

AIRPORT CHARGES REGULATION

FOR SCHEDULED AND CHARTER AIR TRAFFIC

AT GENEVA INTERNATIONAL AIRPORT

PURSUANT TO THE SWISS FEDERAL ORDER ON AIRPORT CHARGES
(HEREINAFTER THE “REGULATION”)

REGULATION VALID AS OF JANUARY 1ST, 2021

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 held negotiations regarding the Aeronautical Charges (as defined herein) to be implemented at Geneva airport for the 2020-2023¹ 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 2020-2023² tariff period.
- Pursuant to Article 27 of the Order, Genève Aéroport shall establish 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**

¹ Extended to 2024 as per AIC published December 29th, 2022

² Extended to 2024 as per AIC published December 29th, 2022

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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 November 2 nd , 2020 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.
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 18 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.
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 6 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 scheduled and charter air traffic 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 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.

Passenger service charge	Until 30 June 2021	Charge as from 1 July 2021
Local passenger	CHF 12.50	CHF 15.35
Transfer passenger	CHF 6.50	CHF 9.35

2.2. Security Charge

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

Passenger security charge	Until 30 June 2021	Charge as from 1 July 2021
	CHF 11.10	CHF 12.50

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	Until 30 June 2021	Charge as from 1 July 2021
	CHF 0.90	CHF 1.10

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.

<u>LANDING CHARGES</u>		
TON(S)	Until 30 June 2021	from 1 July 2021
1 TON	CHF 11.15	CHF 12.25
2 TONS	CHF 21.00	CHF 23.10
3 TONS	CHF 29.40	CHF 32.35
4 TONS	CHF 35.10	CHF 38.60
5 TONS	CHF 40.05	CHF 44.05
6 TONS	CHF 44.05	CHF 48.45
7 TO 26 TONS	CHF 8.30 PER TON	CHF 9.15 PER TON
27 TO 30 TONS	CHF 218.45	CHF 240.30
31 TO 50 TONS	CHF 7.15 PER TON	CHF 7.85 PER TON
OVER 50 TONS	CHF 360.90 + CHF 8.30 PER ADD. TON	CHF 397.00 + CHF 9.15 PER ADD. 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.

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

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

3.3. Noise Charges

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 then classified in a Noise Class (REF: Swiss AIP GEN 4.1 - Appendix A*)

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

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

The expenditures on the fund financing the soundproofing obligations are, at present, lower than the revenues and its balance already shows a substantial surplus.

Therefore, as an exceptional measure and given the unprecedented current circumstances, the invoicing of the fee shown in the table above is suspended between January 1st, 2021 and December 31st, 2023³. An eventual extension of the invoicing suspension is subject to an assessment of the environmental fund balance by Genève Aéroport during the course of 2023⁴.

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

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 modifications realised. There will be no retroactive reimbursement.

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).

³ Amended as per AIC published December 29th, 2022

⁴ Amended as per AIC published December 29th, 2022

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_x_{Emissionfactor} 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.

CHF 0.06 per kg of import and transfer cargo

5. Incentives

5.1. Landing discount

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 the Swiss AIP shall be entitled to a discount of 20% (twenty percent) on the applicable landing charges.

5.2. Passenger Service Charges discount

In addition to the reduction on landing fees, a further recognition is granted on the passenger service charge only for passengers transported on board eligible aircraft categorise as set forth under Section 5.1.

The reduction on the PSC is of **CHF 0.40** per departing passenger.

5.3. 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:

$$x \cdot (p1 - p2) \cdot 1.5$$

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

** Note: The year of reference for the calculation of the incentives in 2021 (year n) will be the traffic figures of 2019 (year n-1). As from year 2022, year n-1 will be the previous year.*

Example: In 2022, Airline **A** operates 30% of its movements to GVA with NG aircraft representing 500'000CHF in landing fees.

In 2021, 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 2022 : $500'000 \cdot (30\% - 10\%) \cdot 1.5$

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.

5.4. Load Factor:

A reduction on the passenger service charge is set forth as per the table below:

Load Factor Reward		
If the load factor is for a given year is :		Discount on PSC per departing pax in CHF from 2021 to 2024 ⁵
Greater or equal to	95%	0.15
Greater or equal to	90%	0.125
Greater or equal to	85%	0.1
Greater or equal to	80%	0.05

5.5. Incentives Implementation date

The implementation date of the incentive program set forth herein is: **January 1st, 2021.**

5.6. General Remark

Any benefit resulting from the application of the incentive scheme shall be provided to the eligible airline in the form of a credit note issued in January following the year under review. GA may refrain from issuing a credit note in the event of non-compliance with GA's aviation charges payment terms during the concerned year.

Chapter 2 Utilization Charges

IN GENERAL

6. 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**").

⁵ Amended as per AIC published December 29th, 2022

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

CATEGORIES OF CHARGES AND TARIFFS

7. 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 1st and April 30th.

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

8. 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:

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

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 < 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).

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

10. 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:

Until June 30 th , 2024	From July 1 st , 2024 ⁶	From January 1 st , 2026	From January 1 st , 2027
CHF 1.56 per departing passenger	CHF 2.40 per departing passenger	CHF 2.60 per departing passenger	CHF 2.83 per departing passenger

Chapter 3 Other charges

11. 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

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)

12. Publication

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

13. 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.

⁶ Amended as per AIC published April 18th, 2024
Genève Aéroport - Airport Charges Regulation for scheduled and charter air traffic
Valid as of January 1st, 2021

14. 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.

15. 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 2024**⁷.

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

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

16. 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.

17. 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.

18. Swiss Federal Office of Civil Aviation

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

⁷ Amended as per AIC published December 29th, 2022

19. Entry into force, validity and duration

This Regulation shall enter into force on **January 1st, 2021** and duly replace and cancel 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 1st, 2018.

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.

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