

European update

Emerging trends in Europe

May 2024



European Trends – Airport Environmental Management



Carbon Neutrality



Greening power



Noise



ESG/CSR
reporting



Community
engagement

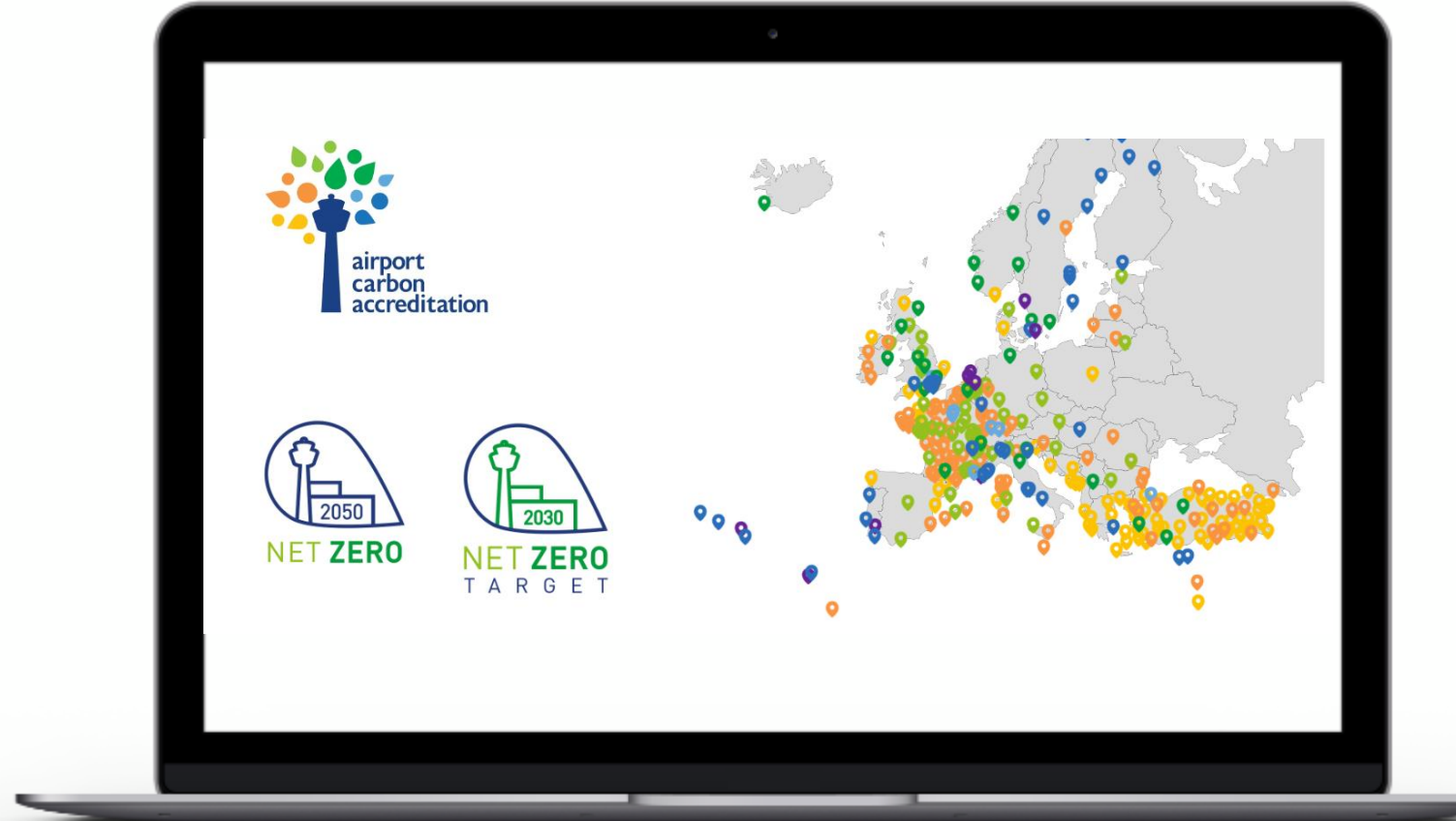


Airspace change

NetZero



- “Fit for 55” in 2030
- 10 European airports Level 5 certified (ACI ACA)
- Greening power



Noise – back again



- Night noise / BAR
 - Noise restrictions are becoming a major challenge for airports - Restrictions on night flights might also lead to a Day cap as a next step.
 - Direct and indirect impact
 - Missing Cost effective / Benefit insights - QoL
 - Competitive impact
 - Exporting noise
- Operational restrictions
 - Imposed without following regulations (Balanced Approach)
 - Example: AMS Cap on operations
 - Concern about WHO guidelines influence in decisions
- ACI Europe Noise Task Force developing a benchmarking

NEWS > MOBILITY

Brussels Airport late-night noise leaves residents hot and bothered

Aircraft noise disturbs more than 160,000 people, warns the Belgian Superior Health Council, which called for a ban on nighttime takeoffs and landings.

