

# AIRPORT CHARGES REGULATION

FOR

SCHEDULED AND CHARTER AIR TRAFFIC

AT

**GENEVA INTERNATIONAL AIRPORT (LSGG/GVA)**

PURSUANT TO THE SWISS FEDERAL ORDER ON AIRPORT CHARGES

(HEREINAFTER THE “REGULATION”)

VALID AS OF

**JANUARY 1<sup>ST</sup>, 2025**

## PREAMBLE

- Pursuant to the Swiss Federal Order on Airport Charges mentioned above (hereinafter the “**Order**”), Genève Aéroport (as defined herein), in its quality as sole airport operator holder of a federal operating concession regarding Geneva international airport, and the concerned Airport Users (as defined herein) held negotiations regarding the Aeronautical Charges (as defined herein) to be implemented at Geneva airport for the 2025-2027 tariff period.
- Genève Aéroport and the concerned Airport Users reached an Agreement (as defined herein) endorsing the new scheme of Aeronautical Charges (as defined herein) to be levied by Genève Aéroport regarding scheduled and charter air traffic at Geneva international airport for the 2025-2027 tariff period.
- The terms and conditions of the Agreement (as defined herein) were subsequently not submitted to FOCA (as defined herein) for review by an Airport User (as defined herein) pursuant to Article 26 of the Order.
- The Agreement (as defined herein) is therefore in force.
- Pursuant to Article 27 of the Order, Genève Aéroport shall establish the Chapter 1 of the Regulation (as defined herein) based on the terms and conditions set forth in the Agreement (as defined herein).

**NOW IN CONSIDERATION THEREOF GENÈVE AÉROPORT**

**HAS ENACTED THE FOLLOWING PROVISIONS**

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## Definitions

<b>Aeronautical Charges</b>	shall have the meaning set forth under Article 0 herein.
<b>AIC</b>	shall mean the Aeronautical Information Circulars.
<b>AIP</b>	shall mean the Aeronautical Information Publication Switzerland.
<b>Agreement</b>	shall mean the agreement agreed on June 25 <sup>th</sup> , 2024 between (i) Aéroport International de Genève and (ii) Swiss International Air Lines Ltd., easyJet Switzerland SA and the Board of Airlines Representatives Switzerland, endorsing the new scheme of Aeronautical Charges applicable for scheduled and charter air traffic at Geneva international airport and any amendment thereto.
<b>Airport Users</b>	shall have the meaning set forth under Article 2 letter b of the Order.
<b>CHF</b>	shall mean the Swiss franc.
<b>FOCA</b>	shall have the meaning set forth under Article 20 herein.
<b>Genève Aéroport</b>	shall mean Aéroport International de Genève, an autonomous public law entity, beneficiary of the Swiss federal operating concession dated May 31 <sup>st</sup> , 2001.
<b>ICAO</b>	shall mean the International Civil Aviation Organization with its headquarters in Montreal, Quebec, Canada.
<b>Order</b>	shall mean the Swiss Federal Order on Airport Charges dated April 25 <sup>th</sup> , 2012 and referenced under RS 748.131.3.
<b>Regulation</b>	shall mean this regulation and any amendment thereto.
<b>Utilization Charges</b>	shall have the meaning set forth under Article 6 herein.
<b>VAT</b>	shall mean “Value Added Tax”

## Chapter 1 Aeronautical Charges

### IN GENERAL

#### 1. Scope

This chapter of the Regulation exclusively governs the collection of the aeronautical charges listed under Article 1 § 3 of the Order applicable to scheduled and charter air traffic at Geneva international airport (hereinafter the “**Aeronautical Charges**”).

Aeronautical Charges are due to Genève Aéroport by those listed under Article 5 § 1 and § 2 of the Order.

### CATEGORIES OF CHARGES AND TARIFFS

#### 2. Passenger related charges

The following passenger related charges are levied for all departing passengers with the exception of children under the age of two (2) years old.

##### 2.1. Passenger Service Charge (PSC)

The following PSC is levied per departing passenger and is differentiated between local and/or connecting passenger.

