‘Creating competitive airport regions, in which economic development and improvement of quality of life are equally balanced’

Improve quality of life in airport regions by means of regional initiatives and policies, at the same time ensuring a level playing field in Europe for airports and airport regions

QUALITY OF LIFE IN AIRPORT REGIONS

Strategic guidelines

Conclusions and recommendations

QLAIR
QUALITY OF LIFE IN AIRPORT REGIONS

ARC
AIRPORT REGIONS CONFERENCE

CONTENT

QLAIR QUALITY OF LIFE IN AIRPORT REGIONS

ARC AIRPORT REGIONS CONFERENCE

STRATAGEM

Provincie Noord-Holland

gemeente Haarlemmermeer

Planungsverband Ballungsraum Frankfurt/Rhein-Main

Ajuntament del Prat de Llobregat

Fingal County Council
Comhairle Contae Fhine Gall

Mazovia. heart of Poland

VANTAAN KAUPUNKI CITY OF VANTAA

west sussex county council

IAU INSTITUT D'AMÉNAGEMENT ET D'URBANISME ÎLE-DE-FRANCE

QUALITY OF LIFE IN AIRPORT REGIONS, WHAT IS IT ABOUT?

The airport regions in Europe are playing a significant role in enabling the economic growth and integration of Europe. The local as well as regional authorities within the airport regions have a political responsibility to balance airport development with the need for acceptable living conditions for the residents living in the vicinity of airports.

Many airport regions need to find new ways of improving the quality of life around their airports. This can be achieved by learning from best practices, and through dialogue with all stakeholders. This is essential as airport development cannot be isolated from socio-economic and spatial development in the region.

Joint actions on a European scale are an important step towards strengthening a level playing field for airport development. A good and attractive airport region will attract international companies that can foster economic growth and strengthen its competitive (economic) position.

The Quality of Life in Airport Regions (QLAIR) project was initiated in 2007 by the Province of Noord-Holland and the municipality of Haarlemmermeer. A group of airport regions, all members of the Airport Regions Conference (ARC), has completed a number of projects which resulted in recommendations for improving the quality of life for citizens in the region.

The conclusions of QLAIR highlight future issues and actions that aim to create a better balance between airport and aviation development on the one hand and sustainable social, spatial and economic development of the region on the other hand. The results of the QLAIR initiative are in line with the notion that Europe's future competitive position is directly linked with its ability to create high added value, innovative and research-based economic sectors that are spread over various regions and are able to compete in the global market. The perspective of interregional cooperation has produced new inspiration for mainstream programs which link the European policy level with regional and local levels.

ARC PROMOTES

inclusion of quality of life issues in airport policies, cooperation and exchange of knowledge execution of the recommendations and proposed actions

A number of issues need more attention for the improvement of quality of life in airport regions. On each issue there has been an exchange of best practices within ARC's QLAIR project. These included a search for innovative policies, development of new knowledge, and the identification of practical steps to increase acceptance.

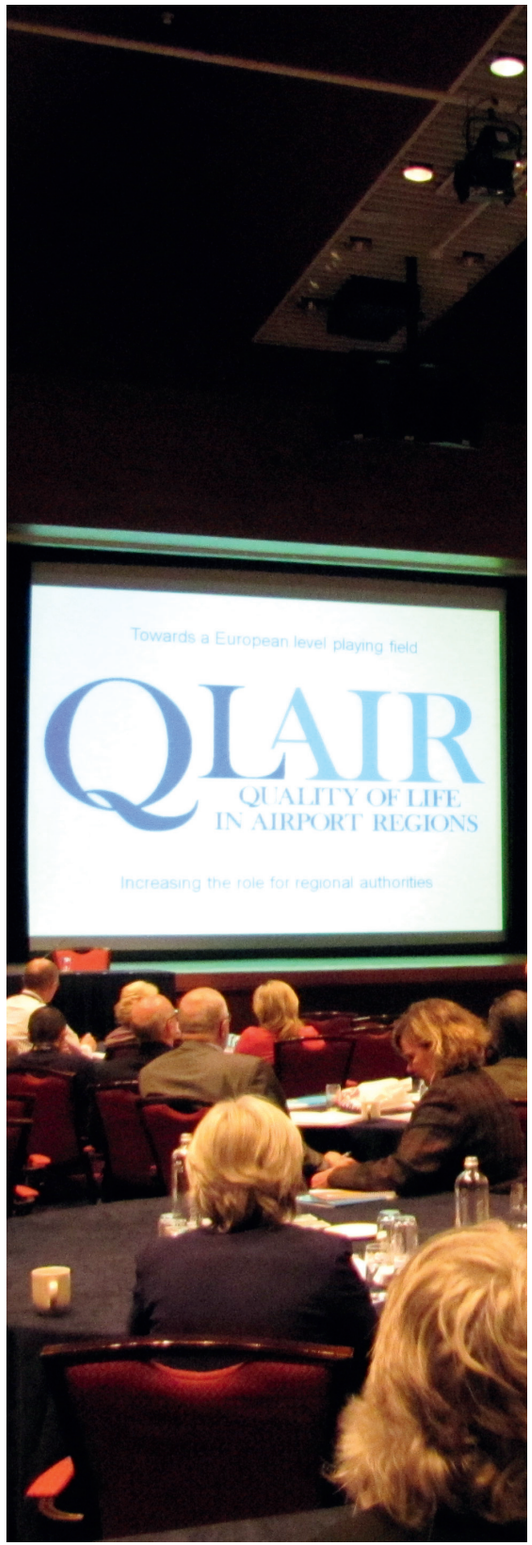
The QLAIR project partners present the main conclusions and recommendations. They hope that the findings will contribute to a new and better approach in airport regions in order to balance economic and airport development on one hand and improvement of quality of life on the other. ARC will continue to promote the conclusions and recommendations to the wider European community, the aviation industry and other airport regions in Europe.

Local issues, on a European scale

Quality of Life in Airport Regions concerns people in various roles and positions. Therefore, the issues raised by QLAIR need attention by and coordination between political levels. The QLAIR conclusions and recommendations aim to contribute to political awareness on a local, regional and European level.

On a local and regional level in the various airport regions best practices are examined and applied. There is a direct and short term effect of QLAIR policies by capitalising on the results achieved by ARC in the last three years.

On a European policy level QLAIR focuses on influencing EU decision makers and the aviation industry. The objective is to take into account quality of life issues and policies in order to promote a level playing field in airport regions. The European QLAIR approach has resulted in recommendations with respect to airport capacity issues, innovative governance approaches and development of minimum requirements for airports and regions.



