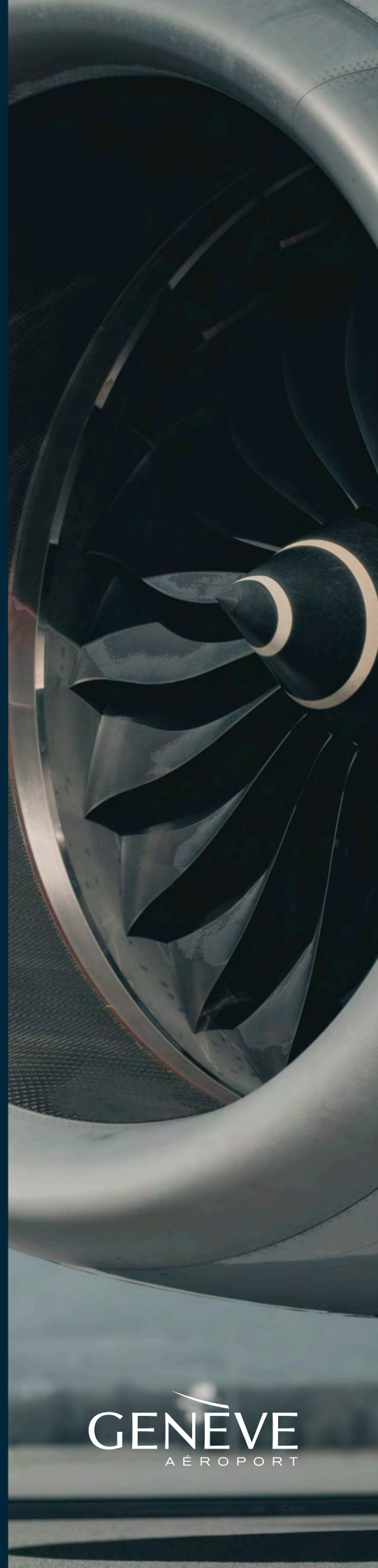


ANNUAL
REPORT

2024



GENÈVE
AÉROPORT

The logo for Geneva Airport features the word "GENEVE" in a large, bold, black, sans-serif font. A thin, blue, curved line arches over the top of the letters "NEVE". Below "GENEVE", the word "AÉROPORT" is written in a smaller, black, sans-serif font, with wide letter spacing.

GENEVE
AÉROPORT



A N N U A L R E P O R T

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Key figures



* Full-time , equivalent
excluding apprentices



Gilles Rufenacht
Chief Executive Officer

A remarkable year has passed for Genève Aéroport, marked by solid profits and a return to pre-COVID passenger levels. We can now turn the page on the health crisis and move forward. Thanks to the collective efforts to reduce debt, the company is now able to invest with confidence. This will allow Genève Aéroport to accelerate transformation and renovation projects, particularly in infrastructure, which has aged over time.

The modernization of our airport, part of which dates to 1948, is also a tremendous opportunity to reinvent ourselves and set ambitious goals to reduce our environmental impact while limiting noise and disturbances for our neighbours.

Success despite headwinds

2024 was a year in which the external conditions in which we operate became more complex: geopolitical tensions, increased public scrutiny of air transport, a shortage of skilled personnel, and severe congestion in the European air network.

Despite these challenges, we can take pride in several achievements.

We have significantly reduced delayed take-offs, maintained a high proportion of next-generation aircraft, successfully tested the new delay quota system, and satisfactorily renegotiated fees for the 2025-2027 period, to name just a few.

Vision 2040 and CAP2030

The 2040 vision adopted by the Board of Directors is clear and defines our direction. Genève Aéroport is set to become a mobility hub integrating all modes of transport. The CAP2030 project and its multimodal platform represent a key milestone in implementing this vision.

Regarding CAP2030, even though an appeal is still pending, we have begun presenting the project to the public, who have shown great enthusiasm. This ambitious program will significantly enhance the passenger experience.

Long-haul destinations and business aviation

New routes to Bahrain, Oslo, Copenhagen, Tromsø, and Rovaniemi enriched our network from Geneva in 2024. Expanding direct connections to intercontinental destinations, particularly in North America and Southeast Asia, remains a constant challenge for Genève Aéroport.

As for business aviation, it accounted for a quarter of all movements at Genève Aéroport in 2024, placing us among the top three European airports in this sector. Beyond its crucial role in our economy, this activity operates with smaller aircraft models that are more adaptable to new technologies. We are closely monitoring these ongoing developments.

People at the heart of the company

Taking the helm of an institution that is at the centre of attention for the economy, international organizations, local communities, political stakeholders in Switzerland and France, and, of course, nearly 18 million annual passengers, is a great responsibility.

I spent my first weeks at Genève Aéroport exploring the wide range of activities and professions that coexist on the platform. This immersive period gave me a unique opportunity to meet the people who make the airport function. Alongside them, I was able to experience firsthand the passion that drives the teams working across our platform. This is a major strength for the company. Genève Aéroport is enriched by this human capital and can rely on this enthusiasm to push forward its modernization and build a future in which everyone plays an essential role.



Christian Lüscher
Chairman of the Board
of Directors

2024 was a year of partial changes in the leadership teams at Genève Aéroport, but also a year of continuity in terms of results and strategy.

Regarding results, Genève Aéroport recorded the highest profit in its history, demonstrating its role as a key strategic asset for Geneva in terms of international influence, economy, and tourism. The State of Geneva also benefits from this success, as the airport transfers 50% of its profit—over 55 million francs in 2024—to its owner, while the remaining amount is allocated to debt reduction, ensuring financial stability and the ability to invest in future projects.

At the same time, the chapter on the 2020 COVID crisis is closing, with passenger numbers nearly reaching 2019 levels, but with fewer aircraft movements. This is an encouraging development and one of the key goals for the future.

Speaking of objectives, Genève Aéroport must meet the targets set in agreement with the Council of State. In 2024, the new Objective Agreement between the State of Geneva and the Aéroport International de Genève (AIG) was signed, defining the mutual expectations for the years 2024 to 2029. According to this agreement, the airport must fulfil its role as a critical national infrastructure while addressing environmental concerns, such as reducing noise and air pollution caused by aviation.

In this context, the strong efforts made to significantly reduce flights departing from Geneva after 10 p.m. should be acknowledged. This was achieved through strong but accepted incentive-based fees, along with measures encouraging airlines to use next-generation aircraft as much as possible.

2024 also marked the return to social peace following a very brief strike—just a few hours in a history spanning 100 years. This resolution was made possible thanks to mediation wisely recommended by the Council of State, which was conducted in good faith and a constructive spirit by all parties involved.

When it comes to the "customer experience," much remains to be done, keeping in mind that the current infrastructure, which is 60 years old, was originally built for five million passengers but now accommodates nearly 18 million.

Reducing disturbances for residents around the airport while listening to their concerns, operating a strategic asset for Geneva and Switzerland, and ensuring user satisfaction is the daily challenge faced by the airport's teams. Their passion and enthusiasm struck me from the moment I arrived.

Change has come with the appointment of a new CEO, Gilles Rufenacht, who brings extensive experience in hospitality, having applied its principles in the private healthcare sector for nearly 25 years. Without seeking to revolutionize operations, he is fully committed to improving the customer experience, both in aviation and commercial services. I look forward to reporting the first results in the 2025 Annual Report editorial.

Gilles Rufenacht is supported in this mission by a Board of Directors that has also undergone significant renewal. I would like to thank each member, as I have seen firsthand that their only focus in their mandate is the best interests of the airport.

Finally, it is a pleasure to collaborate with our supervising minister, Nathalie Fontanet, for whom autonomy is not just a concept. Her support and attentiveness are invaluable to us.

In short, as president, I sign this foreword to the 2024 Annual Report with great satisfaction and a commitment, alongside the Board of Directors, to continue working for the benefit of the airport, its shareholder, and the people of Geneva, while remaining particularly attentive to environmental challenges and user satisfaction.



Members of the Board of Directors

Chairman of the Board of Directors

- Mr. Christian Lüscher

Members appointed by the Grand Council

- Mrs. Céline Amaudruz (UDC)
- Mr. Denis Chiaradonna (S)
- Mr. Lulzim Jahiu (MCG)
- Mrs. Caroline Monod (Ve)
- Mr. Patrick Schmied (LC)
- Mr. Philippe Schwarm (PLR)
- Mrs. Rebecca Stevens Alder (LJS)

Members appointed by the Council of State

- Mrs. Corinne Momal-Vanian
- Mrs. Birgit Sambeth
- Mrs. Virginie van Doorn
- Mr. Stanislas Zuin



Members appointed from among themselves by the administrative councils of two Geneva municipalities on whose territory the airport noise zones extend, designated by the Council of State

- Mr. Willy Cretegy
- Mr. Bernard Taschini

Member of the Grand-Saconnex Administrative Council

- Mr. Laurent Jimaja

Member of the Meyrin Administrative Council

- Mr. Laurent Tremblet

Members appointed by the Council of State, based on a proposal from the Conference of Heads of Public Economy Departments of Western Switzerland

- Mrs. Marie De Freminville
- Mr. David Pigolet

Member appointed by the Council of State, based on a proposal from the presidents of the General Councils of the neighbouring French departments

- Mrs. Aurélie Charillon

Members elected by the staff of the institution

- Mrs. Cécile Baptiste-David
- Mr. Thierry Mellina-Bares
- Mr. Nicolas Vuille

Representative appointed by the Council of State with a consultative voice

- Mrs. Emanuela Dose Sarfatis

New objectives agreement

On July 1, 2024, the Republic and Canton of Geneva and Geneva International Airport (AIG)* signed an Objective Agreement for the period 2024 to 2029. This agreement sets out key milestones for the controlled operation and development of the airport platform, including its ground accessibility and mobility policy.

Regarding the environmental impact of airport activities, the signatories of the agreement have decided to maintain the absence of movements between 5:00 AM and 6:00 AM and to continue limiting them after 10:00 PM, as well as to uphold financial incentives favouring the latest generation of quieter aircraft.

To ensure the airport's competitiveness, the parties have agreed on AIG's operational performance and financial efficiency. Finally, the share of the airport's profits to be returned to the State remains at 50%.

A few weeks earlier, on April 30, 2024, the Board of Directors of Geneva Airport defined its medium- and long-term strategy and business plan (from 2024 to 2030). These must be approved by the Council of State and then submitted in the form of a report to the

Grand Council, which will decide by resolution (Art. 18, paragraphs 1 to 3 of the Geneva International Airport Law - LAIG).

New Managing Director

Appointed by the Board of Directors on November 16, 2023, Mr. Gilles Rufenacht, who joined the company on August 2, 2024, officially assumed his role as CEO on October 1, 2024. He succeeded André Schneider, who had served as CEO since 2016 and retired at the age of 65.

In honour of his departure, a celebration took place on September 19 in the exceptional setting of the noise absorber on the western part of the tarmac. Around 300 guests, including colleagues, airport platform partners, aviation professionals, and political and economic leaders, attended the event, the content of which was a surprise for most participants.

From his very first days in office, Mr. Gilles Rufenacht shared with the executive management and employees his commitment to strengthening trust with all staff, prioritizing the passenger experience, and fostering innovation within the airport platform.



André Schneider's farewell ceremony in the exceptional setting of the noise damper.

*In this report, except for elements related to the Council of State and legislative references, the name Genève Aéroport is preferred over Aéroport International de Genève (AIG).





Chief Executive Officer
Gilles Rufenacht



**Sales and Development
Director**
Kristina Mees



Chief Operating Officer
Giovanni Russo



Head of Infrastructure
Philippe Moraga



Director of Human Resources
Susanna Swann



Finance Director
Aline Vaglio



Chief Technology Officer
Massimo Gentile

Members of the Executive Management



Associated members :

Corporate Secretary and Head of Legal Affairs

Christine Widmann

Head of Environment and Sustainable Development

Nathalie Rossier-Iten

Head of Communications & Spokesperson

Sandy Bouchat

COCKPIT VOICE RECORDER



TEST
HOLD 5 SEC.



HEADSET

ERASE



ALT
HORN
CUTOUT



AUTO

32000

FLT ALT

CLOSE

AUTO

01
RENEWED FINANCIAL
STRENGTH

LOG

2000
FL140
FL22

WING

In 2024, Genève Aéroport recorded a profit of 110.4 million francs before retrocession to the State of Geneva and 55.2 million francs after retrocession.

This result is unprecedented. It reflects the dynamism of activity, the relevance of management decisions made in recent years, and the diligence with which Genève Aéroport continues its financial recovery process following the health crisis.

With 17.8 million passengers recorded in 2024, Genève Aéroport is nearly back to its 2019 traffic level (17.9 million in 2019) and confirms the forecasts used in developing its post-crisis strategy. Debt reduction is progressing and even accelerating, while the EBITDA margin is improving, reflecting the company's efforts to enhance efficiency. Genève Aéroport can now enter 2025 with confidence and look resolutely and calmly toward the future with ambitious projects ahead.

2024 EBITDA up

The operating margin before interest, taxes, and depreciation (EBITDA) reached nearly 40%: 39.6% in 2024 compared to 38.6% in 2023.

Driven by increased passenger traffic, the dynamism of non-aeronautical commercial activities, strict control of operating costs, continuous improvement in operational performance, and rigorous expense allocation processes, Genève Aéroport has successfully enhanced its profitability.

The tariff adjustments implemented in 2024 also contributed to the margin's growth, though to a lesser extent this year.

Passenger numbers have boosted revenues

The number of passengers increased by 8% compared to the previous year (16.5 million in 2023). This rise in traffic has driven the company's revenue up by 9% compared to 2023.

Total revenue reached 533.7 million francs (compared to 489.6 million francs in 2023). For reference, pre-crisis revenue at the end of 2019 was 493.9 million francs.

Aeronautical revenues increased by 10.7% compared to 2023, reaching 343.8 million francs. This growth is proportional to the growth of traffic.

In addition to a significant volume effect, there is also

a price effect resulting from the reintroduction of the daytime noise charge after a three-year suspension. Additionally, the increase in the fee for the use of the new baggage sorting system, implemented in August 2024, further contributed to this price effect.

The share of aeronautical revenues in Genève Aéroport's total income increased slightly compared to 2023. By the end of 2024, it accounted for 64.4% of total revenues (compared to 63.4% in 2023).

Non-aeronautical revenues, which account for 35.6% of total income, increased by 6.1% to 189.9 million francs.

Commercial activities remained particularly dynamic, even though there were no significant changes in the concepts offered to passengers. The growth in retail revenues, especially from duty-free shops and food services, is closely correlated with the rise in passenger traffic (+8.3%).

Operating under constant scrutiny

Operating expenses amounted to 165.6 million francs in 2024, increasing at a slower pace than revenues (+7.1% compared to 2023). Inflationary effects remain contained.

The continued operation of the old baggage sorting system alongside the ramp-up of the new system resulted in non-recurring additional costs in 2024. The full commissioning of this new facility is scheduled for 2025.

Personnel expenses increased by 10.9 million francs, reaching 157 million francs (+7.5% compared to 2023). This rise is due to staff increases, granted seniority increments, salary indexation, and a special bonus awarded to all employees following salary negotiations at the end of the year.

Investments

Investment cash flow amounted to 90.1 million francs in 2024, an increase compared to 2023, driven by the construction of the new baggage sorting system.

A proactive debt reduction strategy

Thanks to the strong results recorded in 2022, 2023, and 2024, Genève Aéroport continues to rigorously pursue its debt reduction process, confirming the

effectiveness of the post-pandemic recovery strategy approved by the Board of Directors.

This proactive strategy aims to prepare the airport for an investment phase focused on modernizing its infrastructure, including the replacement of the main terminal (CAP2030 project).

Net debt decreased from 685 million francs in 2022 to 482 million francs by the end of 2024.

With a debt ratio of 2.3x at the end of 2024, Genève Aéroport is perfectly aligned with its financial targets. The target debt ratio (net debt/EBITDA) of 2x is expected to be reached sooner than anticipated. These favourable conditions now provide the company with the stability needed to confidently

implement its investment plan.

Successful fare negotiations with airlines

Negotiations with airlines in 2024 resulted in an agreement to increase the passenger fee by 20 centimes per passenger starting January 1, 2025, for the period 2025-2027.

The introduction of a new compensation fee for residents around the airport, set at 60 centimes per passenger, has also been accepted by the airlines.

The funds collected will be used to cover potential compensation payments to residents affected by airport-related nuisances. A provision for this purpose has been gradually built into Genève Aéroport's accounts since 2011.