Court orders Dutch state to do more against Schiphol airport noise pollution

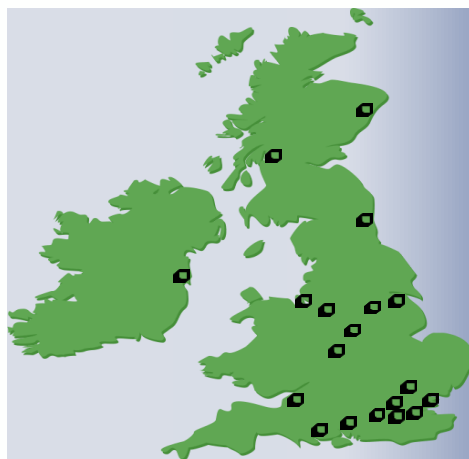
By Reuters

March 20, 2024 1:09 PM GMT+1 - Updated 2 months ago



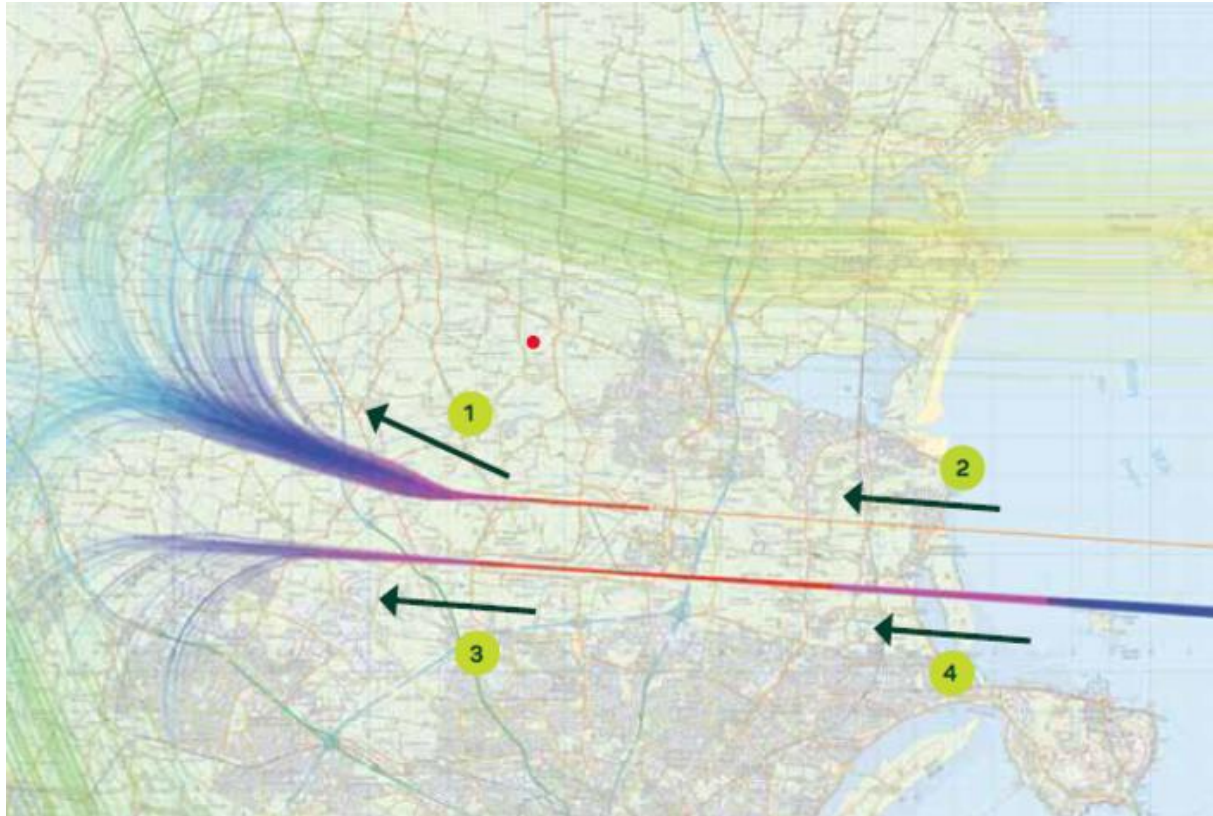
UK/IE Gathering

Heathrow – March 2024