QUALITY OF LIFE STATEMENTS

Quality of Life concerns the opportunity to have a well paid job, a good home, a clean and safe living environment, good health and fruitful communication with family and community members.

Quality of Life in airport regions is focussed on a balanced approach to airport and regional development in order to deal with a growing demand for air transportation and connectivity.

Quality of Life in airport regions varies between regions, cities and communities. It also varies between households and individuals. It is a perceived value and a combination of positive and negative factors.

Quality of Life in airports regions can be positively affected by means of economic benefits, employment, international connectivity and environment, as well as a high service level.

Quality of Life in airport regions concerns people affected by airport activities, by lack of good information; low quality housing; depreciation of property value due to aircraft noise and safety; lack of public services and degeneration of housing areas; traffic congestion (including parking nuisance); and the shortage of good housing for next generation.

Quality of Life in airport regions is a dynamic process, as a result of globalisation and integration of European regions. Themes and issues are changing as airports and regions develop. To manage quality of life in airport regions new and better ways to cooperate must be developed.

Quality of Life in airport regions serves as an important indicator for social and economic development, as many airport regions are part of modern metropolitan areas, with a strong concentration of population, economic activity and innovation drivers.

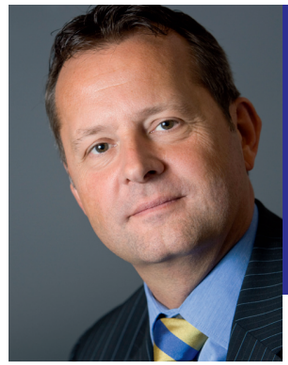
Quality of Life in airport regions initiatives contribute to achieving the objective of the Lisbon Agenda, making Europe ‘the most competitive and dynamic knowledge-based economy in the world capable of sustainable economic growth with more and better jobs and greater social cohesion’.

POLITICIANS ABOUT QLAIR

With Amsterdam Airport Schiphol as one of the largest airports in Europe, the region has already a history of balancing the economic benefits and quality of life in the region. In my role of QLAIR lead partner, I emphasise the importance of keeping close contact with the airport and its neighbours. Good communication and information is essential. But the awareness to harmonize spatial planning and Air traffic Management in the region is also of great importance. Because of the QLAIR-project we can help each other in finding the balance.

Laila Driessen, Vice Governor of the Provincie Noord-Holland

Hosting Schiphol airport, the municipality Haarlemmermeer subscribes the opportunities of a competitive airport region in which economical development, airport growth and the improvement of quality of life are equally balanced. QLAIR symbolise this in finding new ways of improving the quality of life around their airports and a sustainable future for the surrounding areas .This can only be achieved by decisive regional collaboration with all stakeholders. It is my ambition to link the development of strong economic sectors with integrated airport and area development in which sustainability, knowledge and innovation and quality of life of our citizens are key elements.



Arthur van Dijk, Alderman economic development and Schiphol, municipality of Haarlemmermeer

Dublin airport, located within Fingal County Council, has experienced significant growth within the last ten years and opened its new Terminal 2 in November 2010. The airport is a key driver of economic development in the region. The Council has played a major part in the expansion of the airport but has always been aware of the need to balance the impact of such growth with best practice in spatial planning policy, thus limiting conflict between the airport and surrounding land use and ensuring that Quality of Life issues are fully recognised. A good quality of life is a key attractor to any region and Fingal will continue to promote high quality development and infrastructure which meets the needs of the airport and the surrounding population in a balanced and sustainable manner.

Anne Devitt, President ARC

Heiko Kasseckert, Director of the Planungsverband Ballungsraum Frankfurt Rhein/Main

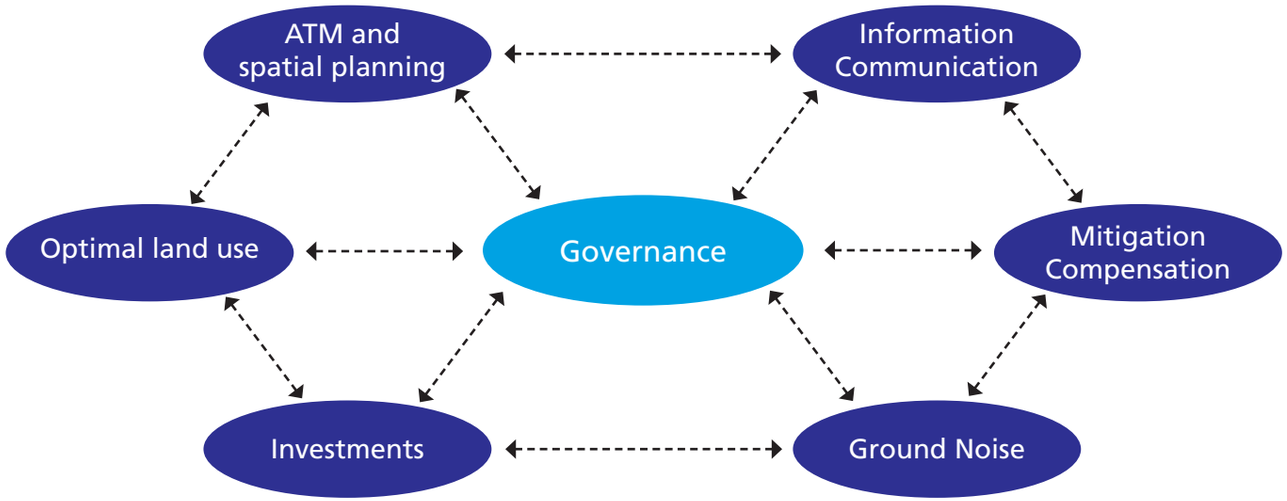
For Frankfurt Rhein-Main Metropolitan Region, home to one of Europe's most important airports, QLAIR has demonstrated how important it is to have appropriate participation instruments and to include all relevant stakeholders, to keep and develop a prosperous airport region. An open communication and the constructive co-operation between residents, municipalities, region and aviation industry can contribute to mitigate existing conflicts and to avoid future problems, especially by matching the interests of spatial planning and airways planning in good time.

