



AÉROPORTS  
DE LA CÔTE D'AZUR  
*100% attractif 0% émissif*



## 2023 PRESS KIT

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## Contents

Aéroports de la Côte d'Azur, an overview	p.4
"A testing ground for the airport of the future", Franck Goldnadel	p.5
Nice Côte d'Azur, France's 2nd busiest airport hub	p.6
The first French airport group to achieve zero emissions by 2030	p.7
A leading group in business aviation handling	p.8
Proactive and responsible management of noise pollution	p.9
Optimal integration of new technology to improve passenger journeys	p.10
Promoting the region and showcasing its cultural heritage	p.11

## OVERVIEW

### Aéroports de la Côte d'Azur

- 2016: privatisation of the Group
- 2018: Carbon-neutral level 3+ certification awarded by ACI for all of the Group's airports
- 2020: commitment made to achieve net-zero emissions by 2030
- 2021: 1st French airport group certified as carbon-neutral level 4+ by ACI
- Three airports under management (Nice Côte d'Azur, Cannes Mandelieu and Golfe de Saint Tropez)
- One Fixed-Based Operator (FBO) network, Sky Valet, in France, Spain, Portugal, Italy and Bulgaria
- 650 employees

### Nice Côte d'Azur Airport

- France's 2nd busiest airport hub
- 1st French airport certified as carbon-neutral level 4+ by ACI (2021)
- 1st French airport to commit to zero CO2 emissions by 2030
- 85% reduction in greenhouse gas emissions since 2010
- 71 grams CO2-eq per passenger (2019)
- 12 million passengers in 2022 (+8.5% vs. 2012)
- 94,064 scheduled commercial aircraft movements in 2022 (-15.2% vs 2012)
- Summer 2023 network
  - 116 destinations
  - 11 long-haul destinations
  - 44 countries with direct flights
  - 58 airlines
- 510 employees

### Cannes Mandelieu Airport

- France's 2nd busiest airport for business aviation
- Civil defence helicopter base
- 14,448 business aircraft movements in 2022
- 14,964 helicopter movements in 2022
- 1st airport in the world to achieve IS-BAH level 2

### Golfe de Saint Tropez Airport

- 1<sup>st</sup> airport in France able to be carbon-neutral without offsetting (2020)
- 4,026 business aircraft movements in 2022
- 3,406 helicopter movements in 2022

### Sky Valet

- 21 FBOs in France, Spain and Portugal
- 22 FBOs under the *Sky Valet Connect* label (France, Italy, Greece, Cyprus and Bulgaria)
- Ground-handling services provided to more than 30,000 business aircraft

## "A testing ground for the airport of the future"

While an airport's number one mission is to connect its region to as many parts of the world as possible - even more so in the case of isolated regions -, to support its economic and cultural development, this historical role has changed considerably over the last few years. Now, not only do airports - especially big airports - play an active role in making sure air traffic is smooth at all times, they also have to channel everything they do into accelerating the decarbonisation of the air transport sector.

The Group has already considered this to be a mission - not just a role - for several years. Because it is acutely aware of the challenges facing its sector, and society in general, it has consistently worked hard to decarbonise its activities. As the first and only French airport group to obtain Level 4 'Transition' of Airport Carbon Accreditation, it has managed to reduce its emissions in absolute terms. In other words, regardless of how much traffic it handles, its emissions continue to fall. That performance is down to research and the implementation of innovations to improve heating and air conditioning, the engines installed on its flight line vehicles and efficiency in operations, along with a local reforestation policy that aims to create plant-based carbon sinks. In the short term, those sinks will usher in a shift from simple offsetting of residual emissions to absorption of those emissions - a more virtuous, sustainable process.

In parallel, it has extended its efforts to help its partners decarbonise their own activities as well. Examples include lower taxiing times, optimised journeys, support for the Sustainable Aviation Fuel supply chain, and promotion of electric aircraft: every avenue has been explored to ensure the Group's efforts to cut its own emissions are extended skywards. Other challenges are on the horizon, because the air transport sector is amongst the most innovative in the world, a hotbed of forward-looking solutions.

