

AIRPORT CHARGES REGULATION
FOR GENERAL AVIATION AND BUSINESS AVIATION
AT GENEVA INTERNATIONAL AIRPORT
PURSUANT TO THE SWISS FEDERAL ORDER ON AIRPORT CHARGES
(HEREINAFTER THE “**REGULATION**”)

REGULATION VALID AS OF JULY 1ST, 2018

PREAMBLE

- Referring to the Swiss Federal Order on Airport Charges mentioned above (hereinafter the “**Order**”) which Genève Aéroport (as defined herein), in its quality of sole airport operator holder of a federal operating concession regarding Geneva international airport, is bound to implement according to article 51 of the Order.
- Recalling the Agreement (as defined herein) endorsing the new scheme of Aeronautical Charges (as defined herein) to be levied by Genève Aéroport regarding General Aviation and Business Aviation at Geneva international airport.
- Recalling that Chapter 1 of this Regulation remains entirely based on the terms and conditions set-forth in the Agreement (as defined herein) of which the content has been published accordingly in the AIP (as defined herein) and is here fully incorporated, while the other relevant provisions of the AIP (as defined herein) are mentioned as a reminder.
- Bearing in mind that the Utilization Charges set forth in Chapter 2 herein shall (when applicable) also be published accordingly in the AIC (as defined herein) and AIP (as defined herein).

NOW IN CONSIDERATION THEREOF GENÈVE AÉROPORT
HAS ENACTED THE FOLLOWING PROVISIONS

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Definitions

Aeronautical Charges	shall have the meaning set forth under Article 1.1 herein.
AIC	shall mean the Aeronautical Information Circulars.
AIP	shall mean the Aeronautical Information Publication Switzerland.
Agreement	shall mean the agreement agreed on March 3 rd , 2018 between (i) Aéroport International de Genève and (ii) the Swiss Business Aviation Association and Aéroclub de Genève. Groupe Vol à Moteur, endorsing the new scheme of Aeronautical Charges applicable for General Aviation and Business Aviation at Geneva international airport and any amendment thereto.
Airport Users	shall have the meaning set forth under Article 2 letter b of the Order.
CHF	shall mean the Swiss franc.
FOCA	shall have the meaning set forth under Article 16 herein.
Genève Aéroport	shall mean Aéroport International de Genève, an autonomous public law entity, beneficiary of the Swiss federal operating concession dated May 31 st , 2001.
ICAO	shall mean the International Civil Aviation Organization with its headquarters in Montreal, QC, Canada.
MTOW	shall mean Maximum Take-off Weight 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.
Order	shall mean the Swiss Federal Order on Airport Charges dated April 25 th , 2012 and referenced under RS 748.131.3.
Regulation	shall mean this regulation and any amendment thereto.
Utilization Charges	shall have the meaning set forth under Article 5.1 herein.
VAT	shall mean “Value Added Tax”

Chapter 1 Aeronautical Charges

IN GENERAL

1. Scope

- 1.1. This chapter of the Regulation exclusively governs the collection of the aeronautical charges listed under Article 1 § 3 of the Order applicable to General Aviation and Business Aviation at Geneva international airport (hereinafter the “**Aeronautical Charges**”).
- 1.2. 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

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

PSC	CHARGE IN CHF
LOCAL PAX	12.50
TRANSFER PAX	6.50
BUSINESS AVIATION PAX AIRCRAFT UP TO 8.6 TONS* MTOW	3.50

* Pursuant to the instruction received from FOCA, the 5.7 tons MTOW reference has been raised to 8.6 tons (more precisely 8'618 kilograms).

2.2. Security Charge

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

IN CHF	CHARGE
SECURITY	11.10

2.3. Passenger with reduced mobility (PRM) charge

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

IN CHF	CHARGE
PRM	0.90

3. **Aircraft related charges**

3.1. Landing Charge

a. In general

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.

MTOW	CHARGE IN CHF (COMMERCIAL AND NON-COMMERCIAL FLIGHT)
UP TO 1 TON	16.00
OVER 1 TON UP TO 2 TONS	30.00
OVER 2 TONS UP TO 6 TONS	55.00
OVER 6 TONS UP TO 12 TONS	120.00
OVER 12 TONS UP TO 20 TONS	185.00
OVER 20 TONS UP TO 26 TONS	9.25 PER TON OR FRACTION OF A TON
OVER 26 TONS UP TO 30 TONS	244.50
OVER 30 TONS UP TO 50 TONS	8.00 PER TON OR FRACTION OF A TON
FOR THE FIRST 50 TONS PER ADD. TON OR FRACTION OF A TON	403.95 + 9.25

b. Training:

Aircraft with a MTOW up to 2 tons (max.):

MTOW	CHARGE IN CHF
UP TO 1 TON	5.00
OVER 1 TON AND UP TO 2 TONS	10.00

3.2. Slot Fee

Slot fee due per aircraft movement at Geneva international airport.

