



# CHAMBÉRY SAVOIE MONT BLANC AIRPORT

## AIRPORT CHARGES

—  
starting from the  
1st of December  
2023



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# 1. CONTACTS

## SOCIÉTÉ D'EXPLOITATION DE L'AÉROPORT DE CHAMBÉRY AIX - SEACA -

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[www.chambery-airport.com](http://www.chambery-airport.com)

### 1.1 FLIGHT REQUESTS

#### ➤ Scheduled, charter and ad-hoc flights' program

Requests are to be sent at the SMA (Schedule Movement Advisement) IATA format (International Air Transport Association) to the following e-mail address:

>> [slots@chambery-airport.com](mailto:slots@chambery-airport.com)

**Note :** Since winter 2013-2014, Chambéry airport has been declared as "schedules facilitated" as per EU Regulation 95/93 (IATA status: level 2 airports). Traffic to be schedules facilitated : All type of operations, including Commercial aviation (Reference IATA Standard Schedule Information Manual Chapter 6), Business and General aviation.

#### ➤ Business Aviation flights

Requests are to be sent by e-mail to MyHandling at the following adress:

>> [cy.myhandlingsoftware.com](http://cy.myhandlingsoftware.com)

### 1.2 OPERATIONAL CONTACTS

#### ➤ TRAFFIC OPERATIONS DEPARTMENT

SITA : CMFOPXH

+33 (0)4 79 54 05 54  
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#### ➤ BUSINESS AVIATION TERMINAL

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## 1.3 CONTACTS ADMINISTRATION

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## 2. GENERAL CONDITIONS AND PAYMENT TERMS

### 2.1 APPLICATION OF THE RATES AND REGULATIONS

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Following the meeting of the “Commission Consultative Economique” dated 21st of June 2023, and in accordance with the French “Code de l’Aviation Civile”, the Société d’Exploitation de l’Aéroport de Chambéry-Aix (SEACA) publishes the following airport tariff regulations, applicable at Chambéry Airport (here-after Chambéry Savoie Mont Blanc airport or the Airport or SEACA). The rates and the regulations are applicable from the 1st of December 2023. SEACA is responsible for the monitoring of their application.

These tariff regulations replace those previously issued.

### 2.2 CHARGES

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Bills are invoiced in Euros on the basis of the present tariff regulation

Unless stated otherwise, the rates indicated herein are excluding VAT.

In the event of controversial interpretation of any of above articles or paragraph in English language, the original French version will be considered as the only official text.

In the event that any part of this tariff guide would be declared null and void in any way and for any reason whatsoever, the provisions of this tariff guide, apart from the provision declared null and void, will not be called into question and will continue to apply. No claim will be brought against SEACA because of the cancellation, as mentioned above, a provision of this tariff guide.

### 2.3 PAYMENT METHOD

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Payment can be made by :

- Bank cheque payable to SEACA
- Bank transfert to

BANK	BNP PARIBAS
ADDRESS	Centre d’Affaires La Défense Entreprises 5 bis place de la Défense 92 974 Paris La Défense Cedex FRANCE
IBAN	FR76 3000 4006 1700 0103 2504 680
SWIFT CODE	BNPAFRPPPTX

- Credit card (only at the airport)
- Cash

## 2.4 PAYMENT TERMS

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All airport charges (landing, parking, passenger), due by the aircraft operator or the owner of the aircraft, shall be paid prior to take-off unless a specific agreement has been signed with the SEACA.

In case of signed prior agreement with SEACA, invoicing will be on a weekly basis. Payment shall be effected within 15 days from the date of the invoice. Payment guarantees may be requested.

In case of delayed payment, the obtained guarantees can be apprehended with subsequent implication upon a formal notice of the Chambéry Savoie Mont Blanc Airport Authority (SEACA).

Interest payable on arrears will be calculated at 3 times the legal French interest rate and from the date of issue of the former notice in the case an objection is rejected, in addition to a fixed allowance of 40€ as required by French regulation.

