

NOISE QUOTAS SYSTEM

**for delayed take-offs after 10 pm
at Geneva International Airport**

in accordance with the decision of the Federal Office of Civil Aviation
of November 17, 2022

OPERATING RULES

effective January 1, 2025

as of November 27th, 2024

FOREWORD

- A. Geneva International Airport, along with Flughafen Zurich AG and EuroAirport Basel-Mulhouse-Freiburg, forms the network of Switzerland's national airports.
- B. Geneva Airport operates its infrastructure under a federal concession granted by the Federal Department of Environment, Transport, Energy, and Communication on May 31, 2001.
- C. The general framework necessary for maintaining good international air service to the country is set by the Confederation in the aviation law, the Swiss aviation policy, and the sectorial plan for aviation infrastructure (Plan sectoriel de l'infrastructure aéronautique, PSIA).
- D. The operating conditions of Geneva Airport are set in a specific part of the PSIA called "PSIA Sheet" for Geneva Airport dated November 14, 2018. The PSIA Sheet for Geneva Airport notably determines the noise exposure perimeter around the airport (noise contour). A medium-term noise contour sets the perimeter that must be respected immediately. A "2030" target noise contour sets a reduction target for the noise footprint by 2030. The necessary measures to achieve this must be implemented in the interim.
- E. Noise contours are calculated based on key air traffic parameters at Geneva for the past year (calendar year). The curves are calculated in accordance with the Swiss Ordinance on Noise Protection, in particular Annex 5 which applies to national airports and other aerodromes under concession in Switzerland.¹ The applicable Exposure Limit Values for Noise are set by time period: Day (06-22h), Night 1 (22-23h), Night 2 (23-05h) and Night 3 (05-06h).
- F. In this context, Geneva Airport identified the need to control air traffic noise after 10 pm to comply with the existing framework and achieve the "2030" target. In addition to measures already in place, a *NOISE QUOTAS* system was developed to act on both the movements and the quality of the fleet operating (at take-off) after 10 pm.

¹ https://www.fedlex.admin.ch/eli/cc/1987/338_338_338/en#annex_5/lv_u1/lv_l2

- G. The *NOISE QUOTAS* system was submitted to the Federal Office for Civil Aviation (FOCA) and approved by the Office on November 17, 2022. The decision's provision is enforceable by virtue of the Federal Administrative Court decision of December 4, 2023.
- H. The *NOISE QUOTAS* system is based on Article 2 of the operating regulations, as amended by the FOCA decision on November 17, 2022. The terms are published in the Swiss Aeronautical Information Publication (AIP-Switzerland).
- I. In case of operations exceeding the quotas, the system provides for the payment of a strongly incentivizing surcharge. The amount of this surcharge is discussed as part of the negotiation of airport fees. For the 2025-2027 tariff period, this amount was agreed upon in the airport fee agreement between GA and the airlines on June 25, 2024.
- J. These operating rules define the procedures for implementing the *NOISE QUOTAS* system for delayed take-offs after 10 pm.

OPERATING RULES

1. Objective

¹ The objective of the *NOISE QUOTAS* system is to gradually limit and reduce the extent of the noise exposure contours for residents in the vicinity of the airport ("noise contours").

² Initially, the extent of the noise contours to be respected is that of the new "admissible noise" as per Article 37a of the Swiss Ordinance on Noise Protection (Ordonnance sur la protection contre le bruit, OPB), as submitted by Geneva Airport in the "PAP-MRE after PSIA" file in 2019 and approved by the FOCA on November 17, 2022 (the procedure is still pending before the courts, as there have been appeals against FOCA decision).

³ In the coming years, the extent of the noise contours must be progressively reduced in line with the target set in the PSIA Sheet for Geneva Airport for 2030 (target noise contour "2030").

⁴ The *NOISE QUOTAS* system for delayed take-offs after 10 pm is a means to control the increase in movements during the first two hours of the nighttime period, with a positive impact on the overall extent of the noise contours.

2. Allocation of *NOISE POINTS* by Aircraft Type

¹ *NOISE POINTS* are a way to weight movements according to the acoustic performance of each aircraft. The rationale behind the differentiated allocation of *NOISE POINTS* based on aircraft acoustic performance is to promote the use of quieter aircraft at night in Geneva.