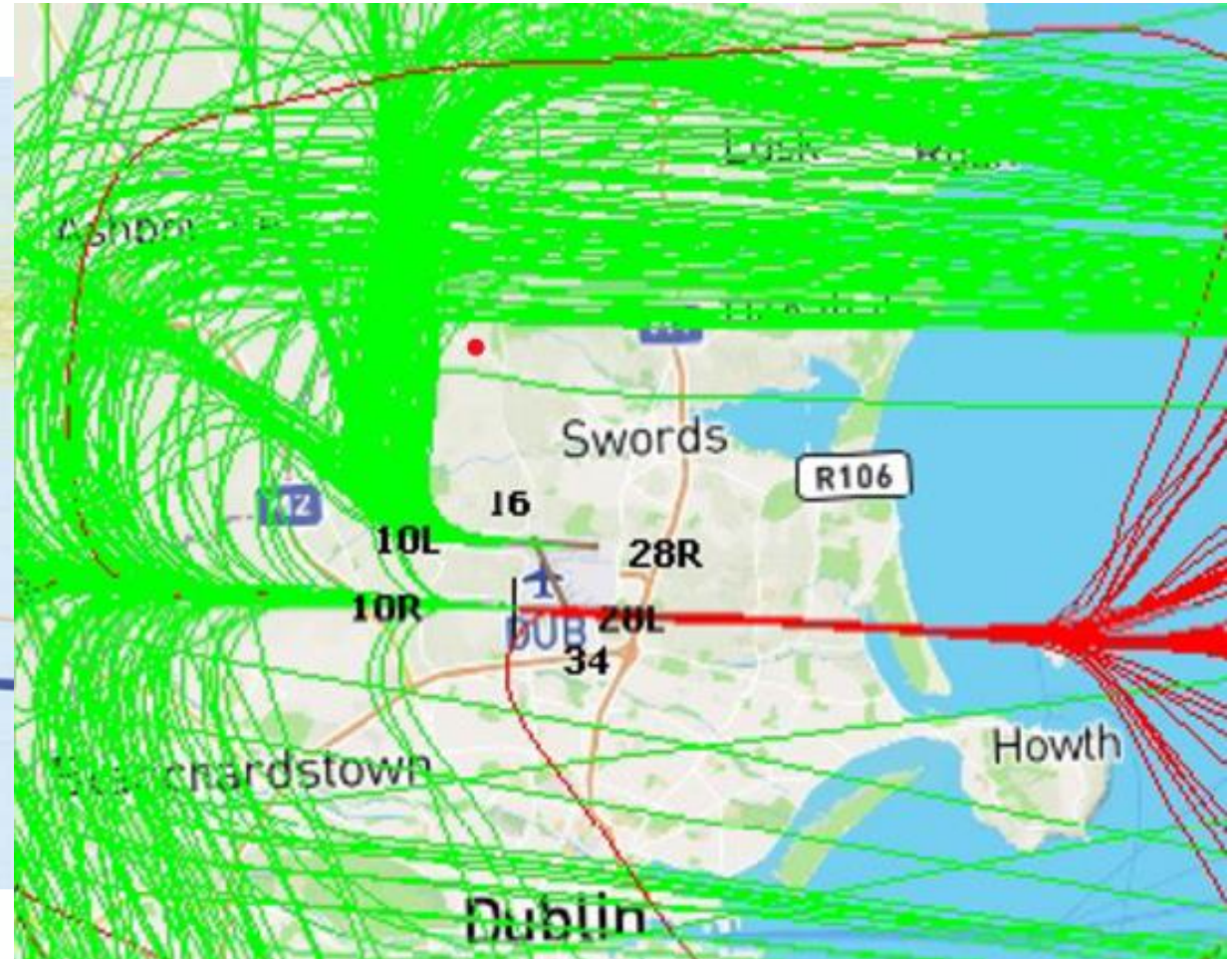




New North Runway – Flight Paths

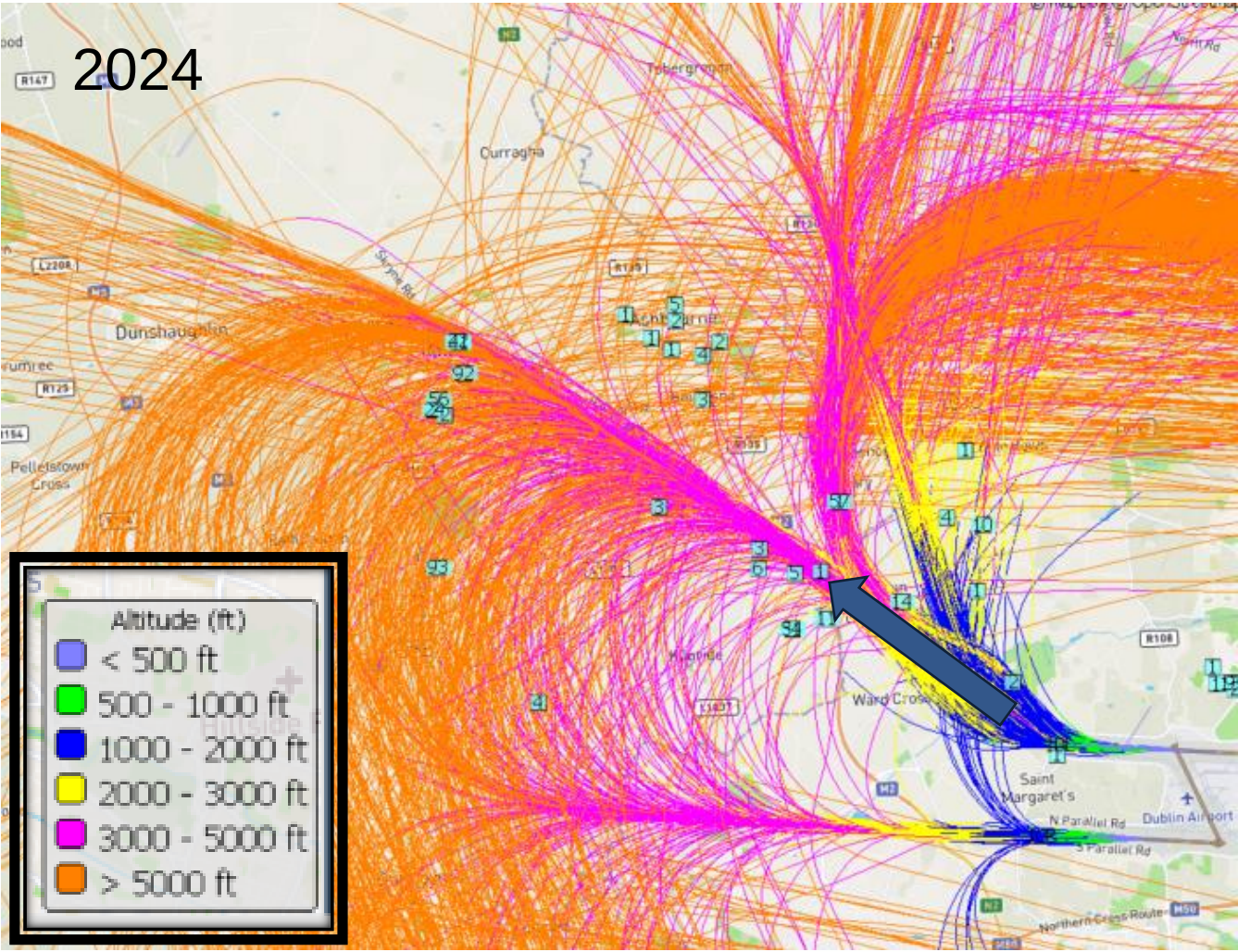
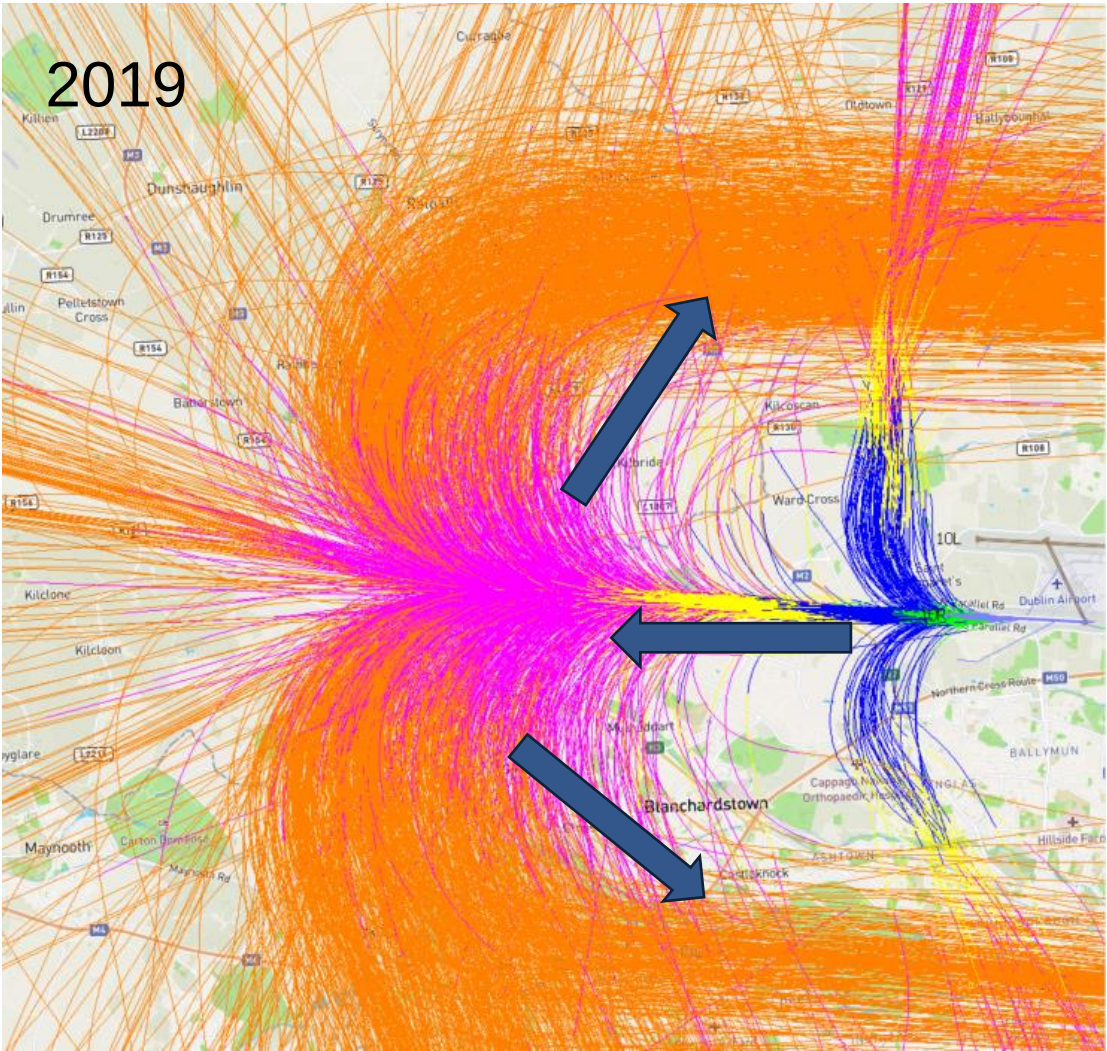