Any bank charges relating to the transfers of funds from abroad must to be paid by the debtor.

Claims are not payment suspensive.

In the event of non-payment on the due date with subsequent implication upon a formal notice, the file will be sent to the Legal department.

Independently of the recovery costs and penalties of delay foreseen above, the setting in litigation of an unpaid invoice can entail the application of particular measures, and in particular the provisional seizure of the aircraft under the conditions envisaged with the article L6123-2 of the Transport code.



## 3. DEFINITIONS

### 3.1 DEPARTING PASSENGER

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Any passenger of at least two years of age departing on a flight from Chambéry Savoie Mont Blanc Airport.

### 3.2 MEMBERS STATES OF SCHENGEN AREA

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Germany, Austria, Belgium, Denmark, Spain, Estonia, Finland, France, Greece, Hungary, Italia, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Poland, Portugal, Czech Republic, Slovakia, Slovenia, Sweden, Iceland, Norway, Switzerland.

As a consequence:

- Any passenger departing on a flight to a final destination within the Schengen area is considered as “Schengen Traffic”.
- Any passenger departing on a flight to a final destination outside the Schengen area is considered as “International Traffic”. “International Traffic” includes Bulgaria, Cyprus, Ireland, Romania, United-Kingdom.
- Any passenger departing on a flight to a final destination in France (French overseas territories included) is considered as “National Traffic”.

### 3.3 MAXIMUM TAKE OFF WEIGHT (MTOW)

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Maximum Take Off Weight of the aircraft. MTOW must be expressed in metric tons and rounded up to the next unit. Documents giving proof of the MTOW must be provided to the carrier by the aircraft owner.

## 4. LANDING CHARGE

### 4.1 AIRCRAFT SUBJECTED TO THE LANDING CHARGE

The landing charge is levied for all aircraft landing at Chambéry Savoie Mont Blanc Airport and is payable to the SEACA. The provisions of Article 4.6 regarding exemptions are confirmed.

Since the first of December 2019, the landing charge includes the lighting charge in accordance with the decision of the "Commission Consultative Économique" date 28<sup>th</sup> of June 2019

### 4.2 BASIS AND CALCULATION METHOD

The landing charge is calculated on the MTOW of the aircraft, rounded up to the nearest metric ton, as stated in the Airworthiness Certificate, the Aircraft Flight Manual or in any other equivalent official document (eg. Veritas database).

### 4.3 ACOUSTIC MODULATION FEE

No surcharge will be applied in relation to the aircraft's noise group.

### 4.4 CHARGES

TONS	DETAILS	PRICE
0 - 2 tons		5.68€
2 - 3 tons		9.01€
3 - 6 tons		13.88€
6 - 25 tons	Fix + per ton > 6	14.10€ 2.34€
25 - 90 tons	Fix + per ton > 25	58.75€ 5.32€
> 90 tons	Fix + per ton > 90	405.65€ 6.02€

#### Peak time surcharge in order to optimize the use of the infrastructure

A 5% surcharge on the landing charge will apply to:

- All Saturday operations as well as operations on Sunday mornings until 13:00 local time
- During the facilitation period (as an example for Winter 2023/2024 from December 2023 the 9th December to the 7th April 2024).

**Notes :** There is a 50% discount on this charge for helicopters and a 75% discount for training flights with instructor on board operated by commercial airlines. (Concerning aircrafts belonging to transport companies or air companies that perform training flights for their own crew which do not involve transportation or remunerated work during said flights. For each landing operation, touch down).



## 4.5 ENVIRONMENTAL MODULATION (CARBON EMISSIONS SCHEME)

As part of its environmental strategy, the SEACA wishes to encourage users of Chambéry Airport to operate planes that emit less CO<sub>2</sub> with the implement of its carbon emission scheme.

The scheme is a bonus / penalty percentage modulated on the landing fee. The scheme is financially neutral for the SEACA meaning the SEACA will not generate revenues since bonus will compensate penalties.