² *NOISE POINTS* per aircraft type are determined based on acoustic certification standards adopted by the ICAO Council (Annex 16 to the Convention on International Civil Aviation, Volume I). *NOISE POINTS* are determined for both scheduled and charter flights and for aircraft types operated by the GA/BA segment.

³ *NOISE POINTS* are allocated based on the average of the "*Lateral*" and "*Flyover*" certification values listed on each aircraft's noise certificate operating at Geneva using the logarithmic scale (Table below).

Certification Value Average 'Lateral' & 'Flyover'	Noise Points
< 81 EPNdB	0
81 - 83,9 EPNdB	0,125
84 - 86,9 EPNdB	0,25
87 - 89,9 EPNdB	0,5
90 - 92,9 EPNdB	1
93 - 95,9 EPNdB	2
96 - 98,9 EPNdB	4
99 - 101,9 EPNdB	8
≥ 102 EPNdB	16

⁴ To know the average of the "Lateral" and "Flyover" certification values of each aircraft, Geneva Airport uses values published by the European Aviation Safety Agency (EASA)² and any more specific information the rules contained in the RDS database (LOOP)³ or provided by airlines on their fleet's certification values (Form available on the *NOISE QUOTAS* platform). Upon request, Geneva Airport informs the operators concerned of the *NOISE POINTS* allocated to their fleet's aircraft according to the method described above.

3. Determination of Available *NOISE QUOTAS*

¹ A certain number of *NOISE QUOTAS* are available each year (calendar year).

² The number of available *NOISE QUOTAS* is determined by Geneva Airport based on the extent of the noise contour to be respected.

³ In the first year of implementing the *NOISE QUOTAS* system, the extent of the noise contours to be respected is that of the new admissible noise as per Article 37a OPB (see Art. 1 above).

⁴ In subsequent years, if the new admissible noise is exceeded or in order to achieve a gradual reduction in the extent of the relevant noise curves in accordance with the objective set out in the Geneva airport PSIA (see Art. 1 above), the number of available *NOISE QUOTAS* may be reduced. Geneva Airport assesses the situation annually based on the result of the noise contour calculation for the past year's traffic.

⁵ The available *NOISE QUOTAS* are determined for the upcoming calendar year, namely the last three months of the previous year's Winter Season, the seven months of the upcoming year's Summer Season, and the first two months of the upcoming year's Winter Season (½ WINTER – SUMMER – ½ WINTER).

⁶ The available *NOISE QUOTAS* are determined globally for the night period (10:00 pm until 05:59 am LT).

⁷ For the purposes of monitoring the use of the Noise Quotas by Geneva Airport (Art. 10 below), the *NOISE QUOTAS* are determined, internally, by time periods pursuant to the Swiss Ordinance on Noise Protection (see Lit. E of the Foreword).

² . <https://www.easa.europa.eu/en/domains/environment/easa-certification-noise-levels>

³ <https://rdcaviation.com/products/loop/>

4. Distribution of *NOISE QUOTAS* to Eligible Airlines

¹ The calculation of *NOISE QUOTAS* distributed to Eligible Airlines is done annually (calendar year).

² *NOISE QUOTAS* are distributed individually to Eligible Airlines after deducting the *NOISE QUOTAS* used for scheduled long-haul flights and reserving the *NOISE QUOTAS* retained by Geneva Airport for Non-Eligible operators' movements after 10 pm ("GA Reserve" see Art. 9 below).

³ *NOISE QUOTAS* distributed to Eligible Airlines are allocated based on the number of planned flights between 8 pm and 10 pm of the previous year (calendar year), leaving it up to each airline to manage its *NOISE QUOTAS* over the entire year.

⁴ The eligibility criteria was determined by the fact that historically, the vast majority of take-offs from Geneva after 10 pm are operated by airlines with flights scheduled between 8 pm and 10 pm. The eligibility criteria is subject to modification by Geneva Airport based on the experience of the previous years.

⁵ The number of planned take-offs between 8 pm and 10 pm serves as the basis for calculating the number of *NOISE QUOTAS* granted to each Eligible Airline. Once allocated, the distributed quotas are not specific to any particular flight.

⁶ Since airlines' flight schedules for the coming year (calendar year) are not known at the start of the year, the distribution of *NOISE QUOTAS* is based on historical data, namely the previous year's flight history.

⁷ If an Eligible Airline already benefiting from *NOISE QUOTAS* schedules a new flight with a take-off between 8 pm and 10 pm during the year, the airline will not receive additional quotas for the current year. *NOISE QUOTAS* used for any take-offs of that flight delayed after 10 pm will be deducted from the *NOISE QUOTAS* available to the airline for the current year.

