

## IMPACT OF THE AIRPORT ON THE DEVELOPMENT OF THE ECONOMY

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**Abstract:** There are real necessity to build up new airports and also to revitalize or reconstruct already existing ones, all of this in due to provide better traffic network and better impact on business and tourism as well. Because of that reason it is necessary to develop optimal and quality airport network and less specialised airports and aerodromes, on important areas for business and tourism as well. This document is pointing out the necessity of detailed planning of Montenegrin airport network construction, which must be balanced between state criteria and end user benefits; also it must include sustainable progress based environment management.

**Key words:** economy, airports,

### 1. INTRODUCTION

Starting from the fact that from the standpoint of the international tourism market the Adriatic coast of South East Europe (AC SEE) is recognized as a charter destination, it derives a significant role of air traffic in the development of tourism, which is a precondition for a competitive position in the tourism market. Rapid tourism development planned for the AC SEE, demanded the formation of a network source markets and more uniform utilization of airport facilities, where it follows the socio-economic justification for the revitalization and development NSA, which is the essential element of quality of tourism offer of the AC SEE region. The necessity of better usage of airports emerges from importance and role that airports have as national and regional starters of economic development. Also, the vitality of airport provides the social improvement and regional accessibility, improvement of tourism, and others. In course of planning, the existing and a possible new traffic network must be included, as well as potential airport users, that means an impact on business, tourism, industry and agriculture has to be taken into account.

### 2. A POTENTIAL NETWORK OF SMALL AIRPORTS IN THE ADRIATIC SEA SURROUNDINGS OF SOUTH-EAST EUROPE

The development of NSA AC SEE should encompass Slovenia, Croatia, B&H, Montenegro, Albania, and it is also open for other countries of JIE (Serbia, Greece, Turkey, etc). Namely, the number of small aircrafts increases on a daily basis, and it has surpassed the number of 540 000 small aircrafts. On one side MMA JZ JIE (locations Niksic, Ulcinj, Trebinje, Ljubinje-Ravno, Mostar, Medjugorje, Brac, Losinj, Portoroz etc.) represents one of the easiest ways for the more and more numerous clients to arrive to certain destinations of the Adriatic coast and its mainland, on the other side it offers possibilities of safeguarding the majority of small aircrafts. One of the most important areas of activity for this type of airports would consist of servicing small aircrafts, which have specific procedures of flight checks, repair and flight authorizations.

The main users of these services would be the owners of small aircrafts, who are very numerous these days in Europe, and to whom the concept of an open sky within the EU since

2012 is more and more erasing the areas of large airports. Namely, the over-tightened airport network and high prices of airport services, traffic breakdowns which occur in their proximity and lead to ever longer approaches to the airport, are becoming a restraining factor of their development and use. On the other side, popular locations which are situated in the area of favorable climate conditions (more than 300 sunny days on average for the JZ JIE) enable an every day use of airports, which is not possible in the most parts of Europe. On the other side there is a possibility of parking during the winter months, particularly for the climatically unreliable locations in Switzerland, north of Italy, Austria, Hungary, Great Britain, Russia or other countries of northern Europe. As potential clients we also have in mind the aircrafts of agricultural aviation, fire prevention aviation and the medical aviation, which is necessary especially in the conditions of underdeveloped road infrastructure.

Therefore, we should observe this networks on one side as an additional offer in the area of tourism ( development of sport aviation, sailing, parachuting) along with the development of new accommodation capacities and other contents (for example Golf courses etc.). From a small list of potential locations MMA it is visible that it covers the most important touristic locations of certain countries (for example Mostar, Trebinje, Medjugorje, Ulcinj), whose distance from the sea is less than 50km.

Very important is the reliability of meteorological conditions, which can be offered by a very small number of locations in Europe, safety provided by the terrain configuration, which had been recognized long ago before were constructed larger airports (Trebinje, Niksic), and at the end the tradition and technical culture in the production and maintenance of aircrafts, which is not only know in local frameworks (factories for production and maintenance in SOKO-Mostar, ORAO-Bijeljina). The necessity of international planning of the airport construction which must be balanced between the economic criteria and benefit of the users and community on the hand, and space management on the principles of sustainable development including all categories of environmental aspects on the other hand [1].

Possible influences of an airport on the surroundings surpass all its planned area and expand to the land beside the airport. An airport occupies the area from several dozens (smaller aeroplanes) to several hundreds of hectares (larger aeroplanes) [2].

Planing must respect the existing and possible new traffic connections, potential users of the airport – tourism, fishery, industry, agriculture and central services, and estimate contribution of the airport to the total development of the island, and also existence and demographic development of the local population [3].

