



Operational management of Toulouse-Blagnac Airport

Depuis toujours un ciel d'avance



■ Toulouse-Blagnac presentation

- 7,5 m passengers (2013)
- 95650 MVT
- TLS is the 5th airport in France and a leading “business” airport
- 1st regional freight airport
- 64 check-in counters
- 16 security check-points
- Airport passenger capacity of up to 8.5 m
- 45 commercial aviation stands (17 jetways)
- 2 runways equipped with ILS

Depuis toujours un ciel d'avance



■ Toulouse-Blagnac presentation



Depuis toujours un ciel d'avance



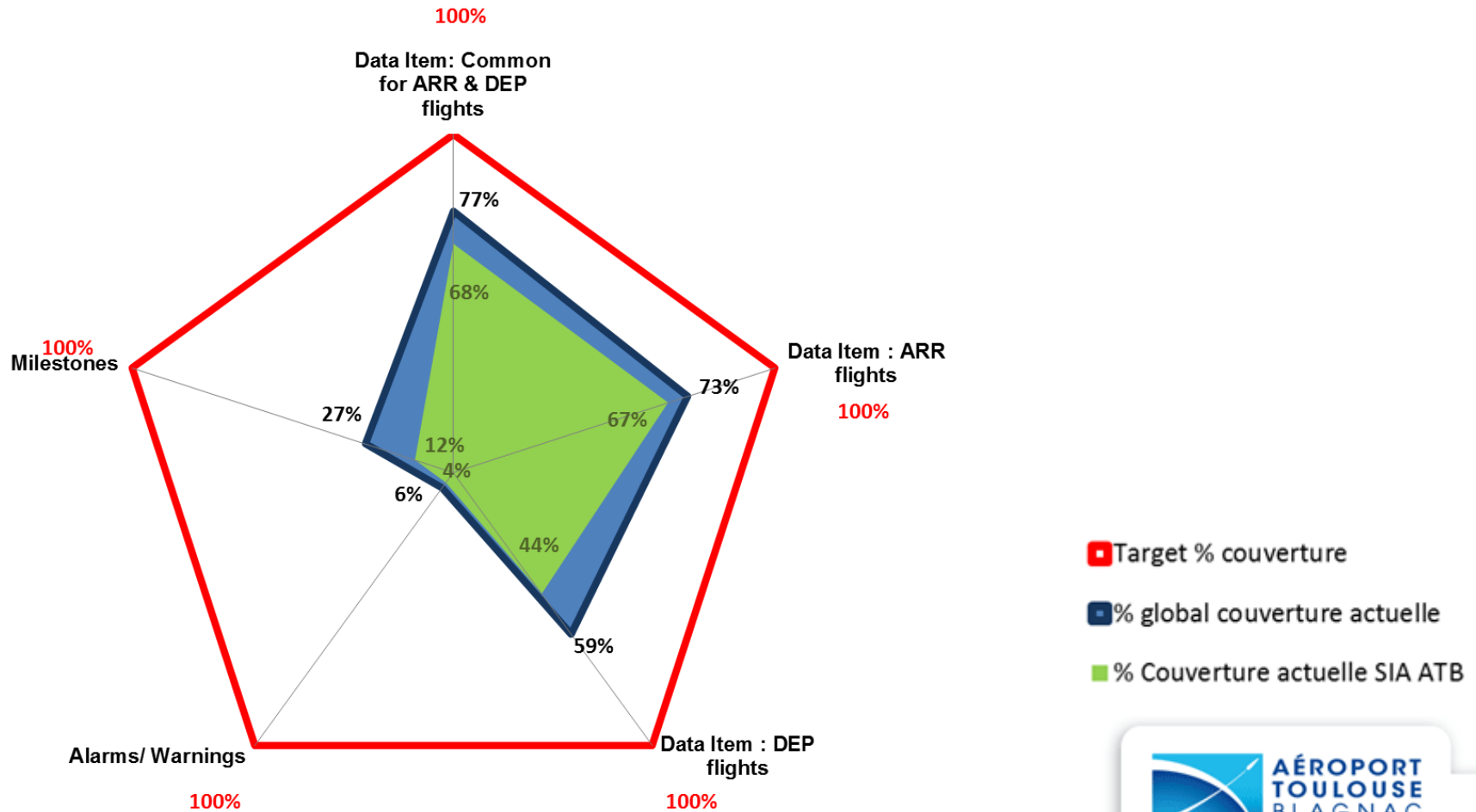
■ Toulouse-Blagnac vs CDM

- 1st study in 2011, goal was :
 - Learn the ACDM concept (information sharing, concept elements, 16 milestones, EOBT, ATOT, ALDT, AIBT, **TOBT**, **TSAT**, ...)
 - Establish contacts with French CAA, Eurocontrol
 - Work together with partners (Arpt, ATC, Airlines, Handlers, Météo France)
 - Establish a gap analysis

