

Abstract

The dynamic development of aviation over the last thirty years, together with the constantly growing demand for air transport services, has pushed the existing aviation infrastructure to the limits of its operational capabilities and capacity. With time, the shortcomings and infrastructure maladjustment to the current market demand began to become visible.

Moreover, the uncontrolled growth of the aviation industry meant that all organizational and legal regulations became secondary to the development of the aviation market. The need to expand airports in the face of the lack of physical space turned out to be impossible.

This situation has led to placing the issues related to the safety of air transport in the first place of interest of entities directly and indirectly related to air transport, because the spatial location of airports and the use and development of areas directly adjacent to the airport area affect the safety of air operations and thus the safety of air transport. Over 83% of aviation incidents occur within the obstacle limitation surfaces (OLS). As shown by the analysis of data prepared by the Civil Aviation Authority: the number of general aviation aircraft, the number of pilots and the number of all air operations on the Polish aviation market over the last few years has been systematically growing, as has the number of aviation incidents.

As a result of the research, it was found that the actual state of development of real estates located in the immediate vicinity of airports significantly deviates from the ICAO recommendations and national aviation law regulations, which creates real conditions for undermining the level of safety of air transport in Poland.

On the basis of the obtained research results, it was determined that in order to increase the safety of air transport, including air operations, while maintaining the development potential of Polish controlled airports, long-term remedial actions should be developed and implemented, which will result in a synergy effect. This effect should be understood as a way to multiply the benefits resulting from the location of an airport in a given region by combining its various functions directly or indirectly related to air transport.