

Newsletter 2, December 2011

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GSA's Continuous Climb

www.greenairports.eu

Our Green Sustainable Airports project is a year underway and, we can now say, well and truly airborne. The GSA partners have been active on many fronts.

Baseline reports, currently being finalized, have been made on the subjects of environment-friendly de-icing measures, noise abatement and improving airport accessibility using sustainable forms of public transport.

At Billund they are planting willow trees – not only to reduce the hindrance caused by birds but also to produce bio-fuel for renewable energy. While Southend, Groningen-Eelde and Billund are all testing LED-lighting, Bremen is designing links between public transport and aviation data systems so that passengers can avail of a real time information system.

The partners' enthusiasm, combined with their will to achieve change, has caught the attention of other European organizations and the larger airports. DG MOVE, Eurocontrol, Airport Regions Conference, Oslo Airport, Helsinki Airport and Frankfurt Airport have all attended and contributed to the GSA seminars this year.

The first results are becoming apparent, ranging from small changes (e.g. environment-friendly adaptation of sanitary units) to larger plans (the design of a sustainably built hangar). However, these initial results are no reason for us to take it easier now. Small and medium sized



airports (SMAs) are characterized by their 'low resources and high ambitions'. The GSA cooperation allows the airports and their regions to achieve their ambitions. In aviation terms we can say: GSA has taken off in Continuous Climb Departure mode!

Ben L.J. van Os
GSA Project Manager

'The partners' enthusiasm, combined with their will to achieve change, has caught the attention of other European organizations and the larger airports.'

Groningen Airport Eelde is charging ahead!

November 2011 - Groningen Airport Eelde is one of the first regional airports to provide a charging point for electric vehicles. After the start-up formalities the charging pole was officially put into use by Councillor Harm Assies and Onno de Jong, Airport Manager at Groningen Airport Eelde.



The E-laad Association has started a pilot project to boost electric driving in the Netherlands. Groningen Airport Eelde is happy to participate in the rollout of several charging points for the E-laad Association, because promoting its green credentials is part of the airport's long term strategy -sustainability is of great importance on all fronts. Future plans also include sustainable road transport to and from the airport.

The charging point can be used free of 'charge'. In order to stimulate electric driving even more, Groningen Airport Eelde has also started a special campaign. People who own electric cars and go on holiday from Groningen Airport Eelde may connect their cars to the charger and then depart without having to worry about a thing. Once the car has been fully charged, the airport will park it and, to top all this, the passenger receives a 25% discount on the parking fee. This makes the return journey to the airport nice and relaxed.

Sustainability at the airport

Groningen Airport Eelde is working hard to make the airport as sustainable as possible on all fronts. Not only are new facilities constructed with the utmost consideration for sustainable solutions, but existing facilities are also being renovated in this way - making the airport ever 'greener'. Examples include sanitary facilities in the terminal which have been adjusted and approved for an ECO quality mark; the extension of the runway; and, of course, the charging point.

For further information please contact
Onno de Jong, o.dejong@gae.nl



'A Canterbury Tale' - GSA in Kent

The County of Kent, setting of *The Canterbury Tales* (a collection of stories written in the 14th century by Chaucer) played host during the GSA Conference on Public Transport Concepts & Regional Airports from 5th – 7th October.

It is recommended
that as passenger
numbers increase
public transport
improvements
are implemented
simultaneously.



GSA partners raise the flag at Manston Airport

Mr Bryan Sweetland, Kent County Council's Cabinet Member for Environment, Highways and Waste, opened the event, while GSA partners and delegates from the UK, Norway, Germany, Denmark, Belgium and the Netherlands each had their own tales to tell. By pooling these 'tales', i.e. exchanging knowledge, experience and visions for the future, the group focussed on finding integral solutions for greener public transport connections to regional airports.