Balance sheet as at 31 December

| | 2024 | 2023 |
|---|------------------|------------------|
| ASSETS | | |
| Property, plant and equipment | 1,232,127 | 1,235,237 |
| Intangible assets | 35,382 | 33,547 |
| long term deposits | 60,000 | - |
| Total non-current assets | 1,327,509 | 1,268,784 |
| Inventory | 7,087 | 6,728 |
| Prepayments and accrued income and other receivables | 7,704 | 6,327 |
| Trade receivables | 61,194 | 67,123 |
| Cash and cash equivalents | 84,419 | 48,494 |
| Total current assets | 160,404 | 128,672 |
| Total assets | 1,487,913 | 1,397,456 |
| EQUITY AND LIABILITIES | | |
| EQUITY | | |
| Reserves | 251,342 | 214,815 |
| Net profit for the financial year | 55,202 | 44,280 |
| Total equity | 306,544 | 259,095 |
| LIABILITIES | | |
| Environment Fund | 18,153 | 14,769 |
| Non-current borrowings and other debts | 625,884 | 626,238 |
| Non-current provisions | 83,495 | 82,107 |
| Employee benefit obligations and other long-term benefits | 301,795 | 283,254 |
| Non-current derivative financial instruments | - | - |
| Other non-current liabilities | 13,145 | 12,032 |
| Total non-current liabilities | 1,042,472 | 1,018,400 |
| Current borrowings and other debts | 532 | 529 |
| Current derivative financial instruments | - | 507 |
| Retrocession due to the State | 55,202 | 44,281 |
| Accrual and deferred incomes | 48,484 | 45,886 |
| Trade payables | 34,679 | 28,758 |
| Total current liabilities | 138,897 | 119,961 |
| Total liabilities | 1,181,369 | 1,138,361 |
| Total liabilities and equity | 1,487,913 | 1,397,456 |

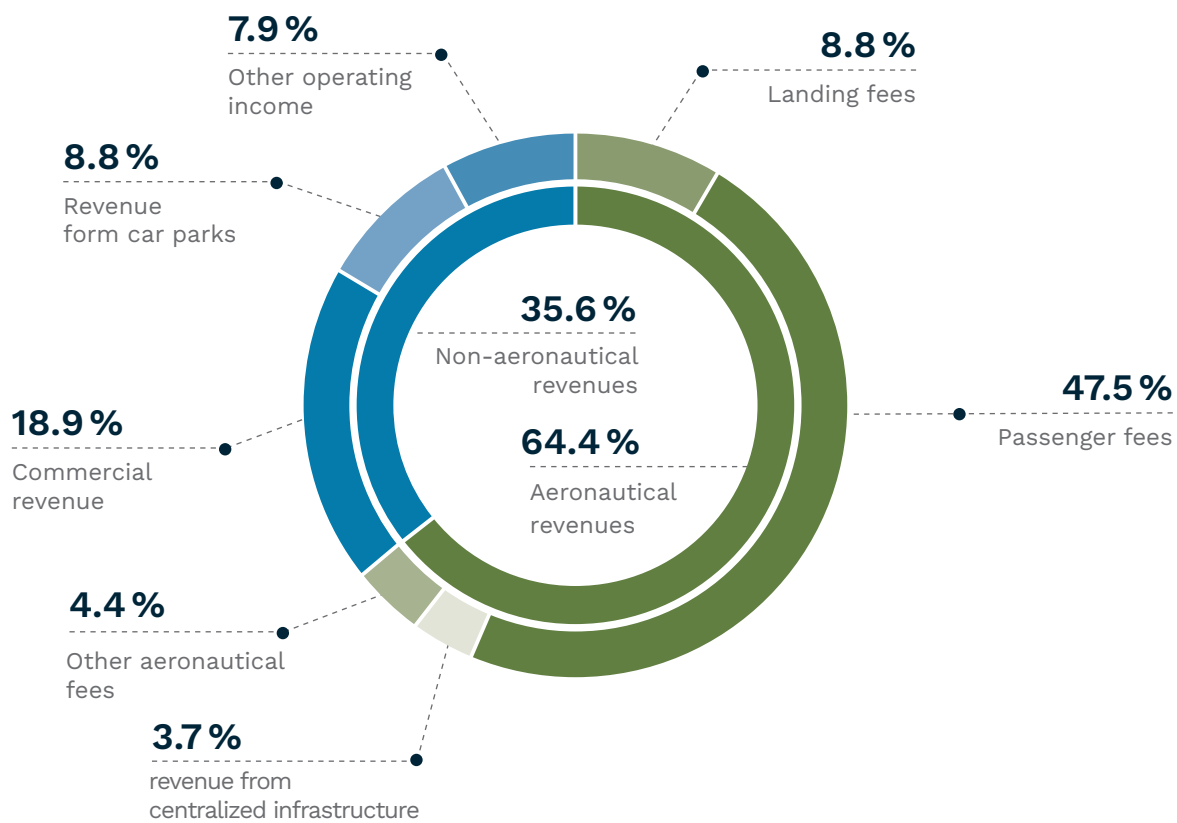
| Amounts in KCHF

Profit and loss account

| | 2024 | 2023 |
|--|-----------------|-----------------|
| INCOME | | |
| Landing fees | 46,890 | 43,121 |
| Passenger fees | 253,375 | 234,626 |
| Revenue from centralized infrastructure | 19,803 | 17,293 |
| Other aeronautical fees | 23,751 | 15,547 |
| Total airport fees | 343,819 | 310,587 |
| Commercial revenue | 100,842 | 93,077 |
| Revenue from car parks | 46,956 | 45,450 |
| Rent and surface rights | 25,828 | 25,207 |
| Ancillary rental income | 8,135 | 7,304 |
| Other operating income | 8,165 | 8,021 |
| Total operating income | 189,926 | 179,059 |
| Total income | 533,745 | 489,646 |
| EXPENSES | | |
| Salaries and allowances | -112,230 | -108,054 |
| Social security, health and accident insurances | -15,143 | -14,379 |
| Other employee expenses | -4,469 | -3,730 |
| Pension contributions | -25,197 | -19,927 |
| Total employee expenses | -157,039 | -146,090 |
| Fees, services and subcontracting | -45,255 | -42,222 |
| Security and safety subcontracting | -36,952 | -31,932 |
| Police fees for ground security | -10,340 | -10,340 |
| energy, maintenance and rent | -57,346 | -53,774 |
| Commodities | -6,227 | -4,906 |
| Other operating expenses | -6,099 | -13,556 |
| Net levy on the environment fund | -3,384 | 2,120 |
| Total operating expenses | -165,603 | -154,610 |
| Total operating charges | -322,642 | -300,700 |
| Earnings Before Interest, Taxes, Depreciation and Amortisation (EBITDA) | 211,103 | 188,946 |
| Amortisation on tangible and intangible assets | -95,048 | -93,122 |
| Total amortisation charges | -95,048 | -93,122 |
| Operating result | 116,055 | 95,824 |
| Financial expenses | -7,364 | -9,034 |
| Financial income | 1,713 | 1,771 |
| Total financial expenses and income | -5,651 | -7,263 |
| Result before retrocession | 110,404 | 88,561 |
| Retrocession due to the State | -55,202 | -44,281 |
| Net profit for the financial year | 55,202 | 44,280 |

Amounts in KCHF |

Distribution of income



Key indicators

in millions of CHF

| | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 |
|--|-------------------|-----------------|-----------------|-------|-------|--------------|
| Income | 493.9 | 191.2 | 209.0 | 423.1 | 489.6 | 533.7 |
| EBITDA | 156.7 | -59.7 | -15.7 | 158.4 | 188.9 | 211.1 |
| Net profit | 84.1 ¹ | -129.5 | -88.9 | 46.3 | 44.3 | 55.2 |
| Share of net profit allocated to the State in the following year | 42.0 | 0.0 | 0.0 | 15.4 | 44.3 | 55.2 |
| Surface rights | 5.0 | 5.0 | 5.0 | 5.0 | 5.5 | 5.6 |
| Operating cash flow | 171.3 | -8.6 | -26.2 | 157.1 | 198.3 | 236.0 |
| Investment cash flow | -232.5 | -126.5 | -121.1 | -61.2 | -68.3 | -90.1 |
| Net debt ² | 310.1 | 618.9 | 772.7 | 684.7 | 578.3 | 482 |
| EBITDA / Income ratio | 31.7% | -31.2% | -7.5% | 37.4% | 38.6% | 39.6% |
| Net debt / EBITDA | 2.0 | na ³ | na ³ | 4.3 | 3.1 | 2.3 |

¹ The portion of net profit paid to the State in N+1 is not deducted from net profit in 2019

² non-current and current borrowings and other debts, less cash and cash equivalents and short and long-term deposit

³ not applicable







2019
PASSENGER
LEVELS
RESTORED,
WITH FEWER
FLIGHTS

In 2024, Genève Aéroport welcomed 17,796,333 passengers, representing a 7.97% increase compared to 2023, which had 16,482,713 passengers. This traffic level remains slightly (-0.73%) below the record year of 2019, the last pre-pandemic year, when the airport handled 17,926,625 passengers.

With 179,107 aircraft movements, including scheduled flights, charters, commercial and non-commercial aviation, total air traffic increased by 3.62% compared to 2023. However, the total number of take-offs and landings remains 3.73% below the 2019 level of 186,043 movements.

In 2024, the increase in passenger numbers significantly outpaced the growth in aircraft movements. The reasons behind this trend include the use of larger-capacity aircraft, a higher number of passengers per flight, an increase in load factors, and a financial policy encouraging airlines to optimize aircraft occupancy.

These efforts are reflected in key performance indicators. The average number of passengers per scheduled and charter flight reached 130 in 2024, surpassing 128 in 2023 and 124 in 2019, before COVID. The annual average load factor also improved, reaching 76.1% in 2024 compared to 75.4% in 2023.

Extensive network

The year 2024 is marked by a fully restored route network post-COVID. Intercontinental routes experienced strong traffic, with significant growth in the Middle East and Africa. The Geneva-Beijing route operated by Air China nearly doubled its traffic, increasing by +97%, with expanded flight frequencies. This growth, supported by Genève Aéroport's incentive-based pricing policy, enabled the airline to introduce a next-generation A350-900 aircraft.

The network expanded with the arrival of Gulf Air for the summer, connecting Geneva to Bahrain, and a significant increase in flights to Scandinavian destinations. In addition to Oslo and Copenhagen, new routes to northern destinations such as Tromsø and Rovaniemi were introduced by SWISS, easyJet, SAS, and Norwegian. Two Italian destinations, Bari and Salerno, were also added in 2024.

EasyJet remains the market leader with a 46.9% share. SWISS holds 12.4%, while British Airways accounts for 4.5%. The top 10 airlines in 2024 also include Air France (3.2%), Iberia (2.9%), KLM Royal Dutch Airlines (2.4%), TAP Portugal (1.9%), Emirates (1.8%), Turkish Airlines (1.8%), and Air Dolomiti (1.6%).

Overall traffic results

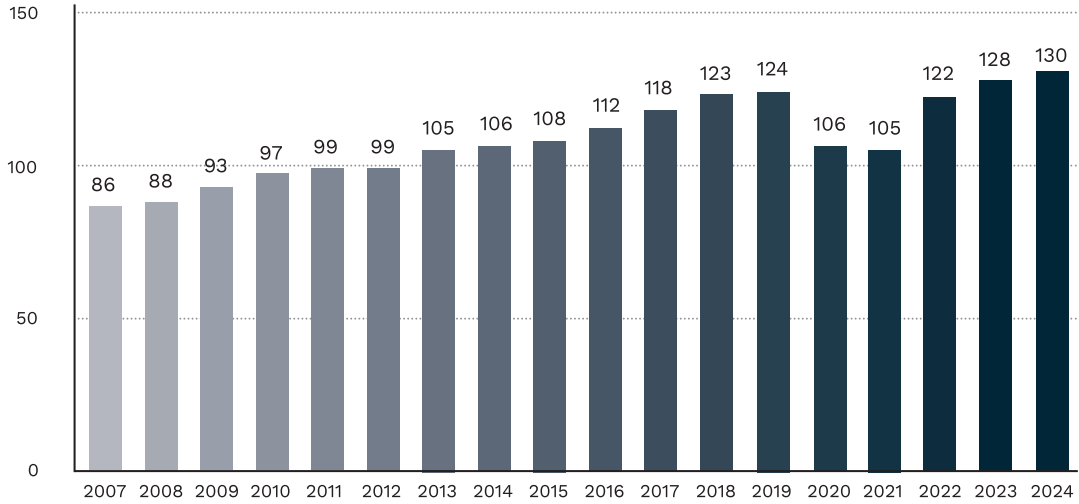
| | 2024 | 2023 | 2022 | Var. 24/2023 | Var. 24/2022 |
|--------------------------------|-------------------|-------------------|-------------------|-----------------|-----------------|
| Passengers traffic | | | | | |
| Other commercial traffic | 61,474 | 62,719 | 60,795 | -1.99 % | 1.12 % |
| Total non-commercial traffic | 24,631 | 27,931 | 27,196 | -11.81 % | -9.43 % |
| Charter passenger traffic | 37,984 | 38,518 | 35,542 | -1.39 % | 6.87 % |
| Scheduled passenger traffic | 17,672,244 | 16,353,544 | 13,961,742 | 8.06 % | 26.58 % |
| Total passenger traffic | 17,796,333 | 16,482,712 | 14,085,274 | 7.97 % | 26.35 % |

Aircraft Movements

| | | | | | |
|--|----------------|----------------|----------------|---------------|---------------|
| Other commercial traffic movements | 29,518 | 30,147 | 31,960 | -2.09 % | -7.64 % |
| Total non-commercial traffic movements | 13,575 | 14,743 | 16,066 | -7.92 % | -15.50 % |
| Charter passenger traffic movements | 320 | 315 | 290 | 1.59 % | 10.34 % |
| Scheduled passenger traffic movements | 135,694 | 127,637 | 114,852 | 6.31 % | 18.15 % |
| Total aircraft movements | 179,107 | 172,842 | 163,168 | 3.62 % | 9.77 % |

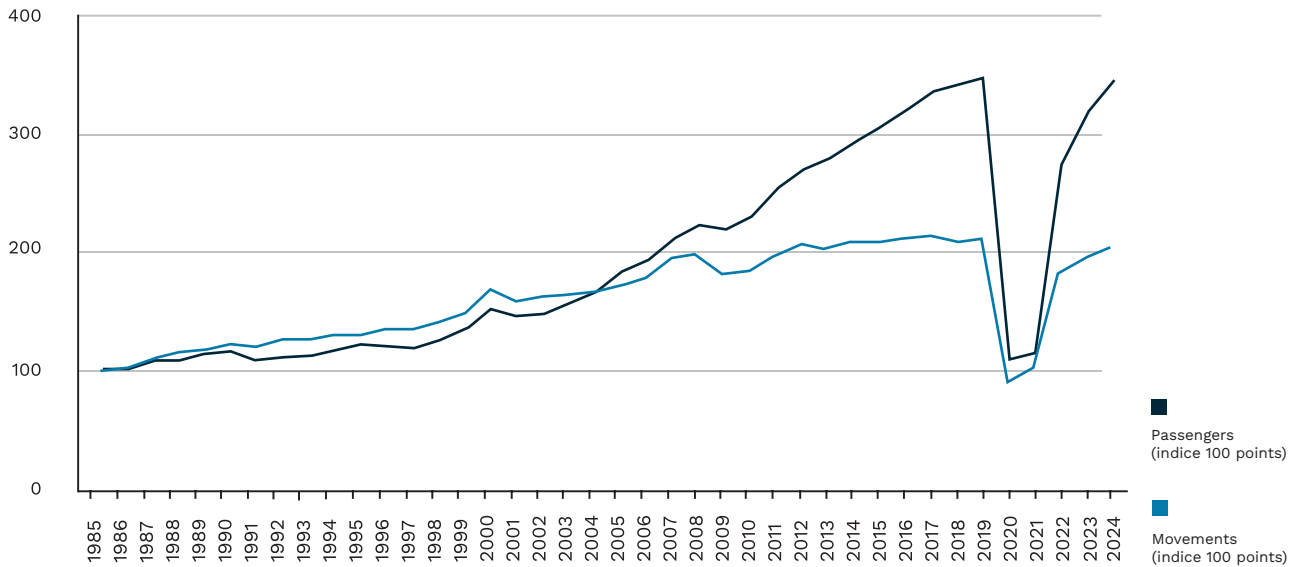
Evolution of the number of passengers per movement

Scheduled and charter flights, passengers only



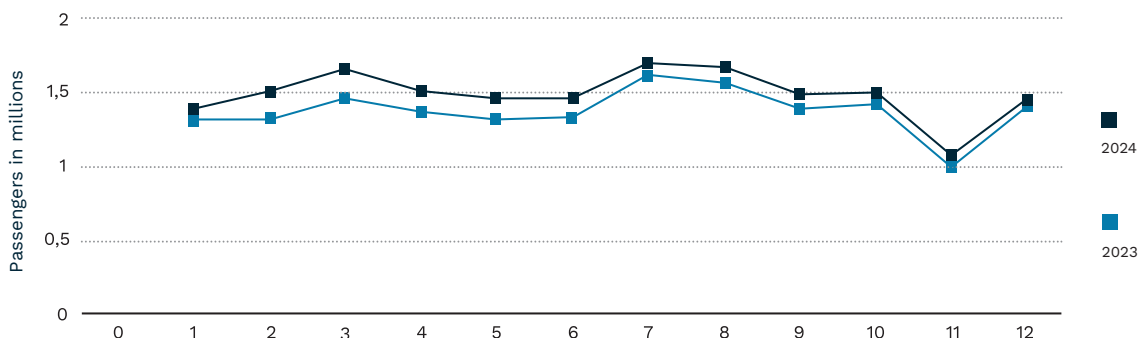
Evolution of the number of passengers and movement

Aircraft movements: commercial traffic only (1985: index 100 points)



Evolution of the number of passengers per month

All types of traffic



The share of other airlines increased to 20.71% in 2024, compared to 19.95% in 2023.