Depuis toujours un ciel d'avance



■ Gap Analysis Results



- Target % couverture
- % global couverture actuelle
- % Couverture actuelle SIA ATB



■ The benefits (Eurocontrol source)

- Enable to:
 - Improve planning and the utilisation of our resources
 - Recover quicker from adverse conditions
 - Improve punctuality
- Results
 - Save costs
 - Reduce emissions
 - Increase availability of en-route and airport capacity

Depuis toujours un ciel d'avance



■ Weaknesses - Difficulties 1 / 3

Some items are difficult to demonstrate to a steering committee (budget request) and partners.

E.g. :

- **Recover quicker**
- **Expected**
 - profits of up to €90 m
 - profit-to-cost ratio of up to 9:1
 - quick return of investment for all partners of 2 years
 - risk of financial loss practically non existent
- **Improve your image**
- **Increase availability of en-route and airport capacity**

So many statements that are difficult to demonstrate. Which financial/operational indicators is it possible to give?

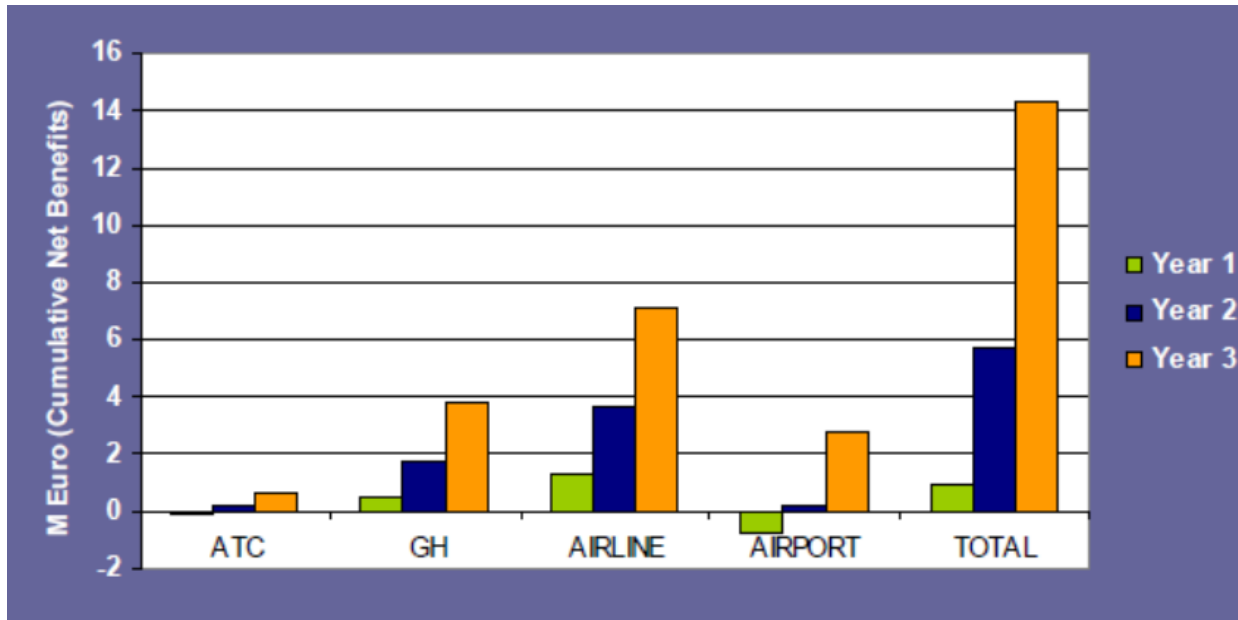
Depuis toujours un ciel d'avance



■ Weaknesses - Difficulties 2/3

Economic Data (Eurocontrol source)

Return of Investment



Depuis toujours un ciel d'avance



■ Weaknesses - Difficulties 3/3

- **Federate partners.**
- **CAA, Airlines, Handlers** do not have a budget.

We can do without an ACDM label, aren't we already working with ACDM methods? Many partners think so!