Guest speakers included Mr Guiseppe Rizzo of DG MOVE and Ms Lea Bodassian of Airport Regions Conference (ARC) who both gave inspiring talks on intermodality and the reduction of carbon emissions. Consultants Mott MacDonald presented potential solutions to the gaps in public transport provision to the small and medium sized airports in the North Sea Region and shared best practice from other airports of comparable size. The potential of the small regional airport of Lydd (London Ashford) was shared with the other project partners.

Work on noise reduction was also discussed, which is particularly relevant to Manston as it looks to extend night flights.

Following the conference, delegates were taken on a tour of **Manston Airport** and considered how improving public transport access to Kent's international airport will reduce its carbon footprint. And, of course, to officially raise the GSA flag!

A report will be available shortly, including a toolkit, produced as a result of the study work on sustainable surface access to airports.

Deirdre Buist

Report on Airport Accessibility

Small to medium sized regional airports (SMAs) are considered essential for regional accessibility and competitiveness and it is therefore important that surface access enables the airports to function efficiently as part of the wider transport system. Airports have a concentration of activity that has the potential to achieve significant modal shift in favour of public transport - increased activity at the airports will up the demand for surface access.

Kent County Council, as an active partner in GSA's Work Package 4, commissioned a study into the public transport accessibility of SMAs in the North Sea Region.

The two key objectives of this study were:

- ✔ To identify the deficiencies in public transport surface connectivity
- ✔ To produce recommendations for solutions to the deficiencies

The study focuses on Kent's two airports: Manston (Kent's International Airport) and Lydd (London Ashford) Airport but also refers to GSA's other six airports, which provide a North Sea Region context. The consultants from Mott MacDonald reviewed existing airport policy and accessibility, interviewed stakeholders, analysed best practices and identified future surface access requirements.

It is often the case that growth in passenger numbers is aligned with improvements made to surface access, particularly in terms of new infrastructure. One of the key deficiencies identified was the lack of a rail service that can easily be accessed from the airport. For smaller airports the solution is not necessarily having their own rail station (due to the cost) but having good access to the most appropriate one. A lack of local busses serving the airport and nearby towns is another issue identified at some airports. Bus services can also be infrequent and not matched to flight timings and are also unlikely to be expanded unless there is sufficient commercial justification for doing so.

SMAs can proactively adopt travel planning as a mechanism to continually implement and manage a whole range of initiatives to improve surface access opportunities. A travel plan is not a solution in itself, but a means to an end - airports can achieve mode shift without significant levels of funding and other resources.

A gap analysis of each airport identified the transport schemes and measures that would be appropriate to develop, based on plans for airport expansion, growth in passenger numbers, available funding and suitable modes to promote. A lack of awareness of the available options is often a barrier to the use of sustainable modes of travel – this particularly applies to passengers from other areas with little local knowledge. Travel information in a range of languages, at the airport and on the airport's website, can encourage the use of sustainable modes.

For further information regarding the results of the Mott MacDonald report please contact Joseph.ratcliffe@kent.gov.uk





Partner Changes

Projects are dynamic and GSA is no different. Since the kick-off a year ago there have been some partnership changes. For example, EEDA and SEEDA, environmental organizations in the UK, no longer exist. We are very pleased to welcome the Institute for Sustainability (IfS) the National Physical Laboratory (NPL) in their place. The changes have been approved by the relevant national authorities and endorsed by the programme Steering Committee.

You can read more about IfS and NPL and their connection to the GSA project in our next newsletter.



Learning from the 'big players' – meeting with EUROCONTROL

In May 2011, the GSA partnership once more threw out a line... and caught a big fish! During preparations for the transnational seminar on noise abatement in Bremen, Alan Melrose of EUROCONTROL's environmental unit was quickly convinced to participate as external speaker. He more than happily shared his broad industry know-how and set the foundation for future cooperation.

