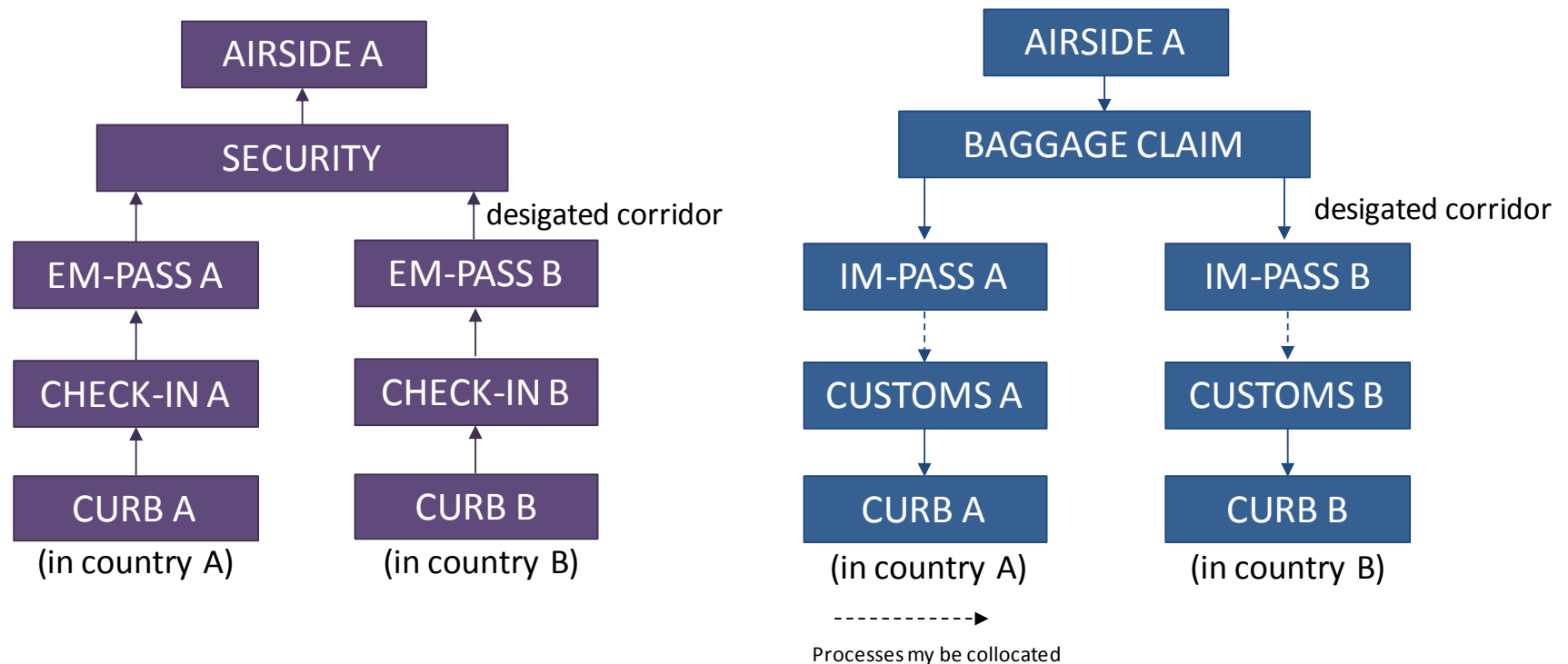
Like two separate airports with possible link prior/after all processes in DEP/ARR flow.

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)