PASSENGER SERVICE CHARGE	
PER DEPARTING LOCAL PASSENGER	CHF 14.70
PER DEPARTING TRANSFER PASSENGER	CHF 8.70

##### 2.2. Security Charge

The passenger security charge is levied per departing passenger without differentiation between local and/or connecting passengers.

SECURITY CHARGE	
PER DEPARTING PASSENGER	CHF 13.20

### 2.3. Passenger with reduced mobility (PRM) charge

The PRM charge is levied per departing passenger without differentiation between local and/or connecting passengers.

PRM CHARGE			
PER DEPARTING PASSENGER	AS FROM JANUARY 1 <sup>ST</sup> , 2025	AS FROM JANUARY 1 <sup>ST</sup> , 2026	AS FROM JANUARY 1 <sup>ST</sup> , 2027
		CHF 1.25	CHF 1.35

## 3. Aircraft related charges

### 3.1. Landing Charge

For the approach and the subsequent landing of an aircraft, a landing charge is levied. The landing charges are computed on the Maximum Take-Off Weight (**MTOW**) of the aircraft as stated in the airworthiness certificate of the aircraft flight manual or in any other equivalent official document provided by the carrier.

LANDING CHARGE	
MTOW	PER LANDING (COMMERCIAL AND NON-COMMERCIAL FLIGHT)
1 TON	CHF 12.25
2 TONS	CHF 23.10
3 TONS	CHF 32.35
4 TONS	CHF 38.60
5 TONS	CHF 44.05
6 TONS	CHF 48.45
7 TO 26 TONS	CHF 9.15 PER TON
27 TO 30 TONS	CHF 240.30
31 TO 50 TONS	CHF 7.85 PER TON
OVER 50 TONS	CHF 397.00 + CHF 9.15 PER ADDITIONAL TON

The landing charge for commercial air transport is reduced by 50% when the preceding take-off takes place at a Swiss aerodrome (incl. Bâle-Mulhouse), the same aircraft continues within 2 hours on the same day to a destination outside Switzerland (excl. Bâle-Mulhouse), and the same flight number is used on arrival as departure.

### 3.2. Parking Charge

For the parking of an aircraft, a charge is levied on the basis of the ICAO category of the aircraft after a free parking period has elapsed. The parking period is considered to be the time between the Actual Time of Arrival (ATA) and the Actual Time of Departure (ATD) as logged by the airport operator. Night-stop refers to an aircraft with an ATA after 21h00 LT and an ATD before 08h00 LT.

AIRCRAFT PARKING CHARGE				
Aircraft ICAO Category	Free parking period	Thereafter Charge per 15 min up to 300 min	Thereafter applicable 24 hrs charge	Night-stop (*)
<b>B</b>	45 min	CHF 27.00	CHF 648.00	CHF 259.00
<b>C</b>	60 min	CHF 41.00	CHF 984.00	CHF 394.00
<b>D</b>	240 min	CHF 57.00	CHF 1366.00	CHF 547.00
<b>E</b>	240 min	CHF 62.00	CHF 1488.00	CHF 595.00

(\*) applicable to aircraft arriving after 21h00 LT and departing before 08H00 LT the next morning.

### 3.3. Noise Charge

At Geneva international airport, a noise charge is added to the landing charge.

The noise charge is based on a classification of jet-engine aircraft established on the basis of the noise level (mean energetic value) of each aircraft type measured in the vicinity of Swiss airports.

Each aircraft is classified in a Noise Class (REF: Swiss AIP GEN 4.1 - Appendix A\*).

The noise charge rates are as follows:

NOISE CHARGE	
AIRCRAFT NOISE CLASS	PER LANDING
CLASS I	CHF 4'400.-
CLASS II	CHF 880.-
CLASS III	CHF 220.-
CLASS IV	CHF 40.-
CLASS V	CHF 10.-

For take-off between 2100 (2000) and 0459 (0359) an additional noise charge is applied. The additional noise charge is modulated according to noise class and take-off time.