In the ranking of the most visited cities, London, Porto, and Lisbon lead the list, while Paris drops to 4th place. Madrid moves ahead of Barcelona into 6th place.

The top non-European destination in 2024 remains Dubai, ranked 14th. New York is in 17th place. Within the top 20, Copenhagen recorded the highest growth in 2024, with an increase of 32.2%.

In 2024, the share of passenger traffic to and from non-European destinations was 13.03%, compared to 13.08% in 2023.

Development and connectivity

In 2024, the commercial teams continued their collaboration efforts with airlines to strengthen the long-haul network, meeting market demands and supporting Geneva's international role.

Genève Aéroport organized the "GVA Workshop" for

the second time, an event that brings together travel professionals, including airlines, travel agencies, and travel managers, to enhance relationships and gain a better understanding of Geneva's air connectivity. Participation increased compared to the first edition.

The airport also celebrated the 10th edition of the Airlines Night with its partners at the Grand Théâtre. Finally, the travel fair ENVOL, organized by Genève Aéroport at the Balexert shopping centre in Geneva, held its final edition.

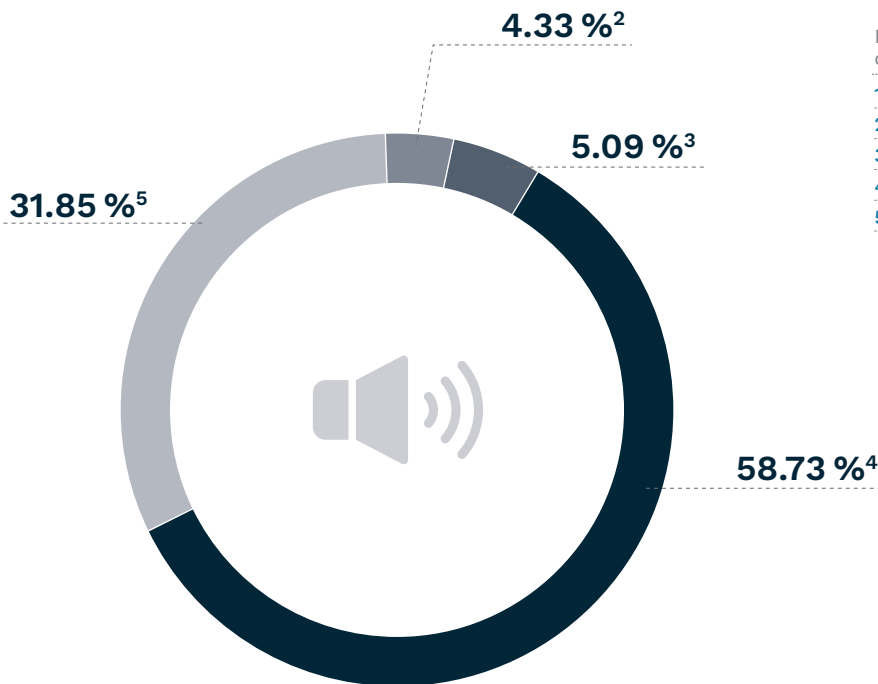
Strong commitment to reducing night flights and noise pollution

For several years, through incentive-based financial measures, Genève Aéroport has encouraged airlines to prioritize next-generation aircraft that help reduce noise emissions.

These aircraft, which are quieter and more fuel-efficient, accounted for 31.85% of scheduled and charter flight movements in 2024. This rate is slightly lower than in 2023, which was 32.53%. However, in absolute

Distribution by noise category

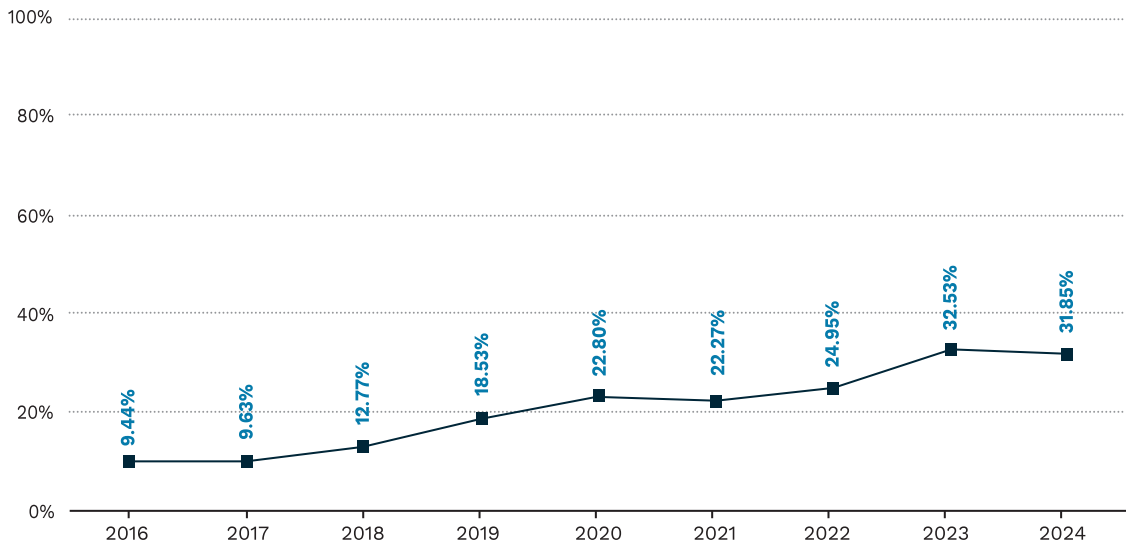
Scheduled and charter flights, passengers only



| Noise category* | Rotations |
|-----------------|-----------|
| 1 | 0 |
| 2 | 5,892 |
| 3 | 6,921 |
| 4 | 79,879 |
| 5 | 43,322 |

*1 being the noisiest, 5 the least noisy.

Movements of new-generation aircraft since 2016



numbers, there were 43,322 movements operated by next-generation aircraft in 2024, compared to 41,625 movements in 2023.

Since the introduction of these incentives in 2017, the share of movements operated by next-generation aircraft has increased by 208.1%.

Genève Aéroport is committed to reducing noise pollution, particularly at night. The latest measure, effective from January 1, 2025, is the implementation of a quota system, following a test phase, with significantly higher fees for flights exceeding the quota for late departures after 10 p.m.

Several airlines have anticipated this system by adjusting their flight schedules in the late afternoon to avoid late-night departures. As a result, there was a significant 36.16% decrease in take-offs after 10 p.m. in 2024.

Night-time movements

In 2024, there were 9,879 aircraft movements between 10:00 p.m. and 6:00 a.m. across all categories, including medical flights, compared to 9,618 movements in 2023, representing a 2.7% increase.

Breaking down these 9,879 movements: 1,167 were take-offs, 8,712 were landings. Hour by hour: 6,176

movements occurred between 10:00 p.m. and 10:59 p.m., 3,422 movements occurred between 11:00 p.m. and 11:59 p.m. and 281 movements took place between midnight and 5:59 a.m.

However, the proportion of nighttime movements relative to total movements continues to decline: 5.52% in 2024 compared to 5.56% in 2023 and 5.68% in 2022.

Efforts to reduce delays and nighttime flights remain constant, both in Geneva, in collaboration with all airport stakeholders, and at the European level. In 2024, the aviation community, with the participation of Genève Aéroport, renewed a large-scale summer initiative called "All Together Now." Measures implemented included a strong and prioritized focus on the punctuality of the first wave of flights in the morning and the mobilization of staff and resources to meet demand.

The European airspace remained extremely complex in 2024 due to various factors, including a shortage of air traffic controllers, weather disruptions such as storms and thunderstorms, technical issues related to construction work in several control centres and IT incidents, as well as geopolitical challenges, including the prolonged war in Ukraine and the conflict in the Middle East, which led to increased congestion on several air routes.

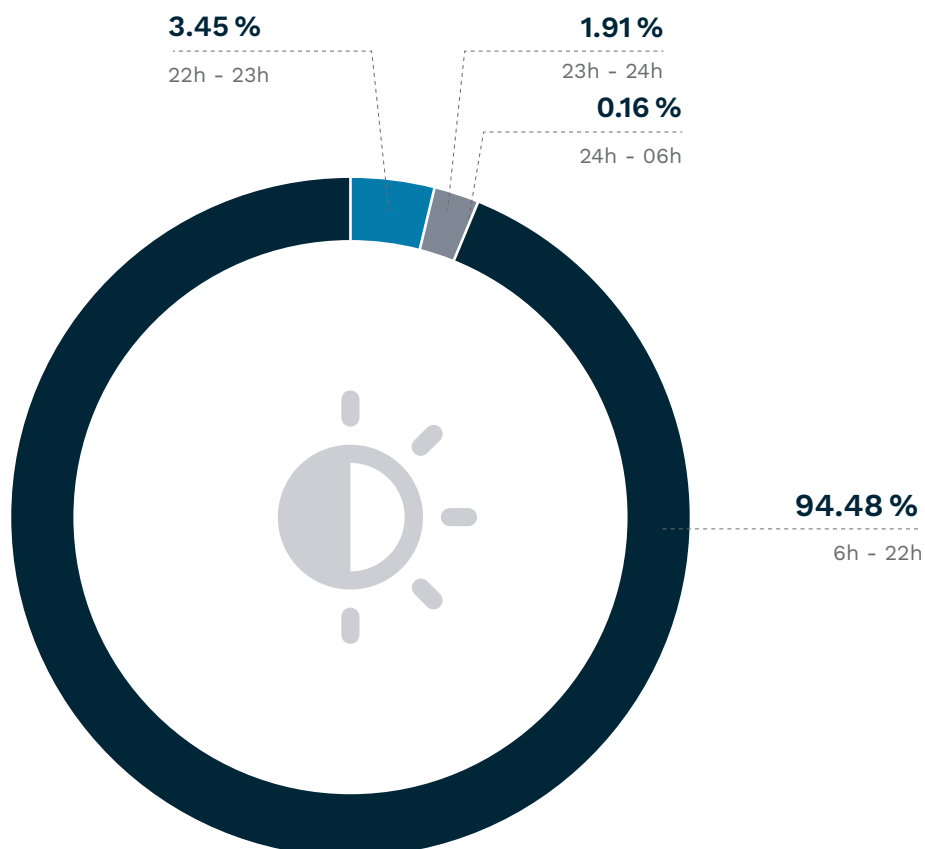
Trends in night-time movements 23/24

All traffic

| 10.00 pm - 10.59 pm | | 2024 | 2023 | Var. | Var. % |
|---------------------|-----------|-------|-------|------|----------|
| N1 | Landings | 5,246 | 4,831 | 415 | 8.60 % |
| | Take-offs | 930 | 1,397 | -467 | -33.40 % |
| | | 6,176 | 6,228 | -52 | -0.80 % |
| 11.00 pm-11.59 pm | | | | | |
| N2 | Landings | 3,214 | 2,735 | 479 | 17.50 % |
| | Take-offs | 208 | 373 | -165 | -44.20 % |
| | | 3,422 | 3,108 | 314 | 10.10 % |
| 00.00-0.29 am | | | | | |
| | Landings | 234 | 198 | 36 | 18.20 % |
| | Take-offs | 23 | 42 | -19 | -45.20 % |
| | | 257 | 240 | 17 | 7.10 % |
| 00.30 am - 5.59 am | | | | | |
| | Landings | 18 | 26 | -8 | -30.80 % |
| | Take-offs | 6 | 16 | -10 | -62.50 % |
| | | 24 | 42 | -18 | -42.90 % |
| Total (10pm-5.59am) | | | | | |
| | Landings | 8,712 | 7,790 | 922 | 11.80 % |
| | Take-offs | 1,167 | 1,828 | -661 | -36.20 % |
| | | 9,879 | 9,618 | 261 | 2.7 % |

Overnight movements vs. total movements

All traffic



GA/BA traffic : 24% of movements

Business aviation remains important due to its economic impact and the services it provides to meet the needs and expectations of its clientele.

General Aviation and Business Aviation (GA/BA) accounted for 24% of total aircraft movements in 2024. Specifically, there were 29,518 movements for commercial business aviation (compared to 30,147 in 2023) and 13,575 movements for non-commercial traffic (compared to 14,743 in 2023).

For both categories, the decline in 2024 continues the downward trend already observed in 2023 compared to 2022.

Commercial business aviation primarily includes flights operated by private aviation companies (nearly 25,000 movements last year), as well as medical flights. Non-commercial aviation mainly includes private and tourism flights, training or practice flights, and military flights.

Freight : an excellent year

The year 2024 highlights a strong recovery in air freight. Despite an economic environment affected by geopolitical tensions in several regions of the world, the annual freight tonnage handled at Genève Aéroport reached 90,696 tonnes, compared to 63,949 tonnes in 2023, representing a 42% increase. This freight volume is the second highest in the airport's history. Including postal freight, a total of 92,615 tonnes was handled in Geneva, a 39.3% increase compared to 2023.

To varying degrees, imports, the growth of e-commerce, and exports contributed to this result. Transfer freight, referring to goods transiting through Geneva for delivery from one country to another, saw particularly dynamic activity. This trend was further reinforced by the shift from maritime transport to air freight due to security concerns affecting shipping routes in the Red Sea.

The share of air freight increased by 43.2%, while trucked freight grew by 37.7%. Conversely, postal freight declined by 24.2%.

The ranking of market shares by airline continues to be led by Emirates (31.87%), followed by Etihad (10.25%) and SWISS (9.75%), with Qatar Airways (7.47%) and Air China (7.40%) rounding out the top five. Among

integrators, DHL Express remains the dominant player in this segment (82.59%), followed by UPS (8.83%) and FedEx (8.58%).

Several major projects at the freight terminal

At the freight terminal, 2024 saw the completion of several redevelopment projects. First, the replacement of freight elevators and lifts in the building was carried out. Next, the renovation of cold storage rooms began and is expected to be completed by spring 2025. Finally, with the planned arrival of GeniLac in 2028, the project to renovate the heating and cooling production and distribution systems for the freight area has taken shape.

Other major operations have also started. As part of the development of the East Hub, the relocation of integrators to this area has been initiated. A comprehensive review has been launched with ground handling agents to reconfigure the operational zones of the freight terminal. These discussions will also be extended to other site partners in 2025.

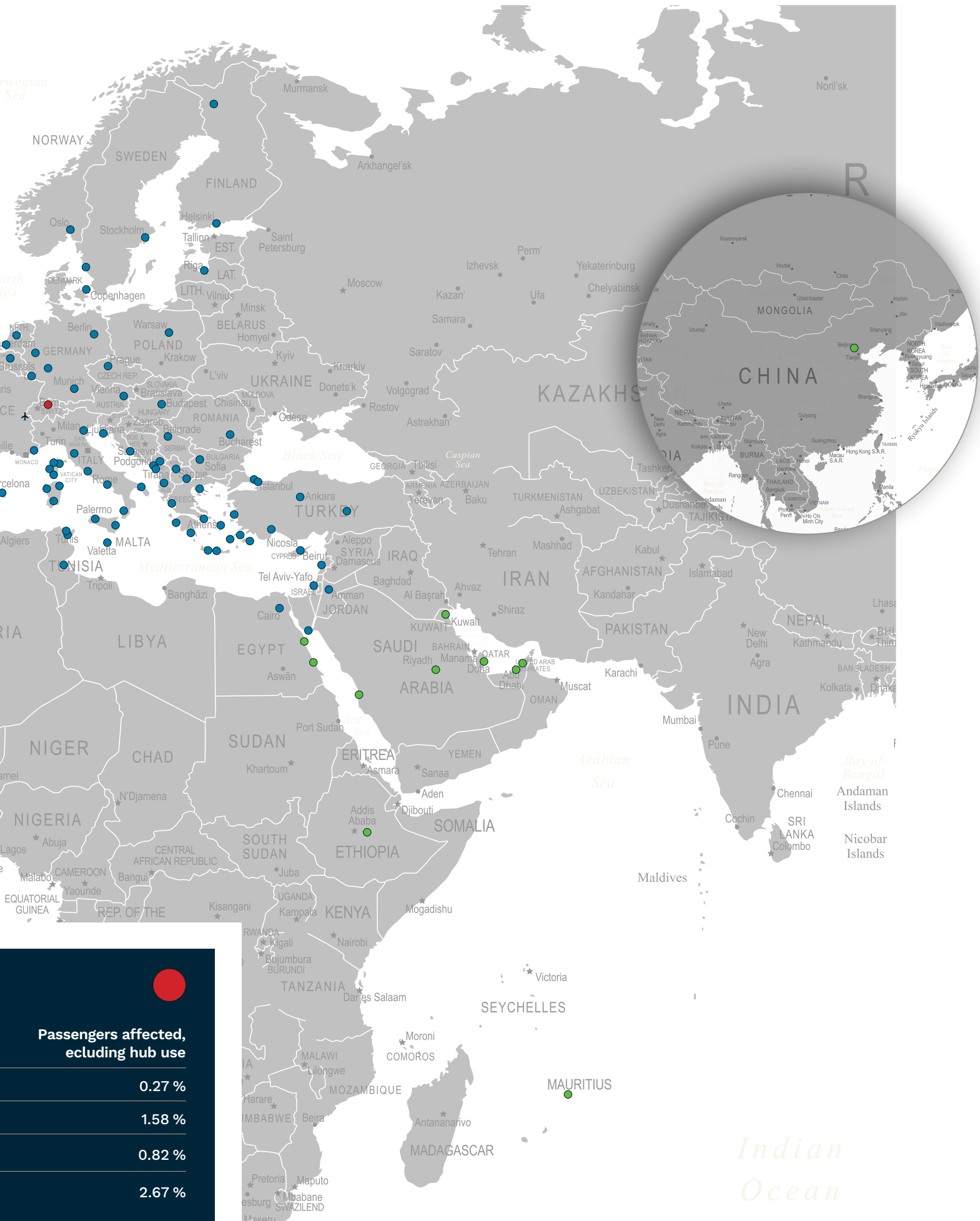
Additionally, a preliminary analysis has been initiated to assess the feasibility of creating a digital platform for all stakeholders, called the Airport Cargo Community System (ACCS). This digital solution is expected to improve all processes, including truck arrivals, access, flow management, and slot coordination, benefiting the entire air freight chain.