⁸ If a Non-Eligible airline without *NOISE QUOTAS* schedules a flight during the year with a take-off between 8 pm and 10 pm, the newly Eligible Airline will not receive quotas for the current year. *NOISE QUOTAS* used for take-offs of that flight delayed after 10 pm will be deducted from the GA Reserve.

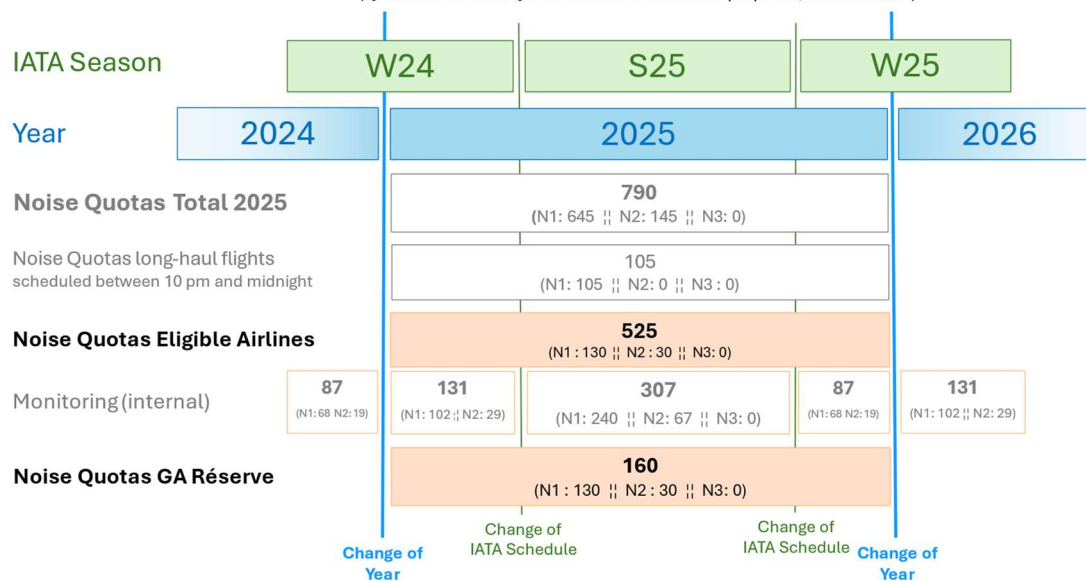
⁹ If an airline changes the schedule of a flight originally planned between 8 pm and 10 pm to an earlier time (before 8 pm), that airline will retain the corresponding *NOISE QUOTAS* for the rest of the current year.

¹⁰ The following scheme illustrates how Geneva Airport proceeds with the distribution of *NOISE QUOTAS* to airlines. The scheme also shows the distribution of *NOISE QUOTAS* by time periods pursuant to the Swiss Ordinance on Noise Protection for internal use (monitoring of the use of *NOISE QUOTAS* in accordance with Art. 10 below).

→ *Scheme next page*

Distribution of NOISE QUOTAS – Illustration of the principle

(Quantities of Noise Quotas shown for illustrative purposes, not definitive)



5. Grouping of Eligible Airlines

¹ *NOISE QUOTAS* distributed to Eligible Airlines belonging to the same group can be pooled among the airlines of the group (grouping of AOC).

² It is the responsibility of the concerned airlines to request the pooling of their respective *NOISE QUOTAS* and provide proof of their membership in the same group of airlines. A group of airlines is defined for this purpose as an economic entity controlling several airlines, excluding Alliances, which are cooperative agreements between independent airlines without control.

³ For the grouping of airlines, a form is provided for this purpose (Form available on the *NOISE QUOTAS* platform). Geneva Airport decides at its full discretion which groupings are allowed.

⁴ Unless otherwise changed, the groupings are renewed annually throughout the current tariff period (as per the Swiss Ordinance on Airport Fees). Airlines must request the pooling of their respective *NOISE QUOTAS* three months before the start of each new tariff period.

6. Non-Eligible Airlines

Airlines without scheduled flights between 8 pm and 10 pm are not eligible. No *NOISE QUOTAS* are distributed to these airlines at the start of the year. In case of take-offs after 10 pm, a number of *NOISE QUOTAS* corresponding to the actual movement time and aircraft type is deducted from the GA Reserve (Art. 9 below).

