



CHAMBÉRY SAVOIE MONT BLANC AIRPORT

AIRPORT CHARGES

—
starting from the 4th
of January 2021



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1. CONTACTS

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

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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

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 address:

>> cy.myhandlingsoftware.com

1.2 OPERATIONAL CONTACTS

➤ TRAFFIC OPERATIONS DEPARTMENT

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2. GENERAL CONDITIONS AND PAYMENT TERMS

2.1 APPLICATION OF THE RATES AND REGULATIONS

Following the meeting of the “Commission Consultative Economique” dated 18th of September 2020, 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 4th of January 2021. SEACA is responsible for the monitoring of their application.

These tariff regulations replace those previously issued.

2.2 CHARGES

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

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

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

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

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)

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 lightning charge in accordance with the decision of the "Commission Consultative Économique" date 28th 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€
2 - 3 tons		7.94€
3 - 6 tons		12.22€
6 - 25 tons	Fix + per ton > 6	12.42€ 2.06€
25 - 90 tons	Fix + per ton > 25	51.75€ 4.69€
> 90 tons	Fix + per ton > 90	357.32€ 5.30€

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 2020/2021 from December 2020 the 12th to April 2021 the 4th included).

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 CO₂ 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 CO₂ 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)
- Classification of aircrafts into 2 groups according to the seats offered:
 - Group 1 ≤ 19 seats
 - Group 2 > 19 seats
- The comparison of an aircraft LTO cycle / seat versus the 2019 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 2019 LTO cycle / seat average of the related aircraft group	Penalty
➤ Lower than the 2019 LTO cycle / seat average of the related aircraft group	Bonus
➤ Equal to the 2019 LTO cycle / seat average of the related aircraft group	Neutral

Average LTO cycle / seat per group at Chambéry airport in 2019

Group	2019 average LTO cycle / seat
➤ Group 1	15.02 Kg CO ₂
➤ Group 2	8.51 Kg CO ₂

More details are available in Annex 1.

4.6 EXEMPTED AIRCRAFT

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, lightning fee included). Otherwise, the standard landing charges will be applied.

Monthly package per aircraft 84€

5. LIGHTNING CHARGE

Since the first of December 2019, the lightning charge is included in the Landing Charge in accordance with the decision of the "Commission Consultative Economique" date 28th 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) 0.36€

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, during Winter 2020/2021 from December 2020 the 12th to April 2021 to 4th included).

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. 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	7.81€	Up to 10 000 departing pax	8.34€
Up to 25 000 departing pax	6.64€	Up to 25 000 departing pax	7.09€
Up to 45 000 departing pax	5.08€	Up to 45 000 departing pax	5.42€
Beyond 45 000 departing pax	3.90€	Beyond 45 000 departing pax	4.17€

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	24€
International area passengers	34€

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)	0.55€
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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

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

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)	0.26€
Piston engine fuel charge per hectolitre (AVGAS)	0.26€

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.

Are considered eligible all airlines operating an airport that is not linked yet to Chambéry Savoie Mont Blanc airport at the moment of the route launch, 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

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.

Mesure 1

In case of seat-growth from an existing airline or tour operator, SEACA will give 1 € per actual incremental departing passenger based on the year-on-year traffic growth (on a given scheduled or chartered route), paid either to the airline or to the tour-operator or Charterer of the flights (depending on the capacity given). 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

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.

ANNEX 1 - CARBONE EMISSION SCHEME

I. DATA USED FOR THE CALCULATION OF LTO CYCLE / SEAT EMISSIONS

All the necessary data for the calculation of bonus and penalties are part of the SEACA invoicing system.

Aircraft seat offer

- The aircraft seat configurations stored in the SEACA invoicing system originate from the SEACA 2019 historical traffic data base.
- In case of disagreement with the data used, the user will be required to provide the SEACA with a proof of its aircraft seat capacity.

LTO cycle / seat

- LTO cycle emissions are determined by ICAO (International Civil Aviation Organisation), EASA (European Aviation Safety Agency) and ACI (Airport Council International) according to the aircraft engine type and number.
- For each aircraft registration, the LTO cycle emission is divided by the aircraft seat configuration to give the LTO cycle / seat.
- If an aircraft registration is not listed within the ICAO or EASA data bases, the SEAGI will use the standard LTO cycle listed by ACI within the Airport Carbon and Emissions Reporting Tool (ACERT):

Aircraft type	Engine number	Engine type	LTO cycle (Kg CO ₂)
Business Jet	2	B	94.84
Business Jet	3	B	344.50
Business Jet	4	B	2444.20
Helicopter	1	H	18.50
Helicopter	2	H	37.05
Helicopter	3	H	293.00
Piston aircraft	1	P	15.24
Piston aircraft	2	P	55.87
Turbo aircraft	1	T	45.59
Turbo aircraft	2	T	91.25
Turbo aircraft	3	T	136.79
Turbo aircraft	4	T	940.41

- In case of disagreement with the data used, the user will be required to provide the SEACA with a proof of its LTO cycle emission.

II. BONUS / PENALTY CALCULATION METHOD

Bonus / penalty specification

Aircrafts are classified into 2 groups according to their seats configuration:

- Group 1 ≤ 19 seats
- Group 2 > 19 seats

In 2021, for an aircraft, the comparison of its LTO cycle / seat versus the 2019 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.