New airport charges for 2025-2027

Negotiations to determine airport fees for the years 2025-2027, which began in the fourth quarter of 2023, were successfully concluded. The new fees came into effect on January 1, 2025, replacing those set in 2021.

For scheduled and charter aviation, the overall increase in the passenger fee for 2025 is ultimately 80 centimes. Within the total fee of CHF 29.75, it was agreed to include an increase to support the growth of services for passengers with reduced mobility, a rebalancing between security fees and service fees, and an increase in the passenger fee to fund the compensation fund for residents around the airport.

These tariff adjustments come with new incentives, including a dissuasive fee to reduce take-offs after 10:00 p.m. starting in 2025 and a new incentive for the use of sustainable aviation fuels (SAF) starting in 2026.



In 2024, the commercial teams also announced the new baggage fees applicable from that year. However, due to the finalization of the major BLC project (see also page 47), the implementation of these new fees was postponed.

The previous usage fee of CHF 1.56 per passenger remained in effect for all users until July 31, 2024. Starting in August 2024, the new usage fee of CHF 2.40 per passenger was gradually applied.

From January 1, 2026, the fee will increase to CHF 2.60.

PRM activities

Launched in 2023, the tender process for assistance services for passengers with disabilities and reduced mobility (PRM) was completed in May 2024. The concession was renewed for GVAssistance for the period from July 1, 2025, to June 30, 2029.

This service is essential for this category of passengers. In 2024, the number of assistance services reached 154,090, representing a daily average of 422. Including the care of unaccompanied minors (UM), the total number of services provided was 166,817.

Flooding at Skyguide

While the airport experienced four major traffic disruptions in 2023, only one significantly impacted operations in 2024.

On the evening of June 25, following a severe thunderstorm in the Geneva region, flooding in the basement of Skyguide endangered the IT servers, leading to a complete shutdown of operations. Initially, a "zero rate" warning was issued until 6:00 a.m. on June 26. However, this restriction was lifted during the night, allowing the airport to operate at a significantly reduced capacity.

For two days, Skyguide maintained this reduced capacity before full operations resumed on Friday.

Commissioning of FATO

Two major developments related to operations in the North area were commissioned on October 3, 2024.

The first concerns helicopter operations. The construction of a new Final Approach and Take-off Area (FATO) was finally realized after discussions dating back to the 1980s.

A FATO is a defined area over which the final approach

manoeuvre to hover or landing takes place and from which a helicopter's take off manoeuvre begins. The implementation of this FATO results in clearer procedures for pilots and more efficient air traffic control.

The second development, also commissioned on the same day, involved the consolidation of two stop bars previously positioned at 120 and 90 meters from the main runway. The new stop bars, renamed Papa and Quebec, are now placed approximately 90 meters from the runway. This modification, made possible by a more advanced Instrument Landing System (ILS) at Genève Aéroport, clarifies procedures for pilots and significantly reduces the risk of runway incursions due to misinterpretation of stop indications. In practice, no incidents have been recorded since this change.

Certified compliant with EASA requirements

Genève Aéroport was audited by the FOCA (Federal Office of Civil Aviation) from November 4 to 8, 2024, as part of the revalidation of its aerodrome certification (EASA (EU) No. 139/2014). A total of nearly 50 employees from Genève Aéroport and third-party companies were audited by eight FOCA inspectors through interviews and on-site visits.

This major audit, conducted every four years, aims to verify compliance with regulatory requirements in terms of organization, operations, and infrastructure. The audit is based on the Geneva Aerodrome Manual. The airport met all requirements. No major level 1 discrepancies, which would require immediate action, were identified. The auditors noted a positive audit process marked by transparency and collaboration, strong operational knowledge among those audited, and a solid safety culture at all hierarchical levels within Genève Aéroport.

Only level 2 discrepancies were reported, for which corrective measures will be outlined in an action plan to be submitted to FOCA for approval.

Exercise GVA24

Every two years, Genève Aéroport tests its Emergency Plan (PUR-GA) by organizing a large-scale crisis management exercise in collaboration with its airport, security, and rescue chain partners. The exercise, called GVA24, took place on November 22.

In addition to managing a serious aircraft accident,

the exercise focused on rescue operations, support for families and relatives of victims, and the complex emergency response in challenging and often emotionally intense situations.

Around 300 participants took part in the operation, including actors, role players, experts, and organizers.

Passenger satisfaction

Since its launch in 2006, Genève Aéroport has participated in the ASQ (Airport Service Quality) survey, which included 365 airports worldwide in 2024.

Overall passenger satisfaction reached the "very good" level, with a score of 4.00 on a scale of 1 to 5. The results particularly highlight passenger satisfaction with airport staff and wait times at security checkpoints.

The study also reveals that with the recovery of traffic in 2024, the passenger profile has returned

to a pattern like that observed before 2020. For example, the proportion of business travellers and passengers visiting Switzerland or France via Genève Aéroport has increased compared to recent years.

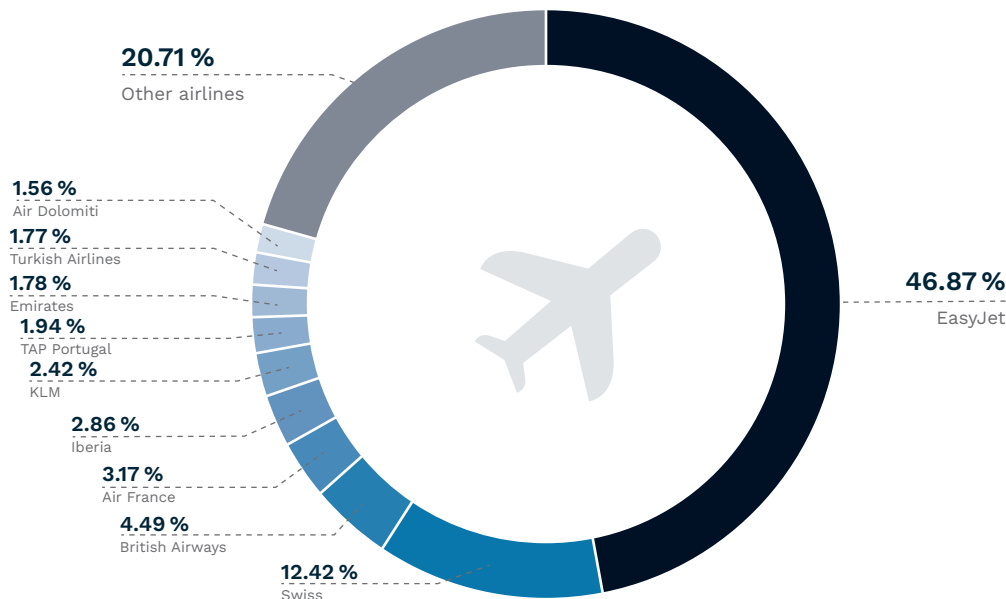
In this context of recovery and heightened focus on passenger satisfaction, Genève Aéroport has strengthened its commitment to the traveller experience. In this spirit, the airport joined the "World Passenger Day" initiative in 2024 and, alongside about twenty French, French speaking, and European airports, organized various events and festivities on November 18. By celebrating its passengers, the airport aimed to express its appreciation for those who pass through its terminals daily, whether for business, personal, or tourism purposes.

This commitment to enhancing the passenger experience is fully aligned with Genève Aéroport's strategy. From the start of his tenure, CEO Gilles Rufenacht has made this a central focus of his work, notably by establishing a dedicated weekly working group for this mission.



Market share by airline

Scheduled traffic



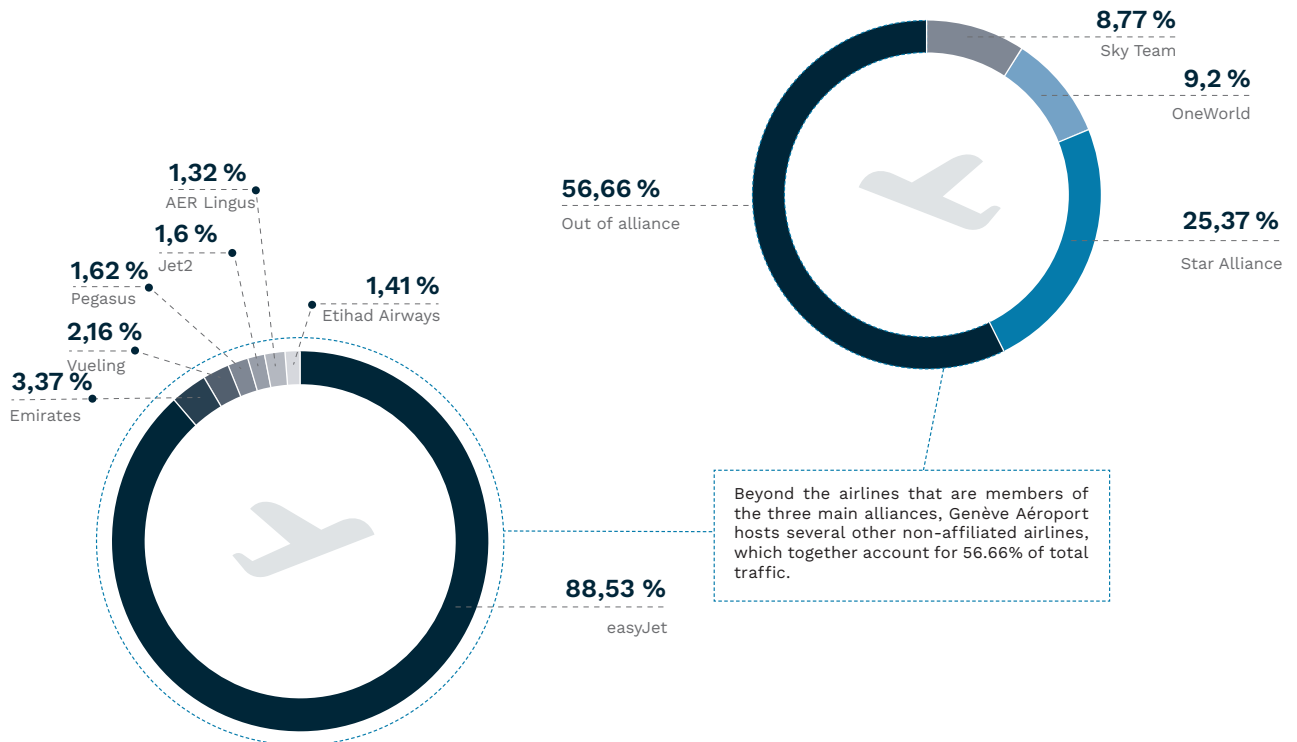
Scheduled traffic by airline

| Airlines | Pax 2024 | Pax 2023 | Pax 2022 | Var. 24 vs 23 | Var. 24 vs 22 |
|--------------------------|-----------|-----------|-----------|---------------|---------------|
| Aegean Airlines | 124,708 | 121,628 | 107,090 | 2.50% | 16.50% |
| Aer Lingus | 123,264 | 117,425 | 94,083 | 5.00% | 31.00% |
| Air Algerie | 47,017 | 42,688 | 29,148 | 10.10% | 61.30% |
| Air Arabia Maroc | 23,035 | 22,441 | 16,082 | 2.60% | 43.20% |
| Air Baltic | 7,876 | 4,986 | 3,888 | 58.00% | 102.60% |
| Air Canada | 140,431 | 157,699 | 115,159 | -10.90% | 21.90% |
| Air China | 82,445 | 41,879 | 0 | 96.90% | |
| Air Dolomiti | 275,583 | 92,138 | 0 | 199.10% | |
| Air France | 560,350 | 622,350 | 545,567 | -10.00% | 2.70% |
| Air Mauritius | 26,026 | 11,072 | 0 | 135.10% | |
| Ajet | 3,921 | 0 | 0 | | |
| Austrian | 126,791 | 46,508 | 120,601 | 172.60% | 5.10% |
| Azal Azerbaijan Airlines | 446 | 202 | 0 | 120.80% | |
| British Airways | 793,162 | 797,015 | 650,330 | -0.50% | 22.00% |
| Brussels Airlines | 235,095 | 217,696 | 188,630 | 8.00% | 24.60% |
| Delta Air Lines | 74,822 | 71,362 | 0 | 4.80% | |
| EasyJet | 8,283,354 | 7,590,458 | 6,919,838 | 9.10% | 19.70% |
| Egyptair | 42,846 | 43,262 | 38,651 | -1.00% | 10.90% |
| El Al | 47,754 | 34,238 | 33,088 | 39.50% | 44.30% |
| Emirates | 315,139 | 323,334 | 228,002 | -2.50% | 38.20% |
| Ethiopian Airlines | 146,357 | 139,263 | 75,444 | 5.10% | 94.00% |
| Etihad Airways | 131,463 | 95,933 | 81,290 | 37.00% | 61.70% |
| Eurowings | 74,719 | 72,232 | 37,391 | 3.40% | 99.80% |
| Finnair | 79,510 | 72,095 | 70,662 | 10.30% | 12.50% |
| Fly Play | 2,313 | 2,064 | 0 | 12.10% | |
| Gp Aviation | 19,191 | 0 | 0 | | |
| Gulf Air | 2,787 | 0 | 0 | | |
| Iberia | 505,908 | 476,954 | 402,892 | 6.10% | 25.60% |
| Icelandair | 17,578 | 21,167 | 22,374 | -17.00% | -21.40% |

| Airlines | Pax 2024 | Pax 2023 | Pax 2022 | Var. 24 vs 23 | Var. 24 vs 22 |
|---------------------------|-----------|-----------|-----------|---------------|---------------|
| Ita Airways | 175,285 | 135,248 | 101,766 | 29.60 % | 72.20 % |
| Jet 2 | 149,930 | 132,602 | 103,654 | 13.10 % | 44.60 % |
| Klm Royal Dutch Airlines | 427,460 | 366,084 | 317,794 | 16.80 % | 34.50 % |
| Kuwait Airways | 40,032 | 34,038 | 23,884 | 17.60 % | 67.60 % |
| Lot Polish Airlines | 123,709 | 124,094 | 99,142 | -0.30 % | 24.80 % |
| Lufthansa | 134,191 | 257,983 | 266,545 | -48.00 % | -49.70 % |
| Luxair | 33,739 | 35,656 | 30,791 | -5.40 % | 9.60 % |
| Mea Middle East Airlines | 47,553 | 60,479 | 51,548 | -21.40 % | -7.80 % |
| Norwegian | 35,848 | 33,796 | 28,355 | 6.10 % | 26.40 % |
| Nouvelair Tunisie | 40,763 | 29,951 | 11,100 | 36.10 % | 267.20 % |
| Pegasus | 151,184 | 133,258 | 113,186 | 13.50 % | 33.60 % |
| Qatar Airways | 155,732 | 141,320 | 88,086 | 10.20 % | 76.80 % |
| Royal Air Maroc | 77,811 | 82,192 | 70,197 | -5.30 % | 10.80 % |
| Royal Jordanian | 14,376 | 16,667 | 10,654 | -13.70 % | 34.90 % |
| Sas Scandinavian Airlines | 164,455 | 123,215 | 85,629 | 33.50 % | 92.10 % |
| Saudia | 99,913 | 96,183 | 83,009 | 3.90 % | 20.40 % |
| Smartwings | 363 | 0 | 0 | | |
| SUN EXPRESS | 65,790 | 57,028 | 34,035 | 15.40 % | 93.30 % |
| Swiss | 2,195,256 | 19,97,250 | 1,604,912 | 9.90 % | 36.80 % |
| Tap Portugal | 3,42,502 | 3,42,306 | 294,485 | 0.10 % | 16.30 % |
| Transavia Airlines | 3,510 | 4,113 | 3,310 | -14.70 % | 6.00 % |
| Tunisair | 82,666 | 79,730 | 73,950 | 3.70 % | 11.80 % |
| Turkish Airlines | 313,522 | 316,735 | 275,900 | -1.00 % | 13.60 % |
| United Airlines | 199,735 | 187,892 | 135,722 | 6.30 % | 47.20 % |
| Vueling | 201,714 | 200,476 | 175,662 | 0.60 % | 14.80 % |
| Wizz Air | 81,315 | 104,139 | 68,979 | -21.90 % | 17.90 % |

