



AIRPORT REGIONS COUNCIL

The organisation of cities and regions
with an airport on their territories



Sergi Alegre Calero | Director General

Alexandra Covrig | Senior Project Manager



WHO ARE WE?



30+ member regions
70+ M residents
600+ pax/year

WHAT DO WE DO?



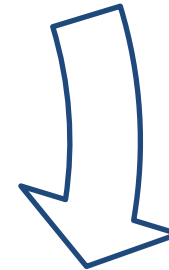
Best practices



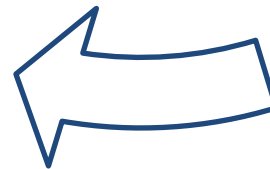
Representation



ARC
MEMBERS



Projects



Communication



PROJECTS



→ EU Green Deal, green airports, cross-fertilisation with TULIPS, STARGATE AND ALIGHT



→ Aviation Noise Impact Management through Novel Approaches



→ Landside Airport Accessibility

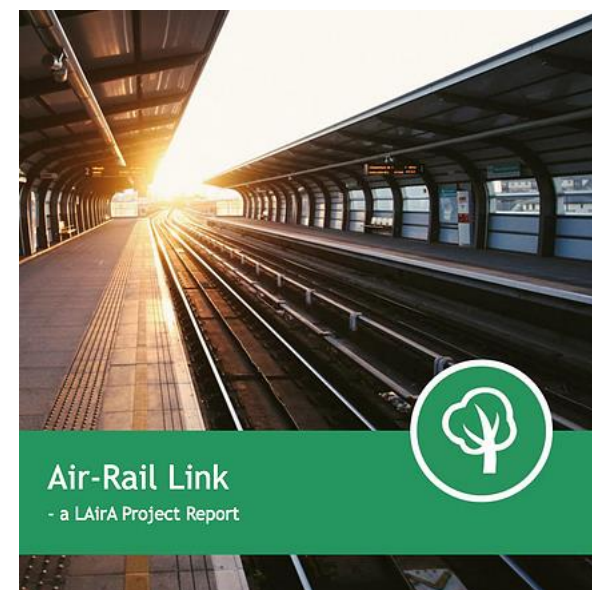


→ Regional employment and airport areas



→ Decarbonising Airport Regions

PUBLICATIONS



MOBILITY IS A KEY ASPECT OF THE RELATIONSHIPS BETWEEN ANY AIRPORT AND ANY TERRITORY

FOR THE AIRPORT

- ✓ An airport with sufficient runway, terminal and airspace capacity may not be able to be fully used if landside access is inadequate. Better landside access to the airport is an important part of the competitive position of airports and of airlines.
- ✓ Rail and coach access are also an important element for the much larger numbers of passengers from an airport's local catchment area.

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FOR THE REGION

- ✓ The access (**until today just land access**) to the airport is challenging from different aspects:
 - Accesibility to/from the region
 - Environment, especially air quality, CO2 emissions and noise pollution
 - Land planning and land use (**until today**)

CHARACTERISTICS OF AIRPORT AREAS MOBILITY LINKED DIRECTLY TO THE AIRPORT

- ✓ Passengers: infrequent trips by a relatively large number of people and high private and taxi usage levels due to the perceived convenience (time, comfort,)
- ✓ Employees: frequent trips by a relatively small number of people, very high private car usage due to dispersed nature of trip origins, working hours lying outside the times of public transport operations and subsidised free car parking.
- ✓ Visitors: four access/egress journeys (versus two normally) and may outnumber passengers in some cases.
- ✓ Deliveries to airport facilities, services and shops & restaurants: large number of vehicles during the night as is the moment with less activity

HOW TO HANDLE?

- ✓ Total engagement of regional and airport authorities
- ✓ Deep and updated knowledge of the demand
- ✓ Need to emphasize public environmentally friendly transportation for local, regional and national accessibility
- ✓ High level of performance
- ✓ Envision ground transportation from a passenger's point of view
- ✓ Incorporation of the constraints of employees

TOTAL ENGAGEMENT OF REGIONAL AND AIRPORT AUTHORITIES

1. Definition of all stakeholders, bring them at the same table
2. Designation of a leader
3. Coordination with the local and regional transport strategies

DEEP AND UPDATED KNOWLEDGE OF THE DEMAND

1. Identify and understand the needs of the different segments
2. Monitor the adequacy of the system with the development of the demand

AIRPORTS AND DRONES SPECIFITIES

- ✓ It looks quite clear that drones at airports will be used for passengers and some specific cargo
- ✓ They will have to be integrated in the air system
- ✓ The urban air service will have to be included in the “general overview” and criteria of mobility services
- ✓ Key: the access to the vertiport, at least for passengers, must be short consume of time and easy, if not, it will not be worthy

THANK YOU!

Alexandra Covrig

alexandra.covrig@airportregions.org