



**GRENOBLE ALPES iSÈRE  
AIRPORT**

**AIRPORT  
CHARGES**

—  
2019 / 2020

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# 1. CONTACTS

SOCIÉTÉ D'EXPLOITATION DE L'AÉROPORT DE GRENOBLE ISÈRE - SEAGI -

Aéroport Grenoble Alpes Isère 38 590 SAINT ETIENNE DE SAINT GEOIRS

+33 (0)4 76 65 48 48

+33 (0)4 76 65 57 00

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

## 1.1 FLIGHT REQUESTS

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

Requests are to be sent by e-mail to the following e-mail address:

>> [schedule@grenoble-airport.com](mailto:schedule@grenoble-airport.com)

### ➤ Business Aviation flights

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

>> [cy.myhandlingsoftware.com](mailto:cy.myhandlingsoftware.com)

## 1.2 OPERATIONAL CONTACTS

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### ➤ TRAFFIC OPERATIONS DEPARTMENT

SITA : GNBOPXH

+33 (0)4 76 65 55 35  
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[ops@grenoble-airport.com](mailto:ops@grenoble-airport.com)

### ➤ STATION MANAGER

Anne Moser

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### ➤ BUSINESS AVIATION TERMINAL

+33 (0)4 76 93 49 43  
[businessaviation@grenoble-airport.com](mailto:businessaviation@grenoble-airport.com)

## 1.3 CONTACTS ADMINISTRATION

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+33 (0)4 76 93 49 17

### ➤ AVIATION DEVELOPMENT MANAGER

Romain Olive | +33 (0)6 46 09 18 12  
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### ➤ FINANCE DEPARTMENT

Sophie Le Gouhinec | +33 (0)4 76 65 55 26  
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### ➤ INVOICING, STATISTICS & TARIFICATION

accounts@grenoble-airport.com

### ➤ COMUNICATION MANAGER

Delphine Pouliquen | +33 (0)7 62 90 83 98  
dpouliquen@grenoble-airport.com

## 2. GENERAL CONDITIONS AND PAYMENT TERMS

### 2.1 APPLICATION OF THE RATES AND REGULATIONS

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According to the decision of the Commission Consultative Economique dated July 12th 2019, and the approval by the French Government in accordance with the “Code de l’aviation civile” Article R.224-2, the Société d’Exploitation de l’Aéroport de Grenoble-Isère (SEAGI or the Grenoble Alpes Isere Airport’s Authority) publishes the following airport tariff regulations valid as of December 1st, 2019.

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

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

If at any time any part of these tariff regulations (including any one or more of the articles of this document) is held to be or becomes void or otherwise unenforceable for any reason under any applicable law, the same shall be deemed omitted from these tariff regulations and the validity and/or enforceability of the remaining provisions of these tariff regulations shall, as far as is possible, not in any way be affected or impaired as a result of that omission. In such events the SEAGI will not be held responsible.

### 2.3 PAYMENT METHOD

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Payment can be made by :

- Bank cheque payable to SEAGI
- Bank transfert to

SEAGI

LA DEFENSE ENTREPRISE (01328)

RIB 30004 00617 00010289156 80

IBAN FR76 3000 4006 1700 0102 8915 680

SWIFT CODE BNPAFRPPPTX

- Credit card (only at the airport)
- Cash

## 2.4 PAYMENT TERMS

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All airport charges (landing, lighting, 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 SEAGI.

In case of delayed payment, the obtained guarantees can be apprehended with subsequent implication upon a formal notice of the Grenoble Airport Authority (SEAGI).

Interests payable on arrears will be calculated at 3 times the legal French interest rates 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 connected to transfers of funds from abroad have 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 who departing on a flight from Grenoble Alpes Isère 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 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 Grenoble Alpes Isère Airport and due to the SEAGI. The provisions of Article 4.5 regarding exemptions are confirmed

### 4.2 BASIS AND CALCULATION METHOD

The landing 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).