Distribution by alliance

Scheduled traffic



Scheduled traffic by region and by country

| Destinations | Passengers | Variation | Destinations | Passengers | Variation | Destinations | Passengers | Variation |
|-------------------------------|-------------------|------------------|-------------------|------------------|--------------------|------------------------|------------------|------------------|
| AFRICA | 830,386 | +20.09 % | Larnaca | 8,366 | +7.31% | Olbia | 77,717 | +20.76 % |
| Algeria | 47,017 | +10.14 % | Croatia | 62,867 | -7.16 % | Palermo | 30,478 | -3.89 % |
| Algiers | 47,017 | +10.14 % | Dubrovnik | 20,079 | +2.37 % | Roma (FCO) | 314,827 | +12.60 % |
| Egypt | 103,836 | +9.50 % | Split | 42,788 | -11.05 % | Salerno | 3,968 | -- |
| Cairo CAI | 42,846 | -0.96 % | Denmark | 309,033 | +32.19 % | Venezia | 46,360 | +0.05 % |
| Cairo SPX | 4,026 | -- | Copenhagen | 309,033 | +32.19 % | Kosovo | 289,581 | +25.06 % |
| Hurghada | 47,501 | -0.29 % | Spain | 2,140,778 | +12.41 % | Pristina | 289,581 | +25.06 % |
| Marsa Alam | 2,147 | -- | Alicante | 159,398 | +18.80 % | Latvia | 4,667 | -2.36 % |
| Charm el-Cheikh | 7,316 | +86.25 % | Barcelona | 535,520 | +4.17 % | Riga | 4,667 | -2.36 % |
| Ethiopia | 103,460 | +9.13 % | Bilbao | 24,629 | +33.33 % | Luxembourg | 33,739 | -5.38 % |
| Addis-Ababa | 103,460 | +9.13 % | Fuerteventura | 0 | -100.00 % | Luxembourg | 33,739 | -5.38 % |
| Morocco | 361,508 | +24.37 % | Grand Canaria | 19,804 | +142.90 % | North Macedonia | 28,925 | -40.88 % |
| Agadir | 40,579 | +21.40 % | Ibiza | 98,742 | +21.06 % | Skopje | 28,925 | -40.88 % |
| Casablanca | 100,846 | -3.62 % | La Coruna | 29,138 | +29.80 % | Malta | 29,609 | -24.41 % |
| Marrakech | 187,640 | +25.57 % | Lanzarote | 27,489 | +668.06 % | Malta | 29,609 | -24.41 % |
| Rabat | 32,443 | +918.30 % | Madrid | 548,737 | +8.21 % | Montenegro | 15,552 | +151.00 % |
| Mauritius | 26,026 | +135.06 % | Minorca (Mahon) | 26,534 | +52.36 % | Tivat | 15,552 | +151.00 % |
| Plaine Magnien | 26,026 | +135.06 % | Malaga | 197,855 | +12.54 % | Norway | 72,984 | +98.47 % |
| Tunisia | 188,539 | +19.79 % | Palma de Mallorca | 178,425 | +6.24 % | Oslo | 67,722 | +84.16 % |
| Djerba | 35,576 | +111.61 % | Santiago | 0 | -100.00 % | Tromso | 5,262 | -- |
| Enfidha | 44,966 | -2.05 % | de Compostela | 88,136 | -5.61 % | Netherland | 641,085 | +7.87 % |
| Tunis | 107,997 | +14.08 % | Seville | 74,991 | +24.76 % | Amsterdam | 637,575 | +8.03 % |
| AMERICAS | 534,864 | -1.02 % | Tenerife | 48,202 | +16.56 % | Rotterdam | 3,510 | -14.66 % |
| Canada | 140,431 | -10.95 % | Valencia | 83,178 | +56.29 % | Poland | 123,709 | -0.31 % |
| Montréal | 140,431 | -10.95 % | Estonia | 3,209 | +1,457.77 % | Warsaw | 123,709 | -0.31 % |
| United States | 394,433 | +3.08 % | Tallinn | 3,209 | +1,457.77 % | Portugal | 1,649,870 | +6.20 % |
| Newark | 100,142 | +0.23 % | Finland | 81,715 | +10.69 % | Faro | 98,520 | +14.88 % |
| New York | 194,698 | +0.11 % | Helsinki | 79,510 | +10.29 % | Funchal | 26,226 | +140.34 % |
| Washington | 99,593 | +12.83 % | Kittilä | 0 | -100.00 % | Lisbon | 716,012 | +3.64 % |
| ASIA & MIDDLE EAST | 938,573 | +3.44 % | Rovaniemi | 2,205 | -- | Ponta Delgada | 0 | -100.00 % |
| Saudi Arabia | 99,913 | +3.88 % | France | 1,954,667 | +2.57 % | Porto | 809,112 | +5.88 % |
| Djeddah | 58,900 | +6.81 % | Ajaccio | 49,577 | +23.60 % | Czech Republic | 112,874 | +31.75 % |
| Riyad | 41,013 | -0.07 % | Bastia | 22,731 | +0.58 % | Prague | 112,874 | +31.75 % |
| Azerbaijan | 446 | +120.79 % | Biarritz | 22,496 | +50.95 % | Roumania | 50,379 | -16.90 % |
| Bakou | 446 | +120.79 % | Bordeaux | 240,619 | +8.55 % | Bucarest | 50,379 | -16.90 % |
| China | 82,445 | +96.86 % | Calvi | 5,823 | +87.17 % | United Kingdom | 3,386,034 | +3.95 % |
| Beijing | 82,445 | +96.86 % | Figari | 23,476 | -14.82 % | Aberdeen | 4,883 | +18.35 % |
| UAE | 446,602 | +6.52 % | La Rochelle | 13,539 | +54.93 % | Belfast | 35,044 | +54.06 % |
| Abu Dhabi | 131,463 | +37.04 % | Lille | 52,701 | -5.05 % | Birmingham | 131,544 | +21.27 % |
| Dubai | 315,139 | -2.53 % | Nantes | 243,137 | +9.98 % | Bournemouth | 30,628 | +37.00 % |
| Israel | 48,687 | -46.72 % | Nice | 449,662 | +7.30 % | Bristol | 229,506 | +8.77 % |
| Tel Aviv | 48,687 | -46.72 % | Paris (CDG) | 556,992 | -9.56 % | East Midlands | 5,231 | -5.39 % |
| Jordan | 14,376 | -36.48 % | Paris (ORY) | 144,780 | -7.11 % | Edimbourg | 220,140 | +10.21 % |
| Amman | 14,376 | -13.75 % | Rennes | 0 | -100.00 % | Glasgow | 21,715 | +11.11 % |
| Aqaba | 0 | -100.00 % | Toulouse | 129,134 | +43.56 % | Leeds Bradford | 29,882 | +11.48 % |
| Kuwait | 40,032 | +17.61 % | Greece | 464,548 | +24.01 % | Liverpool | 65,966 | +6.53 % |
| Kuwait | 40,032 | +17.61 % | Athens | 266,802 | +18.53 % | London City | 37,587 | -64.00 % |
| Lebanon | 47,553 | -21.37 % | Chania | 15,591 | +405.22 % | London Gatwick | 753,045 | +3.69 % |
| Beirut | 47,553 | -21.37 % | Corfu | 14,769 | -1.23 % | London Heathrow | 1,033,458 | +2.69 % |
| Qatar | 155,732 | +10.20 % | Heraklion | 57,855 | +11.99 % | London Luton | 313,155 | -4.93 % |
| Doha | 155,732 | +10.20 % | Kalamata | 1,511 | -1.76 % | London Southend | 11,480 | +454.86 % |
| Bahrain | 2,787 | -- | Kos | 1,959 | +4.37 % | London Stansted | 35,740 | +19.80 % |
| Bahrain | 2,787 | -- | Mykonos | 44,007 | +22.62 % | Manchester | 385,448 | +11.92 % |
| EUROPE | 15,368,422 | +8.12 % | Rhodes | 13,201 | +307.44 % | Newcastle | 18,604 | +29.56 % |
| Albania | 31,709 | -11.95 % | Santorini | 36,979 | +38.45 % | Southampton | 22,978 | +28.68 % |
| Tirana | 31,709 | -11.95 % | Thessaloniki | 8,246 | -4.89 % | Serbia | 50,245 | -2.30 % |
| Germany | 772,027 | +11.23 % | Zakynthos | 3,628 | +93.18 % | Belgrade | 50,245 | -2.30 % |
| Berlin | 143,209 | +39.47 % | Hungary | 84,787 | +7.70 % | Sweden | 153,603 | +26.80 % |
| Düsseldorf | 25,849 | -8.51 % | Budapest | 78,727 | -16.08 % | Gothenburg | 10,269 | +16.18 % |
| Frankfurt | 347,321 | +1.86 % | Ireland | 149,103 | +4.52 % | Stockholm | 143,334 | +27.64 % |
| Hamburg | 31,069 | +22.81 % | Cork | 0 | -100.00 % | Switzerland | 472,258 | +23.21 % |
| Munich | 224,579 | +14.08 % | Dublin | 149,103 | +6.40 % | Zurich | 472,258 | +23.21 % |
| Austria | 177,483 | +5.19 % | Iceland | 19,891 | -14.38 % | Turkey | 541,505 | +2.87 % |
| Vienna | 177,483 | +5.19 % | Reykjavik | 19,891 | -14.38 % | Ankara | 3,921 | -30.22 % |
| Belgium | 522,028 | +6.58 % | Italy | 898,656 | +11.11 % | Antalya | 58,193 | -25.77 % |
| Brussels | 4522,028 | +6.58 % | Alghero | 0 | -100.00 % | Gaziantep | 0 | -100.00 % |
| Bulgaria | 30,936 | -28.91 % | Bari | 17,982 | -- | Istanbul | 313,522 | +5.74 % |
| Sofia | 30,936 | -28.91 % | Brindisi | 122,781 | +18.57 % | Istanbul | 0 | -100.00 % |
| Cyprus | 8,366 | +7.31 % | Cagliari | 32,885 | -7.78 % | Sabiha Gokcen | 137,725 | +15.06 % |
| | | | Catania | 95,284 | +11.60 % | Izmir | 23,815 | +18.99 % |
| | | | Firenze | 0 | -100.00 % | Kayseri | 4,329 | +22.46 % |
| | | | Lamezia Terme | 5,883 | -60.71 % | | | |
| | | | Napoli | 150,491 | +7.60 % | | | |

Top 20 destinations by city

Scheduled traffic

| Cities | Passengers 2024 | Passengers 2023 | Variation 24/23 |
|------------|-----------------|-----------------|-----------------|
| London | 2,184,465 | 2,198,370 | -0.6% |
| Porto | 809,112 | 764,180 | +5.9% |
| Lisbon | 716,012 | 690,834 | +3.6% |
| Paris | 701,772 | 771,724 | -9.1% |
| Amsterdam | 637,575 | 590,184 | +8.0% |
| Madrid | 548,737 | 507,086 | +8.2% |
| Barcelona | 535,520 | 514,068 | +4.2% |
| Brussels | 522,028 | 489,801 | +6.6% |
| Zurich | 472,258 | 383,280 | +23.2% |
| Istanbul | 451,247 | 416,205 | +8.4% |
| Nice | 449,662 | 419,083 | +7.3% |
| Manchester | 385,448 | 344,382 | +11.9% |
| Frankfurt | 347,321 | 340,966 | +1.9% |
| Dubai | 315,139 | 323,334 | -2.5% |
| Rome | 314,827 | 279,597 | +12.6% |
| Copenhagen | 309,033 | 233,775 | +32.2% |
| New York | 294,840 | 294,390 | +0.2% |
| Pristina | 289,581 | 231,559 | +25.1% |
| Athens | 266,802 | 225,091 | +18.5% |
| Nantes | 243,137 | 221,083 | +10.0% |

Freight and postal traffic results

| Freight | 2024 | 2023 | 2022 | Var. 24/23 | Var. 24/22 |
|-----------------------------------|---------------|---------------|---------------|---------------|---------------|
| Scheduled traffic | 68,479 | 47,703 | 46,680 | 43.55% | 46.70% |
| Other commercial traffic | 38 | 123 | - | -69.44% | - |
| Charter | 26 | 30 | 208 | -14.15% | -87.58% |
| Aircraft freight | 68,543 | 47,856 | 46,888 | 43.22% | 46.18% |
| Trucked air freight | 22,154 | 16,093 | 21,449 | 37.66% | 3.28% |
| Total air freight | 90,696 | 63,949 | 68,336 | 41.83% | 32.72% |
| Postal freight | 1,919 | 2,531 | 2,048 | -24.18% | -6.30% |
| Total air freight and mail | 92,615 | 66,480 | 70,384 | 39.31% | 31.59% |

Priority Lane

e-services
GENÈVE

www.gva.ch/eservices

Chef

Restaur
L 3ne

Priority lane

DYNAMISM OF COMMERCIAL ACTIVITIES

ACCES PRIORITAIRE
PR. ONLY LANE

ROLEX

In 2024, commercial revenues (from shops, restaurants, advertising displays, certain airport services, etc.) reached 90.5 million francs, an increase of 8.3% compared to 2023. They slightly exceed the level recorded in 2019 and have grown in correlation with traffic.

The performance in 2024 was excellent, considering inflation and especially the unfavourable exchange rate (strong franc) throughout the year. Activity was particularly strong in airside retail.

The average spending per passenger in shops, restaurants, and duty-free remained stable compared to 2023.

E-commerce and e-services activities (tickets and subscriptions for Priority Lane, ResaPark, VIP Pack with lounge access) continued to grow, generating nearly two million francs in revenue in 2024.

New projects and concepts

Committed to enhancing the activities of concessionaires while creating a pleasant shopping experience, Genève Aéroport will renovate the central plaza on the airside. The refurbishment of the space, including floors and lighting, along with a new event area, will better showcase the products available.

The renovation and redevelopment cycle of several commercial spaces has been ongoing since 2022. Between 2025 and 2026, around 45 retail outlets will undergo refurbishment or transformation.

New businesses have joined the airport's commercial offering. Among them, the Geneva-based company Clarence took over the Air Watch Center concession in December 2024, with a store redesign planned for 2025. The chocolatier Läderach will open in the public area starting in summer 2025. After a period of renovation, the smoking area in the main terminal reopened in early December with refreshed decor.

In December 2024, Genève Aéroport launched a call for tenders to develop its future website, which is expected to go live in early 2026.

Strengthened collaboration with SBB

Sharing a common vision for sustainable mobility, Genève Aéroport and the Swiss Federal Railways (SBB) have developed several initiatives to encour-

age passengers to prioritize public transportation, particularly trains.

Following initial trials of early morning trains at the end of 2023, the morning train service has been expanded to allow passengers from western Switzerland to reach the airport in time for the first flights of the day. Additionally, a late-night train service has been introduced to enable passengers to return home at the end of the day's air traffic.

Funded by Genève Aéroport and made technically possible by SBB, a discount offer of 10 francs per trip per person was introduced in 2024. This offer is available to passengers residing in the cantons of Neuchâtel, Jura, Bern, Fribourg, and Valais.

Car park activities

In 2024, parking revenue increased by 3.3%. Genève Aéroport provides its customers with just over 5,000 parking spaces, with a growing share each year being reserved through ResaPark (1,025 spaces).

During the second half of 2024, renovation work began in the P1 and P51 parking facilities at Genève Aéroport, leading to temporary floor-by-floor closures. These renovations aim to enhance comfort for passengers and users. Improvements include new lighting, updated illuminated signage, better sound systems, and new surface coatings.

Launched in December 2023, the call for tenders for the renewal of valet service concessions was completed in 2024. The two selected companies, EasyPark and Airport Parking, began their operations during the year.







BAGGAGE
LOGISTICS
CENTER ALREADY
OPERATIONAL



Within the airport platform, no fewer than 206 projects were carried out simultaneously in 2024, compared to 129 in 2023, representing an investment of 90.1 million francs. The construction of the new Baggage Logistics Center (BLC) and the connection to the GeniLac thermal network accounted for 42% of these investments as key projects.

The new BLC

The new Baggage Logistics Center (BLC) will be fully operational in autumn 2025. The old baggage sorting system was redesigned due to the obsolescence of various equipment, the need for increased capacity, and compliance with evolving security standards. In 2024, new state-of-the-art scanners (EDS3) were put into service.

65% of baggage has been processed through the new baggage sorting centre since June 2024. In 2024, the total number of delivered bags reached 4,528,813.

GeniLac construction site

Genève Aéroport will be connected to the GeniLac thermal network in 2028 to sustainably heat and cool its buildings using lake water and heat pumps. Genève Aéroport and SIG have joined forces to build the 3,800-square-meter East Thermal Plant on P45, which will be commissioned in 2028.

GeniLac will complement the airport's existing thermal energy production (geothermal and aerothermal) as part of the GVA Energy initiative. To adapt airport equipment and eliminate the use of fossil fuels, which currently account for two million litres per year, Genève Aéroport has invested 37 million francs.

CAP2030, the airport of tomorrow

The CAP2030 project is estimated at an investment of 690 million francs and is expected to be completed between 2029 for the multimodal platform and 2032 for the terminal expansion. This project began in 2017 with feasibility studies. In November 2023, Genève Aéroport awarded the design and construction contract to the winning company, Losinger-Marazzi SA-Bouygues Bâtiment International (LMB). This decision was subject to several legal appeals, temporarily halting the project's development. A model of CAP2030 was presented to the public at the Automnales in November 2024, where Genève Aéroport was invited as the guest of honour.