Depuis toujours un ciel d'avance



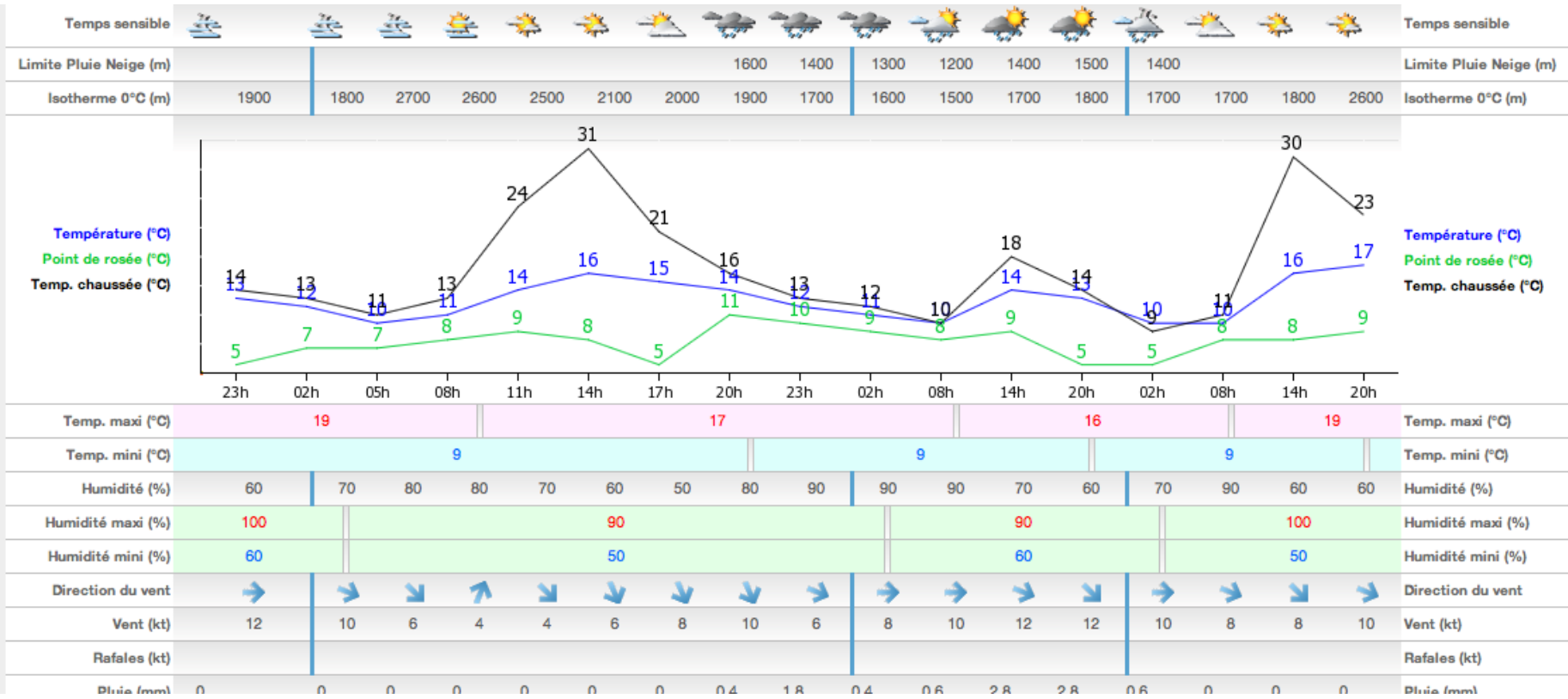
■ Example : adverse condition - Snow 1 / 2

- **Before :**
 - Annual MoU with partners and authorities
 - Annual MoU with land transport (SNCF, Tisseo) for passengers
 - Internal procedures
 - Weather extranet subscription (mobile phone alerts, email alerts)
- **During :**
 - Crisis meeting with partners and authorities
 - Steering Unit managed by ops managers on duty and CAA

Depuis toujours un ciel d'avance



Weather Extranet



Depuis toujours un ciel d'avance





■ Example : adverse condition - Snow 2/2

- **After :**
 - Closure crisis meeting
 - Impact analysis
 - Feedback
- **Ongoing difficulties:**
 - Flight monitoring during an event on another airport (eg. snow in Paris)
 - Lack of information from other airports, airlines & handlers which are overworked in these situations.
- **Plus :** MoU with authorities and partners (data exchange, ramp area management, manoeuvring area management ...)

Depuis toujours un ciel d'avance



Thank you for your attention!

Julien Doron-Puyrénier
33.5.61.42.45.50
j.doron@toulouse.aeroport.fr