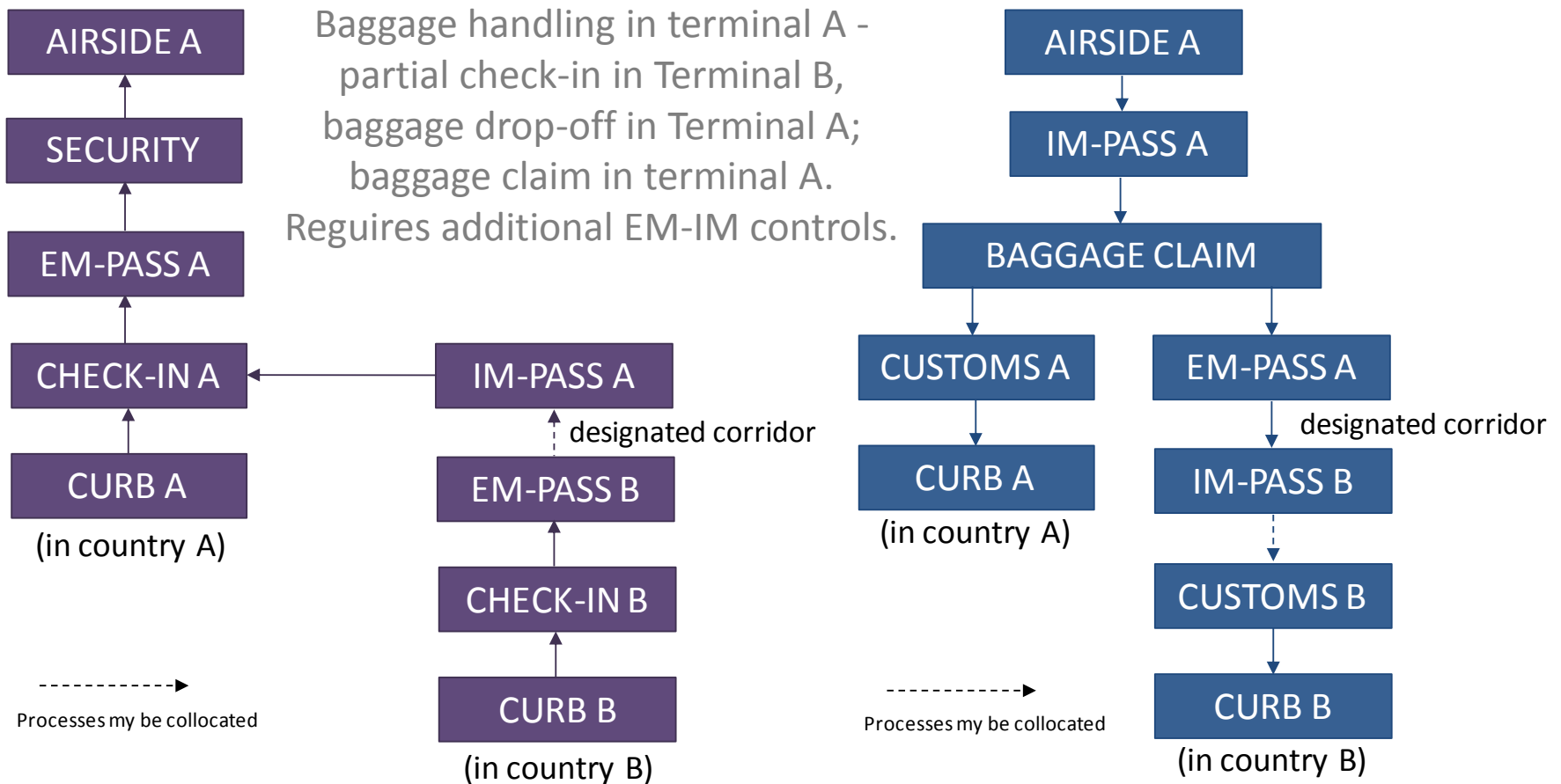


Cross-border concept III



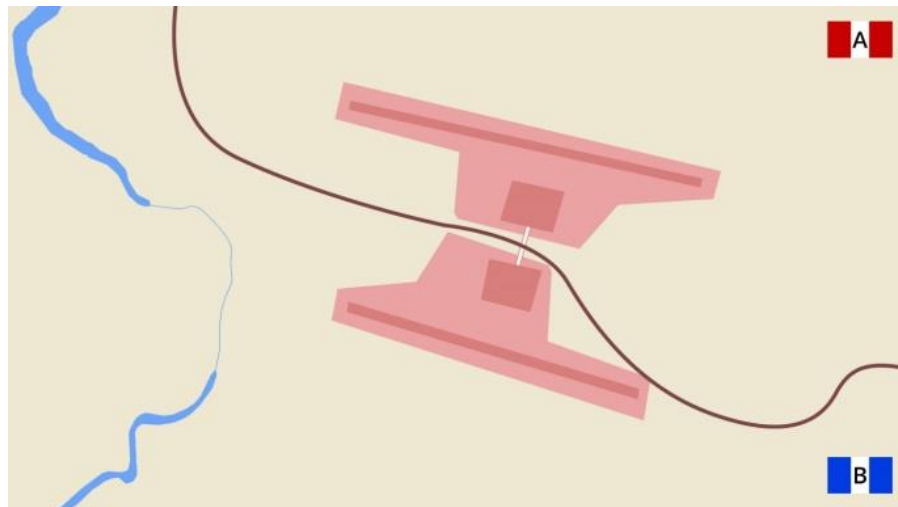
Similar to CB-I concept – passengers merge on airside area of country A (country B does not have direct access to aircraft). Requires baggage claim before IM control.