The additional noise charge rates are as follows:

ADDITIONAL NOISE CHARGE					
AIRCRAFT NOISE CLASS	PER TAKE-OFF BETWEEN				
	22:00-22:29 LOCAL TIME	22:30-22:59 LOCAL TIME	23:00-23:29 LOCAL TIME	23:30-23:59 LOCAL TIME	00:00-05:59 LOCAL TIME
CLASS I	CHF 1'500.-	CHF 2'000.-	CHF 3'000.-	CHF 6'000.-	CHF 18'000.-
CLASS II	CHF 500.-	CHF 1'000.-	CHF 1'500.-	CHF 3'000.-	CHF 9'000.-
CLASS III	CHF 200.-	CHF 400.-	CHF 800.-	CHF 1'500.-	CHF 4'500.-
CLASS IV	CHF 100.-	CHF 200.-	CHF 400.-	CHF 800.-	CHF 2'500.-
CLASS V	CHF 50.-	CHF 100.-	CHF 200.-	CHF 400.-	CHF 1'500.-

New aircraft or aircraft subsequently re-engined as well as aircraft types not included in Swiss AIP GEN 4.1 Appendix A are placed in class V until confirmed measurable data is available. Hushkitted aircraft are placed one class beyond the original type until confirmed measurable data is available. The operators are requested to make available to Genève Aéroport all documents certifying the modifications realised.

There will be no retroactive reimbursement/refund.

Objections to the classification of the aircraft have to be notified within 60 (sixty) days following to the reception of the invoice. Late requests are time-barred.

The noise charge is not applicable to aircraft exempt from landing charge as defined in the Swiss AIP Gen 4.1.

### 3.4. Emission Charges

An emission related landing surcharge is applied to all aircraft equipped with a combustion engine and that are subject to a weight-based landing charge. The emission charge is based on the absolute emission characteristic of the engine as described in the FOCA Directive “Aircraft Engine Emission Charges in Switzerland” (Reference 33-05-27).

#### Aircraft with turbofan, turbojet or turboprop engines with emission data available to the FOCA:

Aircraft, equipped with turbofan, turbojet or turboprop engines that are:

- regulated under the ICAO Annex 16, Volume II, or
- not regulated, but have detailed emission data for the LTO cycle available to the FOCA

are subject to the emission calculation as specified in ECAC Recommendation 27/4.

Specifically, the following emission calculation formula applies:

$$\text{EmissionValueAircraft} = a * \# \text{Engines} * \sum_{LTO - \text{modes}} (60 * \text{time} * \text{fuelflow} * \text{NOx}_{\text{Emissionfactor}} \div 1000)$$

Where :

A = 1 if the characteristic certification LTO Hydrocarbon emissions per rated thrust (HC Dp/Foo) is less than or equal to the current ICAO standard of 19.6 g/kN rated thrust or for unregulated engines.

A > 1 if the characteristic certification LTO Hydrocarbon emissions per rated thrust (HC Dp/Foo) is greater than the current ICAO standard.  
a = HC Dp/Foo /19.6, with a maximum value for 'a' of 4.0

LTO-Modes:	Mode	Time (in minutes)
	Take-off	0.7
	Climbout	2.2
	Approach	4.0
	Taxi / Idle	26.0

# Engines: number of engines fitted to the aircraft

Time: time in mode (see above) (in minutes)

Fuel Flow: fuel flow per mode (in kg/sec)

NO<sub>x</sub>Emissionfactor Measured NOx-Emission factor per mode (in g/kg fuel)

Emission factors and fuel flow for the four modes and the hydrocarbon certification value are taken from the ICAO engine database (regulated engines). Emissions data for unregulated engines are taken from the FOCA and FOI emissions database.

Aircraft with piston engines, helicopters and aircraft with engines without emission data available to the FOCA:

Aircraft, equipped with

- piston engines
- rotary wing engines
- any other engine without emission data available to the FOCA

are also subject to an emission charge. Specifically, they are assigned an emission value derived from the following table and depending on the type, performance and number of engines fitted to the aircraft.

# Eng.	Piston: Turbodiesel Microlight Ecolight	Piston: Conventional	Piston: Conventional	Piston: Conventional	Helicopter	Helicopter	Business- Jets	Business- Jets	Turbo- props
		up to 200 hp	200-400 hp	>400 hp	<1000 shp	>1000 shp	(<16 kN)	(>16 but <26.7 kN)	
1	0.1	0.2	0.4	0.5	0.2	0.7	0.5	1.0	0.8
2	0.2	0.4	0.8	1	0.4	1.4	1.0	2.0	1.6
3	-	0.6	1.2	1.5	-	2.1	1.5	3.0	2.4
4	-	0.8	1.6	2	-	2.8	-	-	3.2

The applicable emission charge is of CHF 1.40 per Emission Value<sub>Aircraft</sub>

#### 4. Cargo related charges

The cargo charge is levied per kilogram of import and transfer cargo.

