

1994 - 2024



YEARS IN ACTION





I hope you will agree with me that 30 years in the life of a person or, in this case, an organisation, is an important span of time. It's time enough to prove capacities, qualities, levels of initiative, levels of resilience and, most importantly in my opinion, the mere *raison d'être*. This is especially significant for organisations like Airport Regions Council, whose existence is based on the will of its members to belong.

ARC was born primarily with the idea of becoming a network of politicians and staff from local, metropolitan, and regional administrations to share their ideas and approaches to the main aspects of the relationships between territories and airports. It was established at a time when no one expected the growth of aviation, linked with the explosion of the so-called low-cost carriers, the incorporation of almost all countries of the former Soviet bloc into the European Union, and the abolishment of economic and administrative barriers—mainly the emergence of the Euro and the Schengen area—and the increasing importance in all aspects of our lives of the European institutions. Therefore, during these years, ARC has evolved into an organisation perfectly recognised with a distinct personality at the heart of the European aviation and airport ecosystem. An organisation with the capacity to work together with the major public and private players in EU-funded projects, to participate in key EU initiatives, to share common initiatives with private stakeholders, and to develop proposals.

Of course, and without any doubt, the success of ARC during its 30 years is based on its people. Starting from all members, around 90, to the last trainee who has collaborated with us, from the persons that volunteered to take on the responsibilities of the governance of our organisation—presidents, vice-presidents, and members of the Executive Committee—to all those who have been part of our secretariat. All of them have contributed to the success of ARC; all of them have facilitated that ARC has always been a kind of family without internal or external crises. Let me, please, deeply thank all of them for their commitment.

Finally, as in all aspects of life, the success of the past doesn't guarantee the success of the future. Therefore, the celebration of our 30th anniversary implies a reinforcement of our commitment to keep working as much as possible in supporting our members to reach their/our common goal: to improve the quality of life for the citizens of airport regions in Europe. With this idea in mind, we promise to work for the next 30 years.

Erich Valentin
ARC President



ARC'S Vision and Goals

The aviation industry is one of the many sectors that constitute an essential global economic and human development element.

It supports the rise in connectivity between cities, regions, and countries to enable the flow of goods, people, capital, and technology.

With this, the airline sector certainly plays a fundamental role in society, but it also has its own fair share of challenges. We understand that usually, an airport is the most significant economic source for our member regions. It provides a high commercial drive for the regions around and surrounding communities and the fastest connection to other regions, but it also brings many challenges such as mobility, air pollution, territorial integration, and others. Understandably, every region has its main matters of interest and priorities. Since its inception, Airport Regions Council (ARC) has had the vision to work together with public authorities and private stakeholders towards an EU that is beneficial for all in the airport and aviation sector.

Therefore, the final goal of ARC is to promote and acknowledge the idea that airport regions can and should be able to influence the activity of their airports. These influences can range from positive to adverse outcomes related to connectivity, economy, environment, urban planning, and many other areas, such as drones.

The main work of ARC is focused on two key activities:

1. To promote our positions to be considered by the policymakers (European Commission and European Parliament) and the rest of the stakeholders. Therefore, we inform them of our position on any relevant issue and promote the concept that all airport/aviation activities must have a European framework but should be dealt with, as much as possible, at the regional level, considering the positions of the regional administrations (principle of subsidiarity).
2. To provide knowledge to our members about best practices, positions, and ideas on issues related to their relationship with the airport. Besides the decisions adopted at the European level, at the end of the day, every airport region must deal with its own reality. That's why our members need knowledge to have the best initial position when they sit with the airport authorities, be they private, state-owned, or both.

Much of this knowledge is created by ARC in three specific ways: our bi-annual conferences on specific themes with key speakers, development of specific studies and reports, and, most importantly, participation in EU-funded projects as full members or as members of the Advisory Board.



THANK YOU FOR YOUR ATTENTION



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Years of
Experience

QUESTA

Our Brief History

Airport Regions Council was created in 1994 by several local and regional authorities, namely Barcelona, Canary Islands, Amsterdam, and Sussex County Council, among others.

The main feature was sharing information, approaches, and best practices related to the existence of important airports in their territories.