Cross-border concept III

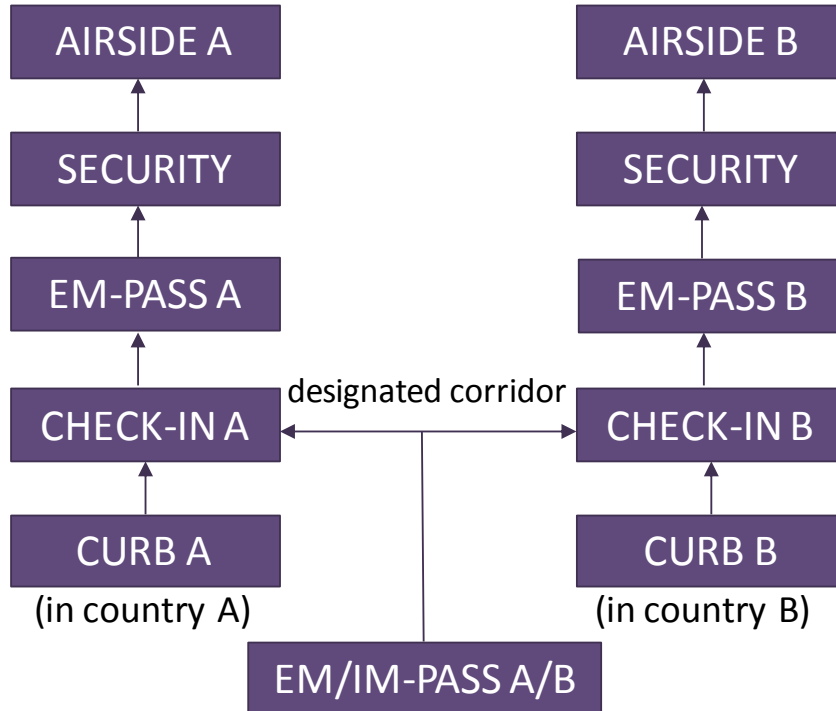


Cross-border concept IV

- 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