However, while awaiting the start of construction on CAP2030, many necessary projects related to the future site were planned in 2024. For example, the Taxi Buffer underwent a plan approval request, which was granted in October 2024. This infrastructure, along with the Coach Buffer, both located to the east of the platform, are prerequisites for the CAP2030 construction.

With CAP2030, Genève Aéroport will have a more spacious terminal with functionalities that meet modern standards: clear and efficient passenger flows, flexible infrastructure, the ability to adapt to future developments, and pathways designed to accommodate various user profiles, including people with reduced mobility and families.

The airport is no longer able to offer an optimal passenger experience due to space constraints. The current terminal, built in 1968, was designed to handle five million passengers per year, yet it now accommodates nearly 18 million. CAP2030 will address issues of outdated infrastructure and congestion, particularly during peak traffic periods. This new 40,000 m² space will be in front of the main entrance of Terminal 1.

A new multimodal platform will be built above the SBB railway station, improving accessibility to Genève Aéroport. This development will create a seamless connection between public transport, the SBB station, and the terminal. As a result, passenger welcoming and operational efficiency will be greatly enhanced.

Reduced energy consumption

Thanks to the renovation of its thermal plants and an optimization campaign for system regulation, Genève Aéroport achieved a 23% reduction in heating consumption compared to 2019, saving 3,777 MWh in annual energy use.

As part of its efforts to reduce energy consumption, Genève Aéroport continued its lighting renewal strategy. A total of 3,700 light fixtures were replaced as part of the overall lighting renewal project, along with 350 additional fixtures during various office and commercial space renovations. This resulted in a 34% reduction in electricity consumption for lighting compared to 2023.

Between September and December 2024, part of the lighting in parking facilities P1 and P51 was replaced,

with work set to continue in 2025. This includes 3,000 luminaires for P1 and 1,100 luminaires for P51. Additionally, emergency and security lighting were upgraded, with no fewer than 950 LED luminaires dedicated to enhancing airport site safety.

After a testing period, a new electric fire truck with a range extender was acquired by the Infrastructure Department as part of the renewal of one of the SSLIA fire engine tankers. In Switzerland, only the city of Basel has similar vehicles.

Two new electric follow-me vehicles have been added to the existing fleet, bringing the total to seven electric follow-me vehicles out of the nine operated by Genève Aéroport.

The airport has committed, along with its platform partners, to a large-scale electrification of its vehicle fleet, aiming for an ambitious target of 90% electric vehicles and equipment by 2030.

Ultra-fast charging stations

The first deployment of fast-charging stations took place on October 11, 2024. Genève Aéroport now has two ultra-fast chargers (175 kW in 9 minutes) and several 22 kW charging stations located on the tarmac, with 150 charging points installed between 2016 and 2019. In 2025, the airport will add four fast-charging stations (50 kW in one hour).

These installations are essential to support the electrification of the vehicle fleet.

Gantries

The concrete slabs on the tarmac must be regularly replaced. To continue these operations, the old gantries dating back to the 1980s were renovated, with the work completed in autumn 2024. The two gantries are now ready to lift slabs weighing up to 180 tonnes and replace them with new prefabricated slabs.

The Federal Office of Civil Aviation (FOCA) approved the plans in October 2024. Starting in spring 2025, approximately 150 slabs will be replaced. These complex and specialized operations will take place at night between April and the end of November. This project, estimated at 9.6 million francs, will be carried out in three annual phases until 2027.

Satellite 10 extension

The plan approval request for the extension of Satellite 10 was submitted on March 28, 2024. The project includes the creation of five boarding lounges and the restructuring of customs areas. Construction is expected to begin in 2025, with commissioning planned for 2027. Once completed, Satellite 10, covering an area of 7,620 m², will be able to accommodate more than 2,000 passengers per hour.

The GP+ (temporary hangar for wide-body aircraft) was demolished at the beginning of 2024. The space freed up by its removal allowed for the launch of work related to the replacement of tarmac slabs and the completion of the fuel supply network for the last aircraft position on the East Wing. This new position is expected to be operational during the first half of 2025.

P41

Located beneath Hall 6 of Palexpo, P41—whose foundation stone was laid in April 2024—will be commissioned in December 2025. This project, representing an investment of 24.7 million francs, will provide passengers and Genève Aéroport employees with 532 parking spaces across four levels, compared to the current 84. It will help compensate for the loss of parking spaces due to the GeniLac and CAP2030 construction projects.

Airport seating

By mid-2026, all seating at the airport will be replaced, except for those in the East Wing. The goal is to ensure that 100% of seats in waiting areas and 30 to 40% of benches have access to USB charging ports. Once the installation is complete, Genève Aéroport will have at least 2,307 seats equipped with charging facilities.



| Departures | | | | 16:26 | | | | Departures | | | |
|-------------|--------|-------------|---------|-------------|--------|-------------|-------|--------------|---------|-------------|-------|
| Flight Time | Flight | Destination | Gate | Flight Time | Flight | Destination | Gate | Flight Time | Flight | Destination | Gate |
| 15:45 | 17:40 | London LGW | BA 2563 | DELAYED | C54 | 18:20 | 18:05 | Lisbon | BA 8340 | DELAYED | |
| 16:45 | | Lisbon | EZS1465 | ON TIME | A2 | 18:25 | | Frankfurt | EN 8101 | GATE AFD | 18:25 |
| 16:55 | | Porto | EZS1453 | ON TIME | D23 | 18:25 | | Porto | BA 8364 | GATE AFD | 18:25 |
| 17:00 | | Barcelona | EJU7108 | GO TO GATE | A1 | 18:30 | | Brussels | LX 4332 | GATE AFD | 18:30 |
| 17:00 | | Budapest | EZS1567 | GO TO GATE | D22 | 18:35 | | Madrid | IB 618 | GATE AFD | 18:35 |
| 17:05 | | Paris CDG | G3 5286 | GO TO GATE | F12 | 18:35 | | Istanbul IST | 6E 4154 | GATE AFD | 18:35 |
| 17:25 | | Luxembourg | LG 8364 | GO TO GATE | D25 | 18:40 | | London LHR | MH 9059 | GATE AFD | 17:40 |
| 17:30 | | London LTN | EZY2546 | GO TO GATE | C81 | 18:40 | | London LGW | EZS8490 | GATE AFD | 17:40 |
| 17:30 | | Amsterdam | KE 6418 | GO TO GATE | A5 | 18:40 | | Amsterdam | EZS1517 | GATE AFD | 17:40 |
| 17:35 | | London LHR | LA 5548 | GO TO GATE | C57 | 18:40 | | Amsterdam | EZS1303 | GATE AFD | 17:40 |
| 17:35 | | Copenhagen | EZS1539 | GO TO GATE | D71 | 18:40 | | Amsterdam | EY 3029 | GATE AFD | 17:40 |
| 17:40 | | Vienna | OS 574 | GO TO GATE | A3 | 18:40 | | Amsterdam | EZS1342 | GATE AFD | 17:40 |
| 17:45 | | Berlin | LH 5757 | GO TO GATE | D27 | 18:40 | | Amsterdam | LX 2817 | GATE AFD | 17:40 |
| 17:50 | 17:50 | London LHR | LX 356 | GATE AFD | 18:20 | 19:10 | | Amsterdam | SN 5102 | GATE AFD | 17:40 |
| 17:55 | | Manchester | EZS1549 | GATE AFD | C63 | 19:10 | | Amsterdam | EZS1279 | GATE AFD | 17:40 |
| 18:15 | | Paris CDG | KE 6346 | GATE AFD | 16:45 | 19:10 | | Amsterdam | EZS1531 | GATE AFD | 17:40 |
| 18:20 | | Rome | EZS1413 | GATE AFD | 16:50 | 19:10 | | Amsterdam | EZS1421 | GATE AFD | 17:40 |



16:26

Departures

18:28

| Destination | Time | Flight | Status |
|-------------|-------|----------|---------|
| Amsterdam | 18:25 | AF 6388 | on time |
| Barcelona | 18:30 | OR 3880 | on time |
| Nice | 18:35 | LX 528 | on time |
| Brussels | 18:35 | SN 3106 | on time |
| London LHR | 18:40 | AA 6747 | on time |
| Warsaw | 18:40 | LO 418 | on time |
| Bordeaux | 18:45 | EZ8 1523 | on time |
| Vienna | 18:55 | OS 878 | on time |
| Nice | 20:10 | EZ5 1527 | on time |
| Edinburgh | 20:10 | EZY 3296 | on time |
| Zurich | 20:15 | LX 2818 | on time |
| Copenhagen | 20:15 | SK 818 | on time |
| Paris CDG | 20:30 | NK 9887 | on time |
| London LTN | 20:30 | EZY 2982 | on time |
| London LGW | 20:35 | EZY 8374 | on time |
| London LHR | 20:40 | AA 6872 | on time |
| Dubai | 20:40 | QF 8084 | on time |

Priority Lane

Accédez en priorité au contrôle de sécurité.

A FLAGSHIP PROJECT CALLED AOS

The Technology Department (DT) provides services for other entities within the airport platform while leveraging technology to enhance the passenger experience and operational efficiency. In 2024, the main focus areas were the continued digitalization of the company and responsible digital practices through a certification process expected to be fully implemented by 2028.

The Airport Operations System (AOS) remains the flagship project, alongside noise quotas and improvements to the self-service bag drop (SSBD) area.

Digital responsibility

In 2024, Genève Aéroport committed to a responsible approach aimed at sustainably transforming its organization. The airport obtained the Level 1 Responsible Digital (NR1) certification within the Technology Department (DT), valid for two years from December 2024 to the end of 2026. The next step will be to achieve NR1 certification for the entire airport, followed by NR2, planned for 2028.

Responsible digital practices are based on concrete actions such as reducing the carbon footprint of the IT infrastructure, extending the lifespan of equipment, implementing responsible electronic waste management, and raising awareness among employees.

AOS - Airport Operations System

From autumn 2024, the first key elements of the Airport Operations System (AOS) project were put into production. This process will continue through the first half of 2025, with the goal of replacing the current system responsible for managing key airport operations in real time.

This includes overseeing aircraft flow and parking positions on the tarmac, planning check-in counters, boarding gates, and baggage claim belts, as well as displaying flight information on screens and mobile applications.

Digitalisation

In 2024, the transition to the Digital Workplace took place. The objective was to provide employees with a collaborative, participatory, and more unified digital ecosystem. To achieve this, several key actions were implemented:

- Upgrade digital work tools by updating workstations, including the installation of Teams for all employees.
- Deploy the new Office suite with Microsoft 365.
- Begin migrating the extranet and collaborative spaces to the new Portal, which will replace the current intranet in 2025.
- Implement the new document classification policy for office files.

Open Data Platform

Genève Aéroport has also implemented new APIs (Application Programming Interfaces) and the underlying architectural components to interact with its partners while considering operational and security challenges. These partners include the International Air Transport Communications Company SITA, Dnata, and Swissport.

With this technological platform, the airport provides certain public data to external companies upon request. Since 2024, public flight information (arrivals and departures) has been available through these Open APIs. The Open Data platform will be gradually expanded to include information on passenger updates, parking, and various services offered by Genève Aéroport.

Noise quotas dashboard

After a test phase, Genève Aéroport has been rolling out its new noise quota system since January 1, 2025 (see also page 58). This system is designed to encourage airlines to reduce take-offs after 10 p.m. through strongly dissuasive fees.

As part of this initiative, the Operations Department, with support from the Technology Department, has developed an online dashboard for airlines, allowing them to monitor movements in real time and track their quota status. The technological platform used ensures that this information is provided in a contextualized and secure manner.

Starting in 2025, additional dashboards will be made available to all departments at Genève Aéroport.

Self-service luggage check-in

The self-service bag drop system, deployed at the end of 2023, has been continuously enhanced with new features to facilitate passenger operations, optimize

processing times, and improve the user experience. The advantage of self-service bag drop (SSBD) is that all check-in counters always remain available without human intervention, significantly reducing wait times for passengers. Highly appreciated by easyJet travellers, this service could eventually be extended to other airlines.

Car park management

The modernization of parking facilities began with the gradual deployment of a new space-marking solution. In the long term, new services will be offered to passengers, such as locating their vehicle and improved protection against potential damage.

This new parking management solution was approved in 2024, and the project is now underway.

LMS (Learning Management System)

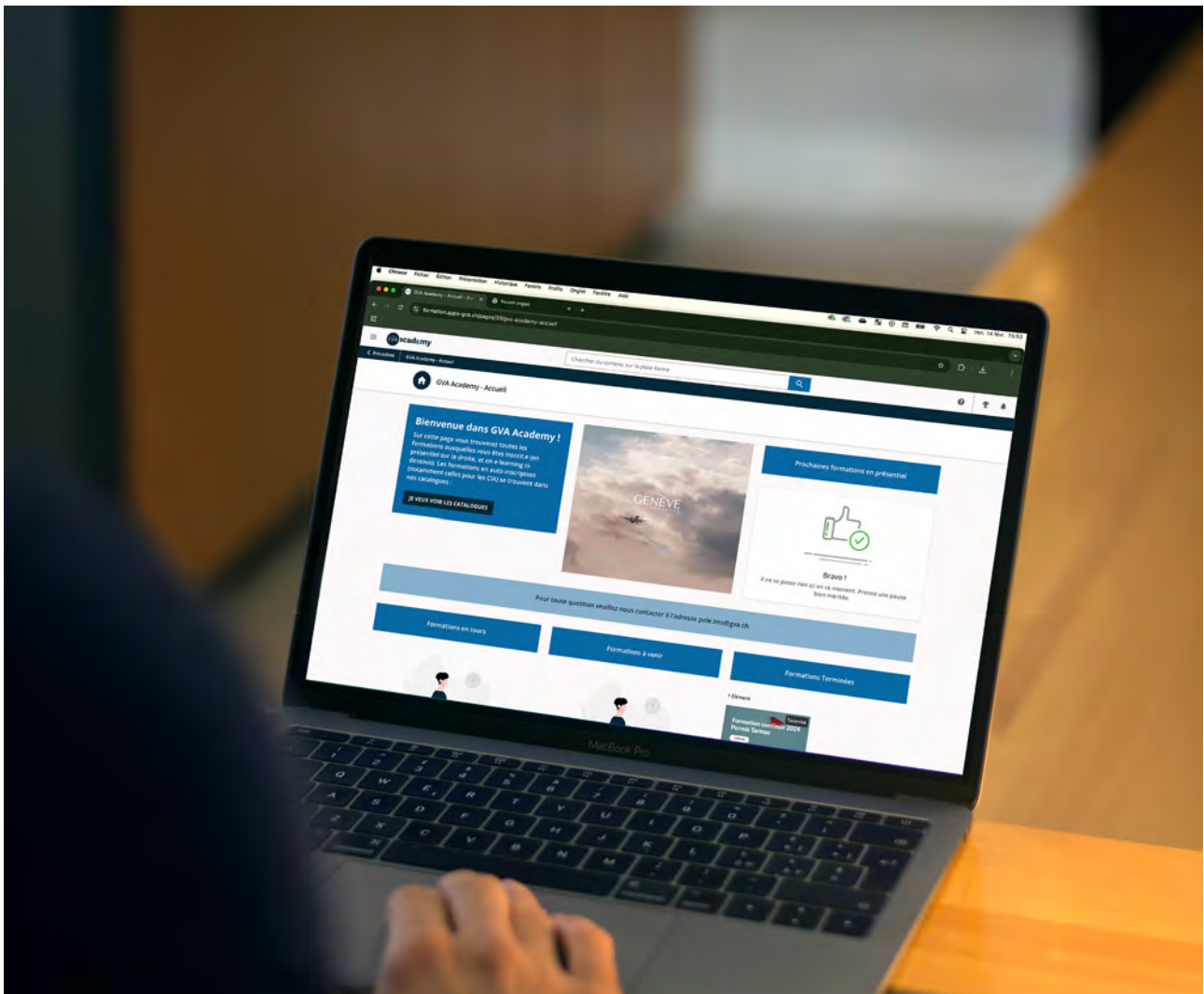
In 2024, Genève Aéroport launched the e-learning platform GVAcademy, which centralizes training and

certification tracking for airport personnel. The implementation of this training platform was accompanied by the creation of a cross-functional competency centre: the LMS hub.

Improved sound system

Genève Aéroport has begun replacing the public address system in all publicly accessible buildings, except for the East Wing. The first phase focused on the front-facing boarding gates, where automated announcements will be operational from the second quarter of 2025.

In 2024, the airport also installed next-generation automatic boarding gates in the French Sector.





← 04 ← OUTER → 22 →



LIMITING OUR
ENVIRONMENTAL
FOOTPRINT

Genève Aéroport reached a key milestone in 2024 by developing its greenhouse gas emission reduction strategy. This strategy considers the airport's direct emissions (Scope 1 and 2) as well as the emissions to which it contributes (Scope 3).

The carbon emissions for 2024 are not yet known. In 2023, the airport's total carbon footprint was 1,576,923 tonnes of CO₂ emitted. Most of these emissions, 99.5%, were attributed to Scope 3.

Genève Aéroport has already reduced its emissions by approximately 2,000 tonnes between 2012 and 2022. This result exceeds the initial reduction target of 500 tonnes set for 2020.