Adam Struzik, Marshal, Mazovia Region, Poland

*The quality of life in airport regions is still a fairly new field of studies in the Mazovian Region and Central Europe in general. By "quality of life" we understand social and economic development in a metropolitan area with a strong international airport. This is an important issue for the Mazovian Region which aims to become competitive on a European and global scale. The QLAIR project was the first opportunity to deal with this issue. We hope that the acquired knowledge and shared experience of European regi*ons will help us improve the quality of life of our citizens.

Joint responsibility and governance

Improving quality of life in airport regions is a matter of governance. Governance is the interaction between formal institutions and civil society. Governance is a process whereby elements in society wield power, authority and influence. It enacts policies and decisions concerning public life and social uplift. Regional governance is the ability to build an organisational consensus, agree on a common vision and jointly define common objectives in the field of regional development. Although airport governance models vary per country and region, improving quality of life requires the cooperation of all stakeholders affected by the airport, namely the aviation sector (airlines, airports, and air traffic management organisations), the citizens, and the government (local, regional, national, European). As shown in the figure below, governance is the heart of the quality of life issues. These are all related.



Governance requires financial resources, which need to be identified. Where in heavily affected residential areas spatial, societal and airport matters may create tensions, there is a common sense of urgency to invest in policies to ease this. This should lead to a balance between airport growth, economic opportunities and quality of life in the surrounding area. Examples of investments are: development of recreational and greenbelt areas in noise restriction zones; creating new building opportunities (housing, societal facilities, commercial functions) with innovative concepts; and developing new public transport facilities. At the same time, it will be necessary to invest in strong economic sectors that fit in airport regions.

These investments will in due time generate income and social benefits to the communities. The investments are made to stop the downward spiral and to get an upward spiral instead. This will bring additional income to everyone.

RECOMMENDATIONS FOR REGIONAL AUTHORITIES AND THE EU
to include QLAIR issues in current and future policies

- Improve communication with citizens by easy access to sufficient, simple and reliable information on airport operations and development.
- Include ground noise in noise abatement policies and procedures.
- Develop action plans for economic and financial incentives to compensate and mitigate for nuisance caused by airport operations.
- Develop action plans for tailor made investments in affected areas.
- Increase the interaction between air traffic management providers and regional/local authorities.
- Optimise land use around airports balancing current and future requirements and the need for economic development with potential conflicts.

INFORMATION & COMMUNICATION

Improving information and communication with citizens

Information regarding aircraft noise, its source, frequency and volume, can serve as an important tool for societal understanding. Citizens, who have easy access to this relevant information, know what to expect and better understand the impact of aircraft operations and changes. A number of issues regarding communication with citizens in airport regions raise new questions. These vary from: who can best communicate with citizens, what information should be available and where to access this. Within the QLAIR project, a set of minimum requirements has been proposed in order to improve information and communication with citizens.

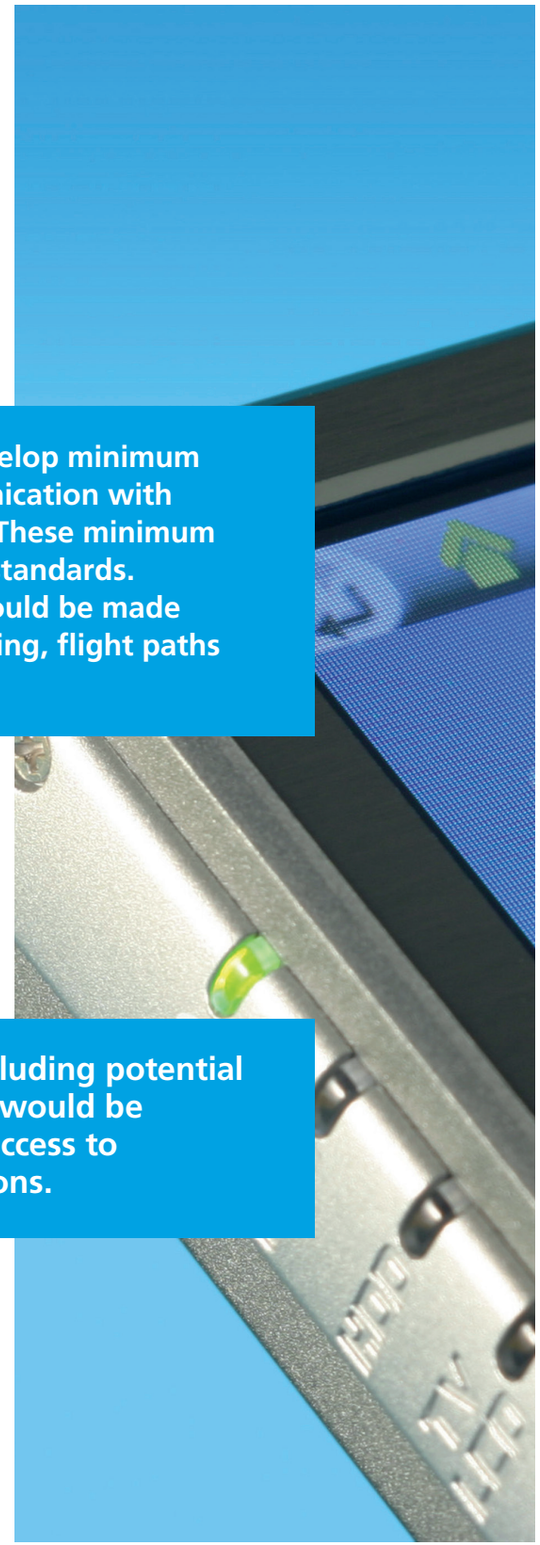
ARC strives to continue its initiative to develop minimum requirements for information and communication with citizens concerning airports in the region. These minimum requirements could be based on industry standards. The minimum level of information that should be made available to the public includes radar tracking, flight paths and runway use.

The QLAIR project recommends that the minimum requirements will be implemented in the airport regions in a consistent way. These minimum requirements should then be translated into industry standards. It is recommended that organisations that represent the airport regions (ARC), the airport operators (ACI) and others jointly develop these standards to meet the needs of the industry as well as the citizen communities. These standards will determine how and in which format access will be provided for citizens in airport regions in Europe to a minimum level of information. The information should include actual data on airport operations (radar tracking, flight paths, and runway use) and noise effects.

Not only current inhabitants near the airport need information to better understand the effects of airport operations. Also potential inhabitants, looking for a house to rent or sale, need to receive relevant information on noise and emissions which can affect their future (quality of) life. This information would provide a better understanding of the local conditions in the area and prevent negative experiences once people are settled. This information enables potential inhabitants to make a balanced decision on buying or renting a specific dwelling in the airport region.