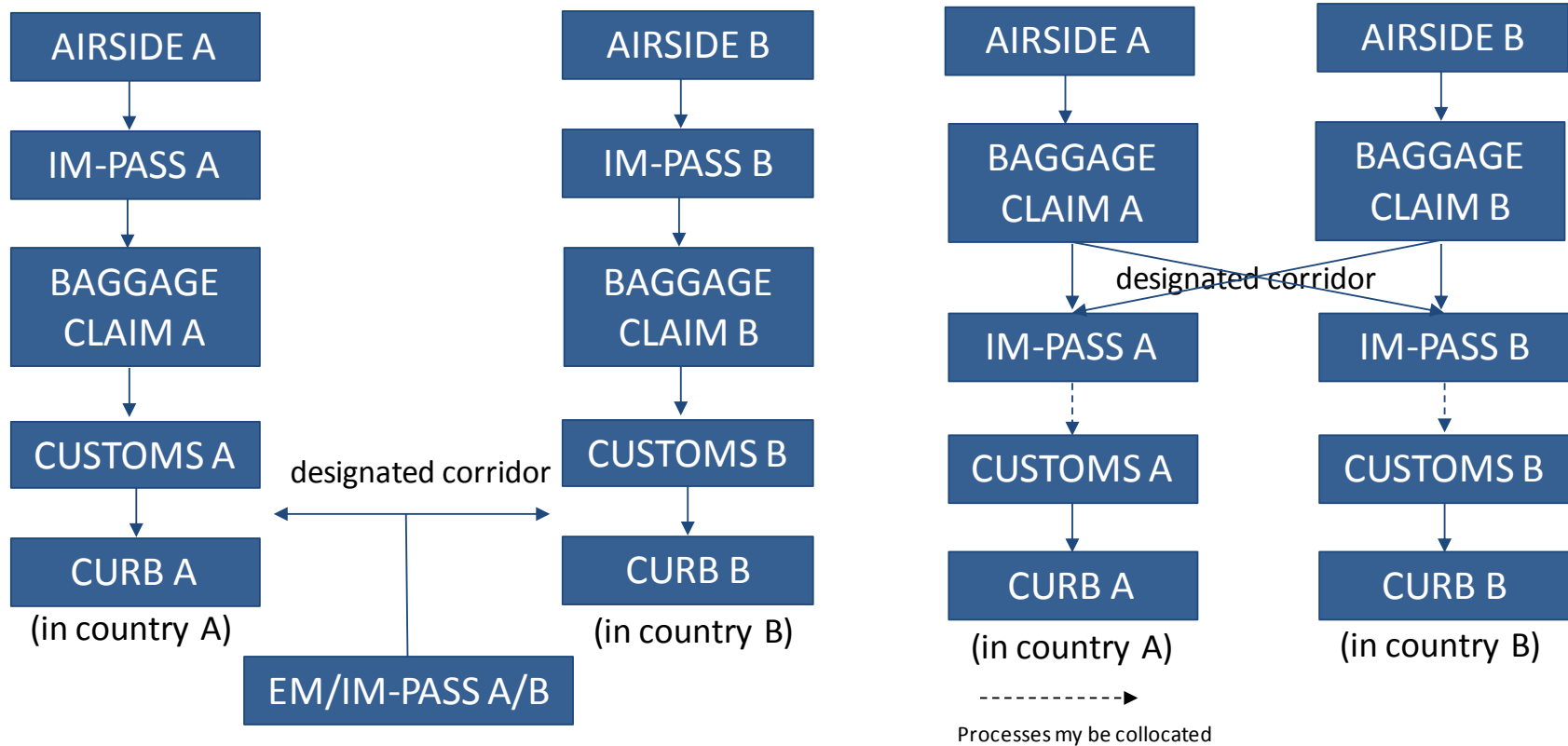
Cross-border concept IV



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.