2016
Consultation



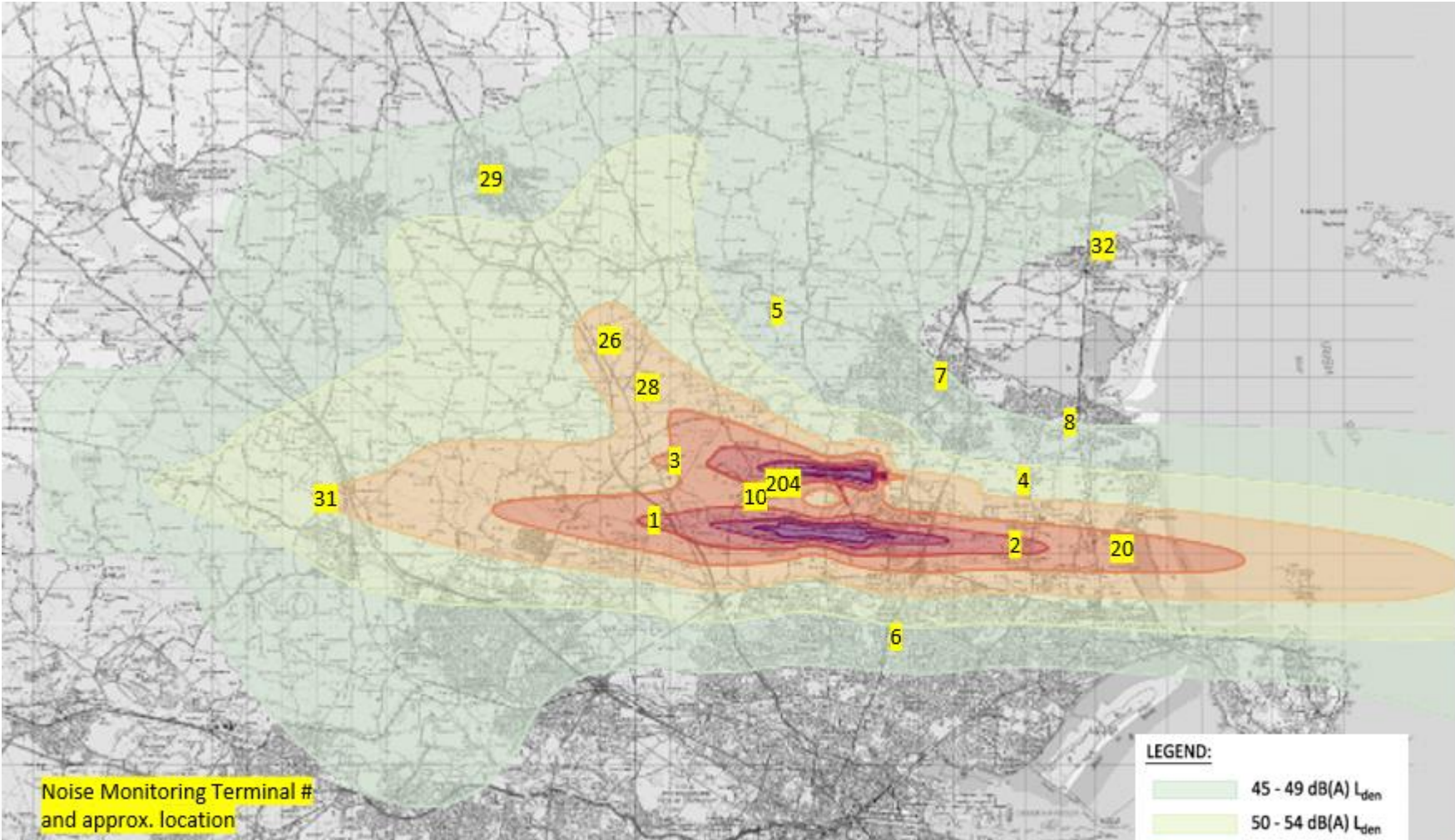
2022
Reality

Dublin Airport - Track Comparison 2019 v 2024



Measured (NMT) Lden vs Modelled (Noise Contour) Lden 2023

#	NMT Name	Lden	Lden 2023
1	Bay Lane	64	65
2	St Doolaghs	65	65
3	Bishopswood	58	60
4	Feltrim	51	54
5	Balcultry	47	49
6	St Davids	39	44
7	Swords	45	45
8	Malahide	38	46
10	St.Margarets Nat Sch	63	63
20	OP	63	63
26	Kilcoskan Nat Sch	59	58
27	Summerhill	32	38
28	Newpark	62	60
29	Ashbourne RC	46	49
30	Roundwood GAA	13	36
31	Dunboyne EMR	50	54
32	Donabate	0	45
33	Ardgillan	26	33
204	Milhead	65	67