The quality of life of all inhabitants, including potential and new inhabitants in airport regions would be strongly improved if they have timely access to information concerning airport operations.

There are currently only a few regions with policies that would provide the potential inhabitants with sufficient information. In most countries, real estate agents are protected from the obligation to provide information that



may have a negative effect on the sale of the particular dwelling. Information provision by the real estate agent on the negative effects of living nearby an airport is therefore only available on a voluntary basis.

In accordance with EU Directive 2002/49, adjustments to a number of airport websites in a way that easy access to relevant information is guaranteed concerning airport operations affecting the region, are very much welcomed.

It is important to make relevant information available on the airport website and easy to access. This can be realized if all home pages of airport websites have a direct link to information on environmental matters, by integrating a uniform and recognisable feature, such as a 'green button'. It can also be made available through the use of web links on other websites, such as local and regional authorities and local communities.

It is strongly recommended that complaints by citizens would be registered. After filing a complaint, citizens would receive a reaction within a minimum response time.

In a limited number of airport regions, citizens can file complaints regarding nuisance caused by aircraft or airport operations. When there are complaint systems in place, it is not always clear whether the complaints are analysed and what has been done with the collected complaints. Citizens would be helped if they receive a response on their complaint, with a minimum response time. They can then find out whether the complaint was justified and whether the nuisance was experienced by more citizens.

It is recommended that airport regions have a stakeholders forum or consultative committee for communication on a regular basis, involving relevant stakeholders from local to national level.

Citizens and businesses are considered as a vital source of information concerning local conditions. Involving local stakeholders by using a stakeholders forum can help to develop solution oriented approaches. The consultative committee should have relevant expertise, and financial resources to be able to conduct qualified discussions and come to relevant agreements that generate broad support.

In order to achieve this recommendation, it may also be necessary to develop new governance policy that provides better local and regional representation of citizens living and working near airports. This policy may also indicate the 'ownership' of information provision and provide tools for auditing the quality of information.

Furthermore, specific efforts are needed in order to develop or adjust the current (noise) action plans including better information and communication policies with citizens.

SPATIAL PLANNING AND AIR TRAFFIC MANAGEMENT

Integrating air traffic management knowledge in regional policymaking

Air traffic management (ATM) systems determine the routes along which aircraft fly and what operations they perform at a particular time. The aviation objective is to ensure optimal safety in the air and on the ground. For people on the ground, these operations affect their quality of life in particular tranquillity, and sustainability. Changes to flight frequency, runway use, flight levels and the precision of flight paths play a major role in the intensity and distribution of effects. Currently, most regional authorities and planners have limited knowledge and information in this area. At the same time, a number of new ATM technologies and procedures are developing due to the Single European Sky program without fully understanding the various local impacts on residents or spatial planning initiatives for future developments. Mutual understanding of current development and the available options is crucial for avoiding unnecessary conflicts of interest. ARC fully supports the initiatives of the implementation programme SESAR in this area and will cooperate with all relevant parties.

Spatial planners on local and regional level and air traffic management organisations are encouraged to improve their knowledge on related issues, especially:

- **Increase awareness of implication of both spatial planning decisions and air traffic management actions.**
- **Enhance structural exchange between both parties.**

The QLAIR project developed a workshop in which Eurocontrol was able to meet spatial planners from airport regions and in which spatial planners were able to use ATM and aircraft simulators to experience aircraft operations from another perspective. The workshop increased a mutual understanding of the complexity and interdependency between ATM and spatial planning and started a two way dialogue between ATM providers and policy makers in airport regions.
An important result from the workshop was the recognition that ATM operations and spatial planning work along different timescales. ATM organisations react to developments on local, national and even global level. Technologies and concepts change within a time frame of 5-10 years. Spatial planning on the other hand works with a longer time span where plans often materialise from 10 years and onwards.

Despite aircraft technology efforts to reduce noise, the increasing number of aircraft movements, reduce the positive effects of technological innovations. Therefore, operational ATM measures will get a more prominent and increasing role in noise abatement. Also new airport infrastructure is increasingly difficult to realise. Airport capacity is the major constraint in the European air transport system, environmental impact are the cause for

major constraints on airports and noise is the major issue in the environmental impact. By integrating airport master planning, including ATM aspects with local land-use planning, that is effectively managed and enforced, an airport's environmental footprint can be optimised.

ATM organisations will only meet their share of providing new airport capacity, if they are able to set up an effective cooperation and a two-way dialogue with airport regions. Changes in ATM procedures will then be collectively and in cooperation reviewed. ATM already has the potential to have a significant effect on airport noise and air quality footprints. Land use planners are encouraged to be more aware or involved in operational changes mandated by Single European Sky.

Local and regional planning authorities are encouraged to become more aware of ATM issues at a strategic level. At the same time, it is recommended that ATM providers become more aware of land use planning needs and restrictions.

Some ATM developments (amongst them Continuous Descent Approach) have limited effect on airport noise contours that restrict land use, due to operational constraints. This is not always fully understood in spatial planning.

Spatial planning decisions on the other hand may effect on ATM development potential, especially routing of aircraft, technology, aircraft mix, airport lay-out, airport runway system, environment and safety. ATM technology research pays more attention to improvement of the environmental situation on and around airports. The main topics are: surface movement guidance and control systems, collaborative decision making, and better management of the terminal control area.

More in depth knowledge on these ATM issues will help local and regional authorities in their decision making. The simulation sessions in the ATM workshop has made clear to the participants that changing flight path structures to reduce nuisance for citizens will have knock-on effects both in aviation and in the airport region itself. The complexity of these changes is immense.
ARC will enhance its cooperation with Eurocontrol to increase its ATM knowledge on a strategic level.

It is recommended that sufficient attention for harmonisation is given during the implementation of both ATM and spatial planning policies.

It is important to take into account that ATM professionals and local and regional land use planners are talking two different languages and in addition each region is different as well. Possible new spatial planning concepts like "tranquillity" and "quiet areas" need to be translated into ATM policies and procedures.
Knowledge on both ATM and spatial planning and knowing where to get it, shows the importance of enhanced cooperation. This is an important step to bridge the knowledge gap on both sides.
The findings of the ATM research within the QLAIR project have been published by ARC, called 'Air Traffic Management and Spatial Planning. Acknowledging the relevance of the recommendations, ARC has also set up a dedicated group that promotes cooperation between spatial planners and ATM professionals.