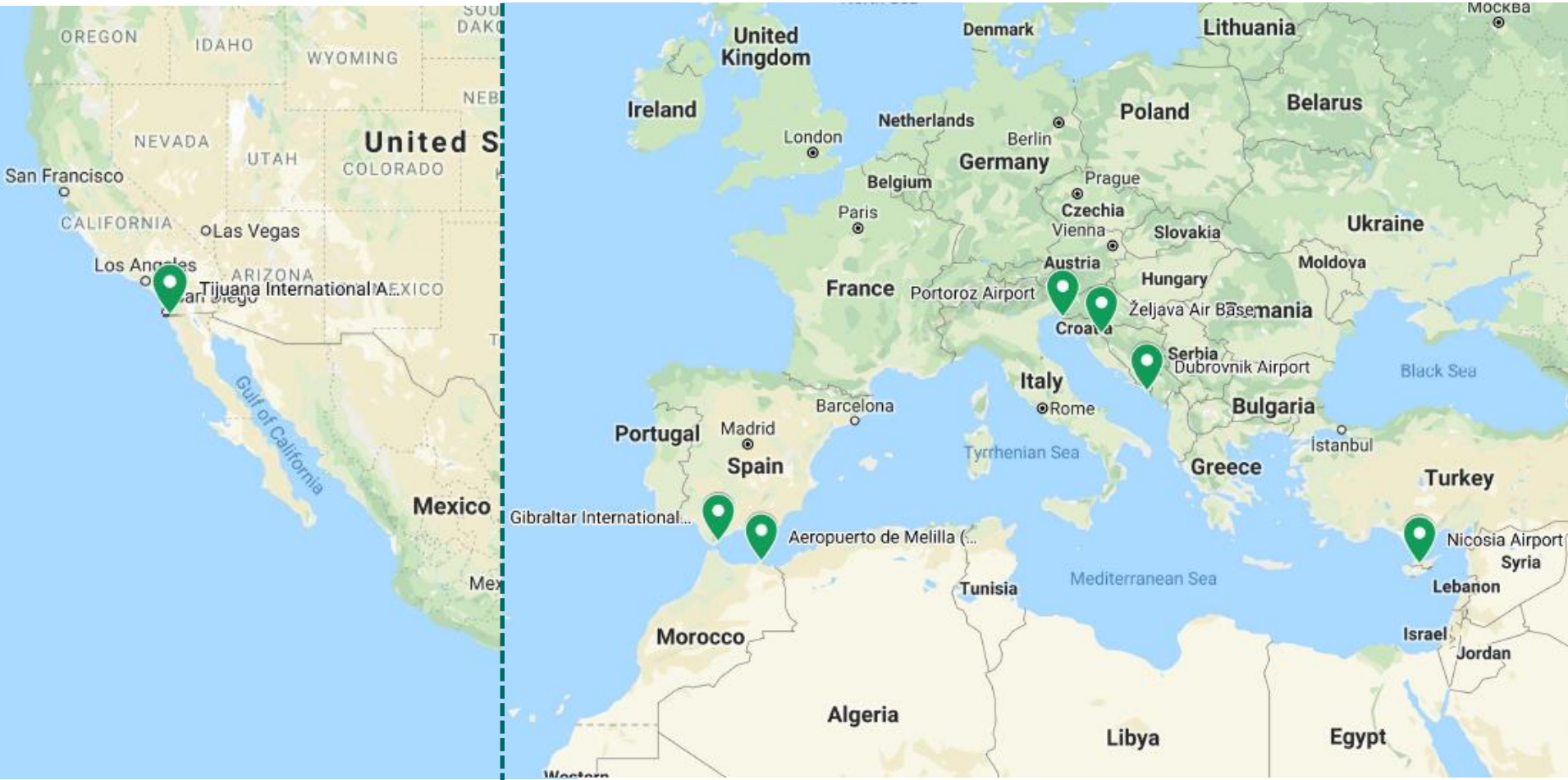
Cross-border concept IV

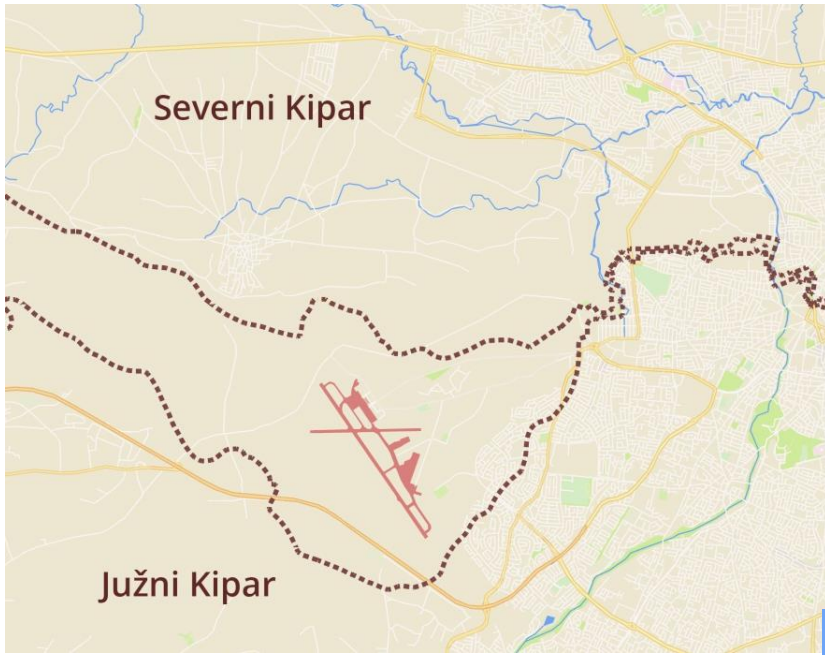


Corridor on public side – same as CB-II concept, with additional EM-IM controls.

