SWISS INTERNATIONAL AIRPORTS ASSOCIATION

Aircraft Emissions Charges at Swiss Airports

Consultation Report

09.01.2010

Introduction

In order to give an appropriate answer to a demand of the industry to harmonize emission charges in Europe, Swiss Airports plan to change from the current emission charges model of 1996 to the model as described in the FOCA Directive "Aircraft Engine Emissions Charges in Switzerland" (Reference 33-05-027). The FOCA Guidance is based upon ECAC Recommendation 27-4 (NOx Emission Classification Scheme for Aircraft) of 2003 developed within the ECAC (European Civil Aviation Conference by the ERLIG (Emission Related Landing charges Investigation Group).

This has been duly announced through the AIC 005/2009A with effective date 05-NOV-2009 and publication date 05-NOV-2009.

The consultation took place from 9 November 2009 until 8 January 2010. One stakeholder submitted requests for consideration.

This documentation contains the consultation results and the decision of the airports that plan to change their emission charges model.

Imprint

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1. Consultation Procedure

The consultation procedure for the change of the emission charges model at Swiss airports has been conducted according art. 32ff of the Ordinance on Civil Aviation Infrastructure (OCAI) (Verordnung über die Infrastruktur der Luftfahrt, VIL). It started on 9th November 2009 and ended 8th January 2010 and has been announced through the AIC 005/2009A.

The consultation information has been posted on the website of the Swiss International Airport Association (www.siaa.ch) on November 5, 2009 and contains the legal background, the calculation of traffic, emissions and charges for the Swiss airports as well as the simulations for the new charge rates that demonstrate the revenue neutrality of the new model at the Swiss airports.

2. Information Events

During the consultation period, no formal consultation has been requested by any user. Nevertheless, several information events took place to explain the new model scheme and inform about international developments in general. Some of the information events also took place prior to the formal consultation period.

Specifically, the following events took place:

Date	User Group	Place	Delivered by
09.09.2008	AOC Geneva	Geneva-Airport	Aéroport International de Genève
12.05.2009	AOC Zurich	Zurich-Airport	Flughafen Zürich AG
25.11.2009	BAR Switzerland	Zurich-Airport	Flughafen Zürich AG
08.12.2009	AOC Zurich	Zurich-Airport	Flughafen Zürich AG

Additionally, several individual meetings took place on request of airlines.

At Zurich-Airport, a total of 8 airlines have requested detailed data and calculations regarding the consequences of the emission charges model change. Of them, a total of 1 airline has submitted requests for consideration.

3. Requests by the Users

During the consultation period, the following specific requests have been put forward to Zurich Airport:

1. For the calculation of the average emission charges rate per emission value, the data years 2007-2009 should be considered and not the years 2006-2008.

   Position of Zurich Airport:
   According to the requirements in OCAI, the consultation period had to be started in November 2009 the latest for an introduction date of April 2010. Prior to this external process, the internal approval process requires all relevant information in order to calculate the planned emission charge rate. As such, only data up to and including

2008 could be considered in the calculation process. The inclusion of data from 2009 would require a postponement of the introduction date to later in 2010 or even 2011. It has been the joint decision, also negotiated with the FOCA, to introduce the new model in spring 2010. In consequence, the 2009 data could not yet be considered. An alternative is to reduce the averaging time from three years to two years only (2007-2008). However, this bears the risk of not sufficiently reflect potential fluctuations in the emission rate. Given the intent of the airports not to change the emission charges rate at a frequent rate, this would imply the application of a certain "safety" margin to the rate to avoid an under coverage of the revenue neutrality and would this result in a similar emission charges rate.

2. In order to reduce the costs incurred for some airlines by the change of the emission charges model, the average emission charge rate for Zurich airport should be applied exactly, i.e. with CHF 2.48 per emission value and only the resulting fee rounded to the next 0.1 CHF, rather than applying a rounded rate of CHF 2.50.

   Position of Zurich Airport:
   The difference between CHF 2.48 and CHF 2.50 as the emission charges rate is 0.8%. Specifically, the absolute differences would be between CHF 21,700 and CHF 25,000 (amount for years 2006-2008). In the overall context of the calculation of the average value, the 0.8% is not significant. It also has to be recognised that back in 1997, the weight-based landing fee had been reduced by a general 5% in order to provide a revenue neutral emission charge. Over time, the share of the emission charge on the weight based landing charge has decreased in Zurich to an average of 3.7% (2006-2008). As such, the airlines on average benefit from an actual charges reduction of 1.3% (average of CHF 37,800). In total, the airlines still benefit from an overall charge reduction of 0.5%.

4. Decision by the Airports

Recognising the outcome of the consultation of the airlines with the request, the Swiss airports take the following decisions:

Zurich Airport:
- Change of the emission charges model as per 1st April 2010 with an emission charges rate of CHF 2.50 per emission value.

Geneva Airport:
- Change of the emission charges model as per 1st April 2010 with an emission charges rate of CHF 1.40 per emission value.

Bern Airport:
- Change of the emission charges model as per 1st April 2010 with an emission charges rate of CHF 3.30 per emission value.

Lugano Airport:
- Change of the emission charges model as per 1st April 2010 with an emission charges rate of CHF 3.40 per emission value.

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