Year	Forecasting
2003	439.32
2004	497.85
2005	556.39
2006	614.92
2007	673.46
2008	731.99
2009	790.53
2010	849.06

**Table 1. The value forecasts for foreign air transport in Dubrovnik [7]**

In order to develop better traffic connections and to achieve business and tourism development, there are real necessities for construction of new airports and also for revitalisation and reconstructing of those already existing. For that reason, it is necessary to develop an optimal and quality tertiary airport network, as well as, less specialised airports, heliports, sea plane bases on all important tourist destinations. For example, an aviation infrastructure development in Montenegro would identify activities, that are necessary to be performed, in order to realize all stated above:

1. To equip and modernize airports in Podgorica and Tivat,
2. To revitalize and activate Berane airport,
3. To build or reconstruct the airports in: Žabljak, Ulcinj, Pljevlja.
4. To enable heliports [5],[6].



Figure 1. Airport network in Montenegro [9]

Small sport airports equipped to accept airplanes could benefit to local economy improvement. With realisation of this program, great chance would be given to local managements to increase investor interest trough improvement of air traffic infrastructure improvement.

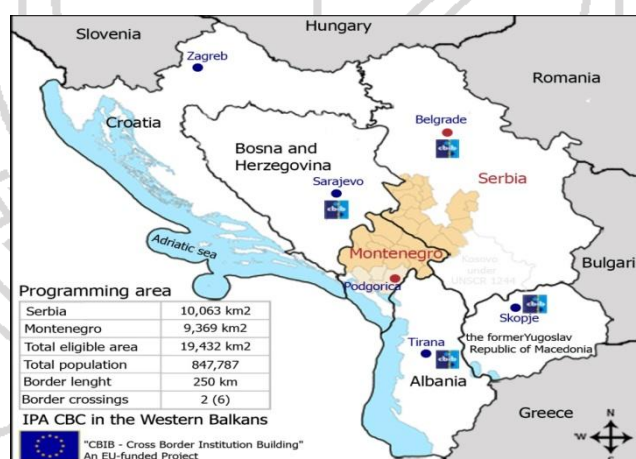
### 3. ECONOMIC DEVELOPMENT AND AVIATION – POSSIBILITIES AND PERSPECTIVES

General aviation has access to the larger amount of airports than commercial and other aviations. Therefore, the travelling time is shorter and the smaller regions can be reached, even though they are not covered by the large airline company flights, for the reason of not being cost reasonable. Modern aircrafts of general aviation have the on-board equipment for approaching and landing, so it is possible that the unequipped small airport makes no problem in their functioning [4]. The private, sport and taxi airplanes can be landed on this kind of runways. To improve alternative airports in the AC SEE, so they can support commercial air traffic, large investments are needed. The state has a task to provide legal foundation by the way of clearly stated conditions and terms on which airports can get licences and certificates, and all the rest is on local managements. This program comprehends cooperation of more ministries; those that must be included are ministry of sport, economy, state management,

areal planning, and ministry of defence. There are much more airports that can be used by the general aviation airplanes, than those that can be used by the commercial airline airplanes [8]. Air traffic infrastructure is necessary condition for development of all kind of tourism. This infrastructure can be very expensive from the point of view of local communities, but the financial, and other, benefits will be great, due to the enlargement of tourist numbers. Airport and heliport network development program in the function of tourism development in the AC SEE must be prepared as soon as possible. The most important documents in this case are: Strategic Plan of sustainable tourism development in the AC SEE and Parliament Declaration of ecological state (Montenegro). In the new context of sustainable development, airport infrastructure development finances must be provided, in the way to eliminate all possible bottlenecks in traffic and to achieve balance between air traffic and other kinds of traffic usage. Main goals of air traffic system development are:

1. Improvement of safety and security aimed at saving human life, material value, and state recourses;
2. Integration into European Union and improvement of competitiveness of domestic transport economy;
3. Air traffic service quality improvement;
4. Economic growth stimulation through more efficient and less expensive air transport;
5. Minimization of negative impact of air transport and infrastructure development on the environment and society in general.

It is very important to emphasize that the network of small airports has not only a traffic function but it has to bring to life the former sector of production and maintenance of aircraft, and to boost its economic momentum..



**Figure 3. Special influence zone of MMA JZ JIE**

The economy of this region has to abandon the service sector of military aircraft maintaining, and it has to embrace and develop a sector of small aircraft maintaining in civilian aviation. It is the last chance for the technical expertise and human resources of companies such as "Orao", "Zrak", "Soko", and others to be used in a small aircraft maintenance program.

On the other hand, this network of small airports provides a potential opportunity for different services, and it is similar to the opportunities, that have been very well used for many years, in the sector of small boats (yachts) in Croatia and Slovenia, and recently also in Montenegro.



## 4. CONCLUSIONS

In order to achieve better traffic connections in function of business development, international investments, and especially tourism development, there are real necessities for improving the existing infrastructure and for constructing new smaller airports as well. Equipment and development of airport network can provide to the AC SEE countries the fulfilment of all propositions and they can become well covered by air traffic. Air traffic infrastructure development program in the function of business development in its strategic part must have a strong foundation for future activities. For real success of business tourism as an economic branch, the strategic task must be to make those destinations accessible to business and tourism clients. In our opinion, a small airport network development is not even questionable, it is inevitable. We need to investigate and describe the airport network development process in an innovative way for the reason of having a complete role in business development.

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