

NOISE QUOTAS SYSTEM

for delayed take-offs after 10 p.m.
at Geneva International Airport

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

FAQ

effective January 1, 2025

as of November 28th, 2024

- **How *NOISE POINTS* by Aircraft Type are determined?**

→ *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. *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. *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 (table below).

Noise Classification	Quota Count
Below 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
Greater than 101.9 EPNdB	16

- **How can I update or correct the *NOISE POINTS* allocated to my aircraft fleet?**

→ 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)¹ and any more specific information the rules contained in the RDS database (LOOP)² 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.

The reference data are prioritised in the tool with the following order:

1. Data from the airlines when the acoustic certificate is provided using the dedicated form
2. Data available in the RDS database LOOP per aircraft registration
3. Data published in the EASA database per type of aircraft

- **How is the number of *NOISE QUOTAS* determined?**

→ The number of available *NOISE QUOTAS* is determined by Geneva Airport based on the extent of the noise contour to be respected. Geneva Airport assesses the situation annually based on the result of the noise contour calculation for the previous yearly traffic.

- **How are the *NOISE QUOTAS* determined?**

→ Globally, the available *NOISE QUOTAS* are determined for the upcoming calendar year (i.e. from 1st of January to 31st of December) based on the previous year (calendar year), namely the last three months of the previous year's Winter Season, the seven months of the previous year's Summer Season, and the first two months of the previous year's Winter Season (½ WINTER – SUMMER – ½ WINTER). The available *NOISE QUOTAS* are determined globally for the night period (10:00 p.m. – 5:59 a.m. LT).

- **How are the *NOISE QUOTAS* distributed?**

→ *NOISE QUOTAS* are distributed individually to eligible airlines after deducting the *NOISE QUOTAS* used for scheduled long-haul flights after 10 p.m. and reserving the *NOISE QUOTAS* retained by Geneva Airport for non-eligible operators' movements after 10 p.m. ("GA Reserve"). *NOISE QUOTAS* distributed to eligible airlines are allocated based on the number of planned flights between 8 p.m. and 10 p.m. of the previous year (calendar year), leaving it up to each airline to manage its *NOISE QUOTAS* over the entire year. Once allocated, the distributed quotas are not specific to any particular flight.

¹ <https://www.easa.europa.eu/en/domains/environment/easa-certification-noise-levels>

² <https://rdcaviation.com/products/loop/>

- **I have already *NOISE QUOTAS* and I will operate one or several new flights between 8 p.m. and 10 p.m. during the current year, will I get new additional noise quotas for them?**

→ No. If an eligible airline already benefiting from *NOISE QUOTAS* schedules a new flight with a take-off between 8 p.m. and 10 p.m. 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 p.m. will be deducted from the *NOISE QUOTAS* available to the airline at the beginning of the year.

- **I do not have *NOISE QUOTAS* but I am planning to operate one or several flights between 8 p.m. and 10 p.m. during the current year, will I get noise quotas for them?**

→ No. If a non-eligible airline without *NOISE QUOTAS* schedules a flight during the year with a take-off between 8 p.m. and 10 p.m., the newly eligible airline will not receive quotas for the current year. *NOISE QUOTAS* used for take-offs of that flight delayed after 10 p.m. will be deducted from the GA Reserve.

- **I am eligible for *NOISE QUOTAS* and I will reschedule one or several flights before 8.p.m. what happens to the corresponding noise quotas?**

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

- **Is it possible to pool *NOISE QUOTAS* within one group?**

→ Yes. *NOISE QUOTAS* distributed to eligible airlines belonging to the same group can be pooled among the airlines of the group (grouping of AOC).

- **How to pool *NOISE QUOTAS* within one group?**

→ 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.

→ A dedicated form must be used to request the pooling (form available on the *NOISE QUOTAS* platform).

→ The effective date of pooling will be retroactive from 1st of January of the current year.

- **How are the *NOISE QUOTAS* distributed among one group?**

→ *NOISE QUOTAS* are distributed by Geneva Airport to each airline (AOC) based on its flight schedule from the previous year. However, in the case of airline groups, the calculation of used *NOISE QUOTAS* is done collectively at the group level. Thus, unused *NOISE QUOTAS* from one airline benefit the other airlines in the group that may need more.

- **How are the off-quota flights calculated among one group?**

→ 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 accordingly.