Map of 2023 Lden Annual Noise contours

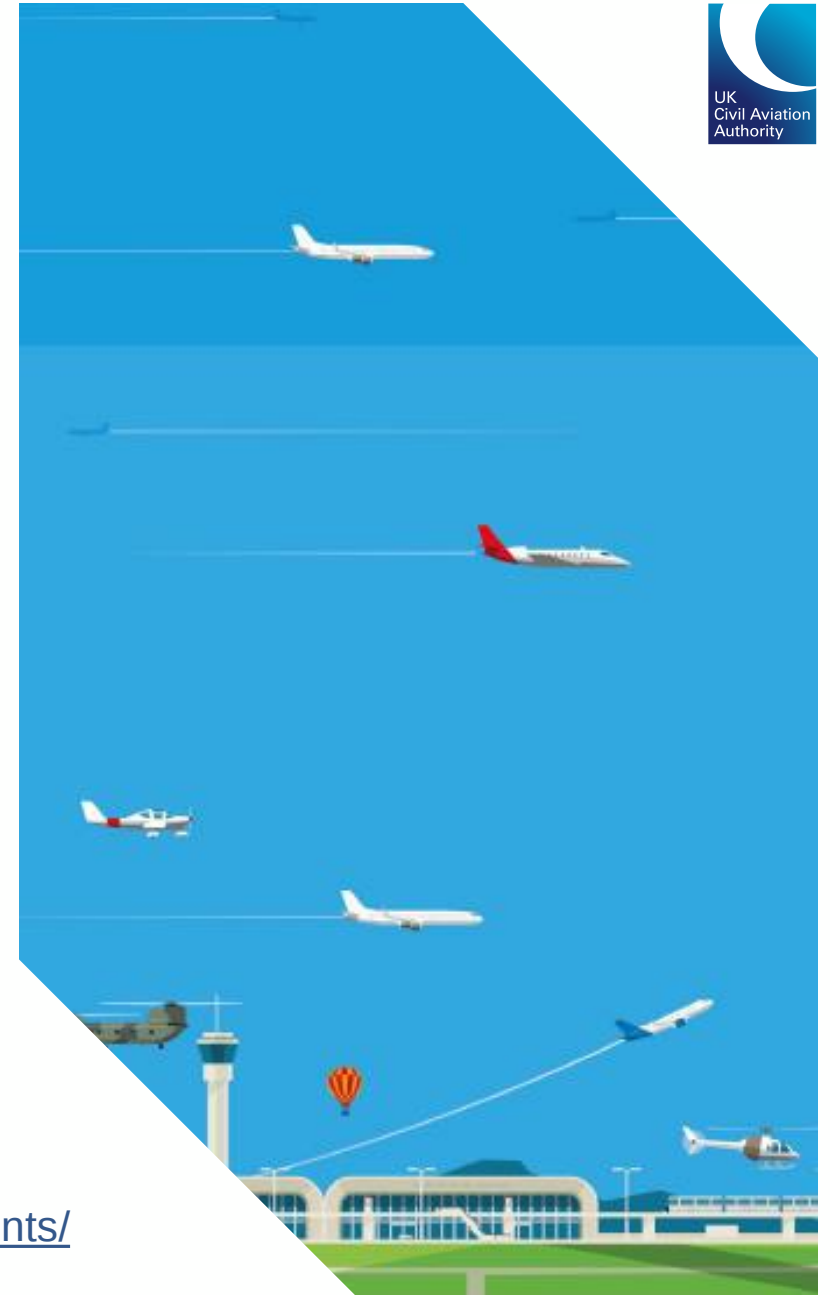
3 NMT (27, 30,33) are located outside this map's boundaries

CAP 1618

Airspace Information: transparency about airspace use and aircraft movements

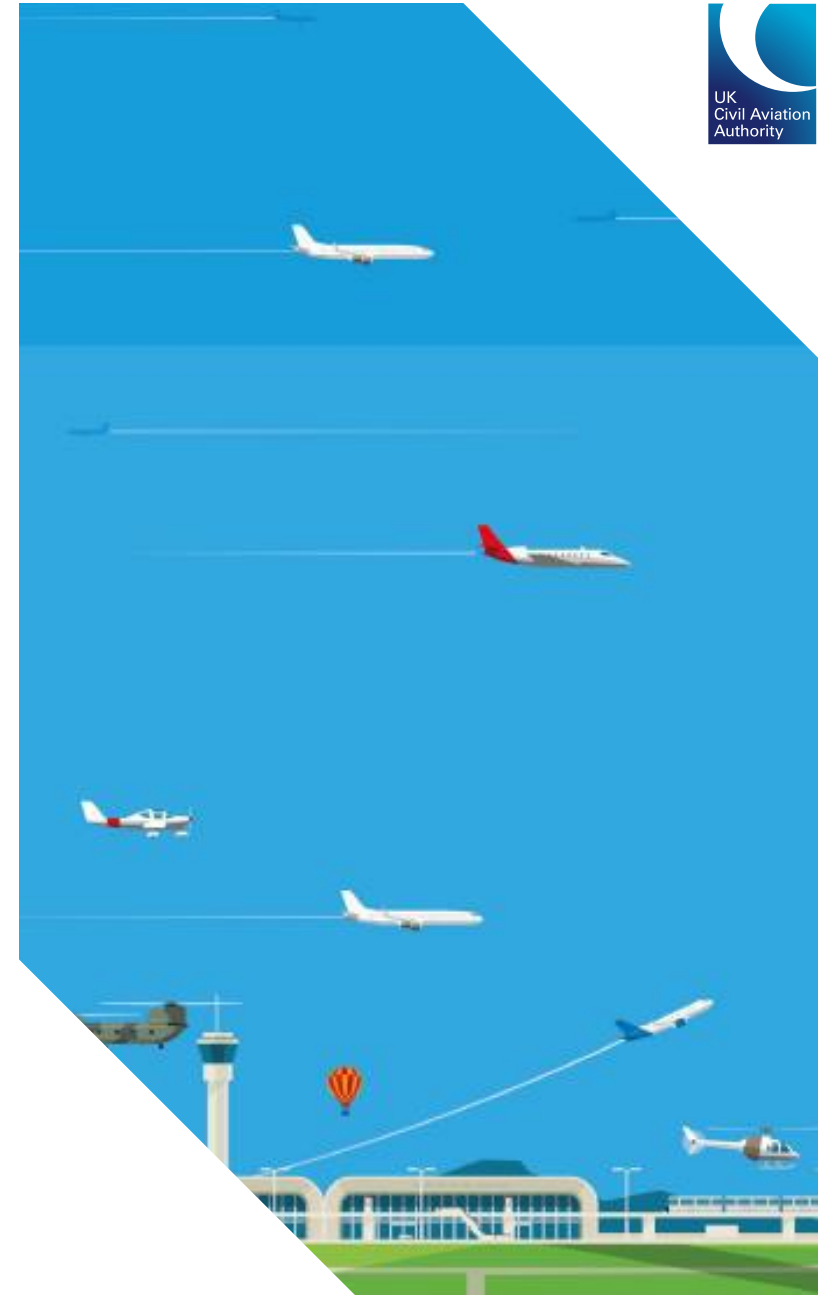
- CAP 1618 provides guidance for industry to give local communities better information about factors which may lead to a change of noise impact on the ground.
- Published as a separate document in October 2023, following a wider review of the Airspace Change Process.