CARGO CHARGE	
PER KILO OF IMPORT AND TRANSFER CARGO	CHF 0.06

#### 5. Indemnification charge

The indemnification charge is levied per departing passenger to cover the indemnity amounts to be paid to eligible neighbouring property owners for the loss of property value caused by the noise levels of aircraft operating to/from Geneva international airport (LSGG/GVA).

INDEMNIFICATION CHARGE		
PER DEPARTING PASSENGER	AS FROM JANUARY 1 <sup>ST</sup> , 2025	AS FROM JANUARY 1 <sup>ST</sup> , 2026
		CHF 0.60

The indemnification charge shall automatically end once the indemnification fund exceeds 24MCHF (twenty-four million Swiss Francs) of contributions from the scheduled and charter air traffic sector.

Following an annual assessment by Genève Aéroport, in the event the indemnification fund amount exceeds 15MCHF (fifteen million Swiss francs), the levy of the indemnification charge shall be suspended for the following year (from January 1<sup>st</sup> to December 31<sup>st</sup>).

Then, following an annual assessment by Genève Aéroport, if the indemnification fund amount falls below 15MCHF (fifteen million Swiss francs), the levy of the indemnification charge shall resume for the following year (from January 1<sup>st</sup> until December 31<sup>st</sup>).

Genève Aéroport shall consult with those Airport Users who are party to the Agreement regarding the result of the annual assessment of the indemnification fund by 1<sup>st</sup> October of each year.

## 6. Noise quota charges

The noise quota scheme is set up by Genève Aéroport to avoid unscheduled departures after 22:00 local time (LT). Under the noise quota scheme, each eligible carrier is allocated a certain amount of noise quotas which can be used to operate unscheduled departures after 22:00 (LT).

A noise quota charge is levied per unscheduled departure after 22:00 (LT) where the concerned carrier has used all of its allocated noise quotas.

NOISE QUOTA CHARGE			
PER OVER-QUOTA UNSCHEDULED DEPARTURE AFTER 22:00 LT			
AIRCRAFT TYPE	FIRST OCCURENCE	SECOND OCCURENCE	FROM THIRD OCCURENCE ONWARDS
<b>NARROW BODY AIRCRAFT</b> (ICAO CODES A, B AND C)	CHF 5'000.-	CHF 10'000.-	CHF 20'000.-
<b>WIDE BODY AIRCRAFT</b> (ICAO CODES D, E AND F)	CHF 10'000.-	CHF 20'000.-	CHF 40'000.-

The operating rules of the noise quota scheme shall be published in the Swiss AIP and set forth in the “Geneva airport operating regulation” as well as, if required, in a subsequent specific noise quota scheme regulation.

## 7. Incentives

### 7.1. Landing incentive

This incentive recognises the operation of new generation aircraft on the “**best in class**” principle. Narrow body aircraft categorised in noise class 5 as well as wide-body aircraft categorised in noise class 4 according to the Swiss AIP shall be entitled to the following incentive the amount of which is calculated based on a percentage of the applicable landing charges:

LANDING INCENTIVE		
PERCENTAGE OF THE APPLICABLE LANDING CHARGES	AS FROM JANUARY 1 <sup>ST</sup> , 2025	AS FROM JANUARY 1 <sup>ST</sup> , 2027
		20%

### 7.2. Passenger incentive

In addition to the incentive on landing, a further incentive is granted for departing passengers transported aboard eligible aircraft categories as set forth under Section 7.1.