Principles and calculation:

- Financial neutrality for SEACA
- Calculation of CO<sub>2</sub> emissions produced during the LTO cycle (cycle that covers the approach, taxiing, take-off and climb phases, below 3,000 feet or 915m and contributes to local pollution)
- Consideration of the aircraft seats configuration. This gives the LTO Cycle / seat (allowing an analysis of LTO cycle by seat)
- The comparison of an aircraft LTO cycle / seat versus the 2022 average LTO cycle / seat (of the aircraft group to which it relates) allow to determine whether the aircraft will be subject to a bonus or a penalty.

As a result :

If an aircraft emission (LTO cycle / seat) is:	Result
➤ Higher than the average LTO cycle	Penalty
➤ Lower than the average LTO cycle	Bonus
➤ Equal to the average LTO cycle	Neutral

### Average LTO cycle / seat per group at Chambéry airport in 2022

➤ Baseline	23.34 kg CO <sub>2</sub>
➤ Bonus modulation	0.24%
➤ Penalty modulation	0.31%

**Environmental Modulation = (Baseline-LTO cycle emissions)\*modulation percentage\*landing charge**

## 4.6 EXEMPTED AIRCRAFT

Medical and Military flights as well as all aircraft forced to return to Chambéry Savoie Mont Blanc Airport due to technical problems or adverse weather conditions are exempt from the landing charge, in addition to other cases mentioned in Article 9, 24/01/1956 according to the French Laws.

## 4.7 BASED AIRCRAFT AND/OR BELONGING TO SAVOIE AIRCLUB

For any aircraft in possession of signed agreement with the SEACA, a flat rate fee can be requested (unlimited number of landings, lighting fee included). Otherwise, the standard landing charges will be applied.

Monthly package per aircraft ..... **95.36€**

## 5. LIGHTING CHARGE

Since the first of December 2019, the lighting charge is included in the Landing Charge in accordance with the decision of the "Commission Consultative Économique" date 28<sup>th</sup> of June 2019

## 6 . PARKING CHARGES

### 6.1 AIRCRAFT SUBJECTED TO THE PARKING CHARGE

The parking charge is levied for the parking of all aircraft at Chambéry Savoie Mont Blanc Airport under the following conditions. The parking duration is based on the difference between the landing and the take-off time as provided by ATC data.

### 6.2 BASIS AND CALCULATION METHOD

The parking charge is calculated using the MTOW of the aircraft, rounded up to the nearest metric ton, as stated in the Airworthiness Certificate, the Aircraft Flight Manual or in any other equivalent official document (eg. Veritas database) and on the total parking time.

### 6.3 PARKING STAND ALLOCATION

SEACA determines the parking position where the aircraft must be parked.

### 6.4 CHARGES

Rate (per metric ton / hour) ..... 0.41€

First 60 minutes free of charge for commercial and business flights. Each hour commenced will be billed.

#### Winter season surcharge in order to optimize the use of the infrastructure:

A 100% surcharge applies on the parking charge during the facilitation period ("scheduled facilitated" as per EU Regulation 95/93) as an example for Winter 2023/2024 from December 2023 the 9th December to the 7th April 2024.

Aircraft owners in possession of a Temporary Occupation contract with the SEACA are not concerned.

#### Based aircraft

Definition: "Based aircraft" (with a given immatriculation) are mainly serving Chambéry Savoie Mont Blanc Airport and count at least 300 night stops per year at this airport.

Based aircrafts, according to above definition, which operate at least 300 commercial rotations annually out of Chambéry Savoie Mont Blanc Airport, will benefit from free overnight parking (between 22:00 and 06:00 local time).

### 6.5 PARTICULAR CONDITION-EXEMPTION

For long or frequent stays, the parking charge and its terms of payment can be subject to mutual agreements between the Operator and the SEACA, in accordance with Article 8 & 10, 22/07/1959 according to the French Laws.