Average LTO cycle / seat per group at Chambéry airport in 2019

Group	2019 Average LTO cycle / seat
➤ Group 1	15.02 Kg CO ₂
➤ Group 2	8.51 Kg CO ₂

As a result:

If an aircraft emission (LTO cycle / seat) is:	Result
➤ Higher than the 2019 LTO cycle / seat average of the related aircraft group	Penalty
➤ Lower than the 2019 LTO cycle / seat average of the related aircraft group	Bonus
➤ Equal to the 2019 LTO cycle / seat average of the related aircraft group	Neutral

Bonus / penalty formula calculation

Bonuses and penalties are correlated with the distribution of 2019 emissions

(Y) Penalties formula:

$$" Y = a * X + b = \% \text{ of the landing fee } "$$

- (X) Aircraft LTO cycle / seat
- (a) Linear correlation coefficient 1 = $f/(e-g)$
- (b) Linear correlation coefficient 2 = $-a*g$
- (e) 2019 Maximum LTO cycle / seat (of the related aircraft group)
- (f) 2019 Maximum penalty in % (of the related aircraft group)
- (g) 2019 Average LTO cycle / seat (of the related aircraft group)

(Y) Bonus formula:

$$" Y = a * X + b = \% \text{ of the landing fee } "$$

- (X) Aircraft LTO cycle / seat
- (a) Linear correlation coefficient 1 = $k/(n-g)$
- (b) Linear correlation coefficient 2 = $-a*g$
- (n) 2019 Minimum LTO cycle / seat (of the related aircraft group)
- (k) 2019 Maximum bonus in % (of the related aircraft group)
- (g) 2019 Average LTO cycle / seat (of the related aircraft group)

The SEACA will provide its users with their bonus and penalties upon the presentation of the aircraft registrations, the aircraft seats configuration, and the aircraft LTO cycle emission.

Example: Aircraft belonging to Group 1

- (e) 2019 Maximum LTO cycle / seat **959.42 Kg CO₂***
- (f) 2019 Maximum penalty in % **8.22%*** of the landing fee
- (n) 2019 Minimum LTO cycle / seat: **3.27 Kg CO₂***
- (k) 2019 Maximum bonus in % **-0.11%*** of the landing fee
- (g) 2019 Average LTO cycle / seat: **15.02 Kg CO₂***

(*) rounded to 2 decimal places

Exemple A

For a Cessna Citation Mustang (Model 510) which offers 5 seats generates on LTO cycle / seat (X) of 30.59 Kg CO₂:

- 30.59 Kg of CO₂ being higher than 15.02 Kg CO₂ (the 2019 Average LTO cycle / seat for the Group 1) the aircraft will be subject to a penalty
- The calculated penalty (Y) for the Cessna Citation Mustang (Model 510) is +0.136% of its landing fee.
 - This penalty is calculated using the formula $Y = a \cdot X + b$
 - $a = f / (e - g)$ and $b = -a \cdot g$

Example B

For a Cirrus SR22 which offers 4 seats, and which generates an LTO cycle / seat (X) of 4.96 Kg of CO₂:

- 4.96 Kg CO₂ being lower than 15.02 Kg CO₂ (the 2019 Average LTO cycle / seat for a group 1), the aircraft will be subject to a bonus
- The calculated bonus (Y) for the Cirrus SR22 represents -0.09% of its landing fee
 - This bonus is calculated using the formula $Y = a \cdot X + b$
 - $a = k / (n - g)$ et $b = -a \cdot g$

Example: Aircraft belonging to Group 2

- (e) 2019 Maximum LTO cycle / seat **17.05 Kg CO₂***
- (f) 2019 Maximum penalty en %: **8.22 %** of the landing fee
- (n) 2019 Minimum LTO cycle / seat: **1.62 Kg CO₂***
- (k) 2019 Maximum bonus in %: **-6.87%*** of the landing fee
- (g) 2019 Average LTO cycle / seat: **8.51 Kg CO₂***

(*) rounded to 2 decimal places

Example A

For a Boeing 757-200 which offers 221 seats generates an LTO cycle / seat (X) of 9.74 Kg of CO₂:

- 9.74 Kg CO₂ being higher than 8.51 Kg CO₂ (the 2019 Average LTO cycle / seat for the Group 2), the aircraft will be subject to a penalty
- The calculated penalty (Y) for the Boeing 757-200 is +1.18% of its landing fee
 - This penalty is calculated using the formula $Y = a \cdot X + b$
 - $a = f / (e - g)$ and $b = -a \cdot g$

Example B

For a Boeing 737-800 which offers 189 seats, and which generates an LTO cycle / seat (X) of 7.15 Kg of CO₂:

- 7.15 Kg of CO₂ being higher than 8.51 Kg CO₂ (the 2019 Average LTO cycle / seat for the group 2) the aircraft will be subject to a bonus
- The calculated bonus (Y) for the Boeing 737-800 represents -1.36% of its landing fee
 - This bonus is calculated using the formula $Y = a \cdot X + b$
 - $a = k / (n - g)$ and $b = -a \cdot g$