GROUND NOISE

Including ground noise in airport noise reduction policies

Reducing noise at source is a key component of EU policy. Aircraft noise can be very disruptive to the lives of those who live close to airports. As airport operations continue to grow their impact on the community may also grow. In reduction policies, noise generated during preparation for take-off and during other ground aircraft operations is not included. However, there is a growing awareness of ground noise within the political agendas in airport regions. This is not only on a local and regional level but also on a national level, and within airport authorities and the aviation industry in general.

As airports grow, ground noise becomes an important issue of noise effects, especially for citizens living and working in the immediate vicinity of airports.

It is recommended that all relevant authorities and airports include ground noise in noise reduction policies. If airport regions stimulate initiatives for further scientific research, this can lead to innovative ground noise reduction solutions.

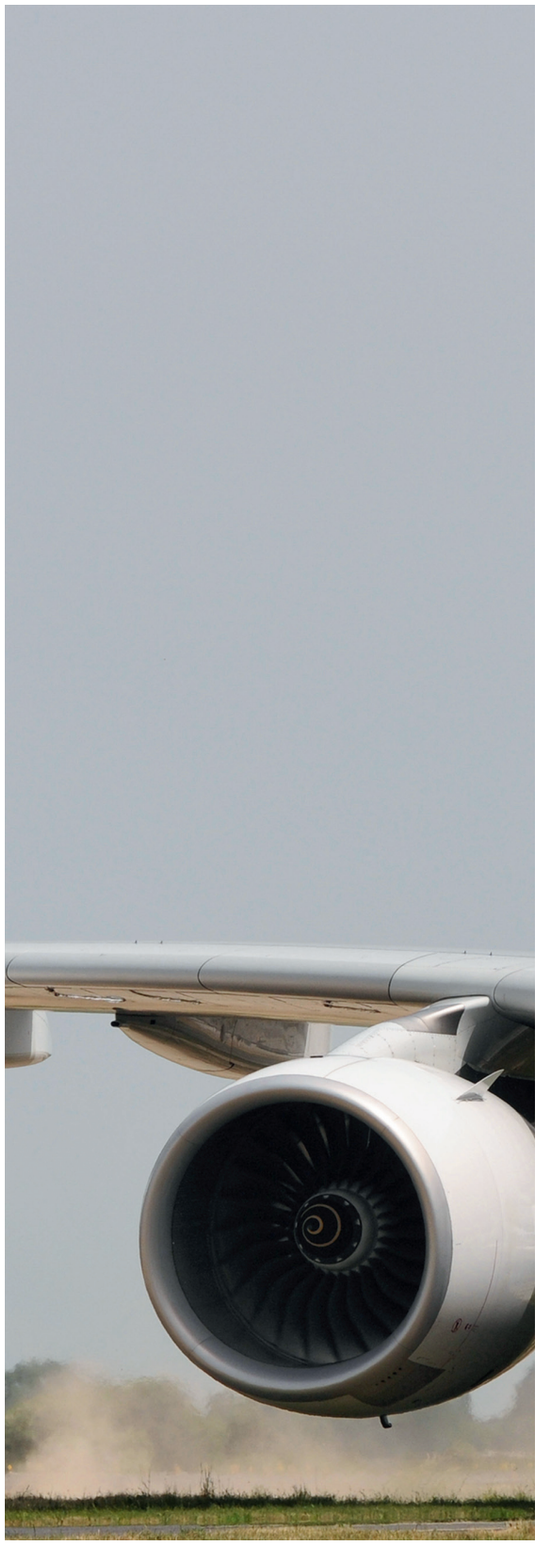
Ground noise is defined by the airport regions as noise emanating from sources on the ground as distinct from aircraft in flight. This includes noise generated by testing of aircraft engines, taxiing aircraft, aircraft power units, airside ground vehicles, as well as low-frequency noise from aircraft preparing for take-off. Important sources of ground noise are aircraft activities on the airport field. Thus it excludes the noise while landing and take-off and airborne aircraft.

Although the number of people affected by ground noise is limited today, it is a severe problem for local governments and airports. As demand for air transportation grows in Europe, more airports will have more aircraft movements and bigger aircrafts than today. The results from the QLAIR project have indicated that ground noise will become an important topic for airport regions to address in the coming decade.

Easy to apply solutions to reduce ground noise have not been identified, as a complexity of factors influence the impact of ground noise to citizens.

The QLAIR partners have identified the scope of the problem in their own regions. A number of airport regions face serious nuisance from low frequency noise.

The airport regions have a common understanding and concern about ground noise as a new area for policy making on a regional level. This can only be effective if there is a similar recognition by the aviation industry and airport operators.



Weather conditions have an influence on the perception of ground noise, directly, and indirectly. Temperature, humidity level, wind speed and direction have effects on aircraft noise on the ground. The effects are complex and influenced by other effects as well, such as the weight of the aircraft and operating procedures. Wind speed and direction will affect aircraft noise levels on the ground through scattering/refraction. Due to specific weather conditions, airport operators change the use of runways, if possible. The wind direction may demand a specific runway, which will then increase the use and thus the ground movements in that specific area. Identifying adequate solutions for mitigating ground noise is complicated, especially due to the fact that even though there are many lessons learned from various regions, each situation has its own characteristics. What seem logical solutions, are not necessarily leading to the attenuation of the problem. Mitigation measures can be divided into two groups: infrastructural and operational measures.

In areas, heavily affected by ground noise, this kind of noise is measured as low-frequency noise. Regarding low frequency noise and its perception, there are still a number of factors that makes it difficult to derive specific quantitative guidelines by which to judge the acceptability of a given level of noise. Unlike the noise limits that apply to departing aircraft once airborne, there are no limits on other sources of noise that originate from the airport. Research in the field of ground noise and specifically low-frequency noise has delivered a long list of conclusions and recommendations, but it includes also contradictions as well. Identifying appropriate solutions for sufficient reduction of ground noise in affected areas like sound barriers, ridges or landscape design close to runways, require further critical analysis. This analysis should include assessment of specific areas of concern, physical effects in the perception of residents, and testing of and learning from currently proposed solutions around airports. A first step towards incorporating ground noise in compensation and/or mitigation strategies is to develop a dose-effect relation on ground noise (e.g. low frequency noise).