Being a testing ground for the airport of the future means shaping future mobility. Smoother, with yet more innovations in terms of passenger experience. More direct, with point-to-point international flights and fewer stopovers, reducing journey times as well as flight emissions. Safer, in terms of prevention of human and natural risks, and now, health safety, too.

Being a testing ground for the airport of the future means doing everything we can to make sure flying is still an awe-inspiring experience, and travel something to celebrate.

Franck Goldnadel,  
Chairman of the Board of Aéroports de la Côte d'Azur

Nice Côte d'Azur

France's 2nd busiest airport hub

With passenger traffic of 12 million in 2022, Nice Côte d'Azur Airport is back up to 84% of the 2019 level: the reference year, with 14.5 million passengers. This gradual yet steady recovery confirms its strategy as well as the attractiveness of its region.

That unwavering attractiveness is reflected in the strength of its summer 2023 network, with 116 destinations, including 14 new ones, flights to 58 countries, including 4 new ones, and a record-breaking 11 long-haul flights: 6 to North America (Montreal, New York and Atlanta) and 5 to the Gulf States. Those routes, like many others, echo the region's strategy -fully backed by the airport - of developing high-quality tourism rather than mass tourism.

High-quality tourism cannot undermine quality of life in the region. That's the driving force behind Nice Côte d'Azur's commitment, since 2010, to a proactive decarbonisation strategy that also aims to achieve carbon neutrality without offsetting by 2030. Now that the roadmap is clear, milestones are being crossed regularly, and the health crisis did not prove an obstacle to commitments and investments. As a result, in 2021, the airport became the first in France to obtain Level 4+ of Airport Carbon Accreditation, the highest and most demanding level. The criteria include lowering the hub's emissions in absolute terms, independently of traffic volume. Those emissions fell by over 4% in 2021.

Decarbonising also means working with airlines to keep the number of movements under control, since those movements generate greenhouse gases. In this respect, it is poignant that, although the airport welcomed 30% more passengers between 2012 and 2019, the number of aircraft movements remained stable during the same period.

As the gateway to and parting memory of this exceptional region, Nice Côte d'Azur is committed to living up to its reputation and offering its passengers the very best quality of service. That commitment involves adapting its infrastructure to match forecast changes in traffic.

### **Adaptation of Terminal 2, a lucid project**

Announced in 2018, delayed but now approved, the planned adaptation of Terminal 2 is simply a question of logic: the need to size the infrastructure to suit the volume of passengers to be welcomed and handled. At present, Terminals 1 and 2 have the theoretical capacity to welcome some 14 million passengers. In 2019, this volume was exceeded, leading to a lower quality of service. Although we could in theory handle up to 17 million passengers in these conditions, there would be a clear negative impact on comfort and safety. Those are the reasons for this extension, which will increase the capacity of the future airport to 18 million. This adaptation only involves already artificialised land, on which we plan to construct two buildings: a dock, including 6 boarding areas and 6 boarding gates, and a resource module with 36 check-in desks and 1 baggage sorting system. The new gates will be located right opposite existing, operational aircraft stands, which until now were only accessible to passengers via bus transfer. With this Terminal 2.3, Nice Côte d'Azur will be able to offer its passengers and its region the quality of service they expect, as of summer 2025 for the dock and one year later for the resource module.

## The first French airport group to achieve zero emissions by 2030

As the first and only French airport group to achieve Level 4+ of Airport Carbon Accreditation in 2021, Aéroports de la Côte d'Azur's ongoing decarbonisation strategy is bearing fruit, underscoring its role as trailblazer in terms of energy transition at airports. Because it knows it is just one link in the long chain that makes up the air transport sector, it has also taken a host of measures to cut aircraft emissions as of today, and support innovation - to guarantee air travel continues to inspire us in the future.

Having signed up to the independent Airport Carbon Accreditation (ACA) programme in 2011, Nice Côte d'Azur became the first airport in France, and 25th in the world to achieve carbon neutrality in 2016, and was joined two years later by the airports of Cannes Mandelieu and Golfe de Saint Tropez. In 2019, the Group committed itself to achieving zero CO<sub>2</sub> emissions before 2050, before moving forward this target and announcing in January 2020 a programme of measured actions in order to succeed in this challenge within just 10 years, by 2030.

