



PRESS PACK 2025

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DE LA CÔTE D'AZUR



AÉROPORTS
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Shine
with every
breath



**OBJECTIVE ZERO NET EMISSIONS
AÉROPORTS DE LA CÔTE D'AZUR**

Certified carbon neutral for its own
emissions (ACA 4+)

93% reduction since 2013.

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Côte d'Azur Airports: « Putting you on the map! »



« The Aéroports de la Côte d'Azur Group owns three airports (*Nice Côte d'Azur, Cannes Mandelieu and Golfe de Saint-Tropez*) as well as ground handling businesses in six countries. But it is, above all, a community of enthusiasts and experts who are working day-in-day-out to open up regions and enable millions of passengers to travel as needed, while minimising the environmental impact of our activities. It is a committed player in transforming this necessary and innovative mode of transport that continues to make people dream.

In short, it is a responsible organisation committed to putting its region on the map, as well as its passengers and partner ground handlers and airlines. »

Franck Goldnadel

Chairman of the Executive Board – Aéroports de la Côte d'Azur

Economic and social data

- 520 direct jobs
- More than 70 in-house roles
- More than 100 new hires each year
- 30% hired on permanent contracts
- 90% of employees receive training every year
- 88% of employees satisfied or very satisfied with their working conditions
- 1/3 of positions filled from internal candidates
- Gender equality index achieved 100/100 points
- Strong values: Collaboration, Responsibility, Customer focus, Innovation and Commitment
- 5.8 billion euros contributed to the region's GDP (2019 data)
- 103,000 direct and indirect jobs generated (2019 data)

Aéroports de la Côte d'Azur

- 2016: the group is privatised*
- 3 airports under its management (*Nice Côte d'Azur, Cannes Mandelieu and Gulf of Saint-Tropez*)
- 2020: commitment to achieve carbon neutrality without offsetting by 2030
- 2021: 1st French airport group to be awarded Airport Carbon Accreditation Level 4+ 'Transition' by the Airport Council Accreditation (ACI)

* Consorzio Azzura (Mundys/ Rome Airport /EDF Invest/Principality of Monaco) 64%, CCI Nice Côte d'Azur 25%, Caisse des Dépôts et Consignations 8%, Département des Alpes-Maritimes 1%, Métropole Nice Côte d'Azur 1% and Provence Alpes Côte d'Azur Region 1%.

Nice Côte d'Azur Airport: opening up a large cross-border region

2024 Passenger traffic: 14,76 million

2024 Aircraft movements: 159,951

2024 summer route network: 122 destinations (6 more than 2023), 13 long haul (2 more than 2023), 45 countries connected (4 more than 2023/2024)

2024/2025 winter route network: 77 destinations (6 more than 2023/2024 season), 2 long haul, 36 countries connected (4 more than 2023/2024 season)

	2023	2024	% Change
Passenger traffic	14,189,965	14,763,753	+4%
Aircraft movements	157,454	159,951	+1.6%

In 2024, Nice Côte d'Azur Airport recorded a record level of passenger traffic, driven by a growing international network of routes and a historic number of direct long-haul routes. However, the number of aircraft movements remained lower than in 2019.

	2019	2024	Variation
Passenger traffic	14,485,423	14,763,753	+2%
Aircraft movements	166,781	159,951	-4%

Nice Côte d'Azur Airport is one of the few European airports to have already exceeded its pre-pandemic passenger traffic levels, due to the importance of its service for a isolated but highly attractive region. Its routes to North America, which continues to expand each year, have offset the loss of traffic to Russia and Ukraine. The growth in passenger traffic was achieved with fewer aircraft movements.



Flight paths and average noise at 31/12/2024



Night flights at 31/12/2024

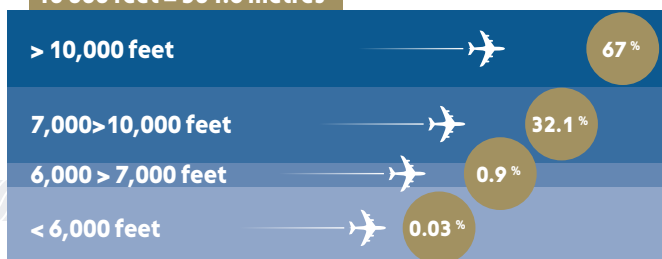
	Arrivals	Departures
Commercial aviation	1,237	516
- Scheduled	531	23
- Delayed	706	493
General Aviation	417	260
Charters	45	33
Military/Health	10	0
Total	1,709	809
Number per night	4.7	2.2

In 2024, the number of night flights increased compared to the averages for previous years due to a very high number of delays during the summer for operational reasons beyond the airport's control.