7. Scheduled Long-Haul Flights after 10 pm

Movements of long-haul flights scheduled for departure between 10 pm and midnight, operated with the most acoustically efficient aircraft, are considered in the determination of available *NOISE QUOTAS* for the year (Art. 3 above).

8. GA/BA Operations

Take-offs by aircraft from the GA/BA segment after 10 pm (restricted to aircraft in noise classes IV and V) are recorded in the total number of available *NOISE QUOTAS*. Since operators in the GA/BA segment are not eligible for quota distribution, the corresponding *NOISE QUOTAS* are deducted from the GA Reserve. These quotas are assigned as part of the *General Aviation PPR* request (*NOISE QUOTA* for the GA/BA segment is managed by Geneva Airport in connection with the *General Aviation PPR* tool). These movements are not subject to payment of the strongly incentivizing surcharge.

9. Allocation of Noise Quotas to the GA Reserve

¹ A portion of the *NOISE QUOTAS* is retained by Geneva Airport for operators who do not have individual *NOISE QUOTAS*, in particular airlines without scheduled flights between 8 pm and 10 pm, operators in the GA/BA segment, Integrators and special flights (diplomatic, emergency, etc.).

² The proportion of *NOISE QUOTAS* allocated to the GA Reserve is determined by Geneva Airport each year based on evolving key parameters, particularly the feedback from the previous year. This proportion may therefore change from year to year.

³ The *NOISE QUOTAS* used from the GA Reserve are non-chargeable for users, meaning that the corresponding movements are not subject to payment of the strongly incentivizing surcharge. A specific follow-up of flights recorded in the GA Reserve will be conducted.

10. Use and Monitoring of *NOISE QUOTAS*

¹ Eligible Airlines use the *NOISE QUOTAS* distributed to them autonomously throughout the year. Airlines are responsible for optimizing their operations and the acoustic performance of their fleet to avoid exceeding the number of *NOISE QUOTAS* allocated for delayed take-offs beyond 10 pm in Geneva. The use of the distributed *NOISE QUOTAS* by Eligible Airlines is not subject to prior authorization from Geneva Airport.

² Eligible Airlines use their *NOISE QUOTAS* only for take-offs scheduled between 8 pm and 10 pm (see Art. 4 para. 3). For take-off by Eligible Airlines scheduled before 8 pm and delayed after 10 pm, the *NOISE QUOTAS* used are taken from the GA Reserve (see Art. 9), as is the case for delayed take-offs after 10 pm by Non-Eligible Airlines (Art. 6).

³ In the case of grouping of Eligible Airlines (Art. 5 above), the calculation of used *NOISE QUOTAS* is done globally at the group level. Thus, unused *NOISE QUOTAS* from one airline benefit the other airlines in the group that may need more.

⁴ Eligible Airlines are responsible for monitoring the use of their *NOISE QUOTAS*. They must continually track the number of remaining *NOISE QUOTAS* available for the rest of the current year. For this purpose, an IT tool (*Power BI*) is provided to airlines.

⁵ The *Power BI* tool provides Eligible Airlines with continuous information on the number of already used *NOISE QUOTAS*, the balance of remaining quotas, and the count of off-quota flights. The amounts due in respect of the surcharge are calculated and available directly in the *Power BI* tool with a daily update (see Art. 15.2 below).

⁶ The redistribution of *NOISE QUOTAS* from the GA Reserve in October (Art. 11 below) may result in a mid-year adjustment in the number of available quotas and a recalculation of already operated off-quota flights by the Airline.

⁷ The contact person within Geneva Airport for questions related to *NOISE QUOTA* management is the "*Quota Manager*" whose contact details are available on the *NOISE QUOTAS* platform.

11. Redistribution of Quotas from the GA Reserve

¹ During the schedule change in October, Geneva Airport may redistribute any available *NOISE QUOTAS* from the GA Reserve.

² Geneva Airport evaluates the number of *NOISE QUOTAS* remaining in the GA Reserve before the start of the Winter Season, considering the *NOISE QUOTAS* already used from the GA Reserve during the first part of the year. One-quarter ($\frac{1}{4}$) of the quotas allocated to the GA Reserve at the start of the year is retained in the GA Reserve for the last two months of the year. If less than one-quarter of the quotas remain in the GA Reserve, no *NOISE QUOTAS* is redistributed. If more than one-quarter of the quotas remain, the surplus is redistributed to airlines in proportion to the *NOISE QUOTAS* distributed to each airline at the beginning of the year.

