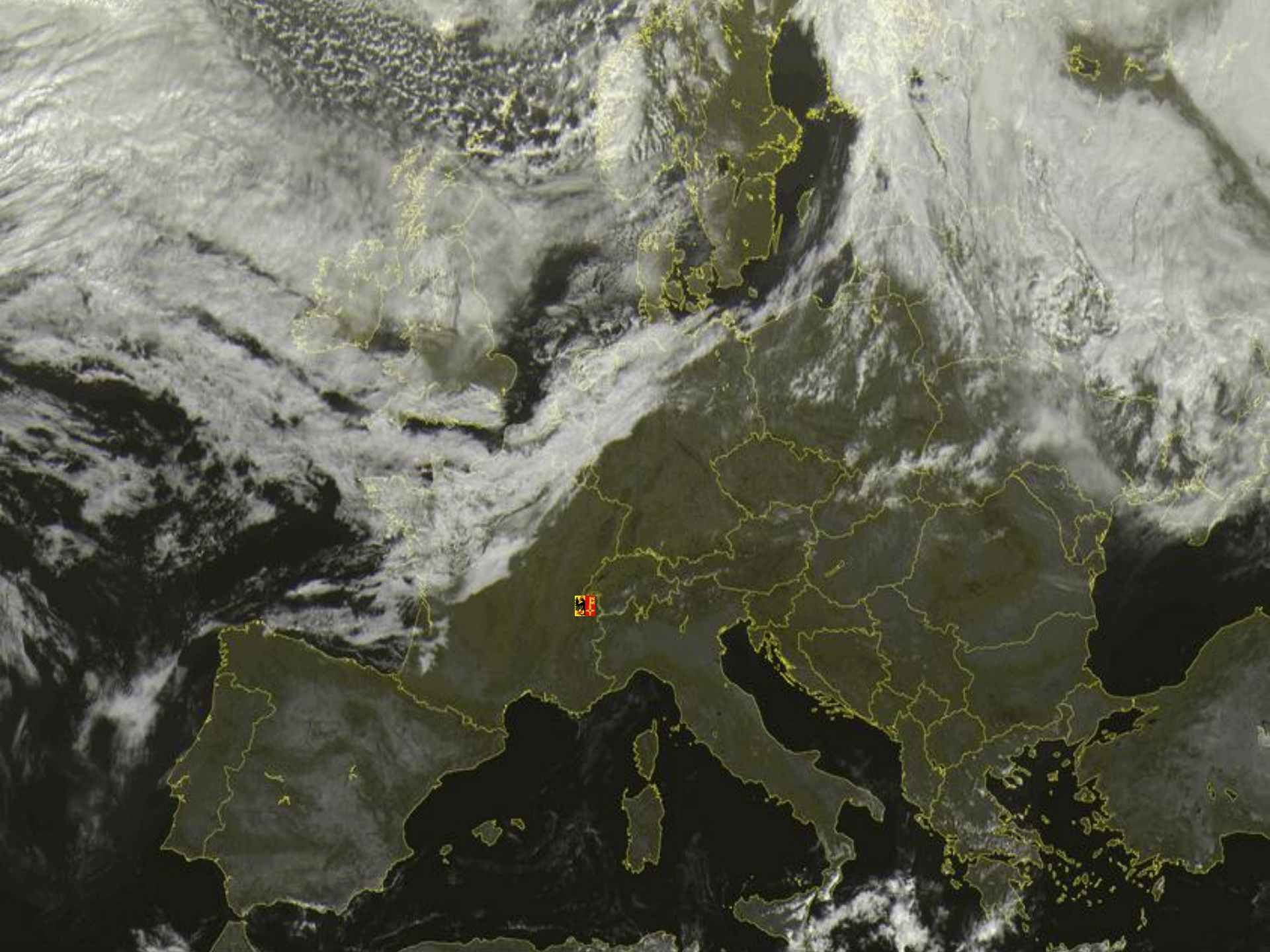




Winter Operations

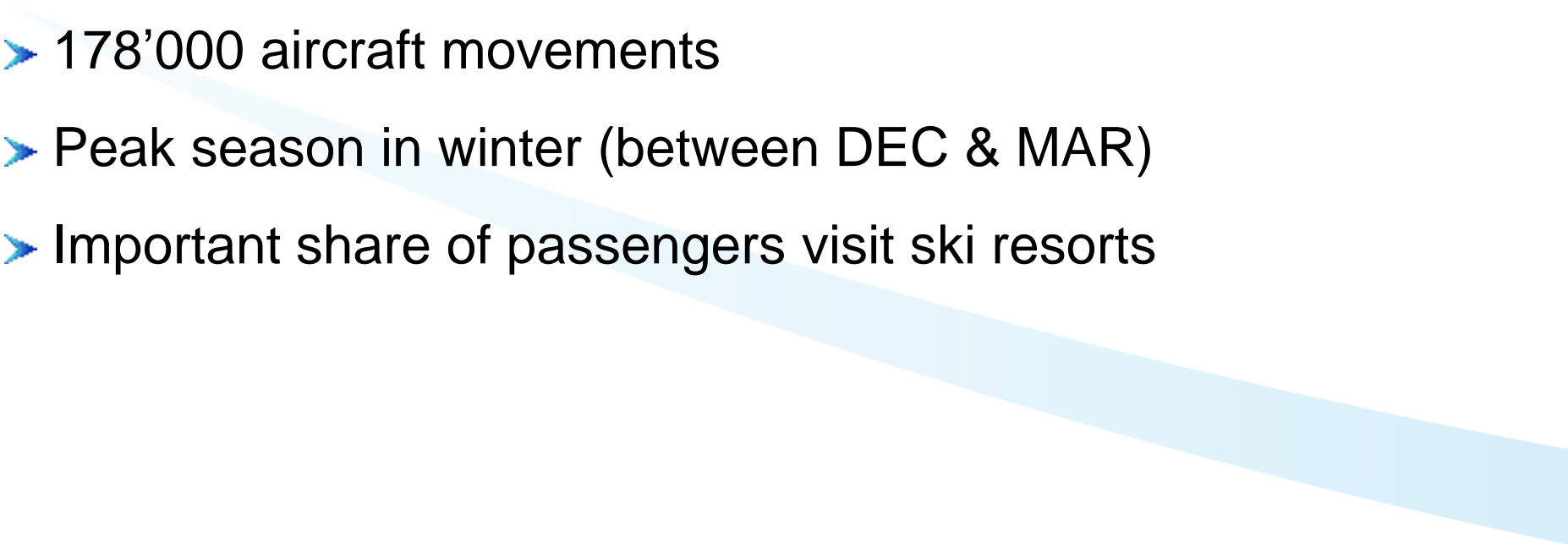
GENEVA CASE