PASSENGER INCENTIVE		
PER DEPARTING PASSENGER	AS FROM JANUARY 1 <sup>ST</sup> , 2025	AS FROM JANUARY 1 <sup>ST</sup> , 2027
		CHF 0.40

### 7.3. Incremental Bonus

In order to stimulate airlines in replacing aircraft currently operating to and from Geneva with new generation aircraft and consequently significantly contributing to the objectives set forth in the PSIA, Genève Aéroport shall also grant an incremental bonus on the landing charges according to the following formula:

$$x*(p1-p2)*1.5$$

Where:

- x = amount of landing charges applicable to eligible NG aircraft in year n
- p1 = percentage of movements operated by eligible NG aircraft in year n
- p2 = Percentage of movements operated by eligible NG aircraft in year n-1

1.5 = multiplying factor

Example: In 2026, Airline **A** operates 30% of its movements to GVA with NG aircraft representing 500'000CHF in landing fees.

In 2025, Airline **A** operated 10% of its movements to GVA with eligible NG aircraft.

Airline **A** will consequently obtain an incremental bonus of CHF 150'000 at the end of 2026:  $500'000 * (30\% - 10\%) * 1.5$

Any bonus is only applied once per the concerned year.

The incremental bonus shall not be granted in the event the percentage of NG aircraft is lower than that of the previous year.

Following a reduction in the percentage of eligible NG aircraft, the incremental bonus shall only be granted once again if the percentage of eligible NG aircraft has equalled or exceeded the previous highest percentage of eligible NG aircraft achieved by the concerned air carrier over the tariff period.

p2 must be > 0

Only Airport Users operating year to year on full IATA seasons are eligible.

#### 7.4. Load Factor

An incentive per departing passenger is set forth as per the table below:

LOAD FACTOR INCENTIVE		
If the load factor for a given year is:		Incentive per departing passenger
Greater or equal to	95%	CHF 0.15
Greater or equal to	90%	CHF 0.125
Greater or equal to	85%	CHF 0.08
Greater or equal to	80%	CHF 0.05

#### 7.5. Incentives Implementation date

The implementation date of the incentives set forth under Section 7 is: **January 1<sup>st</sup>, 2025.**

**7.6. General Remark**

Any benefit resulting from the application of the incentive scheme shall be provided to the eligible Airport User in the form of a **credit note** issued in January following the year under review. Airport Users with airport charges payment delay or default in a given year will not benefit from incentives for that year.

## Chapter 2 Utilization Charges

### IN GENERAL

**8. Scope**

Chapter 2 of this Regulation exclusively governs the collection by Genève Aéroport of the centralized infrastructures use charges listed herein applicable to scheduled and charter air traffic at Geneva international airport (hereinafter the “**Utilization Charges**”).

Utilization Charges are due to Genève Aéroport by those listed under Article 5 § 4 of the Order.

### CATEGORIES OF CHARGES AND TARIFFS

**9. De-icing station**

A de-icing charge is levied for each aircraft departure and is meant to refinance infrastructure for the storage of de-icing fluids as well as the filling station for de-icing vehicles. The charge is based on the ICAO aircraft category and is applicable each year between October 1<sup>st</sup> and April 30<sup>th</sup>.

De-icing charge	
Aircraft Category	per departure
A,B,C	CHF 23.50
D,E,F	CHF 56.00

**10. Energy supply for aircraft**

The energy charges are meant to refinance infrastructures for the supply of electricity and air conditioning to aircraft. Whenever available, the use of the supplied electricity is

mandatory while the provision of air conditioning remains optional. The charge is based on the ICAO aircraft category. The following minimum 1 (one) hour charges apply:

Energy charges		
Aircraft Category	Electricity 400 Hz	Electricity and preconditioned air (PCA)
B	CHF 20.00	CHF 30.00
C	CHF 20.00	CHF 30.00
D	CHF 30.00	CHF 40.00
E	CHF 40.00	CHF 55.00

After the first hour, the use of the infrastructure is charged based on the effective hour fractions:

CAAV	TE	TC
C	CHF 20.00	CHF 10.00
D	CHF 30.00	CHF 10.00
E	CHF 40.00	CHF 15.00
T = Tax ; E = Electricity ; C = Air Conditioning		

**Rate of electricity calculation:**  $20.00/60 (TE) * \text{length in minutes for CAAV} = C$ . If length < or = to 60 min. = 1 hour minimum = 20.00

**Rate of electricity + air cond. :**  $20.00/60 (TE) * \text{length in minutes} + 10.00/60 (TC) * \text{length in minutes for CAAV} = C$ . (rule of the minimum fixed time for every energy category).