North Take-off - Altitude when crossing the coast at 31/12/2024

99.1%: this is the percentage of aircraft that crossed the coastline at a minimum altitude of 7,000 feet, as required by the Environmental Noise Prevention Plan of 31 August 2022.

10 000 feet = 304.8 metres



Expanding Terminal 2 to meet new challenges

Terminals 1 and 2 at Nice Côte d'Azur Airport have a theoretical handling capacity of 14 million passengers a year. This cap was exceeded in 2019. The operator had anticipated this, by drawing up plans for extending Terminal 2 to increase its capacity to 18 million passengers and enhance service quality.

	2012	2024	% change
Passenger traffic*	11,068,465	14,655,540	+32.5%
Aircraft movements*	110,924	109,455	-1.32%

* Commercial traffic from Nice Côte d'Azur terminals 1 and 2

Key data for the extension

• A larger terminal

- 23,058 sqm of additional floor area
- 31% additional floor area for the airport's boarding/disembarkation areas
- Theoretical capacity increased to 18 million passengers (+28.5%)

• A more seamless route for passengers

- 36 new check-in desks
- An additional baggage sorting system
- Expanded security and passport control areas

• More flexible operations

- 6 Schengen and non-Schengen compatible boarding and disembarkation gates for simplified aircraft turnarounds
- Airbridges linking stands 56 to 58, to avoid using of ramp buses

• Enhanced comfort

- Non-Schengen retail outlets redesigned, creating a duty-free shop and 2 food & beverage outlets
- A new non-Schengen VIP lounge added





An environmentally friendly building

- The extension falls within the scope of Nice EcoVallée urban development area. It is fully compliant with its environmental specifications and is aiming for the Efficient certification level
- Only airport capacity will be increased, with no positive impact on CO₂ (*emissions under the Scopes 1 and 2*)
- Geothermal generation facility and photovoltaic panels installed enabling the building to cover 20% of its energy needs with renewable energy
- Carbon certification of 3 kg CO₂/year per square metre of floor area
- Construction monitored by both an ecology engineer, to ensure the health of the ecosystems of the Var plain and the Natura 2000 area, and an environment engineer, to ensure all those involved in the construction work comply with environmental specifications

More planes, fewer of greenhouse gas emissions

An additional impact study, carried out by an independent firm of experts, has analysed the environmental impact of extending Terminal 2.

- The number of aircraft movements indicates that the extension could accommodate an additional 14,000 movements
- But, the report also highlighted that greenhouse gas emissions will be 11% lower in 2034 than in 2024 due to improvements in infrastructure and increasing number of low-emission aircraft
- In conclusion, by 2034, this study shows that atmospheric emissions from the proposed extension of Terminal 2 will not generate any significant health risks

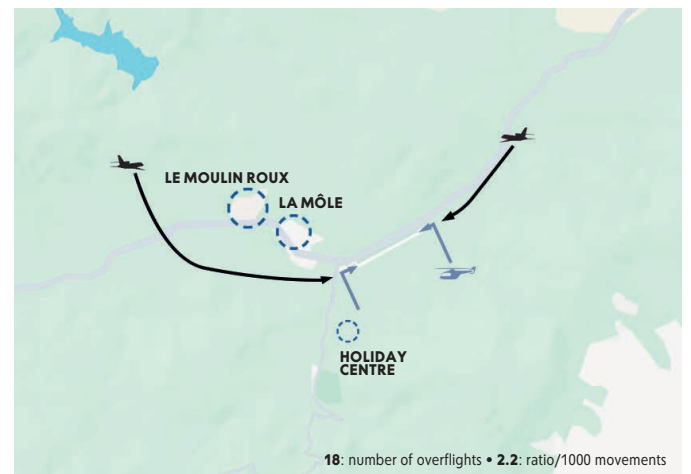
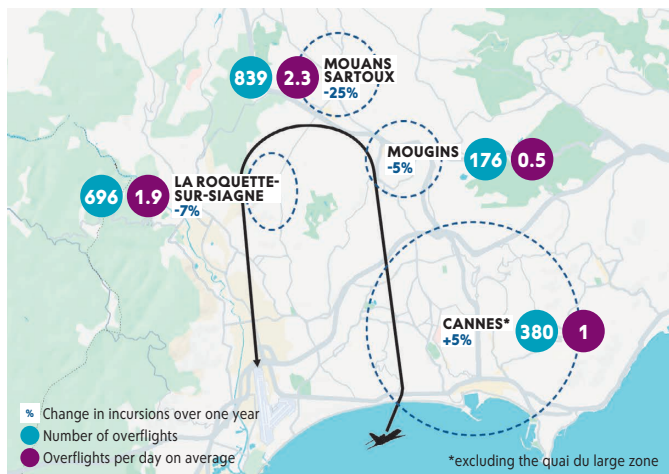
Aéroports de la Côte d'Azur: A responsible leader in business aviation