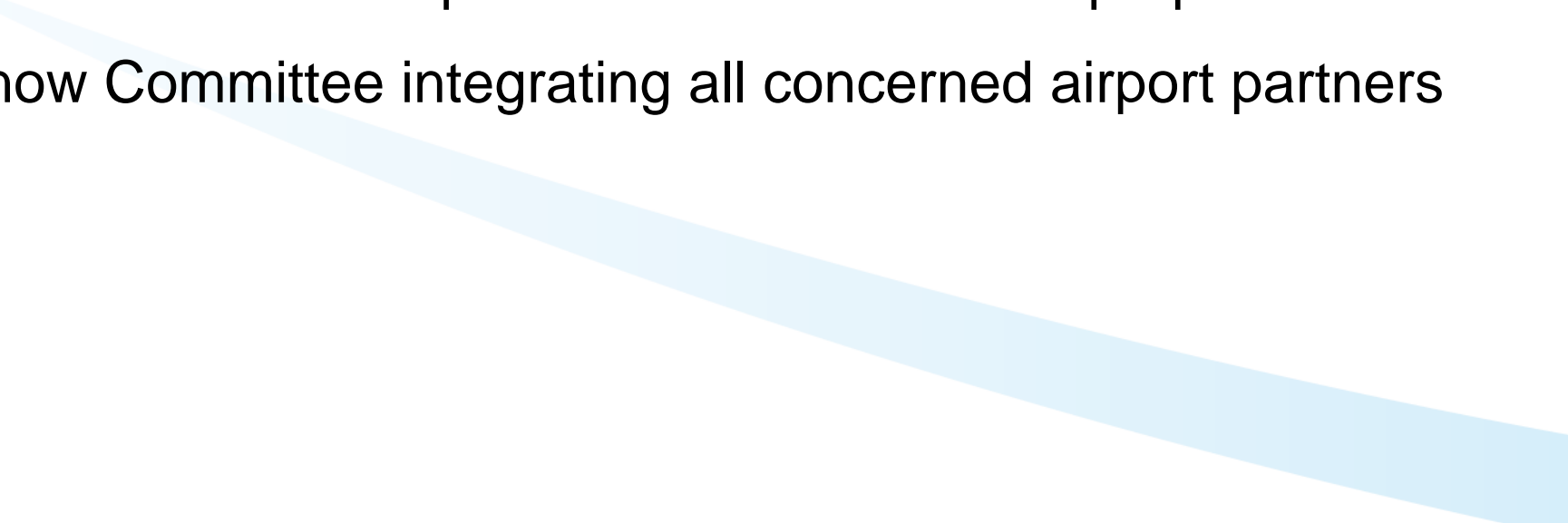
**AIRPORT OPERATIONS IN EXTREME WEATHER CONDITIONS
(winter 2009-2010)**