To further strengthen the relationship, a small delegation of the GSA partners visited the EUROCONTROL centre in Brussels in mid-September - a very worthwhile trip. Indeed, Sharon Mahony, Environmental Manager and host of the meeting, spared no effort. During the one-day meeting, she had heads reeling as a variety of subjects passed the review, ranging from Airport Collaborative Decision Making to curved approaches and unmanned aircraft systems.

In its role as an independent European civil organization, EUROCONTROL maintains close relationships with national authorities, air navigation service providers, airports and other organizations. The experience and knowledge resulting from the diverse projects and business affairs, as well as the organization's third-party character, makes the cooperation such a valuable goldmine of information. Whatever the topic, helpful hints and on-site support are always available, without the airports

having to pull out their checkbooks. This applies in particular to the online tool SOPHOS, designed for sharing information and enabling Collaborative Environmental Management.

As if all this was not enough, the security gates to the operational unit were unlocked and the group got a behind the scenes view of handling 30,000 aircraft per day. Large-screen visualization shows comprehensive information gathering, depicting flight plan data, maps, surveillance videos, weather information and slot allocation data. The full potential of the Central Flow Management Unit was demonstrated - accompanied by lots of 'oohs' and 'aahs' - before the delegation headed back home from another constructive GSA meeting.

Anne – Lena Weise



What is ARC?

ARC representative Léa Bodossian was one of the expert speakers to join GSA partners and delegates at the international seminar on Public Transport Concepts & Regional Airport, hosted by Kent County Council on 5th October. Both she and Guiseppe Rizzo of DG MOVE gave inspiring talks on intermodality and the reduction of carbon emissions. By pooling knowledge, experience and visions for the future, the group focussed on finding integral solutions for greener public transport connections to regional airports.



The Airport Regions Conference (ARC) is an association of regional and local authorities across Europe with an international airport situated within or near its territory. It covers 33 member regions, representing more than 70 million people living close to an airport. Some 600 million passengers are using an ARC airport every year.

Ensuring the quality of life for its citizens, and the sustainability of aviation, is essential for the ARC. This implies maximizing the economic benefits of the airport, and minimizing the nuisance. The ARC members are committed to the reduction of noise and CO2 emissions.

The ARC study 'Climate Change and Surface Access' demonstrated that, nearby airports, the emissions due to accessing the airport account for 35 to 50% of the carbon emissions. The fact that airports (as infrastructure) only account for 7% and aeronautical activities for the remainder allows room for intervention of local authorities.

The subject was further explored through '15 ways to reduce carbon footprint in airport regions'. This study addresses the issue through concrete proposals to airports, airlines and authorities. It needs to be read together with a specific mathematical model, which allows authorities to assess the impact of one measure against another.

The studies are available upon request to ARC.

www.airportregions.org



The Green Sustainable Airport project was initiated by Groningen Airport Eelde (the Netherlands). The Province of Drenthe is responsible for project management and is acting as Lead Partner in cooperation with Groningen Airport Eelde. There are 17 partners and sub-partners from 6 countries in the North Sea Region. Each partner airport acts as a platform in the region for developing, testing, producing, monitoring and displaying innovative solutions and quick wins. The airports have a role as spindle between regional authorities, knowledge institutes and the business sector.

**On behalf of the GSA project partnership we wish you a 'green'
Christmas and 'sustainable' 2012!**

How to have a 'green' Christmas

Christmas does not have to be a burden on the environment. With a little effort and imagination, we can reduce the environmental impact of the holiday season.

A Few Tips:

Buy Less, Buy Smart, Think 'Green': locally made gifts, recycled material, re-gifting

Connect with Nature: family nature hike, decorate a tree for the birds

Lower the impact of holiday lighting: the house with the most lights used to be the 'best' but times have changed. Electricity drains natural resources. LED holiday lights use up to 95% less energy.

Choose a live tree: although plastic Christmas trees are reusable from year to year, real trees are the more sustainable choice

Source: www.eartheasy.com



Best wishes

The North Sea Region Programme
2007–2013



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