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

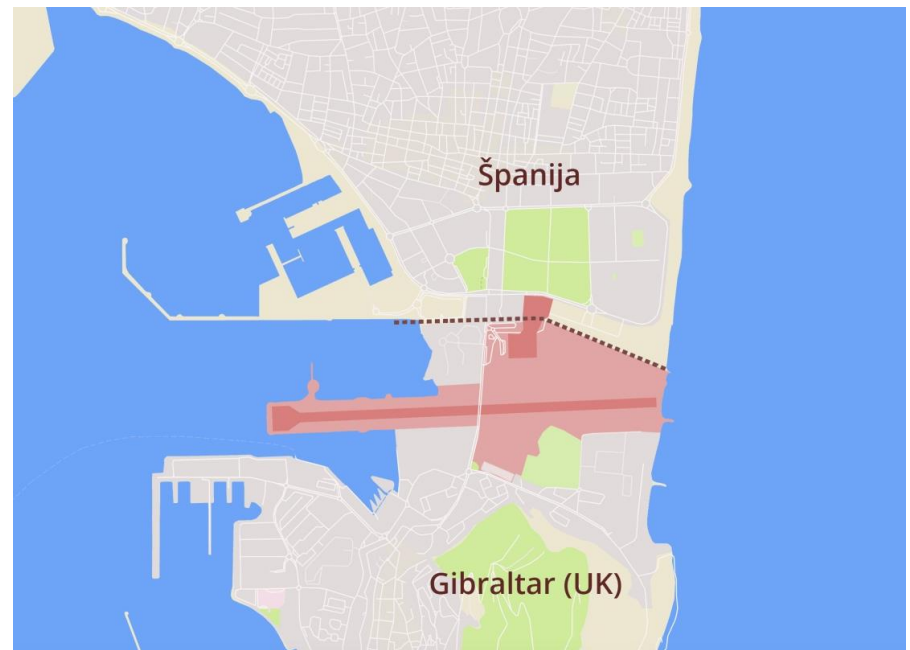
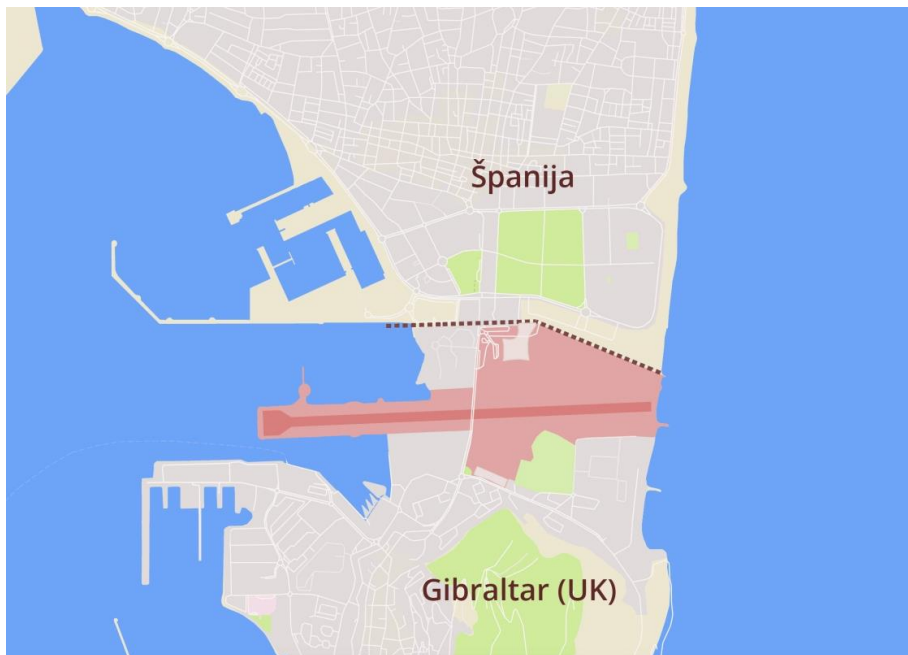




Nicosia Airport (located in the Green line, between North and Southern Cyprus)
CB-I or CB-II concept