12. Off-Quota Flights

¹ A flight is considered off-quota if the number of remaining *NOISE QUOTAS* available to an airline does not correspond to the required number of quotas for the flight (e.g., if an airline has 0.5 *NOISE QUOTAS* left and the required number for the next flight is 1, then this flight is considered off-quota).

² The *Power BI* tool is provided to Eligible Airlines to monitor their *NOISE QUOTA* usage throughout the year and to identify the moment when their flights start operating off-quota.

³ Operating a flight off-quota or canceling a flight due to the lack of available Noise Quotas is a decision for the airline. The *Power BI* tool provides Eligible Airlines with a count of already consumed *NOISE QUOTAS* and a count of off-quota flights.

⁴ In the case of grouping of Eligible Airlines (Art. 5 above), the calculation of off-quota flights (occurrences) is done at the group level. For instance, if one Airline in the group operates two off-quota flights during the year (two occurrences), the third off-quota flight within the group is considered a third occurrence, regardless of the airline operating it; this flight will be charged to the airline which operated the flight pursuant to Article 13 below.

13. Strongly Incentivizing Surcharge

¹ In case an Eligible Airline exhausts its distributed quotas for the current year, delayed take-offs beyond 10 pm is subject to a specific airport surcharge, with a progressively steep rate aimed at encouraging airlines to operate on schedule and not exceed the number of *NOISE QUOTAS* distributed at the start of the year for take-offs delayed after 10 pm

² The amount of the surcharge depends on the type of aircraft (narrow-body or wide-body) and the number of occurrences (1st, 2nd, or 3rd exceedance and beyond). These amounts were agreed with the airlines for the 2025-2027 period as part of the airport fee agreement concluded on June 25, 2024.

Over-quota noise charge	first occurrence	second occurrence	from third occurrence*
Narrow body aircraft	CHF 5,000	CHF 10,000	CHF 20,000
Wide body aircraft	CHF 10,000	CHF 20,000	CHF 40,000

Note: *Narrow-body aircraft* : up to ICAO code 'C'
Wide-body aircraft : code 'D' and beyond

³ In the case of grouping of Eligible Airlines, the counting of used *NOISE QUOTAS* (Art. 5 above) and the count of off-quota flights (Art. 12 above) is calculated collectively at the group level, regardless of the type of aircraft used (narrow-body or wide-body). For example, if an airline within the group operates two off-quota flights during the year (two occurrences) with a narrow-body aircraft, the third off-quota flight within the group is considered a third occurrence. If this occurrence happens with a wide-body aircraft, the surcharge for that flight will be CHF 40,000.

⁴ The proceeds from this surcharge will go to the Geneva Airport environmental fund and will be used to finance measures in the field of environmental protection and noise mitigation, including compensation for property owners in areas exposed to air traffic noise.

14. Unforeseen Exceptional Events

¹ Geneva Airport may waive the allocation of *NOISE QUOTAS* to the airline concerned for delayed take-offs after 10 pm in case of unforeseen exceptional event at the airport (e.g., prolonged runway closure). Airlines wishing to benefit from such waiver must submit a request to Geneva Airport. A Form to request such waiver in case of unforeseen exceptional event is available on the *NOISE QUOTAS* platform.

² The request must be submitted to Geneva Airport's *Quota Manager* (Art. 10 above) within 7 days of the flight occurrence. Failing this, the corresponding *NOISE QUOTAS* for the take-off after 22 pm will be deducted from the *NOISE QUOTAS* distributed to the airline at the beginning of the year.

15. Invoicing for Off-Quota Flights

¹ Off-quota flights are invoiced once the calendar year has ended, based on the count of off-quota flights operated throughout the year. Invoicing takes place at the beginning of the following year.

² The *Power BI* tool enables airlines to identify at any time the amount of the surcharge due, which will be invoiced at the end of the year (see Art. 10 para. 5 above).

³ Geneva Airport reserves the right to proceed with monthly invoicing.

16. Subsequent Modifications

These operating rules may be modified at any time by Geneva Airport. The rules are updated on the Geneva Airport website without individual notification to users. In case of significant changes, information will be provided to the concerned operators.

17. Date of implementation

These operating rules will come into effect with the implementation of the *NOISE QUOTAS* system on January 1, 2025.

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