## 11. Engine run-up infrastructure

A charge is levied for the use of the engine run-up infrastructure and is meant to finance such infrastructure. The charge is levied based on the aircraft category and the time the engine run-up infrastructure is used.

AIRCRAFT CATEGORY	FLAT CHARGE FOR THE FIRST 60 MINUTES	THEREAFTER CHARGE PER PERIOD OF 15 MINUTES
A	CHF 360.-	CHF 180.-
B	CHF 450.-	CHF 225.-
C	CHF 540.-	CHF 270.-

## 12. Baggage sorting

The baggage sorting charges are meant to refinance the equipment and management of the baggage handling infrastructure. The charge is levied per departing passenger:

Baggage sorting charge			
Per departing passenger	From January 1 <sup>st</sup> , 2025	From January 1 <sup>st</sup> , 2026	From January 1 <sup>st</sup> , 2027
	CHF 2.40	CHF 2.60	CHF 2.83

## Chapter 3 Other charges

### 13. Other utilization charges

In addition to the above, Genève Aéroport operates central infrastructures which are non-specifically dedicated to the performance of ground handling services.

The charges for their utilization are published on the Internet website of Genève Aéroport:

[www.gva.ch](http://www.gva.ch)

These infrastructures include but are not limited to:

- Airport information Management System
- IT platforms and networks
- Terrestrial trunked radio system (TETRA)
- Waste management system

The charges set forth under this Chapter 3 are due to Genève Aéroport by any person and/or entity which uses the central infrastructures covered under this Chapter 3 and listed on the Internet website of Genève Aéroport.

## Chapter 4 Implementation (essentials)

### 14. Publication

When applicable, the tariffs contained in this Regulation shall be published accordingly in the AIC and/or AIP.

## **15. Interpretation**

Chapter 1 of this Regulation is to be interpreted and construed with regard to the Agreement, and with regard to Swiss law and more specifically with the Order.

Chapter 2, Chapter 3 and Chapter 4 of this Regulation are to be interpreted and construed in accordance with Swiss law and more specifically with the Order.

## **16. Collection of charges**

Pursuant to Article 3 of the Order, Genève Aéroport is competent to levy and collect the charges set forth in this Regulation; the breakdown of the amount due to Genève Aéroport shall be provided upon request. In case of dispute, Genève Aéroport shall proceed and render a decision which may then be appealed and brought before the competent Swiss jurisdiction.

## **17. Negotiations and amendments**

With regard to the Aeronautical Charges, as set forth in Chapter 1 herein, and in accordance with Article 10 § 1 of the Order, a new tariff adaptation procedure shall be initiated no later than by **January 2027**.

When applicable, Genève Aéroport shall, pursuant to the provisions set forth in the Order, amend this Regulation with regard to the Utilization Charges.

This Regulation does not prevent any amending according to Article 51 § 4 of the Order.

## **18. Applicable taxes**

The charges contained in this Regulation are indicated in Swiss Francs (CHF), excluding Value Added Tax (VAT).

Genève Aéroport shall apply to the charges all taxes (including but not limited to VAT) in accordance with the applicable law and decisions of the competent tax authorities.

## **19. Miscellaneous**

This Regulation does not relieve the Airport Users and/or any other individual or entity (any airport user in a general - broad sense) governed and/or covered by this Regulation from their current and/or future duties and/or obligations towards Genève Aéroport.

**20. Swiss Federal Office of Civil Aviation**

The competencies of the Swiss Federal Office of Civil Aviation (“FOCA”) remain duly reserved.

**21. Entry into force, validity and duration**

This Regulation shall enter into force on **January 1<sup>st</sup>, 2025** and duly cancel and replace any previous regulation regarding airport charges for scheduled and charter air traffic at Geneva international airport and shall notably cancel and replace the regulation which entered into force on January 1<sup>st</sup>, 2021.

This Regulation shall remain valid and in force until duly amended and/or repealed by Genève Aéroport.

This Regulation shall be duly published on the Internet website of Genève Aéroport ([www.gva.ch](http://www.gva.ch)).

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