The QLAIR project recommends:

- **a common definition/harmonisation on EU-level regarding ground noise; to be followed by the inclusion of low frequency noise ground noise in the noise policy review on EU-level in 2011.**
- **further research on the negative effects of ground noise (annoyance and health) and on the causes and circumstances;**
- **an analysis of dose-effect;**
- **harmonised methods for measurement/calculation**
- **implementation of tailor made (technical) solutions based on the research. based on results of research tailor made (technical) solutions**

GOVERNANCE

Optimal land use, mitigation policies, and local investment

Three issues that affect quality of life play mainly on a regional and local level, are interlinked with each other, and require innovative governance structures. These issues are optimal land use frameworks, the effectiveness of mitigation policies and local investment projects. Where optimal land use frameworks in the form of spatial planning are utilised, there will be a reduction in the need for mitigation and compensation policies and, in some instances, local investment. New issues require new and integrated governance structures, promoting bottom-up, more individual and tailor-made solutions. Cooperation with all relevant stakeholders and leadership by regional and local authorities in implementation of policies are critical success factors.

Recognise conflict risk avoidance in land use planning

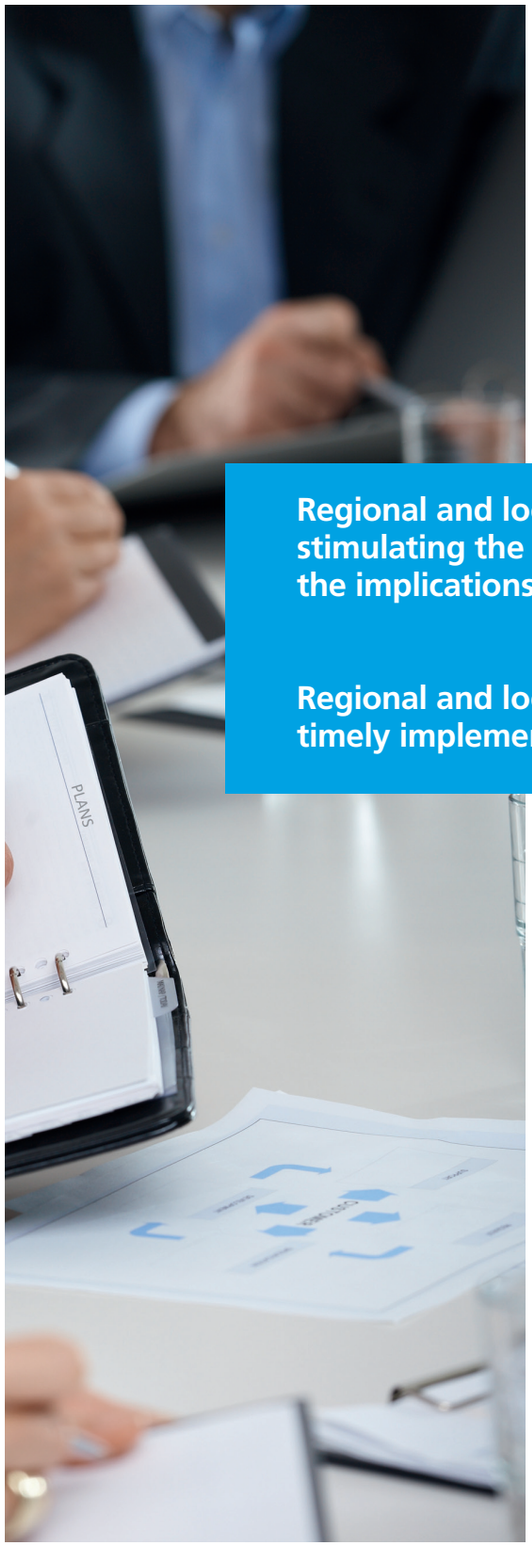
Airport regions are following different development strategies with respect to spatial planning concepts around the airport. The strategies vary for different reasons including historical development around the airports, some being more urban than others and different assumptions concerning the value of land use around airports where there is the potential for conflict with airport use and its associated noise and emissions with other uses, particularly residential use. The main value drivers for land use are the establishment of economic activities resulting in employment and added value, residential areas, mobility (roads and railroads), agricultural use, recreational use and nature preservation. The question now is, what choices can be made to maximise the economic value of the airport and improve the spatial quality in the airport regions while ensuring that the potential for current and future land use conflict between the operation of the airport and other uses is minimised.

Land use planning in airport regions optimises economic development potential while ensuring that land-use conflict with airport operations is minimised.

A number of policy areas have been identified as potential conflict for land use planning around airports, mainly in the areas of agricultural development (family housing), public facilities (schools, hospitals) and transportation (roads, railways). Local and regional authorities have a better view on interests, plans and ambitions in local communities and are thus best equipped to identify potential conflicts. Improved governance models, and specifically the relationship with national authorities and the airport operator, are crucial to give more attention to potential land use conflicts. Regional differences are important. Policies and governance is different in airport regions with open space land use concepts and sufficient alternatives than in regions where space is scarce.

Increase effectiveness and efficiency of mitigation packages

The current role of regional and local authorities in mitigation and compensation measures is very limited. Most policies are designed and implemented by the national authorities and financed by the aviation sector by means of noise related charges or by budgets resulting from agreements between the aviation sector and the national authorities.



Only in a few regions, there is a clear and visible role for the regional authorities. This limited role can be explained by two factors. First, most regional authorities have only a spatial planning authority, which limits their role in day-to-day airport operations policies. In some airport regions (Brussels, Frankfurt, Amsterdam), the governance structure around airport policy automatically ensures a role for regional authorities. Thus, in order to create or improve the role of regional authorities, full support and agreement from the airport operator and national government is required. The ambition is to increase the role of the regional authorities, as these organisations can better represent the local concerns of inhabitants and property owners. For that reason, governance structures need to be adjusted to provide regional authorities with a larger role.

Regional and local authorities can play a significant role in stimulating the provision of clear information regarding the implications of sound insulation.

Regional and local authorities are encouraged to improve timely implementation of mitigation policies.

Communication of the possible effects of sound insulation is a crucial aspect in the mitigation process. Sound insulation does not reduce aircraft noise impact completely. Dissatisfaction about noise reduction after reconstruction works for sound insulation can be prevented if citizens are well informed.

Efficiency of the mitigation and compensation policies needs to be improved, especially in terms of decision and implementation time. Now, most people get frustrated by lack of progress or information about the timing.

Specific attention is required in those cases where spatial planning rules require specific actions, such as insulation, but implementation is unavailable or being withheld or delayed.