Geneva Airport has set itself the following objectives:

- Achieving Net Zero by 2037 (Scope 1 and 2)

Genève Aéroport's transition relies primarily on more sustainable infrastructure and increased use of renewable energy. Among the ongoing projects, the connection to GeniLac will enable the airport to eliminate all fossil fuel use for heating and cooling its buildings by 2028.

Its action plan is set to significantly exceed the mid-term target of a 60% reduction by 2028.

- Actively contributing to Net Zero by 2050 alongside the aviation industry (Scope 3)

Genève Aéroport continues to implement various measures, such as financially encouraging airlines to operate next-generation aircraft. These aircraft, which are quieter and more fuel-efficient, accounted for 31.85% of scheduled and charter flight movements in 2024 (compared to 32.53% in 2023).

Additionally, aircraft parking positions are equipped with electrical power supply systems and pre-conditioned air (PCA), reducing the need for auxiliary engines.

Enhanced labelling

In 2024, Genève Aéroport's commitment to decarbonization was recognized with the Level 4+ (Transition) certification from the Airport Carbon Accreditation (ACA)

developed by ACI EUROPE (Airport Council Interna-

tional). This is the second-highest level of certification, just below ACA Level 5, which is reserved for airports that are already carbon neutral (Scopes 1 and 2).

Additionally, the airport was reassessed by the EcoVadis rating agency for its governance, social, and environmental impact practices and received a silver medal. This places Genève Aéroport in the top 15% of companies evaluated by EcoVadis, the world's leading rating agency focused on improving corporate ESG commitments.

Genève Aéroport aims to achieve the "Gold" certification by 2025.

Improving mobility

Genève Aéroport continued its efforts this year to promote sustainable mobility among passengers and employees. The partnership launched in 2023 with the Swiss Federal Railways (SBB) was renewed, allowing for the continuation of early morning trains during holiday departures. This morning service was also reintroduced for the end-of-year holidays. Genève Aéroport and the federal railway service decided to adapt and expand this offer by introducing late-night trains departing from the airport. (See also page 42)

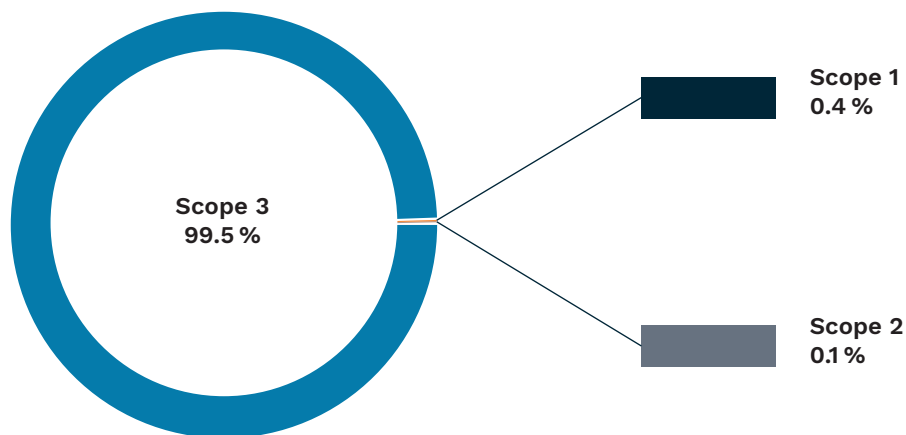
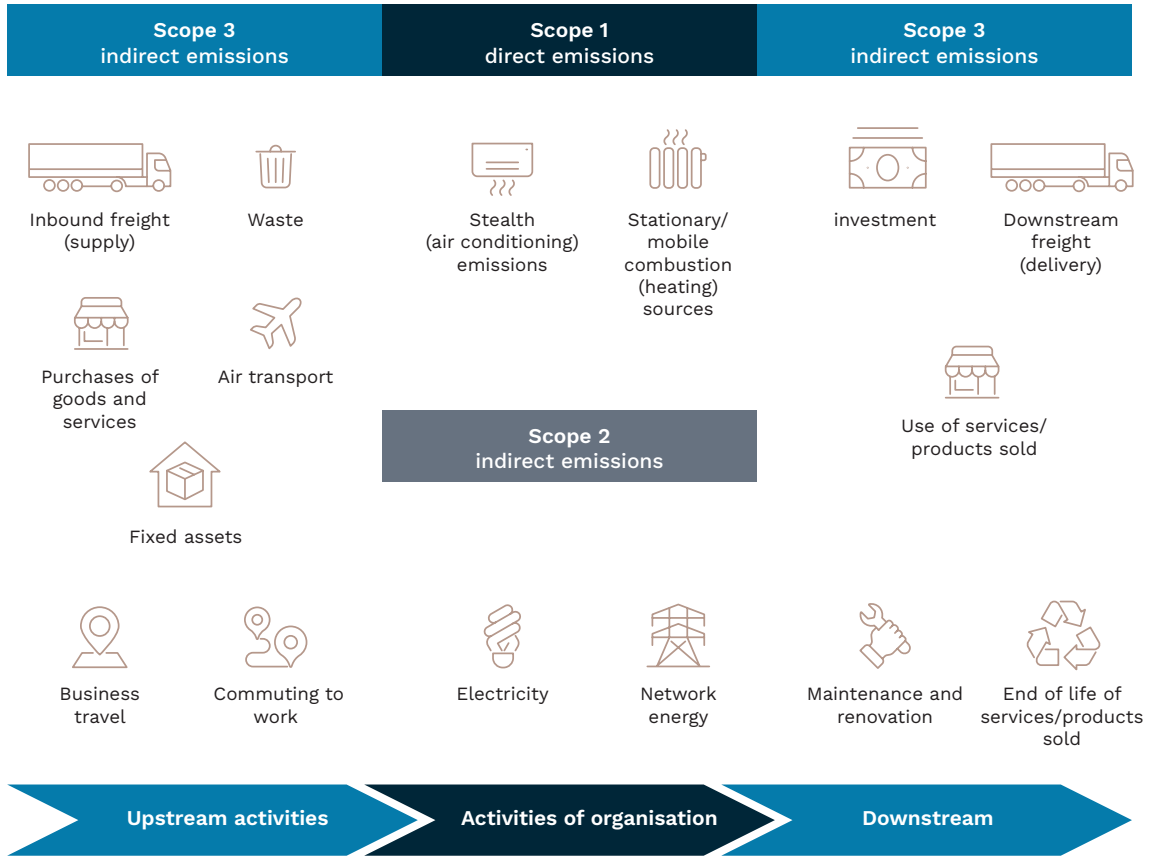
A joint communication campaign with the Geneva Public Transport (TPG) was conducted during the summer to promote the Aerobus service. These lines, fully funded by Genève Aéroport, provide free transportation between 3:00 a.m. and 6:00 a.m. for early morning travellers, connecting the airport with the city's main urban areas.

For airport employees, a collaboration was established with the carpooling company BlablaCar Daily. The airport co-finances each trip made through this system between home and the workplace. Over one year, around sixty car-poolers covered more than 125,000 kilometres, preventing the emission of over 25,000 kg of CO₂.

Lastly, a new regulation on motorcycle and scooter parking is being developed. Its objective is to improve service quality for users by encouraging vehicle turnover and better distributing parking spaces between employees and passengers.

* Net Zero is defined as the maximum reduction of CO₂ emissions across Scopes 1, 2, and 3, with a residual emissions level of 10% (compared to 1990), considered "unavoidable" and to be subsequently sequestered.

Objectives for reducing greenhouse gas emissions



Electrification of vehicles on the tarmac Genève Aéroport has set the goal of achieving a 90% rate of electric vehicles and equipment on the tarmac by 2030. The strategy for developing charging infrastructure for electric vehicles was approved this year, enabling each entity to anticipate the expansion of the electric fleet on the airport site.

In 2024, 78 charging stations were funded and installed at the airport. Additionally, Genève Aéroport continued subsidizing the replacement of combustion-engine vehicles with electric ones among its partner companies. This year, the subsidy covered 30 vehicles for a total of 100,000 francs.

The airport also invested in two retrofitted buses and will receive four more in 2025. This process involves replacing diesel engines with electric ones while retaining the vehicle's structure, with an average cost of 350,000 francs per bus. As a result, the fleet now consists of 24 electric buses out of a total of 27.

In 2024, 74 new electric vehicles and equipment were introduced on the tarmac compared to the previous year. The share of electric vehicles increased from 31% in 2023 to 37% in 2024.

Measures to limit noise

The 2024 noise curves will be available during 2025. Traffic in 2023 continued the growth trend observed in 2022 and is getting even closer to pre-COVID-19 levels. The airport's noise footprint is once again comparable to that observed before the pandemic and remains within the reference framework of the PSIA ceiling.

Daytime noise impact, as well as the first hour of the night, continue to decline. Like 2022, there was an increase in noise levels during the second hour of the night (11:00 p.m. – midnight) compared to 2019. However, an improvement was noted compared to 2022, attributed to the implementation of measures aimed at reducing post-10:00 p.m. traffic, particularly the number of take-offs.

The test phase of the noise quota system was implemented throughout 2024. This process, which officially came into effect on January 1, 2025, encourages airlines to reduce late take-offs after 10:00 p.m. by imposing strongly dissuasive fees for exceeding the

quotas.

The effectiveness of this new system was demonstrated during the test phase, as many airlines adjusted their flight schedules between 8:00 p.m. and 10:00 p.m., modifying their rotations and flight plans. As a result, there was a 36.2% decrease in take-offs after 10:00 p.m. compared to 2023.

As a reminder, Genève Aéroport has set a goal to reduce the noise-exposed surface area by 20% by 2030. Soundproofing buildings

Aware of its proximity to the city, Genève Aéroport has been implementing a building soundproofing program near the airport for many years. Since 2004, a total of 4,326 residences have been soundproofed at a cost of 63.13 million francs.

The soundproofing fund is financed through fees charged to airlines. These fees, adjusted according to the noise classification of each aircraft, are collected for every landing. An additional fee is also applied for take-offs after 10:00 p.m. As the fund was well-financed and saw little use during the pandemic, the collection of noise fees was suspended between 2021 and 2023. It resumed on January 1, 2024.

The program will continue in 2025, with an extensive communication campaign aimed at property owners of affected buildings.

Reducing waste

Genève Aéroport aims to minimize waste production and maximize recycling as part of a circular and sustainable approach. In 2023, a total of 3,049 tonnes of waste were processed at the airport, with a recycling rate of 42.5%.

The new waste management strategy was approved in 2024, setting ambitious goals, including reducing incinerable waste by 20% by 2030 and recycling 100% of organic waste from food services.

Ahead of implementing an associated policy, a reassessment of waste producers within the airport perimeter will take place in 2025. A waste management action plan for 2030 has been developed in alignment with cantonal objectives.

As in the previous year, a waste management award

ness training program for partner cleaning companies was implemented in collaboration with the consulting firm Ecolive and in partnership with SIG.

Genève Aéroport also manages the treatment of polluted water related to the presence of glycol from aircraft de-icing products. In 2023, Type I de-icing fluid was replaced with a more biodegradable solution. For the same environmental reasons, a new Type IV de-icing product has been adopted for the 2024-2025 winter season.

A portion of these liquids, once sprayed on aircraft, is collected by sweepers and transported by truck to the Aïre wastewater treatment plant, where they are processed in digesters to produce biogas.

Protecting biodiversity

The Nature & Economy Foundation label represents an opportunity for Genève Aéroport to gain recognition for over 10 years of efforts to promote biodiversity on its site.

Despite the proximity to the runway, these outdoor areas serve as refuges for biodiversity, providing habitats for rare or endangered species. This is made possible through extensive green space management and the development of high-quality natural structures.

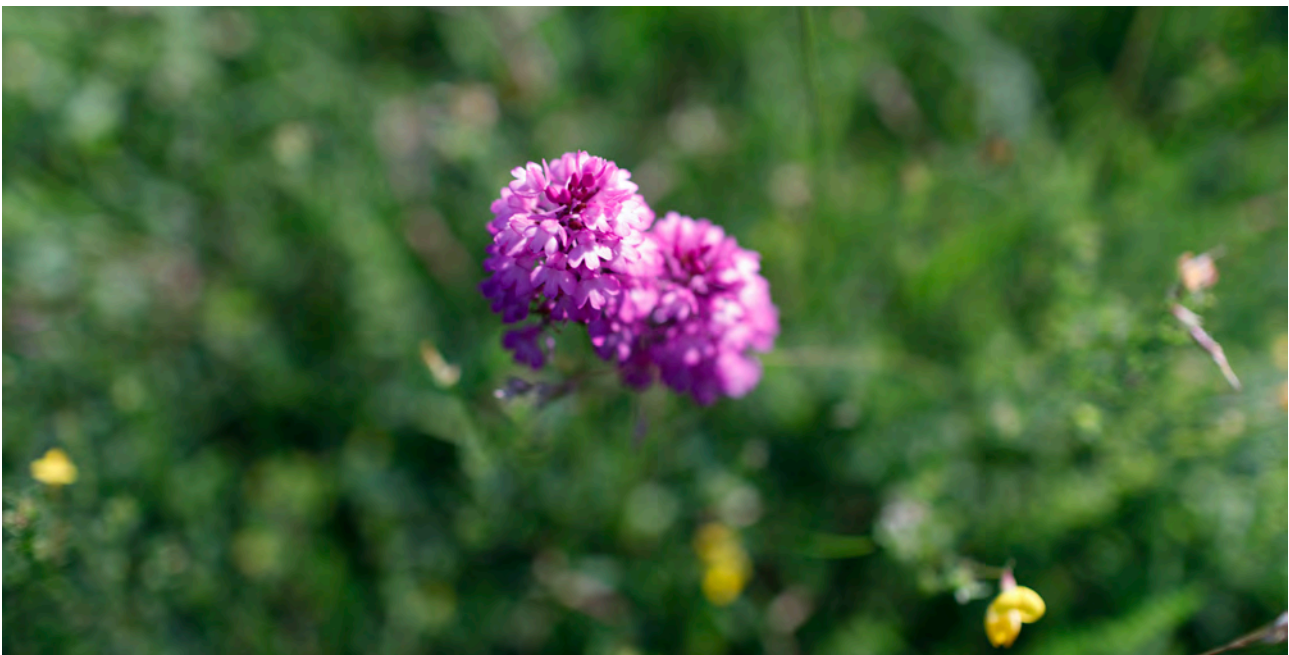
Initiated in 2011, the airport received its renewal in spring 2024 for the monitoring and maintenance of biodiversity measures.

In terms of green spaces, the airport site covers nearly 137 hectares of grasslands, making it the largest priority flora site in the canton of Geneva. Among the 284 plant species present, 28 are protected or considered rare.

As part of its grassland maintenance, Genève Aéroport tested an innovative technology last spring using a robotic tractor to treat thistles. Equipped with advanced cameras and intelligent sprayers, the machine targets the thistles precisely without affecting nearby grasses. Combined with manual removal, this method is now more precise, faster, and reduces the amount of product used.

During the demolition of an air pollution monitoring station, mosses that had been growing on-site for several decades were collected from the airport platform in 2024. These mosses will be transplanted onto the roofs of bus shelters in the industrial zones of Meyrin, Satigny, and Vernier, allowing them to continue growing in a new environment.

Additionally, this year marked the approval of plans for a pond dedicated to the natterjack toad. Classified as an endangered species in Switzerland and a conservation priority in the canton of Geneva, this measure was implemented in response to a request from the Federal Office for the Environment and the canton of Geneva. The goal is to support the full life cycle of the species within the airport site while also enhancing the "Nature & Economy" label criteria. The pond will be constructed north of the airport platform in 2025.





07

EMPLOYEE
DIALOGUE AND
COMMITMENT

In line with its Vision 2040, Genève Aéroport aims to strengthen its attractiveness as an employer and ensure the company's long-term sustainability. The recovery in activity, confirmed in 2023, continued in 2024, leading to the addition of eleven new positions to reinforce existing teams.

By the end of December 2024, the airport had 1,066 employees (1,006.1 full-time equivalents "FTE") compared to 1,039 employees (980.73 FTE) the previous year.

Social dialogue

The Salary Increase Regulation was signed by the Board of Directors on September 17, 2024. This step marks the successful conclusion of the mediation process established following the agreement reached at the end of the June 30, 2023 strike. It is the result of numerous discussion sessions held over the past 12 months between management and social partners.

This mediation process led to the adoption of a new approach for determining salary increases. From now on, the parties will meet each autumn to negotiate the amounts allocated for salary increases for the following year.

This milestone has helped restore social dialogue and contributes to achieving a key objective: improving the management of the overall payroll.

Engagement survey

Since 2008, Genève Aéroport has conducted an employee engagement survey approximately every three years. The latest survey was carried out in autumn 2023, with a participation rate of 82%. Employees were asked about various topics, including their alignment with the company's strategy and values, organizational efficiency, team and managerial dynamics, professional development opportunities, working conditions, health, and workplace safety.

The results were delivered at the end of 2023 and shared within teams along with action plans. Regarding management, the survey highlighted the need to better communicate the company's strategy to employees and strengthen dialogue with executives. To enhance team engagement and clarify Genève Aéroport's strategic priorities, three meetings were held with management in 2024, with four

additional sessions scheduled for 2025 to continue this dialogue.

Alongside this engagement survey, the company maintained its use of pulse surveys in 2024 to anonymously gauge employee engagement and satisfaction.