Business aircraft movements	2023	2024	% Change
Nice Côte d'Azur	38,175	39,145	+2.5%
Cannes Mandelieu	13,019	12,932	-0.6%
Golfe de Saint-Tropez	3,713	3,695	-0.5%

Breakdown of traffic at Cannes Mandelieu Airport in 2024

- Business aviation: 18.5%
- Light aircraft: 64.1%
- Civil helicopters: 15.5%
- Government aircraft (*planes and helicopters*): 1.9%

Number of flights over blue circles for Cannes Mandelieu and Golfe de Saint-Tropez and change over 1 year



The blue circles correspond to specific urban areas that are highly sensitive to noise, which pilots must avoid flying over. Aéroports de la Côte d'Azur monitors all flights to ensure compliance with the Environmental Charters, which lay down rules on flight paths and limits noise pollution for local residents. Penalties may be imposed for breaches of these rules. In recent years, the number of flights over the blue circles has steadily fallen.

Limiting the environmental impact of general aviation

- 2016: electrical sockets were installed in the general aviation parking area at Nice Côte d'Azur and the use of engines during the turnaround was banned until 10 minutes before departure, with fines in case of breaches
- 2020: demonstration flight of the Pipistrel Velis Electro and introduction of incentives for Cannes Mandelieu flying clubs to use electric aircraft
- 2021: Aéroports de la Côte d'Azur supported the arrival of eVTOL (*electrical vertical take-off and landing*) as an alternative to conventional fuel-propelled helicopters
- 2023: Golfe de Saint-Tropez Airport was awarded the certification label Aérobio Level 2, rewarding the airport's efforts to protect the environment and biodiversity
- 2024: Cannes Mandelieu gets Europe's first all-electric refuelling truck

The Group, a pioneer in **decarbonising its business**

Situation at 31/12/2024 (compared to 2013)

- Aéroports de la Côte d'Azur: <93% of emissions under its control (*Scopes 1 and 2*)
- Nice Côte d'Azur: <95% of emissions under its control (*Scopes 1 and 2*)
- As a result of all the measures undertaken, Nice Côte d'Azur Airport's emissions under Scopes 1 and 2 fell from 4,698,600 to 281,721 kg CO₂ equivalent

Key dates

- **2020:** an unprecedented three-way partnership signed between the Group, local communities and the French National Forestry Office to finance reforestation in the area and plant-based carbon sinks with a capacity equivalent to the Group's residual emissions in 2030
- **Since 2020:** all combustion-powered vehicles replaced with electric vehicles, except those where the technology is not sufficiently mature; anti-smog boxes fitted to remaining combustion-powered vehicles, reducing fine particle emissions by more than 80%
- **2021:** the first airport group to be awarded Airport Carbon Accreditation Level 4+ , which was the highest level at the time, with an absolute reduction of 4.4% in emissions over one year
- **2023-2024:** last boilers removed at Terminal 1 of Nice Côte d'Azur and at Cannes Mandelieu, representing a reduction of 666.9 Tonnes of CO₂e
- **2024:** renewal of ACA 4+ certification, with emissions falling in absolute terms each year, despite more stringent requirements to obtain certification for Scope 3

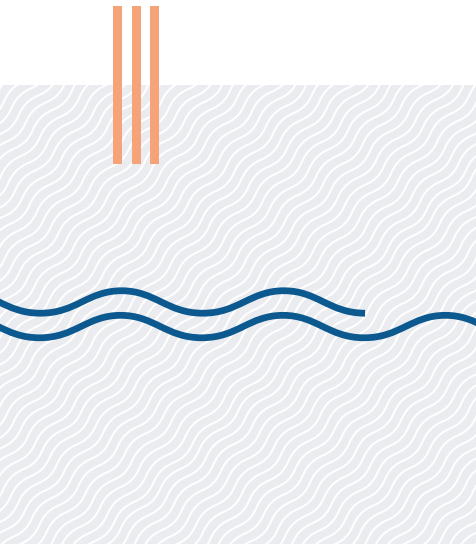
Definitions

Scope 1: Direct GHG emissions from sources that are owned and/or controlled by the airport, for example, emissions from combustion in boilers, furnaces, vehicles, etc. that are owned and/or controlled by the airport.