Specific efforts need to be facilitated in order to develop Action Plans including new economic and regulatory incentives, as well as developing governance models where local and regional representation of citizens living and working near airports can be improved. It is recommended that the same noise measures are used throughout Europe.

Develop tailor made public investments to improve social cohesion

Having an airport in a region has positive effects in the broader regional and national economy. The negative effects are concentrated with citizens and communities in the immediate vicinity of the airport and flight paths. Land use developments in various noise zones are limited in all airport regions. This may hamper local and regional desired developments, particularly in highly populated areas. The legal restrictions cause difficult and expensive planning procedures. This limits the capability to provide compensatory measures to improve the quality of life for the citizens most affected by airport expansion. It may consequently lead to degeneration of communities that otherwise could provide attractive living and working conditions for those people who appreciate the closeness to the airport.

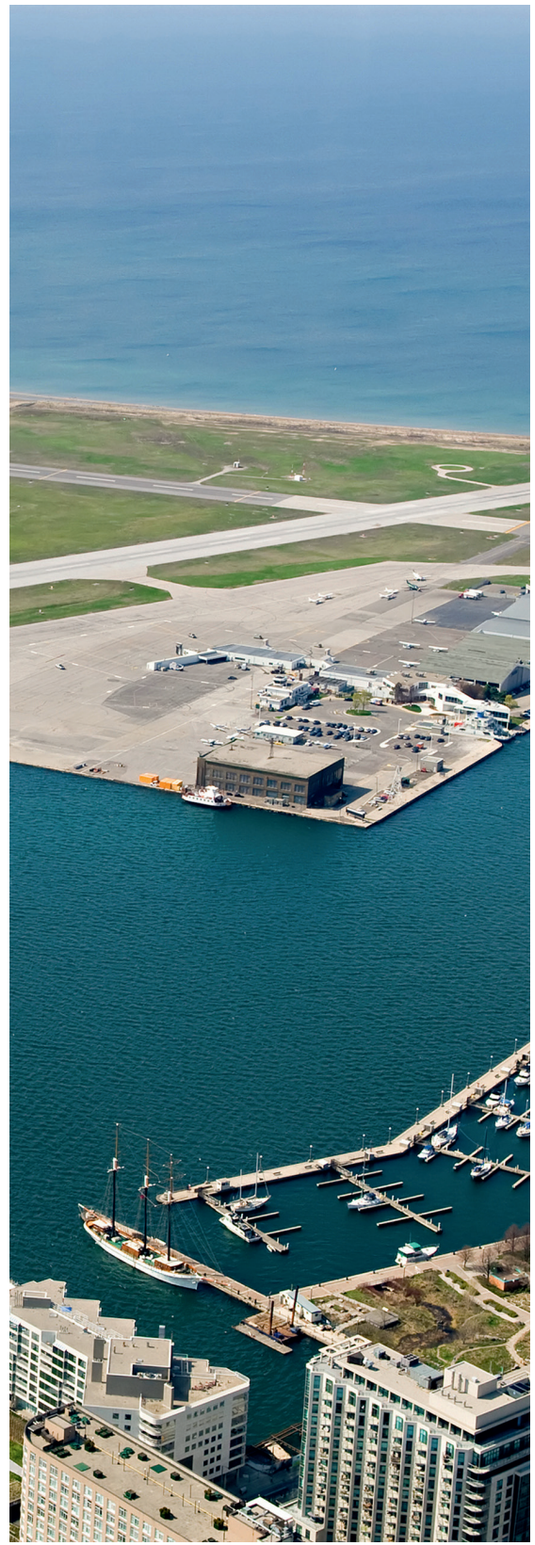
The following problems may occur in a downwards spiral of events in heavily noise affected areas: unfavourable economic conditions, social standstill and isolation, deprivation of local communities, housing market inflexibility, unemployment, lack of housing facilities near the airport and traffic congestion. Investments should contribute to improve the quality of live by eliminate or significantly decrease these kinds of problems. Examples are improved public transportation services, sustaining public infrastructure and increasing and improving the areas for nature, recreation and leisure activities.

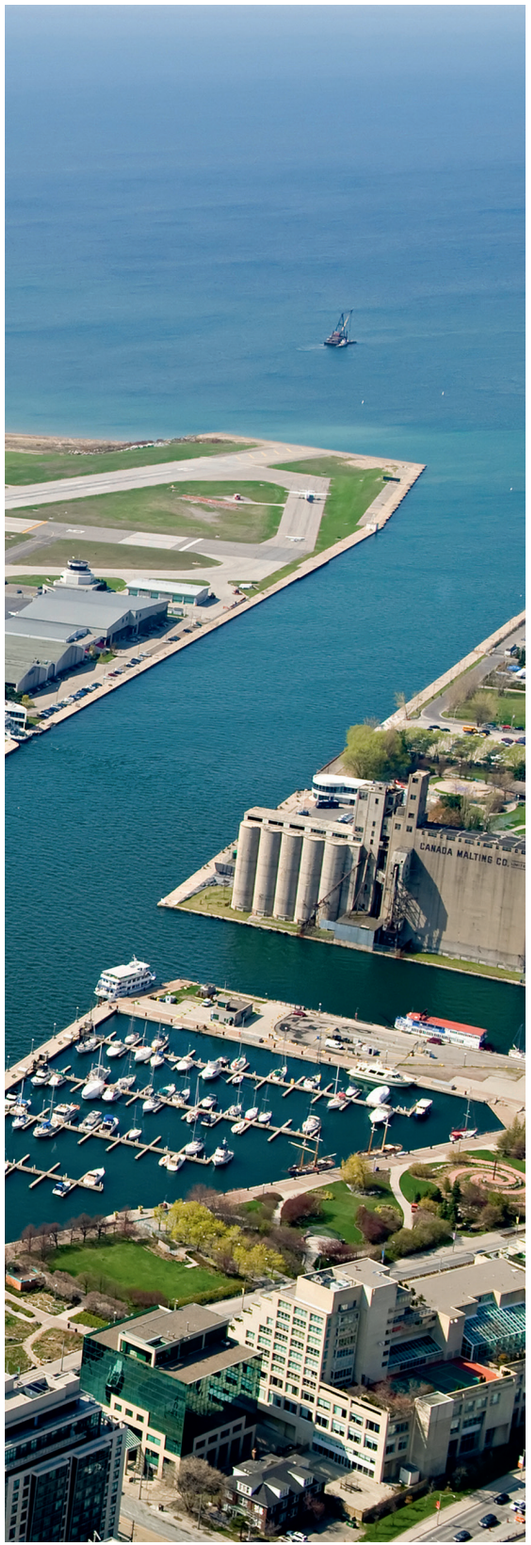
It is important to take into account the social and economic profile of each airport region in order to develop tailor made solutions. Specific cooperation and governance models has to be developed and adjusted in order to deliver the best possible solutions for the specific local and regional situation.