## 7. PASSENGER SERVICE CHARGE (PSC)

### 7.1 DEFINITION

The passenger service charge is levied for each departing passenger on commercial flights and on each departing passenger of a private aircraft whose MTOW is superior to 3 tons. The operator transporting the passengers acts as debtor towards the Airport's Authority (SEACA).

### 7.2 BASIC CHARGE

#### Commercial Terminal

The basic passenger service charges are volume driven. They depend on the annual number of Departing Passengers (pax) generated by an airline or a tour operator. Following the Consultation from the 21st June 2023, these charges, per Departing Passenger, are levied as follow (excluding the reduced mobility people charge):

NATIONAL & SCHENGEN PASSENGERS		INTERNATIONAL PASSENGERS	
Up to 10 000 departing pax	8.87€	Up to 10 000 departing pax	9.48€
Up to 35 000 departing pax	8.43€	Up to 35 000 departing pax	9.00€
Beyond 35 001 departing pax	6.65€	Beyond 35 001 departing pax	7.11€

**Notes :** The applicable rates are those corresponding to the real cumulated Departing Passenger volumes, calculated from the commencement of operations' anniversary date. The applicable rate must be agreed and defined in a formal agreement between SEACA and the airline or the Tour Operator concerned so that all parties agree on the flights that can be included and can benefit from a discount.

#### Business Terminal

The passenger service charge for using the Business terminal amounts to:

National and Schengen area passengers	27.24€
International area passengers	38.59€

### 7.3 REDUCED MOBILITY PASSENGER CHARGE (RMP)

A charge for passengers with reduced mobility is due to the SEACA for each departing passenger on commercial flights and on each departing passenger of a private aircraft whose MTOW is superior to 3 tons.

Rate (per departing passenger)	0.63€
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The operator transporting the passengers acts as debtor towards the SEACA. This charge is included in the passenger service charge line on the invoice.

## 7.4 EXEMPTION

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Are exempt from the passenger charge:

- a) Passengers on a direct transit flight or any technical stop,
- b) Infants under the age of two,
- c) In-flight staff personnel,
- d) Passengers from an aircraft forced to return to the airport due to technical problems or adverse weather conditions.

## 8. FUEL CHARGE

### 8.1 CHARGES

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A charge is levied for the supply of aircraft fuelling at Chambéry Savoie Mont Blanc Airport. The charge is billed by the companies authorized by the SEACA to sell aircraft fuel on site.

Jet engine fuel charge per hectolitre (JET A1)	0.30€
Piston engine fuel charge per hectolitre (AVGAS)	0.30€

## 9. INCENTIVES

Any operator likely to fulfil the conditions of eligibility for incentive measures is invited to contact the Aviation Development Manager before the launch of its flight program to verify the feasibility, the implementation and monitoring procedures.

### 9.1 NEW ROUTE LAUNCHING

The aim of this incentive measures is to promote new and unserved flight connection to passengers during winter and summer seasons. Following the 21st June 2023 Consultation, this measure does not apply for new route operated on Saturdays.

Are considered eligible all airlines operating an airport that is not linked yet to Chambéry Savoie Mont Blanc airport when the route opens, the situation has to meet one of these criteria:

- Located more than 50km from an already served airport
- A driving period to an already served airport which is longer than 40 minutes by car (the transit time is defined by the calculation of standard time transport which is accessible to all, for instance the Michelin System).

#### Mesure 1

SEACA will give 1€ per departing passenger, paid either to the airline or to the tour-operator or Charterer of the flights (depending on the capacity given) during first season or year of operation. To benefit from these incentives a formal agreement must be made between SEACA and the airline or the charterer of the flights concerned.

#### Mesure 2

For any new scheduled route launching, SEACA won't charge any "Peak Surcharge" on Landing, Parking, Passenger charges during the season or first year of operation. This measure is not applicable to charter operations

#### General procedures :

In the event that a route is suspended, it shall be considered new for any other regular airline wishing to operate that route.