This was already the case in some of the regions and an expected future situation in others. It is necessary to remember that this was the time of the liberalisation of aviation in Europe: airports and airlines up until this moment had been fully in the hands of the national authorities.

The will of the founders was to create a lightly administered network; therefore, it was named Airport Regions Conference. The idea was to meet from time to time to exchange and share information and points of view. That is why no administrative structure or even an office was established. The position of Secretary-General—the only staff person—was provided by the city/region holding the presidency. Therefore, he/she was someone from the regional staff with this extra responsibility in addition to his/her regular tasks.

This situation changed with the convergence of two trends: a) the further development of the EU, which implied that more and more decisions (laws, directives, programmes, etc.) that have a direct impact on airport/aviation activities were decided

in Brussels, and b) the growth and strength of ARC as such, with more members and greater commitment.

Due to this situation and thanks to the region of West Sweden, ARC could open its first permanent office at the venue at the Swedish house in Brussels (Rue Luxembourg) and, on the other hand, could get the work of a Secretary General with half-time work.

Thanks to the work of Mr. Bengt Christensen, Secretary General, and the impetus of the president at that time, Ms. Devitt, after a few years more work was required, and ARC agreed with West Sweden to obtain an additional 25% of Mr. Christensen's working time, paid directly by ARC.





This arrangement continued for some time, but the need for increased working time for the Secretary General and the end of the agreement with West Sweden meant that ARC would have for the first time a 100% full-time Secretary General paid by the organisation. The new position was held by Ms. Lea Bodosian. During her collaboration with ARC, she promoted active participation in EU-funded projects, the implementation and development of a communication strategy and, last but not least, the change of venue to the Hessen representation (Rue Montoyer 21) with the support of one of our key members, Frankfurt Metropole Government.

Finally, since 2018, under the presidency of Mr. Erich Valentin and the direction of Mr. Sergi Alegre as Director General, ARC has reached its current situation of five permanent staff members, participation in several EU-funded projects and all EU aviation initiatives, and a robust communication action plan.



Our Work - Events

ARC has established itself as the hub of knowledge, cross-fertilisation, and dissemination of relationships between airports, aviation, and territories.

This long-term goal allows ARC and its members to have a consolidated position that facilitates advocacy work at the EU level and in every concrete place. Over its 30 years, the organisation of public events, mainly conferences, has been one of the key drivers enabling ARC to be known, facilitate contacts with stakeholders, meet colleagues, and, of course, gain knowledge based on best practices on the main topics of the relationships between airport regions, airports, and airlines.

A non-exhaustive list of some of the events illustrates the range and ambition of ARC conferences:

- Airport Regions Dealing with Old and New Challenges in a Changing World
- Greening Aviation and Airports: The Regional Perspective
- Future-Proof Aviation for All: Airports, Airlines, and Regions Working Together for Common Good
- ARC-UIC2 Workshop on Urban Air Mobility
- Airports and their Communities; Aviation Safety, Its Impact on Local Communities
- SAF, Challenges and Opportunities for Airlines, Airports, Industry, and Regions
- No Way Out: Greening Aviation and Airports Together
- Urban Air Mobility: Preparing for (Very) Near Future
- European Airports are Engines for Growth: Make the Most of Your Region's Airport
- Night Flights in Europe: Towards Legislation
- Regions and Airports: A Shared Recovery
- DREAAM Practices for Employment in Airport Areas
- Cities and Metropolitan Airport Areas: Looking for New Approaches
- Governance in Airport Regions: Dialogue is Paramount for Building Consensus
- Smart and Low Carbon Mobility: Crucial for Achieving Climate Goals, Decarbonising Airports
- The Airport in the Community
- Airport Access: A Success for Air-Rail Intermodality

Our Work - EU Projects

Being a member of an important number of EU-funded projects allows ARC to know and share not only the best practices on the main topics of the relationships between airports and territories but also to anticipate them.

And, last but not least, to be able to share and convert part of this knowledge into services for our members and for all local and regional administrations, and to consolidate our visibility within the airport and aviation ecosystems.