This Cap 2030 programme lists all the actions to be carried out, year after year, for the Group's three airports on the Côte d'Azur. It is based on the electrification of all possible equipment, abandoning gas and progressively transitioning to alternative energy sources. As a result, in 2021, Nice Airport removed all gas installations from its Terminal 1 and built a new, innovative heating and air conditioning system using wastewater from the urban area. Impact: 700 metric tons of CO saved per year.

Aware that reducing its own environmental impact to zero is only a part of the larger impact of the aviation sector, the Group has also taken bold action in order to reduce aircraft emissions in their approach, landing, taxiing and take-off phases. As such, in 2016, Nice Airport was the first in France to implement and require the use of electrical terminals for private aeroplanes in its parking areas to reduce the use of noisy and emission-generating auxiliary power units. Then the first to deploy passenger boarding bridges with a 400-hertz power supply for commercial aircraft at gates, with the same aim.

As a result, between 2013 and 2018, emissions from aircraft during their approach, when taxiing and on take-off from Nice Airport fell by 20%, initiating a trend that was all the more positive because passenger traffic and aircraft movements increased over the same period. These encouraging results were reinforced by the implementation in 2020 of A-CDM (Airport Collaborative Decision Making), followed by the APOC (Airport Operations Center), which enabled further reductions in the time that aircraft spend taxiing and waiting at the runway threshold, and therefore in greenhouse gas emissions, by improving the smooth flow of ground handling operations and coordination between the major European airports.

Even if today the three airports are carbon-neutral according to ACA's criteria, this has been achieved through offsetting measures, which the Group does not wish to rely upon in the long term. "*Offsetting is by nature a transitional step because it cannot address the climate emergency. Switching to an absorption stage is a necessity for our activities and our region,*" explains Isabelle Vandrot, Head of the Sustainable Development & Environment Department. The Group initiated this next stage, which is unprecedented in France, in 2020 with the creation of its first natural carbon sinks (see inset).

**Making the region green again**

In 2020, Aéroports de la Côte d'Azur signed the first ever three-way agreement between an airport operator, local authorities and the French National Forests Office (ONF). The aim of this long-term agreement is to promote the sustainable reforestation of the region. In practice, every year for a period of at least 10 years, the Group will pay the cost of planting and caring for trees in six towns in Alpes-Maritimes. In 2030, the seedlings - all Mediterranean varieties - will be capable of absorbing 300 metric tons of CO<sub>2</sub> per year, the equivalent of the Group's residual emissions.

## **A leading group in business aviation handling in Europe**

As operator of the airports of Nice Côte d'Azur, Cannes Mandelieu and Golfe de Saint Tropez, the Aéroports de la Côte d'Azur Group ranks second in Europe in terms of business aviation traffic. Operating the Sky Valet FBO (Fixed-Based Operator) network in 43 destinations in Portugal, Spain and France, and developing the network under the Sky Valet Connect label, the Group has established a unique network of business aircraft ground handling services throughout Europe.

As a stakeholder in the economic growth of its region, which stretches from Saint Tropez to Genoa and encompasses Cannes, Nice and Monaco, the Aéroports de la Côte d'Azur Group supports the growing business aviation needs of the region and beyond. In terms of flow, first of all. With the number of flights to or from the French Riviera constantly on the rise, the Group has expanded capacity with a 50% increase in the number of aircraft parking areas at Nice Côte d'Azur or the authorisation in 2015 for 35-tonne aircraft to land at Cannes Mandelieu. The Group has also developed infrastructure to ensure smooth journeys for time-pressed passengers, enabling them to make connections between business flights and helicopters directly from the general-aviation terminal, where security checks are carried out. With a turn-around time of 30 minutes, the Nice-Monaco helicopter route was the busiest in the world in terms of traffic before the pandemic, furthering local economic development.