Success for GVA commUnity

The new internal communication platform celebrated its first anniversary in December 2024. The primary goal of this mobile-friendly social network was to make information immediately accessible to all employees, particularly the 40% who do not have access to computers.

The platform has successfully engaged its audience, with 68% of employees activating their accounts after one year of use. Each month, GVA commUnity recorded 56% active users, with over 600 posts published in total.

Going forward, GVA commUnity will be integrated into Genève Aéroport's digital collaboration tools.

Developing managerial skills

The managerial training program, launched in 2021 through a partnership between Genève Aéroport and HEG-Genève, continued in 2024 with four sessions held for managers with hierarchical responsibilities. This year, the focus was on a more participatory approach in leading discussions and selecting topics.

This six-day program is based on the values and expected behaviours outlined in the company's Management Charter. It includes awareness of psychosocial risks and aims to empower managers in developing their teams within a healthy environment and leading change effectively.

The deployment of this program is now nearly complete, with 91.3% of managers having undergone training. The managerial community will be consulted to express their needs and expectations, aiming to acquire and strengthen new managerial skills.

Welcoming new employees

A new onboarding program for future employees was launched in the fall. "Welcome on Board" is an immersive and participatory integration journey that

**excluding apprentices and trainees*

includes in-person meetings, online training modules, airport tours, and an escape game.

Designed to be a true experience, this program aims to introduce the values of Genève Aéroport, its environment, and its operations while fostering

connections among employees. The development of this new concept involved contributions from many internal stakeholders.

A total of 28 new employees have already participated in "Welcome on Board" this year.







08

OPEN TO THE
WORLD

Intense protocol activity

2024 was an intense year for the activities of the Protocol Service, with a workload nearly equivalent to the previous year. In total, the Protocol Service handled 4,021 official receptions (compared to 4,083 in 2023), including 63 receptions for heads of state, 21 for prime ministers, and 628 for members of royal families.

The events that generated the most protocol receptions were the meetings of the World Health Organization (WHO) and the International Labour Organization (ILO) in May and June. Another key highlight of the year was the two conferences of the Inter-Parliamentary Union (IPU), headquartered in Geneva since 1921, which were held in March and October 2024.

As a reminder, access to the Protocol Service is reserved for heads of state, prime ministers, serving ministers, parliamentary presidents, heads of international organizations, members of royal families, and other official dignitaries.

SSLIA: more than 6,200 events

For the Airport Rescue and Firefighting Service (SSLIA) at Genève Aéroport, which provides 24/7 emergency response throughout the year, 2024 was a busy year.

Operationally, the SSLIA Engagement Center (CeSSLIA) handled a total of 6,201 incidents and approximately 40,000 phone calls. The Ambulance section responded to 2,348 calls, with 82% of operations occurring off-site and 18% within the airport platform. The Firefighting sections intervened in 1,404 incidents.

A key concern in 2024 was the significant increase in interventions on aircraft due to issues such as hydraulic failures, landing gear malfunctions, and onboard smoke.

Two particularly notable incidents occurred during the year. The first was the flooding of Skyguide's underground facilities following a major storm on June 25, which put the air traffic controller's IT servers at risk. The second was an intervention on December 16 in the commune of Chéserey, where a small aircraft had to make an emergency landing in a field.

In terms of equipment, SSLIA acquired a firefighting

robot for interventions in enclosed and underground environments. It also signed an agreement for the acquisition of an electrically powered fire engine, which will be delivered in 2026.

In 2024, Genève Aéroport and SSLIA signed three key collaboration agreements, reinforcing their ability to respond to serious incidents and strengthening cooperation with neighbouring entities and French authorities. These agreements include :

- A partnership with the SDIS of Ain for both operational support and training.
- A training agreement with the SDIS of Nyon-Dôle.
- A training agreement with CERN focused on thermal phenomena.

Sponsoring activities

Genève Aéroport allocated approximately 430,000 francs in 2024 to support around fifty projects as part of its sponsorship activities. Among the main supported initiatives, both sporting and cultural, were the Women's Tour de Romandie, Team Genève, the International Film Festival and Forum on Human Rights (FIFDH), the Visions du Réel festival, and the Théâtre de Carouge.

Since autumn, an internal review has been underway to define how Genève Aéroport intends to support its surrounding communities and contribute to initiatives that align with its values.

Participation in the Automnales

In 2024, Geneva Airport was the guest of honour at the Automnales, Geneva's popular autumn event that showcases a wide range of economic sectors. Over 10 days, from November 7 to 16, more than 140,000 visitors attended, exploring, discovering, tasting, sharing, and enjoying various activities.

At its 1,000-square-meter stand, Geneva Airport welcomed more than 35,000 visitors. In addition to various activities and discovery workshops for children and families, the CAP2030 terminal extension project was presented to the public for the first time through a scale model and an immersive video experience. The public response to the project and the accompanying explanations was extremely positive.

Additionally, more than 200 people attended conferences on the CAP2030 project, tarmac-

related professions, and Geneva Airport's sustainable development and employment policies.

Visits and Panorama terrace

In 2024, there was another significant increase in the number of guided airport tours, with a total of 1,500

visitors welcomed for an exclusive tour of the tarmac and public areas—100 more than in 2023.

The Panorama Terrace, now in its fourth year of operation, attracted 35,000 visitors, who spent an average of two hours observing activities on the tarmac.







BOARD OF
DIRECTORS:
ACTIVITY REPORT
2024

INTRODUCTION

The year 2024 was marked by a change in the Board of Directors' (CA) legislative term, which began on February 1, 2024, and will last for five years until January 30, 2029.

The Department of Finance, Human Resources, and External Affairs (known as the Department of Finance and Human Resources until May 30, 2024) remains the supervisory authority for Genève Aéroport (GA). The primary contact for the Board of Directors, particularly its President, is State Councillor Nathalie Fontanet.

SOME FIGURES FOR 2024

In 2024, the Board of Directors (CA) held 10 meetings, the Executive Council (CdD, the CA's executive committee) held 8, the Audit and Finance Committee (CAF) held 10, the Administration and Human Resources Committee (CARH) held 5, the Infrastructure Committee (CI) held 8, and the Airport Development Committee (CDA) held 8.

During these meetings, the CA made around 30 decisions, while the CdD made about six decisions related to HR matters within its jurisdiction. It should be noted that the committees do not have decision-making authority.

These 49 sessions amounted to 126 hours of meetings. The total cost of attendance fees (for sessions and meetings outside of the CA, CdD, and committee meetings) was 434,000 CHF (gross amount). Additional costs for administrative support (including assistants to the Presidency and the CA secretary) and various expenses related to board members (training, conferences, meals during or outside meetings, IT platform, etc.) brought the total to 840,000 CHF. This represents less than 0.2% of Genève Aéroport's 2024 revenue, which amounted to approximately 520 million CHF.

ACTIVITIES

The Board of Directors (CA) devoted an equivalent amount of time to studying and approving strategic matters for the airport, overseeing its operations, and managing its internal organization.

During its 10 meetings, totalling 26 hours, the CA's activities were distributed as follows:

- 34% of the time was dedicated to strategic matters.
- 28% of the time was dedicated to oversight tasks.
- 38% of the time was dedicated to internal organization and governance.

MAIN WORK OF THE BOARD OF DIRECTORS

STRATEGY

- GA's 2024-2029 objectives agreement with the State of Geneva

Following several months of discussions between Genève Aéroport (GA) and the State Council (CE), both parties reached an agreement on the key elements of the new Objective Convention linking GA to the State of Geneva. In May 2024, the Board of Directors unanimously approved the proposed agreement, which was then validated by the State Council in June 2024 with some modifications. The text came into effect on July 1, 2024, and will remain valid until June 30, 2029.

Compared to the previous version, the 2024-2029 convention emphasizes the key milestones for the controlled development and operation of the airport platform, including its ground accessibility. Its content is the result of collaboration with the State of Geneva and a balance between various interests, including those represented by local resident associations and environmental protection groups.

Key elements of the new convention include a strong focus on user and airline satisfaction, as well as alignment with the canton's digital policy. To maintain the airport's competitiveness, the parties also agreed on operational performance and financial efficiency measures for GA.

Regarding the environmental impact of airport activities, the convention's signatories decided to maintain the restriction on aircraft movements between 5:00 a.m. and 6:00 a.m. and continue limiting operations after 10:00 p.m. They also reinforced financial incentives for quieter aircraft. The sustainable development objectives were further clarified, particularly by emphasizing the need to actively encourage all airport personnel to use public transportation.

Finally, the percentage of the airport's profit to be remitted to the State remains set at 50%.

■ **Negotiations on aeronautical charges for the period 2025-2027**

In September 2024, with one abstention, the Board of Directors (CA) approved the final proposal resulting from negotiations between Genève Aéroport (GA) and its users (mainly airlines) regarding aeronautical fees for the 2025-2027 period.

This decision is significant as the passenger fee will increase from 28.95 CHF per passenger in 2024 to 29.75 CHF in 2025, 29.90 CHF in 2026, and 30 CHF in 2027, representing respective increases of 2.8%, 3.3%, and 3.6% compared to 2024.

It is important to note that this fee includes a PRM (Passengers with Reduced Mobility) surcharge, which will be 1.25 CHF per passenger in 2025, 1.35 CHF in 2026, and 1.45 CHF in 2027 (up from 1.10 CHF in 2024). Additionally, a new fee of 0.60 CHF per passenger in 2025 and 0.65 CHF in 2026 and 2027 will be allocated exclusively to the resident compensation fund.

Alongside these pricing adjustments, new fees have been introduced to reduce late departures after 10:00 p.m. (quota system) and to encourage the use of sustainable aviation fuel (SAF).

In the business and general aviation segment, the pricing adjustments are identical to those in commercial aviation, except for the resident compensation fund fee, which is charged per landing rather than per passenger. Since this segment accounts for only 0.5% of passengers but 25% of flights at the airport, a per-passenger fee would not have been relevant or well understood by residents affected by aircraft noise. Furthermore, this segment previously had no incentive programs, but starting in 2025, an incentive for the use of SAF will be introduced.

■ **Salary project**

A new compensation system, initiated in 2018, was approved by a large majority of the Board of Directors (CA) in March 2023. The CA then mandated the General Management (DG) to propose a new compensation policy by the summer of 2023, set

to take effect on January 1, 2024. This policy was intended to eliminate automatic salary increases.

However, when the CA approved the proposed compensation policy in late June 2023, it triggered social unrest, which was quickly resolved through the signing of an agreement with social partners, including the Personnel Advisory Commission (ComPers) and the SSP union. As part of this agreement, mediation on the compensation project was initiated, and its implementation was postponed to January 2025.

During mediation, the parties agreed to address the compensation project in stages, as the entire project was too broad to be handled all at once. After nearly a year of negotiations, they reached an agreement on a Regulation for Determining Annual Salary Increases. This regulation establishes annual negotiations between General Management and social partners to determine salary increases for the following year, considering the company's financial performance.

This project was overwhelmingly approved by ComPers (with 83% of voters in favour) and by the SSP union (with 97.7% of voters in favour, including both members and non-members of the union). The CA approved the regulation in September 2024, with one abstention.

The regulation will be applied for the first time in determining salary increases for the year 2025.

■ **Annual salary increases for 2025**

In connection with the previous point and in accordance with the new regulation adopted in September 2024, General Management (DG) and social partners, following brief and successful negotiations, presented a proposal to the Board of Directors (CA). The proposal included a coefficient of 1.5 applied to the standard annual increment, benefiting approximately two-thirds of employees (excluding those who had reached the salary ceiling), a 0.2% salary indexation applicable to all employees, based on the Geneva consumer price index as of October 2024, and a one-time bonus of 1,000 CHF to be paid to each GA employee, prorated to their employment rate, in January 2025.

In December, the CA unanimously approved this proposal.

SURVEILLANCE

■ Non-financial performance report

To comply with a new legal requirement under the Swiss Code of Obligations, Genève Aéroport (GA) produced its first non-financial performance report for the year 2023. The Board of Directors (CA) reviewed and approved the report in March 2024, with one abstention.

For the 2024 financial year, the CA, through its Audit and Finance Committee, contributed to discussions on improving the content and structure of the report. These efforts were primarily led by the relevant GA teams, particularly the environmental and sustainable development department.

■ Satellite 10 extension

After approving the study credit for the expansion of Satellite 10 and the new bus boarding gates in June 2023, the Board of Directors (CA) expressed the desire to improve access for individuals with mobility challenges and families with strollers. The project aims to enhance passenger experience and create a more user-friendly environment.

■ BLC

The Baggage Logistics Center (BLC) project was continuously monitored by the Board of Directors (CA) throughout 2024, as in previous years. After facing numerous challenges, particularly due to a severe shortage of specialized suppliers caused by the simultaneous upgrading of all European airports to new standards, the project is now progressing more smoothly. Implementation has begun and is scheduled for completion in September 2025.

The full operability of the Baggage Logistics Center (BLC) will enable faster and more efficient baggage processing while ensuring an even higher level of security screening than before.

The BLC is another infrastructure that will contribute to enhancing the quality of passenger services.

INTERNAL ORGANISATION / GOVERNANCE

■ Start of the new Board term (2024-2029)

2024 was a year of significant changes for Genève Aéroport (GA) in terms of governance, marked by the arrival of a substantial number of new board members

on February 1, 2024, at the start of the new legislative term (2024-2029).

The implementation of a new legal requirement for gender parity within the boards of major public institutions in Geneva led to a significant increase in female representation on the Board of Directors (CA), rising from 15% in the previous term to 41% in 2024.

On February 6, 2024, the inaugural meeting of the new board took place. During this session, State Councillor Nathalie Fontanet, GA's supervising minister, addressed the members, emphasizing their duty to act in the best interest of GA. The board members embraced their new roles and responsibilities with great enthusiasm and commitment.

This renewal brought a highly positive dynamic, reflected throughout the year in constructive debates and decisions that were almost always made unanimously. This cohesion within the CA has fostered productive discussions and efficient handling of matters within its jurisdiction.

■ Change of Chief Executive Officer

The year 2024 was also marked by the retirement of Mr. André Schneider, who had served as CEO of Genève Aéroport since 2016, and his replacement by Mr. Gilles Rufenacht, who assumed the role of CEO on October 1, 2024.

Composition of the Board of Directors until 31 January 2024

- **Mr. Pierre BERNHEIM**, Chairman of the Board, member of the CdD
- **Mr. Stanislas ZUIN**, First Vice-Chairman, member of the CoD and Chairman of the CAF
- **Mr. Michel FABRE**, Second Vice-Chairman, member of the CdD and Chairman of the CI
- **Mr. Tristan BALMER MASCOTTO**, CoD member and Chairman of the CDA
- **Mrs. Karin PERRAUDIN**, CoD member and President of CARH
- **Mrs. Aurélie CHARILLON**, CDA member
- **Mr. Willy CRETEGNY**, CI member
- **Mr. Jean-Luc FAVRE**, CI member
- **Mr. Olivier HOHL**, CDA member
- **Mr. Lulzim JAHIU**, CAF member
- **Mr. Laurent JIMAJA**, CARH member
- **Mr. Christian LÜSCHER**, CDA member
- **Mr. Thierry MELLINA-BARES**, CAF member
- **Mrs. Corinne MOMAL-VANIAN**, CAF member
- **Mr. Cyril NOBS**, CI member
- **Mr. David PIGNOLET**, CAF member
- **Mr. Bertrand REICH**, CI member
- **Mr. Patrick SCHMIED**, member of the CDA and then the CARH
- **Mr. Quentin STAUFFER**, CARH member
- **Mr. Bernard TASCHINI**, CDA member
- **Mr. Laurent TREMBLET**, CDA member
- **Mr. Nicolas VUILLE**, CARH member

Composition of the Board of Directors from 1st February 2024

- **Mr. Christian LÜSCHER**, Chairman of the Board, member of the CdD
- **Mr. Stanislas ZUIN**, First Vice-Chairman, member of the CoD and Chairman of the CAF
- **Mr. Patrick SCHMIED**, Second Vice-Chairman, member of the CdD and Chairman of the CI
- **Mrs. Birgit SAMBETH**, CoD member and Chairman of the CDA
- **Mr. Denis CHIARADONNA**, CoD member and Chairman of the CI
- **Mrs. Céline AMAUDRUZ**, CARH member
- **Mrs. Cécile BAPTISTE-DAVID**, CI member
- **Mrs. Aurélie CHARILLON**, CDA member
- **Mr. Willy CRETEGNY**, CI member
- **Mrs. Marie DE FREMINVILLE**, CDA member
- **Mr. Lulzim JAHIU**, CAF member
- **Mr. Laurent JIMAJA**, CARH member
- **Mr. Thierry MELLINA-BARES**, CDA member
- **Mrs. Corinne MOMAL-VANIAN**, CDA member
- **Mrs. Caroline MONOD**, CAF member
- **Mr. David PIGNOLET**, CARH member
- **Mr. Philippe SCHWARM**, CI member
- **Mrs. Rebecca STEVENS ALDER**, CI member
- **Mr. Bernard TASCHINI**, CAF member
- **Mr. Laurent TREMBLET**, CDA member
- **Mrs. Virginie VAN DOORN**, CAF member
- **Mr. Nicolas VUILLE**, CARH member



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