Participation as Partners in EU-Funded Projects:

- ANIMA (Aviation Noise Impact Management through Novel Approaches)
- dAIR (Decarbonising Airport Regions)
- DREAAM (Development of Regional Employment and Airport Areas Manpower)
- LaiRA (Landside Airports Accessibility)
- MultiModX (Integrated Passenger-Centric Planning of Multimodal Transport Networks)
- OLGA (hOListic Green Airports)
- PRIAM (Planning Regional-Scale Operations for Innovative Air Mobility)
- PULSAR (Propelling European Leadership through Synergising Aviation Research)
- SAMVA (SBAS Adoption in Multicopter VTOL Aircraft)

Participation as Members of the Advisory Board in EU-Funded Projects:

- ALIGHT
- ASSURED
- AURORA
- ENGAGE 2
- INDIGO
- MAIA
- MUSE
- NEEDED
- SYN+AIR
- U-ELCOME
- X-TEAM D2D





ARC Committed to Europe's Aviation Ecosystem and Its Stakeholders

ARC has always understood and defended that if aviation and airport activities are based on the work of different partners, in order to reach good EU aviation and airport activities for all, this can only be achieved through the intense collaboration of all public and private stakeholders.

Therefore, ARC has stimulated, from both theoretical and practical perspectives, common work, sharing of information, and the creation of common goals.

As a result, ARC is a member of most EU initiatives or institutions:

- Alliance for Zero-Emission Aviation
- Cepsa Foundation
- Comité des Parties Prenantes of the Group Aéroports de Paris
- Environmental Group of ECAC (European Civil Aviation Conference)
- Eurocontrol FlyingGreen Stakeholder Engagement and Consultation Group
- Renewable and Low-Carbon Fuels Value Chain Industrial Alliance
- SESAR Annual Conference
- Spanish Centre of Excellence on Aviation
- Zero Pollution Stakeholder Platform

Together with this general work, ARC has signed Memorandums of Understanding with a variety of partners in recent years:

- En-Visa
- EUROCONTROL
- Heathrow Strategic Planning Group
- Metropolis (worldwide association of metropolises)

Last but not least, ARC is proud to collaborate on a regular basis with some of the main conferences at the European level: Passenger Terminal Conference, Sustainable Aviation Fuels for Europe, and World Aviation Festival.



Communicating and Disseminating for All

Since the beginning of its development, ARC established communication as one of the key elements of its activities. Communication is the basis for getting our goals, positions, and actions known by public and private stakeholders. Communication is the foundation for being recognised, for gaining new members, and for disseminating our knowledge.

Therefore, over these 30 years, ARC has developed numerous actions including a modern and attractive website (1,400 users yearly), a bi-monthly newsletter (2,500 subscribers), a LinkedIn account (1,230 followers), an X account (former Twitter) (3,340 followers), and, mainly, a vast range of publications focused on aspects of the relationships between territories and airports.



TOGETHER FOR SUSTAINABLE AVIATION

A glimpse into European collaborative research
efforts on aviation emissions and noise

2023

REGIONAL STRATEGY

Airport & Aviation

AIRPORT INDEX



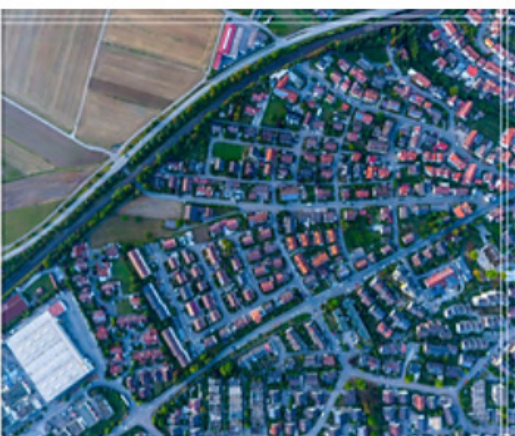
AIRPORT GOVERNANCE

AN INTERNATIONAL APPROACH



Aviation Noise Impact Management

Technologies, Regulations, and Societal
Well-being in Europe



FUNDING FOR AIRPORT REGIONS



Electric Mobility Action Plan

WAYFINDING AT AIRPORTS

- a LAIRA Project Report -



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