### 4.3 ACOUSTIQUE MODULATION FEES

No surcharge will be applied in relation to the aircraft's noise group or the aircraft's gas emission category.

### 4.4 CHARGES

0 - 13 tons	Fix + per ton > 6	10€ 1.83€/t
13 - 25 tons	Fix + per ton > 13	22.99€ 1.10€/t
25 - 75 tons	Fix + per ton > 25	36.04€ 3.79€/t
> 75 tons	Fix + per ton > 75	226.26€ 4.57€/t

#### Peak time surcharge

- A 5% surcharge on the landing charge will apply on Saturdays from 4pm local time from 23 December 2019 to 31 March 2020 included.
- A 10% surcharge on the landing charge will apply on Saturday mornings until 4pm local time and on Sunday mornings until noon local time, during that same period.

**Notes :** A 50% discount is applied to the above tariffs for helicopter flights (Article 5, 24/01/1956). There is a 75% discount for aircraft belonging to transport companies or air companies that perform training flights which do not involve transportation or remunerated work during said flights, for each landing operation, touch down with refuelling (Article 6, 24/01/1956 according to the French Laws).operation, touch down).

Registered regional airclubs can benefit from preferential tariffs for landing fees, in accordance with Article 9, 24/01/1956 according to the French Laws, with provided that an agreement is signed with the SEAGI.



## 4.5 EXEMPTED AIRCRAFT

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All aircraft forced to return to Grenoble Alpes Isère 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.

## 5. LIGHTING CHARGE

### 5.1 BASIC CHARGE

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Each aircraft movement operated with the use of runway lighting will be charged.

Rate per movement ..... 31.60€

### 5.2 PEAK TIME SURCHARGE

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➤ A 5% surcharge on the lighting charge will apply on Saturdays from 4pm local time from 23 December 2019 to 31 March 2020 included.

➤ A 10% surcharge on the landing charge will apply on Saturday mornings until 4pm local time and on Sunday mornings until noon local time, during that same period.

**Notes :** There is a 50% discount for aircraft belonging to transport companies or air companies that perform training flights which do not involve transportation or remunerated work during said flights.

The applicable rate must be agreed and defined in a formal agreement between SEAGI and the airline or the Tour-Operator concerned so that all parties agree on the flights that can be summed up in order to benefit from a discount.

### 5.3 EXEMPTION

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For aeroclubs and flight schools (prior aircraft registration required), the use of runway lighting is fixed at:

Rate per night movement ..... 4€

Rate per daylight movement ..... 8.25€

Exemptions: see Article 15 according to the French Laws 24/01/1956.

Annual tariffs for regular and frequent use are negotiable.

## 6 . PARKING CHARGES

### 6.1 AIRCRAFT SUBJECTED TO THE PARKING CHARGE

The parking charge is levied for the parking of all aircraft at Grenoble Alpes Isère 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

The SEAGI determines the parking position where the aircraft must be parked.

### 6.4 CHARGES

The parking charge is levied as follows:

Rates (per metric ton/hour)

MTOW is inferior or equal to 15 tons	0.22€
MTOW is over 15 tons	0.27€

First 60 minutes free of charge for all flight.

#### Peak time surcharge

A 100% surcharge on the parking charge applies from 23 December 2019 to 31 March 2020 included.

#### Based aircraft

Definition: "Based aircraft" (with a specific registration) serve principally Grenoble Alpes Isère Airport and count at least 300 night stops at this airport.

Based aircrafts, according to the above definition, which operate at least 300 commercial rotations annually out of Grenoble Alpes Isère Airport, will benefit from free overnight parking (between 10pm and 6am local time).

### 6.5 PARTICULAR CONDITION-EXEMPTION

For long or frequent stays and for registered regional aeroclubs, the parking charge and its terms of payment can be subject to mutual agreements between the Operator and the SEAGI, in accordance with Article 8, 24/01/1956 according to the French Laws.