As an advocate for the region, Aéroports de la Côte d'Azur strives to integrate its operations into the environment. First and foremost by imposing strict approach paths on pilots, to avoid planes flying over residential areas. In addition to this, the Group was the first in the world to install electrical supply systems in the business aircraft parking area so as to reduce noise pollution and greenhouse gas emissions created by planes parked at Nice Côte d'Azur. Furthermore, each of our three airports has an Environmental Commitment Charter which sets out the rules of good conduct for airlines and pilots in an effort to curb disturbance, particularly noise. For these efforts, in 2015 Cannes Mandelieu Airport was recognised as an example by ACNUSA, a watchdog for disturbances caused by airports, for the quality of its approach.

### **Golfe de Saint Tropez, first zero-emission airport in France**

Ideally located at the heart of an exceptional region, Golfe de Saint-Tropez Airport was the first in the Aéroports de la Côte d'Azur Group - and in France - to achieve carbon neutrality without offsetting. This feat was based on two pillars: on the one hand a reduction in the airport's direct emissions, and on the other by establishing on-site plant-based carbon sinks. One hectare of land was planted alongside the runways: thousands of Mediterranean varieties capable of absorbing the equivalent of the hub's residual emissions. In parallel, the airport has undertaken a project with Aéro Biodiversité, aimed at regenerating the 22 hectares of greenery already available on its land, to boost the vitality of this natural ecosystem. When complete, the project will enable Golfe de Saint Tropez Airport to absorb more than 21 metric tons of CO<sub>2</sub> equivalent annually by 2030.

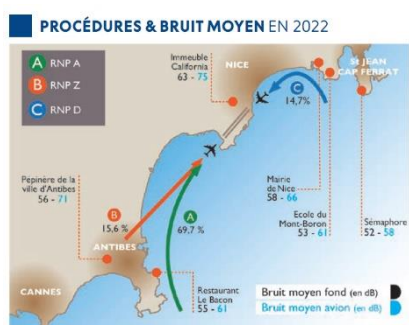


## Proactive and responsible management of noise pollution

How can you make your region more attractive by developing domestic and international air routes without, paradoxically, degrading the area for local residents and visitors? To address this delicate question, the Aéroports de la Côte d'Azur Group has, for many years, spearheaded an effective strategy.

Located a few kilometres from the city centre and in the immediate vicinity of local residents, Nice Côte d'Azur Airport has adopted a proactive policy to minimise the noise pollution generated by our operations and those of our carriers. With two runways that run parallel to the sea, the airport has taken the unprecedented decision to allocate the south runway, which is furthest from residential areas, to take-offs, which create the most noise. This 'inverse pair' arrangement is specific to the airport and works alongside many other initiatives allowing the airport to integrate harmoniously into its surroundings and receive just 100 complaints per year - a remarkably low number considering the airport's traffic.

From 2000 Nice Côte d'Azur voluntarily created a Charter for the Environment that outlines 46 measures to be put in place to control and reduce nuisances from our operations - an approach that was subsequently adopted by other airports in France. The first measure, implemented in 2000, saw a network of 10 sensors installed in the area around the airport. This enables the level of noise pollution to be measured so that changes can be made. Since then, the level has been reduced by an average of 4 dB depending on the flight path.



With regard to flying over residential areas, Aéroports de la Côte d'Azur worked with the French Civil Aviation Authority (DGAC) to consider means of minimising the number of flights over Antibes on approach paths from the west, which are the most common due to the prevailing winds. The establishment of a flight path referred to as RNP A made it possible to reduce the proportion of planes flying over Antibes from 40% in 2002 to 15.6% in 2022.

Finally, in order to further reduce any disturbance due to approaches from the east, which make up just 16.7% of situations, planes landing at Nice must, as of 1 January 2019, be equipped with an area navigation system to the RNP APCH standard. This more accurate technology simplifies the flight path and reduces jet fuel consumption and noise pollution. This innovation also has benefits for flight paths from the west, as the operational minima were lowered on 7 November 2019 in order to further avoid flights over Antibes.