- **How long is the pooling effective?**

→ 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, except for the 1st year of implementation for which the deadline is set at the end of March.

- **How does it work if a non-eligible airline (without any *NOISE QUOTAS*) operates a flight beyond 10 p.m.?**

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

- **How is the noise quotas system working for General / Business aviation?**

→ Take-offs by aircraft from the GA/BA segment after 10 p.m. (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 movements are not subject to payment of the strongly incentivizing surcharge.

- **What is the GA Reserve?**

→ 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 p.m. and 10 p.m., operators in the GA/BA segment, integrators and special flights (diplomatic, emergency, etc.).

- **How is defined the GA Reserve?**

→ 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.

- **Is the usage of the GA Reserve subject to a specific surcharge?**

→ 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 and discussed with the concerned operators.

- **How are the *NOISE QUOTAS* used practically?**

→ 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 p.m. in Geneva. The use of the distributed *NOISE QUOTAS* by eligible airlines is not subject to prior authorization from Geneva Airport.

- **Who is responsible for the *NOISE QUOTAS* monitoring?**

→ 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.

- **How is the *NOISE QUOTAS* monitoring done?**

→ 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. Additionally, airlines will receive regular updates throughout the year on the amounts owed for the strongly incentivizing surcharge for off-quota flights already operated during the past months.

- **Who may I contact in case of questions dealing with the *NOISE QUOTAS* management?**

→ The contact person within Geneva Airport for questions related to *NOISE QUOTAS* management is the "*Quota Manager*" whose references can be found on the *NOISE QUOTAS* platform.

- **Is the amount of *NOISE QUOTAS* recalculated during the year?**

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

- I still have some *NOISE QUOTAS* remaining at the end of the year, will I get them for the next year?

→ No, *NOISE QUOTAS* are only valid for the current year. You will get new *NOISE QUOTAS* for the next year, according to the number of scheduled flights during the past one.

- What is an off-quota flight?

→ 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).

- Who can decide to operate or not off-quota?

→ Operating a flight off-quota and paying the strongly incentivizing surcharge accordingly 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.

- How are over-quota flights counted within a group of airlines?

→ In the case of airline groups, the count of off-quota flights is calculated collectively at the group level (just as the count of used *NOISE QUOTAS* is calculated collectively).

- What happens practically when flights are operated off-quota?

→ In case an eligible airline exhausts its distributed quotas for the current year, delayed take-offs beyond 10 p.m. 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 p.m.

- What is the amount of the surcharge of a flight operated off-quota?

→ The amount of the surcharge depends on the type of aircraft (narrow-body, until code C or wide-body from code D) 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 : until code OACI 'C'
Wide body aircraft : from code 'D'

- **Are the *NOISE-QUOTAS* distributed per aircraft used?**

→ No, the airlines get an amount of *NOISE QUOTAS* depending on the scheduled flights during the previous year and they spend their noise-quotas depending on the operating flights and type of aircraft used.

- **In the case of airline groups are over-quota flights counted separately, by aircraft type (code A, B, C aircraft on the one hand and code D, E, F aircraft on the other)?**

→ No. In the case of airline groups, the count of used *NOISE QUOTAS* and the count of off-quota flights is calculated collectively at the group level, regardless of the type of aircraft used (narrow-body, until code C or wide-body, from code D). For example, if an airline within the group operates two off-quota flights during the year (two occurrences) with a code C aircraft, the third off-quota flight within the group is considered a third occurrence. If this occurrence happens with a code E aircraft, the surcharge for that flight will be CHF 40,000.-.

- **How are the proceeds from the *NOISE QUOTAS* used by Geneva Airport?**

→ The proceeds from this *NOISE QUOTAS* 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.

- **Are there unforeseen exceptional events for which Geneva Airport may waive the allocation of *NOISE QUOTAS*?**

→ Geneva Airport may waive the allocation *NOISE QUOTAS* for delayed take-offs after 10 p.m. in case of unforeseen exceptional events at the airport (e.g., prolonged runway closure). Airlines wishing to benefit from such waiver must submit a request to Geneva Airport. A form is available on the Geneva Airport website. The form must be submitted to Geneva Airport's *Quota Manager* within 7 days of the flight occurrence. Failing this, the flight will be subject to payment the strongly incentivizing surcharge.

- **How is the invoicing for off-quotas flight done?**

→ 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.

* * *