Scope 2: Indirect GHG emissions from electricity, steam, heating or cooling generation purchased and used by the airport. Scope 2 emissions are physically generated at the facilities where the purchased electricity is generated.



... but is also, very **committed to reducing its indirect emissions**



Scope3: Includes all other indirect emissions, which are the consequence of the airport's business activities, but are generated by equipment/facilities that is not owned and/or controlled by the company, (*such as aircraft movements, vehicles and equipment driven by third parties or waste treatment outside the site...*). These sources may be located on site or outside the airport (*geographical perimeter*).

- 2016: Nice Côte d'Azur led the field by fitting 'pop-out' power terminals on general aviation aircraft stands enabling aircraft to use low-carbon, non-fossil fuel energy. This power supply avoids using an auxiliary generator, which is noisy and polluting. The use of these engines is strictly regulated by a prefectural order, which was recently tightened, limiting their use to just 10 minutes, subject to fines
- All the airbridges connecting aircraft to Terminals 1 and 2 are supplied by a 400 hertz power grid, again to avoid using auxiliary generators producing greenhouse gas emissions
- In 2020, Nice Côte d'Azur operated the first flight by a Head of State, HSH Albert II of Monaco, aboard a 100% electrical aircraft, the Pipistrel Velis Electro
- Since then, Aéroports de la Côte d'Azur has been encouraging their partners, leisure pilots and flying schools to switch to electrical aircraft, including by implementing incentives
- Since 2021, Aéroports de la Côte d'Azur has been working to enable eVTOL (*electric vertical take-off and landing aircraft*), as an alternative to conventional helicopters
- In 2021, Nice Côte d'Azur Airport supported an Air France flight from Nice to Paris, fuelled by 30% Sustainable Aviation Fuel (SAF)
- In 2022, Nice Côte d'Azur Airport welcomed the test flight of an A380 operated by Airbus from Toulouse, which used 100% Sustainable Aviation Fuel (SAF) for the entire LTO cycle (*landing and take-off*)
- In 2024, Nice Côte d'Azur carried out work to provide a power supply for aircraft parked in the 69 remote aircraft stands, with no access to an airbridge. This operation will save 6,700 tCO₂e per year
- In partnership with ground handlers, Nice airport has introduced a pooling system for ramp equipment/vehicles, reducing logistics and supporting its electrification, in particular by making charging stations available, in order to electrify all ground handling operations.
- 2024: the ramp buses used to transfer passengers from aircraft parked in remote car parks are now all electric

Guaranteeing a quality of service on a par with an exceptional region

A decarbonised mobility policy

- Easy access with two public tramway lines serving both terminals
- Electric shuttle buses linking terminals and car parks
- Electric charging points in passenger and employee car parks
- Specific bicycle parking areas
- Electrical ramp buses

Services to make travelling a breeze

- Car parking bookings (*Click & Collect*)
- Purchasing access to a fast-track lane to cut the queues at the security checkpoints (*Nice Access*)
- Disabled access and dedicated, regularly trained staff
- The Aria Serena room for Air Corsica passengers travelling for medical reasons
- Family Plus label
- Club Airport Premier, France's oldest frequent flyer club offering benefits and discounts

A personalised retail service

- The selection of travel retail outlets will be completely renewed by 2025
- Brands promoting local or national expertise
- Restaurants with menus inspired by travel
- Products can be ordered online in the outlets with delivery to a VIP lounge



DO YOU HAVE A **PROJECT IN THE CÔTE D'AZUR REGION**
THAT PROTECTS **BIODIVERSITY**
OR PROMOTES **COMMUNITY-BASED ACTIONS?**



The Aéroports de la Côte d'Azur Foundation can support
your charity or foundation.

Tell us about your aims for our region:
fondation@cote-azur.aeroport.fr

The Aéroports de la Côte d'Azur Foundation

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