IN CHF	CHARGE
SLOT FEE	3.00 PER AIRCRAFT MOVEMENT

3.3. Parking Charge

For the parking of an aircraft, a charge is levied on the basis of the MTOW 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.

MTOW	FREE PARKING PERIOD	CHARGE IN CHF AFTER THE 120 MINUTES OF FREE PARKING
UP TO 2 TONS	120 min	10.-/day
OVER 2 TONS AND UP TO 20 TONS	120 min	5.- per day and per ton
OVER 20 TONS AND UP TO 100 TONS	120 min	7.50 per day and per ton
OVER 100 TONS	120 min	10.00 per day and per ton

3.4. Noise Charges

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

For jet-engine aircraft, 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 then classified in a Noise Class (REF: Swiss AIP GEN 4.1 - Appendix A*).

For propeller engine aircraft with a MTOW of **less than or equal to 8.6 tons***, as well as for helicopters, the noise charge is calculated based on the category and weight of the aircraft or helicopter.

The noise charge rate is as follows: (CHF, excl. VAT)

a) For jet-engine aircraft

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

b) For propeller engine aircraft with a MTOW of **less than or equal to 8.6 tons***, as well as for helicopters

NOISE CHARGE PER CATEGORY	CHF
A	CHF 15.40 per ton
B	CHF 8.80 per ton
C	CHF 4.40 per ton
D	CHF 1.50 per ton
Helicopter	CHF 2.50 per ton

* Pursuant to the instruction received from FOCA, the 5.7 tons MTOW reference has been raised to 8.6 tons (more precisely 8'618 kilograms).

For take-off between 2100 (2000) and 0459 (0359) UTC an additional noise charge is applied. The additional noise charge is modulated according to noise class (jet-engine) or MTOW, and take-off time. The additional noise charge rate is as follows (CHF, excl. VAT):

a) For jet-engine aircraft:

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

New aircraft or aircraft subsequently re-engined as well as aircraft types not included in 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 realised modifications. There will be no retroactive reimbursement.

Objections to the classification of the aircraft have to be notified within 60 (sixty) days following 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.

b) For propeller engine aircraft **with a MTOW of over 8.6 tons***:

ADDITIONAL CHARGE IN CHF	TAKE-OFF LOCAL TIME				
	22:00-22:29	22:30-22:59	23:00-23:29	23:30-23:59	00:00-05:59
	50.--	100.--	200.--	400.--	1'500.--

* Pursuant to the instruction received from FOCA, the 5.7 tons MTOW reference has been raised to 8.6 tons (more precisely 8'618 kilograms).

The additional noise charge rate for propeller engine aircraft is equal to the additional noise charge applicable for jet-engine aircraft classified in Noise Class V (see above).

3.5. 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:

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

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.
 $a = \text{HC Dp/Foo} / 19.6$, 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_xEmissionfactor Measured NO_x-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_{Aircraft}

4. Cargo related charges

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

IN CHF	CHARGE PER KILO OF IMPORT AND TRANSFER CARGO
CARGO CHARGE	--.06

Chapter 2 Utilization Charges

IN GENERAL

5. Scope

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

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

CATEGORIES OF CHARGES AND TARIFFS

6. De-icing station

6.1. 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.

6.2. The charge is based on the ICAO aircraft category and is applicable each year between October 1st and April 30th.

Aircraft Category	De-icing Charge in CHF
A,B,C	23.50
D,E,F	56.00

7. Energy supply for aircraft

- 7.1. The energy charges are meant to refinance infrastructures for the supply of electricity and air conditioning to aircraft.
- 7.2. Whenever available, the use of the supplied electricity is mandatory while the provision of air conditioning remains optional.
- 7.3. The charge is based on the ICAO aircraft category.
- 7.4. The following minimum 1 (one) hour charges apply:

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

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

CAAV	TE in CHF	TC in CHF
C	20.00	10.00
D	30.00	10.00
E	40.00	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 $< \text{ or } =$ 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).

8. Engine run-up infrastructure

8.1. A charge is levied for the use of the engine run-up infrastructure and is meant to finance such infrastructure.

8.2. 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.-

Chapter 3 Other charges

9. Other utilization charges

9.1. 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

9.2. These infrastructures include but are not limited to:

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

9.3. 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 in accordance with Article 9.1 above.

Chapter 4 Implementation (essentials)

10. Publication

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

11. Interpretation

11.1. 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.

11.2. 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.

12. 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.

13. Negotiations and amendments

13.1. 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 2019**.

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

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

14. Applicable taxes

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

14.2. 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.

15. 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.

16. Swiss Federal Office of Civil Aviation

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

17. Entry into force, validity and duration

17.1. This Regulation shall enter into force on **July 1st, 2018** and duly replace and cancel any previous regulation regarding airport charges for General Aviation and Business Aviation at Geneva international airport pursuant to the Order.

17.2. This Regulation shall remain valid and in force until duly amended and/or repealed by Genève Aéroport or following an enforceable decision by the competent authorities.

17.3. This Regulation shall be duly published on the Internet website of Genève Aéroport (www.gva.ch).