The current initiatives come mainly from local and regional governments, with significant input from citizens (groups). Many airports have made resources available for airport community funds. A number of airports dedicate airport charges to investments in the region.

Some of the initiatives serve multiple goals such as arrange financial mitigation for poignant cases; financial means for individual citizens with physical damage; and (co-)financing area development projects. This is also the case for the airport funds. These airport funds have limited budgets, specific conditions, and mostly do not specifically serve airport related activities. Most of the airport community funds do not address structural problems or problems that need long-term attention. In finding good solutions for the above mentioned problems, practices in the airport regions have been described. Specific attention has been given to the investments needed for solving the problems.

Assessing solutions to the above mentioned problems, that require investments, per problem, the practices in the airport regions have been described. All relevant stakeholders cooperate to develop new and innovative financial funds for tailor made investment programs in airport regions, following a bottom-up approach.





QLAIR PROJECT

Lead partners

Province of Noord-Holland

Municipality of Haarlemmermeer

Partners

Airport Regions Conference (ARC)

Planungsverband Frankfurt

Municipality of El Prat de Llobregat

Fingal County Council

Mazovia Region

Flanders Region

City of Vantaa

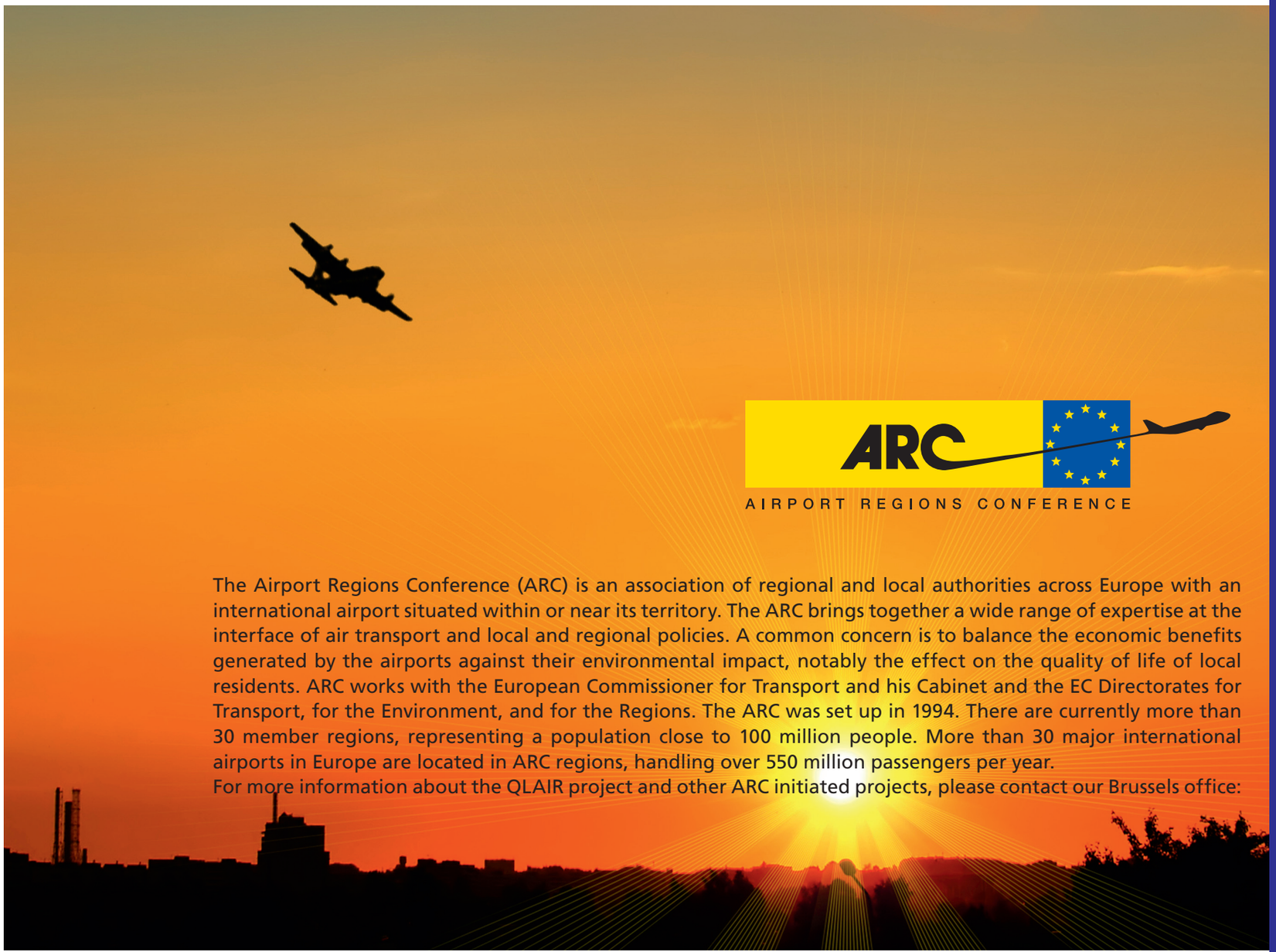
West Sussex County Council

Associate partner

Institut d'Aménagement et d'Urbanisme (IAU)

Project office

Stratagem Strategic Research



AIRPORT REGIONS CONFERENCE

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. The ARC brings together a wide range of expertise at the interface of air transport and local and regional policies. A common concern is to balance the economic benefits generated by the airports against their environmental impact, notably the effect on the quality of life of local residents. ARC works with the European Commissioner for Transport and his Cabinet and the EC Directorates for Transport, for the Environment, and for the Regions. The ARC was set up in 1994. There are currently more than 30 member regions, representing a population close to 100 million people. More than 30 major international airports in Europe are located in ARC regions, handling over 550 million passengers per year.
For more information about the QLAIR project and other ARC initiated projects, please contact our Brussels office:

Airport Regions Conference
Rue de Luxembourg 3
1000 Brussels, Belgium
info@airportregions.org
+32 2 501 0835
www.airportregions.org