Because noise pollution is not only generated on take-off and landing, the airport has also taken measures to reduce noise from aircraft in parking areas. Since 2013, all passenger boarding bridges have been equipped with an electrical network allowing planes at gates to turn off their engines while maintaining air conditioning, light and electricity. Similarly, since 2014, electric terminals have allowed pilots to avoid using their auxiliary power units during flight preparation in the parking area for business aircraft. This offers double benefits: no CO<sub>2</sub> emissions as jet fuel is not used, and no noise pollution as the turbines are not in use. Other airports have since adopted this innovative initiative.

And, as we're always striving to go above and beyond, planes are now towed to the runway to reduce the use of their engines even further while on the ground.

**Cannes Mandelieu – an exemplary airport continuing its efforts**

Because planes take off and land into the wind, the runways at Cannes Mandelieu have the particular characteristic of requiring approach paths that fly over parts of neighbouring Cannes, Mougins and La Roquette sur Siagne. Aware that aircraft movements can cause disturbance for residents, Aéroports de la Côte d'Azur has taken numerous measures for more than 15 years: increased altitude, installation of sound attenuators, timetabling and frequency restrictions, introduction of a pilot briefing to make them aware of the best approach procedures, etc. To measure the effectiveness of these policies, in 2010 the Group sought the opinion of ACNUSA, a watchdog for disturbances caused by airports, and this same organisation cited the airport as an example in 2015. Again in 2015, and to develop its approach even further, Cannes Mandelieu Airport drew up, in conjunction with airlines and pilots, an Environmental Charter setting flight paths and altitudes in order to minimise the impact of aviation activity on local residents. A monitoring system enables sanctions to be imposed on offending parties in the event of a proven breach. The result was that, in 2017, all flight paths reported by residents were demonstrated to be compliant from an aeronautical perspective. Finally, the Group is a committed partner of the work undertaken by the French state, through the DGAC, concerning additional measures (examination of new flight paths, measures to reduce noise pollution, etc.) to further improve relations between Cannes Mandelieu Airport and local residents.

## **Optimal integration of new technology to improve passenger journeys**

From within their Lab, the expert division for Nice Côte d'Azur has developed a bold and ambitious strategy to integrate the latest technology throughout the passenger's experience, from preparing for their trip to their journey through the terminals in addition to managing their vehicle or baggage.

As such, in 2019, the airport enriched its array of services with two innovations. Firstly, as part of an experiment conducted in conjunction with Amadeus and IN Groupe, the airport has deployed a facial recognition solution, currently reserved for Emirates business passengers requesting this option. By facilitating procedures at each point in the passenger's journey through the airport, this innovation helps to achieve a 75% time saving. This experiment follows on from the installation and commissioning of 16 Parafe gates at the airport as part of a pilot in July 2018. This system too is based on facial recognition and reduces the time spent at border control.

*[insert Click logo here]* These innovations are in line with our continuous efforts to seek solutions that help minimise passenger inconvenience. For example, before their flight, passengers can use the website or mobile app for last-minute preparations: check their flight status or departure terminal, book a parking space (Click&Park) or buy a fast-track pass for the security checkpoint (Nice Access). To optimise their time spent in the terminal, they can even reserve luggage wrapping, VIP lounge access or a rental car.

As for baggage, whether carried in the hold or cabin, the airport has also implemented solutions in order to reduce inconvenience. For passengers forced to remove items prohibited in cabins, Tripperty offers secure locker storage until they return from their trip, or forwarding by post.

To further streamline plane turn-arounds, the airport has introduced a new solution for handling hold baggage, which increases the speed and reliability of transfers from drop-off to aircraft. Thanks to its Destination Coded Vehicle system, this new technology used for baggage sorting provides reassurance to passengers, supports the continued increase in traffic at the airport, and facilitates the management of connecting flights, which are expected to develop over the coming years.

Finally, in view of the thousands of passengers that use the airport multiple times a year, Nice Côte d'Azur has introduced an offer specific to frequent flyers. Club Airport Premier provides many benefits to members, expands the Group's marketing strategy, and is part of a relationship-building effort that culminates in monthly private tours of the airport followed by a drinks reception. An original and popular way to establish an authentic social network.

