

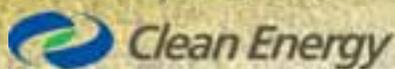
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GROUND SUPPORT
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Going Green

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Munich Airport needs to grow, but management wants growth at an environmentally sustainable pace.

By Steve Smith



GREEN GROWTH AT MUNICH AIRPORT

flughafen Munchen GmbH, airport manager for Munich Airport (MUC) plans to invest almost \$3 billion over the next four years to build a third runway and transform a baggage facility into a satellite terminal.

FMG needs to spend generously in order to meet its projected demands of 58 million passengers and air traffic of 120 planes an hour by 2025.

But the group is tight-fisted when it comes to its carbon emissions. In 2009, FMG announced its intentions to achieve carbon-neutral growth by 2020, compared to a baseline of 2005. FMG figured out its own carbon emissions in 2008 and determined that it had control over around 160,000 metric tons of carbon emissions annually. If FMG did nothing, this carbon load was expected to be as much as 70,000 tons higher by 2020.

Thanks to a company-wide carbon reduction program launched in 2009, FMG believes it avoided more than 11,400 tons of carbon emissions between 2009 and 2010 alone.

Naturally, managers are making changes to its array of 3,000 pieces of ground support equipment. Many of the airport's ground handling vehicles run on fuel produced locally from canola oil rather than conventional diesel.

Currently, 18 sweepers and cargo tractors, for example, are powered 100 percent with canola oil. Fifty-five

A plane takes off from Munich Airport near a canola field. FMG uses canola oil - Rapsöl - to power a quarter of its GSE.

other vehicles of these types are running on a mixture of canola and diesel ranging from 10 percent to 50 percent of what the Germans call "Rapsöl." The deciding factor in a straight shot of Rapsöl or a mix has more to do with the age of individual equipment than performance issues.

In 2009, more than 200 electric vehicles – including self-propelled passenger stairs, conveyor belt vehicles, tugs and tractors as well as 122 hybrid tow tractors and purely electric-powered vehicles were in use. All together about a quarter of the airport's GSE runs on alternative fuel or with electric engines.

FMG is also substituting bioethanol for gasoline in many of its standard automobiles used for business.

To further promote alternative sources of fuel to the public, FMG worked with local energy utility company Stadtwerke München to install a biogas and natural gas refueling depots at the Agip filling station on MUC property. Owners of gas-powered automobiles can now fill up with biomethane at this one-of-a-kind station at an airport in Germany.

In addition, FMG is also helping airlines use energy



FMG intends on achieving zero-carbon growth by 2020. One way to control carbon emissions is powering GSE like this Rofan tractor with canola oil. Ground handlers also use more than 200 electric vehicles.

Photo Credit: FMG

more efficiently. The group is gradually equipping all its jet bridges with compact air-conditioning systems that are powered by the airport's supply network and will supply cool or warm air to parked jets. FMG says it will save 14,000 tons of carbon emission once the upgrades to all its contact stands are complete.

Energy-efficient, sustainable building practices offered

other practical paybacks. The ventilation systems for the airport's two terminals, for example, are slowed down at night when flight frequencies decrease for a savings of 3,400 tons of carbon emissions. With security in mind, the airport parking garages are lit around the clock. But in June 2009, a switch to more efficient LED lights reduced carbon output by almost 2,000 tons a year. •

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