More information at <https://www.caa.co.uk/commercial-industry/airspace/airspace-change/airspace-information-transparency-about-airspace-use-and-aircraft-movements/>



Examples of the types of information the public may benefit from

- Route networks by airlines/historic comparisons of route networks flown
- Regular depictions of how accurately aircraft are flying on flight-paths
- Aircraft types (e.g. for airport as a whole, for each airline, or for each route)
- League tables of airline operational performance
- Historic data on weather conditions/runway utilisation
- Changes made to airlines SOPs
- Existing constraints on airline operations
- Tracks flown by aircraft, the numbers of flights, and altitude data

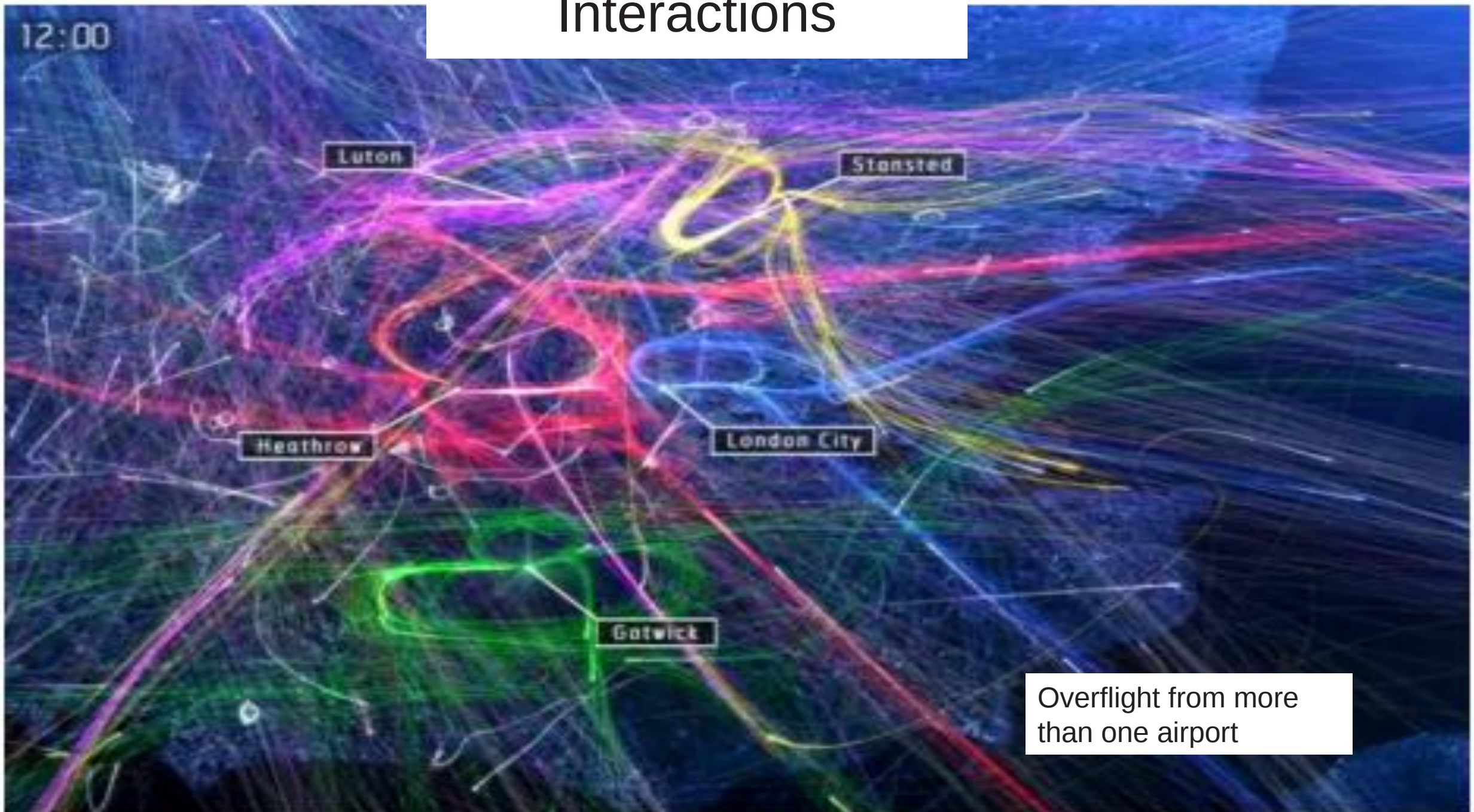


Informal survey of online flight-tracking sites for 17 UK airports

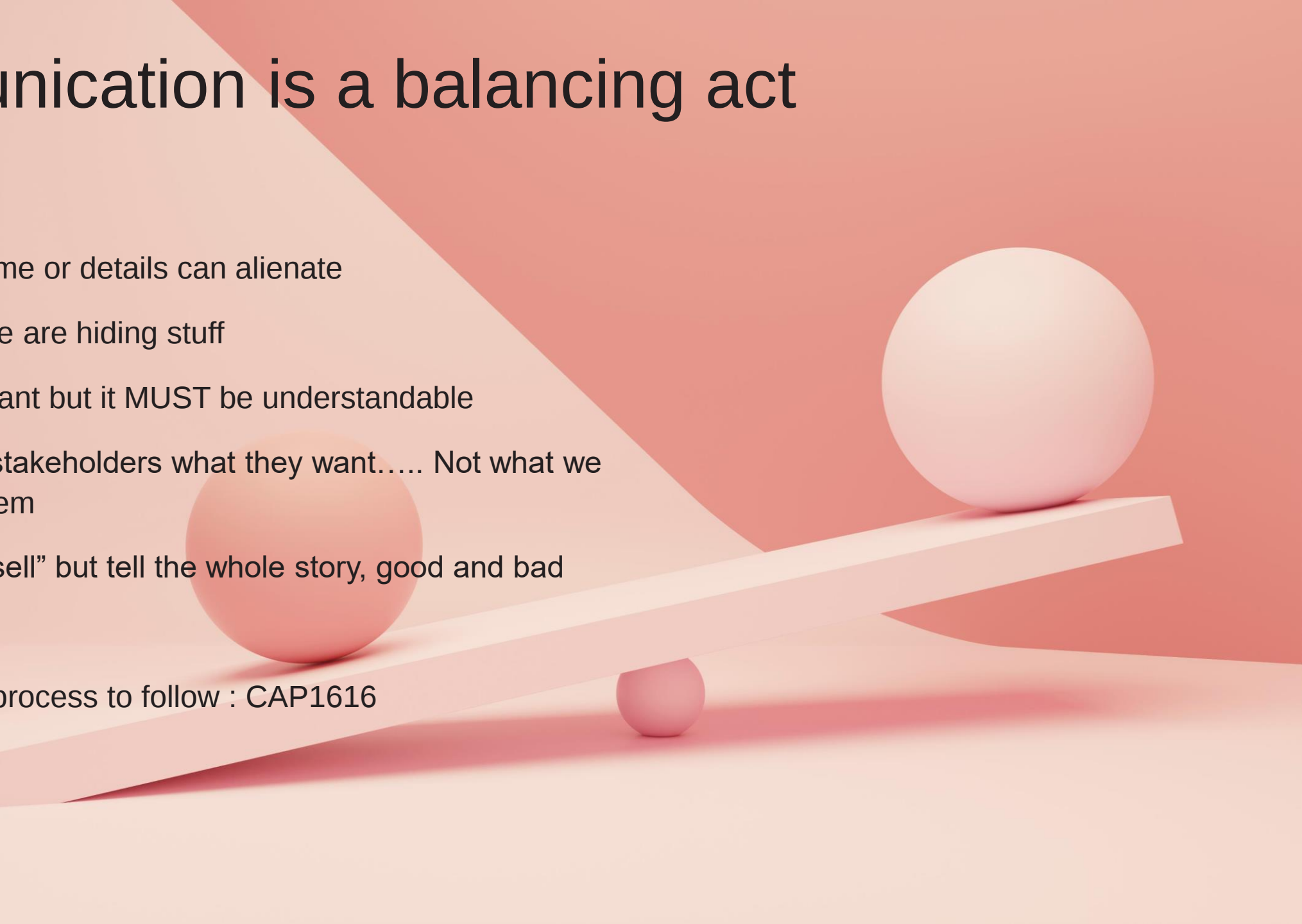
[illegible]

A detailed aeronautical chart of the London area, showing various airspace boundaries and altitudes. The chart includes labels for CTA 1, CTA 2, CTA 3, CTA 4, CTA 5, CTA 7, CTA 8, CTR 1, and CTR 2. It also shows various airports, navigation aids, and communication frequencies. The text "Airspace Change" is overlaid in the center.

Interactions



Communication is a balancing act



Too much volume or details can alienate

Too little and we are hiding stuff

Detail is important but it MUST be understandable

We must give stakeholders what they want..... Not what we want to give them

We shouldn't "sell" but tell the whole story, good and bad

UK regulatory process to follow : CAP1616

Communication for the multiple airport sponsor scenario

What is coordinated consultation?