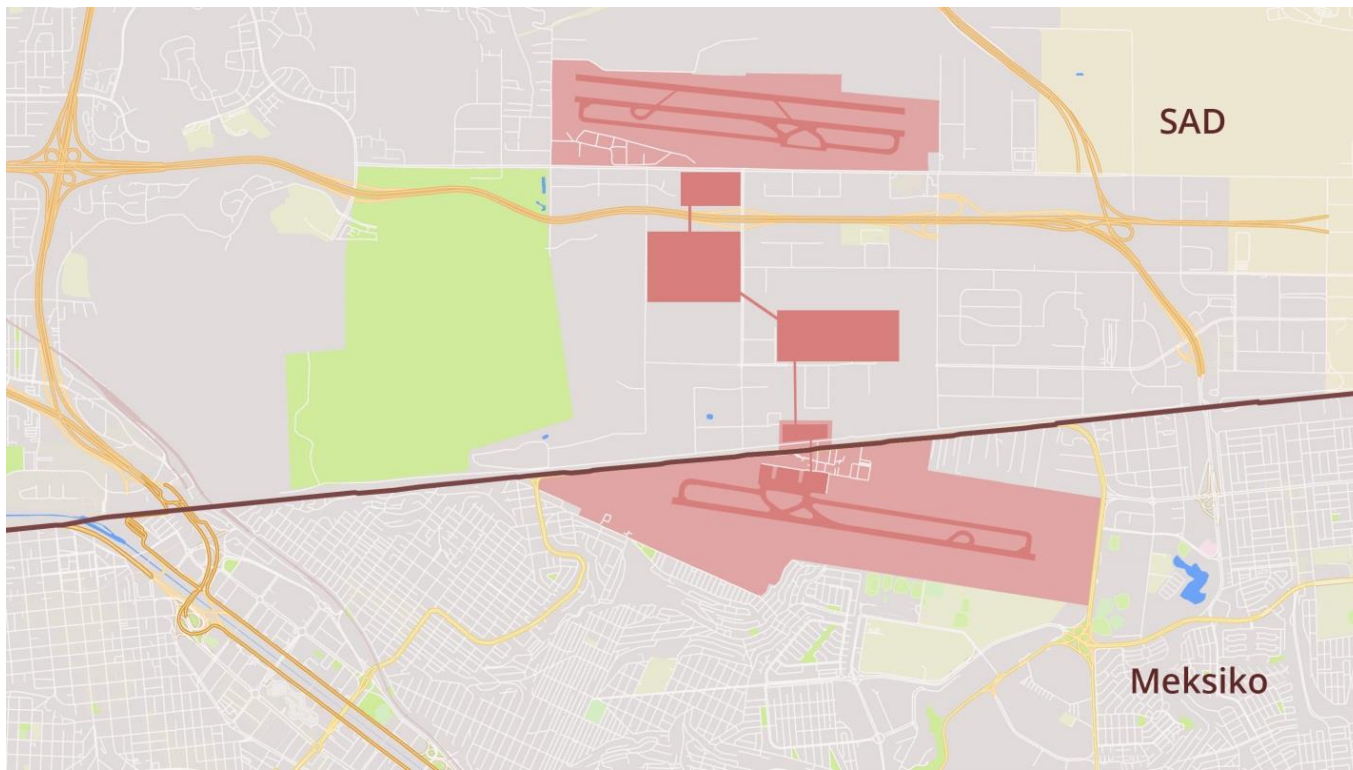


Portoroz Airport
(located in Slovenia, 300m from Croatia)
CB-I, CB-II or CB-III concept



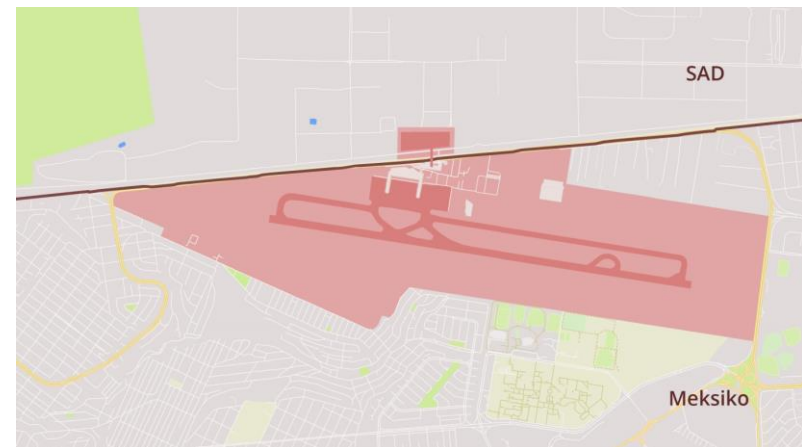
Gibraltar Airport and Mellilla Airport – CB-III concept candidates





Tijuana International Airport

Possible expansion to CB-IV concept





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