- Altitude 391 m / 1283 ft.
- The climate is temperate.
- Traditionally mild winters with light frosts at night.
- Average number of days with showers per months during winter is 8.8 days
- Average number of days with snow at low altitude (airport): 1.3 days
- Average airport closure due to snow during the last 10 years is just under 5 hours per year

GENEVA AIRPORT KEY FIGURES

- Single runway (3'900m / 50m)
 - 12 million passengers
 - 178'000 aircraft movements
 - Peak season in winter (between DEC & MAR)
 - Important share of passengers visit ski resorts
- 

- Responsible body : Genève Aéroport
 - “Snow Plan” processes described in airport manual
 - “White Book” as a quick reference for winter preparation
 - Snow Committee integrating all concerned airport partners
- 

- Snow Committee workshop
 - Refresher of “snow-plan” processes & procedures
 - Update of relevant information (call lists ...)
- Pre-season coordination meeting
 - Review of ground operation processes & procedures with carriers, handling agents, tour operators, police, customs and other concerned airport partners
- Weekly briefings
 - Update on weather forecast (airport & resorts), passenger flows and other key elements impacting ground operations
 - Anticipation of potential disruptions

➤ The Challenge

- Single runway
- Target : remove snow on 45 m runway width in 30 minutes

➤ Logistics

- Up to 86 pieces of equipment can be engaged in snow removal operation
 - Sweeper blowers
 - blade trucks and tractors
 - ice blower
 - conveyor trucks and loaders

➤ Management

- Operations performed by handling agents

➤ Logistics

- 13 de-icing trucks available for up to 22 departure per hour at peak hours
- 240'000 litres of de-icing fluids
- Additional stock available at Geneva free port during year end period
- 7 days a week delivery

- Investment in infrastructure and new technologies
 - New de-icing station
 - Blade trucks for runway lightings
 - Ice blowers
- Ongoing review of operational performance
 - Harmonisation of de-icing procedures with handling agents
 - Benchmark with other airports and industry partners
- Adjustment of contingency plans
 - Information to passengers
 - Alternative ground transportation options

SAFETY FIRST

- Last December safety was upheld at all times, **no accidents** despite extremely challenging operating conditions
- Truly **exceptional** weather conditions in Western Europe: worst snow falls intensity in 30 years!
- Some airports performed better than others but it is **unreasonable** to expect airports to operate normally in such extreme weather
impact of paralysis of other transport modes (getting pax/staff & crews to/out of airports)
- Despite the adverse weather European airports managed to process 85% of the traffic scheduled in December

INCREASED PREPAREDNESS

- Airports are committed to the continuous improvement of the quality of service offered to passengers. All airports affected by the heavy snowfalls last year have taken steps to reinforce their preparedness and resilience
- Snow plans = collaborative efforts with all actors involved. They need to better reflect evolving/changing local weather patterns
- Increased preparedness comes at a cost
need to balance costs v. recurrence

CARING FOR PASSENGERS

- Airports understand the frustrations of the travelling public
- They have provided assistance to stranded passengers beyond their legal obligations.

LOOKING AHEAD (I)

- Airports are collaborative spaces where many activities are carried out by independent entities outside the control of the airport operator. The number of activities outside the direct control of airports has increased with EU liberalisation policies (eg. ground handling)

- Any meaningful progress in the management of crisis situations is contingent upon:

***full co-operation** of airlines, groundhandlers, airports, slot co-ordinators, national authorities, ATC*

***full adherence to snow/contingency plans** by all actors (including reduced flight programmes)*

LOOKING AHEAD (II)

- Upgrading Snow & Ice Plans requires additional investments
airlines need to be consistent re discussions on airport charges
- Airports should be empowered to act as **Ground Coordinators**

Revision of EU Ground Handling Directive:


opportunity to address the lack of control of airport operators on activities taking place within the airport perimeter

need for effective/enforceable Minimum Quality standards

Need to link Contingency Capacity Reduction Plans and slot coordination/ATFM slots

CONCLUSION



- Airport take winter operations very seriously
 - We work in a collaborative approach with industry partners
 - We are committed to continuous improvement
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- A light blue decorative swoosh that starts from the left side of the slide and curves downwards towards the right, ending at the bottom edge.