By integrating innovative – and sometimes unique – digital solutions throughout its value chain, Nice Côte d'Azur has positioned itself as a pioneer amongst European airports when it comes to using new technologies and digitalising passenger journeys through the airport.

## **A Holiday Inspiration search engine to prepare your next trip**

When it redesigned its website in 2021, Nice Côte d'Azur Airport added an innovative search engine. Based on passengers' preferences, and the type of trip they are looking for, be it leisure, typical

cultural activities, relaxation or sport, with family, as a couple or with friends, it filters the hundred or so destinations available via a direct flight to make tailored holiday suggestions. The aim is to save time and make the decision-making process easier. And make sure passengers are not disappointed.

## Promoting the region and showcasing its cultural heritage

Proud to be a gateway to a large region enjoying worldwide renown, Nice Côte d'Azur Airport has implemented an ambitious policy to transform boarding time into an experience that is surprising, unforgettable and unique in Europe. This policy earned it the title of world's Best Airport Operator at the Frontier Awards in 2018.

With the completion of renovation work in both terminals in 2018, Nice Côte d'Azur Airport has put the finishing touches to its retail and service transformation programme, structured around four levers, including Riviera Essentials and French Essentials. As, under normal conditions, two out of every three passengers come from or are heading abroad, the airport set out to offer not only the most surprising shopping experience in Europe, but more importantly to showcase the treasures and unique character of our region: *La Tarte Tropézienne* opened its first airport outlet at Nice Côte d'Azur, as did Fragonard, who created an exclusive line for Nice Côte d'Azur: *Chez Pippo* is a traditional Nice restaurant serving up their famous socca daily...

As a premium setting welcoming visitors from around the world, the airport also appeals to luxury brands, such as Dolce & Gabbana, who in 2020 enriched the commercial offer in Terminal 2 and confirmed the airport's attractiveness to retailers.

Despite the pandemic and significant reduction in passenger traffic, this attractiveness was demonstrated by the opening of two pop-up stores in the same year: One of them, Lobsta, sells lobster-based specialities, while the other, Le Comptoir by Lobsta, offers a range of freshly-made salads and gourmet sandwiches. Ladurée has also established a presence in the heart of Terminal 2. This wide range of outlets enables passengers to enjoy a carefully selected and culturally emblematic commercial offer.

As a gateway to the Côte d'Azur, the airport is expanding its role in the region by wholeheartedly assuming its identity and fully supporting its attractiveness and dynamism. As a powerful demonstration that our love for the region is not just symbolic, on the Terminal 1 forecourt and at the entrance to Terminal 2 stand #ILoveNice sculptures – a nod to the one found on the Promenade des Anglais and a perfect setting for tourists to create their own memories.

### **A key asset for attracting international conventions**

Since 2014, Nice Côte d'Azur has collaborated with convention centres and festivals in Nice, Cannes and Monaco to attract and retain professional international events. Aware of their economic benefit for the region, the airport has joined forces with its partners in their promotional efforts with the aim of winning Europe-wide competitions for our city. In real terms this means that for any event with at least 1,000 participants where 50% come from abroad, or 500 participants if the event takes place in Monaco, the airport offers a comprehensive welcome service, from signage to online and offline communication to take care of participants in a personalised manner from arrival to departure, and maximise the event's visibility. Since the introduction of this scheme, several major conventions have chosen the Côte d'Azur as the location for their events. In addition, in 2020, the airport became a partner of the plan to boost the promotion of the region, which took the form of advertising campaigns in major cities in France and Europe. At the time, the Group was the only private operator to be

involved. Finally, in early 2021 as part of a partnership with Provence Côte d'Azur Event, the airport introduced a welcome pack specifically for major events taking place in the region. It includes solutions to both streamline participants' journeys (mobile welcome desks, assistants, baggage carriers, fast-track queueing, customised signage, etc.) and enhance the travel experience (reserved areas in boarding areas for receptions, access to VIP lounges at preferential rates, etc.).