A real risk of confusion

Different data sets

Different needs

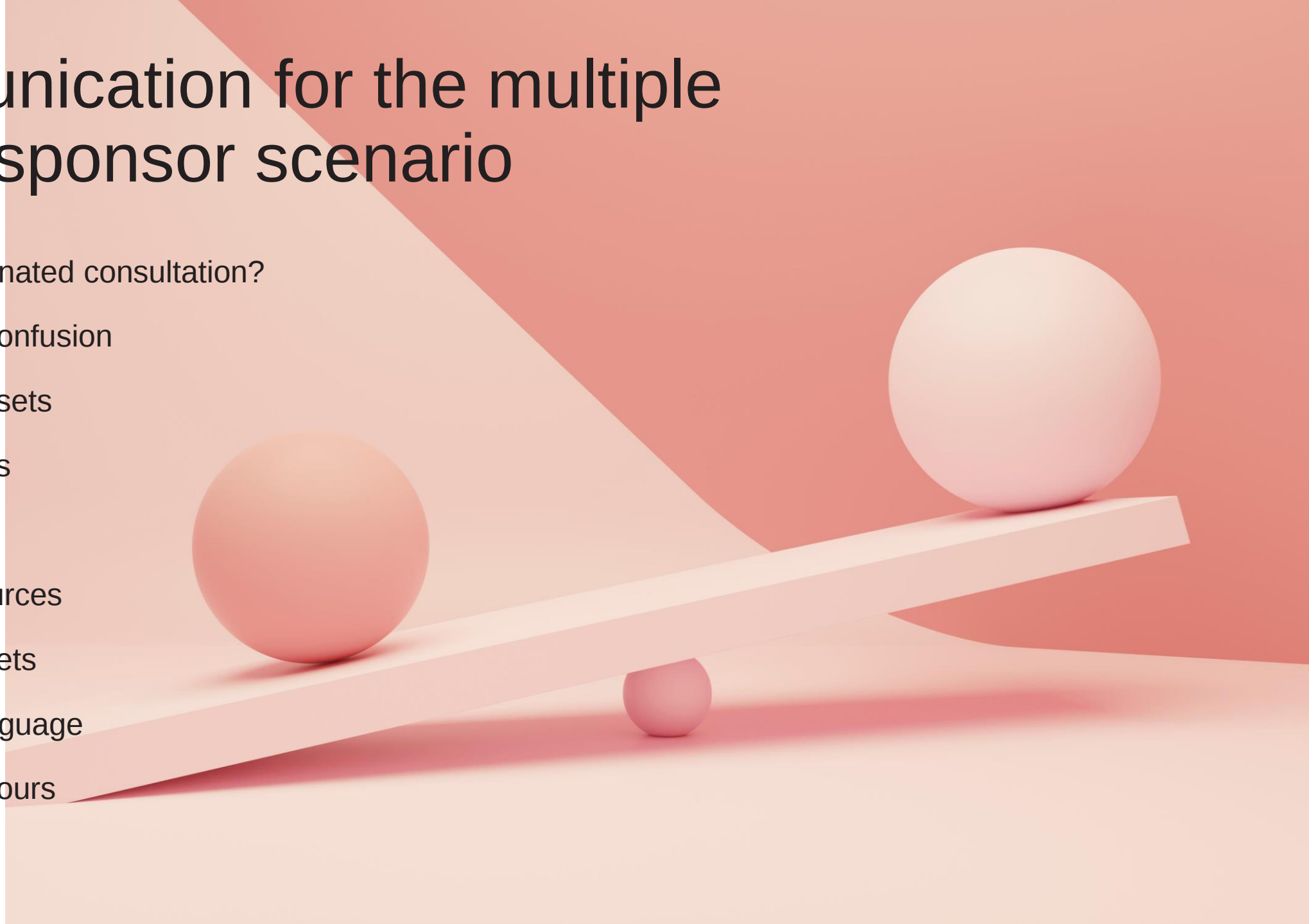
Different tools

Different resources

Different budgets

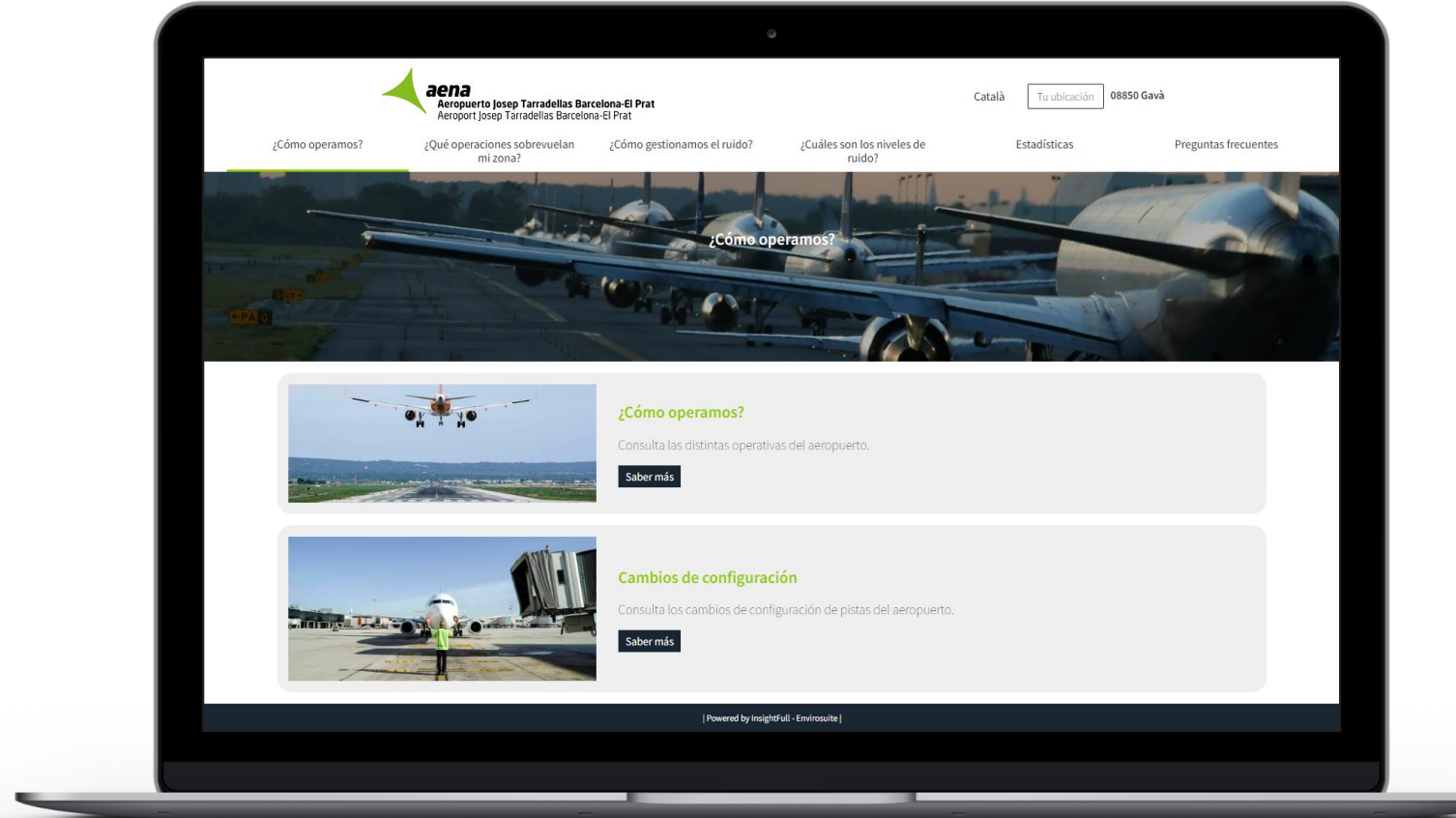
Consistent language

Consistent colours



InsightFull

AENA BCN



Why?

- Improving the community engagement

0

Challenges faced

1

Old pdf reports

2

Low engagement

3

Detached from new generations

4

Static information

5

Recurrent complaints

Communities want more innovative solutions



InsightFull - Improving the community engagement

Facilitating the conversation with the communities



Showing specific data for each Community.
Focus on “my location”



Answering recurring complaints.
Educative focus



Interactive communication



Global repository for Noise, GHG.
Full transparency



Bringing a global environmental management closer to communities



Thank you