If an airline stops a route, a waiting period of 12 months must be respected to allow the same airline to benefit from incentives measures. This period applies to the airline itself, its subsidiaries, an airline belonging to the same group or in a commercial agreement relationship (code share arrangements concerning the destination in question).

In the event that a city (IATA city code) is served by a number of airports, the incentive measures shall apply to the incremental, that is, the additional, flights and passengers on that city.

#### I.E :

The XXX airline makes a new route to London Gatwick knowing one route is already opened to London Heathrow. The incentive measures will be applied to the difference between the number of passengers and flights of the two companies in year Y, and the number of passengers and flights performed on the original route in year Y-1

All incentives to be fully acquired and paid after the completion of a full IATA season, are subject to:

- A minimum of 15 flights during the considered season or year.
- The airline or the tour-operator benefiting from these incentives maintains their operations on at least two consecutive years with the same volume of passengers on the whole program operated by the airline or chartered by the tour-operator concerned.
- In case of charter operation, the new route doesn't have to result from a change of airlines from the Tour-Operator concerned.

The airline company will lose the benefit of these incentives if it does not respect the above conditions. An invoice will be issued in order to collect the monies due, i.e. the equivalent of the difference between the standard and the discounted rates. Original rates will be then applied.

## 9.2 TRAFFIC DEVELOPMENT ON EXISTING ROUTES

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The aim of this incentive measures is to encourage airline or tour operator to increase capacities from a period to another in order to maintain a significant level of activity at the airport. Following the 21st June 2023 Consultation, this measure does not apply for development on Saturdays.

### Mesure 1

In case of traffic growth from an existing airline or tour operator, SEACA will give 1 € per actual incremental departing passenger compared to 2019 (depending on the capacity given) due to a shortened winter. To benefit from these incentives a formal agreement must be made between SEACA and the airline or the charterer of the flights concerned.

#### General procedures :

All incentives to be fully acquired and paid after the completion of a full IATA season in case above conditions are fulfilled.

## 9.3 OFF PEAK TRAFFIC DEVELOPMENT

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The aim of this incentive measures is to encourage airline or tour operator to increase capacities off peak periods.

### Mesure 1

Flights with the same flight number, operated at least 8 times on a weekday (Monday-Friday) during the IATA winter season, will benefit from a 70% discount on the passenger service charge. This discount will be applied to the passenger service charge for all flights with this same flight number.

#### General procedures :

The airline company or the tour operator will lose the benefit of these incentives if it does not respect the announced flight programme for other reasons than force majeure.

All incentives to be fully acquired and paid after the completion of a full IATA season. Incentives will be paid only if the airline benefiting from these incentives maintains their operations on at least two consecutive years with the same volume of seat on the whole program operated by the airline or chartered by the tour-operator concerned.

If the planned schedule is not respected, the minimum number of flights is not operated or operations not maintained for two consecutive years, an invoice will be issued in order to collect the monies due, i.e. the equivalent of the difference between the standard and the discounted rates. Original rates will be then applied.

## 10 . GENERAL TERMS

➤ No discount, rebate other than those specified in the price list or resulting from special legal provisions are applied.

➤ These tariff regulations can be at any time revised by the SEACA to take into account any arising changes in applicable laws, rules or regulations.

The fees and charges mentioned in this document may be revised in accordance with the French “Code de l’Aviation Civile”.

➤ Any documents sent to the Chambéry Savoie Mont Blanc Airport’s Authority (SEACA) relating to these tariff regulations must be sent for the attention of:

### SEACA

**Aéroport Chambéry Savoie Mont Blanc**

**73420 Viviers du Lac - France**

➤ These tariff regulations shall be governed by and construed in accordance with the laws of France. All disputes arising out of or relating to this regulation shall be subject to the exclusive jurisdiction of French Courts to which the parties irrevocably submit.