Exemption cases are listed in Article 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 on a private aircraft of which the MTOW is superior to 3.5 tons. The operator transporting the passengers acts as debtor towards the Airport's Authority (SEAGI).

### 7.2 BASIC CHARGE

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	4.76€	Up to 10 000 departing pax	5.04€
Up to 20 000 departing pax	3.57€	Up to 20 000 departing pax	3.78€
Up to 35 000 departing pax	2.38€	Up to 35 000 departing pax	2.52€
Up to 50 000 departing pax	1.91€	Up to 50 000 departing pax	2.02€
Beyond 50 001 departing pax	1.19€	Beyond 50 001 departing pax	1.26€

**Notes :** The applicable rates are those corresponding to the real cumulated Departing Passengers volume, calculated from the commencement of operations' anniversary date.

The applicable rate must be agreed and defined in a formal agreement between SEAGI and the airline or the Tour-Operator concerned so that all parties agree on the flights that can be summed up in order to benefit from a discount.

#### Business Terminal

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

National and Schengen area passengers	21€
International area passengers	31€

### 7.3 RMP CHARGE

The RMP charge is due to the SEAGI for each departing passenger on commercial flights and on each departing passenger of a private aircraft which MTOW is superior to 6 tons.

Rate (per departing passenger)	0.64€
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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 up to the age of two
- c) In-flight 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 Grenoble Alpes Isère Airport. The charge is billed by the companies authorized by the SEAGI to sell aircraft fuel on site.

Jet engine aircraft distributed fuel charge per hectolitre (JET A1) .....	0.19€
Piston engine aircraft distributed fuel charge per hectolitre (AVGAS) .....	0.25€

## 9. INCENTIVES

The measures outlined below are intended to encourage air services departing from Grenoble Alpes Isère airport. 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 Grenoble Alpes Isère 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).

Only airlines/Tour Operators on a constant growth - compared to the year before - can benefit from these measures.

#### Mesure 1

SEAGI 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 SEAGI and the airline or the charterer of the flights concerned.

#### Mesure 2

For any new scheduled route launching, SEAGI 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

#### Mesure 3

New scheduled routes operated after 4pm local time on Saturdays and noon local time on Sundays during the IATA winter season will benefit from a 60% discount on the landing and passenger charges. This discount will be applied to the landing charge for all flights with this same flight number. A 30% discount will be applied during the second season. 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.
- More conditions, see next page

- 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, SEAGI 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 SEAGI and the airline or the charterer of the flights concerned.

### Mesure 2

“Peak Surcharges” does not apply for airlines which generate more than 15.000 departing passengers on scheduled flights each year. This measure is not applicable to charter operations.

### 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 and landing charges. This discount will be applied to the passenger service charge for all flights with this same flight number. This measure is not applicable to charter operations.

### Mesure 2

For annual flights or flights operated at least once a week for a minimum of 15 weeks during the IATA summer season, a 90% discount is applied on the passenger service charge. This discount also applies on all flights of an airline that will operate a minimum of 2 flights weekly for at least 8 weeks during the IATA summer season. This measure is not applicable to charter operations

### General procedures :

The airline company will lose the benefit of these incentives if it does not respect the announced flight programme for other reasons than force majeure and in case of exceptional cancellations of flights.

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

## Article 1

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

## Article 2

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

The fees and charges mentioned in this document and in Article R. 224-1 of the Code de l'Aviation Civile can be revised by SEAGI in accordance with the Article R. 224-2 of the Code de l'Aviation civile.

## Article 3

Any documents sent to Grenoble Alpes Isere Airport's Authority (SEAGI) in relation to these tariff regulations must be sent to the attention of:

**SEAGI**

**Aéroport Grenoble Alpes Isère**

**38 590 Saint Etienne de Saint-Geoirs - France**

## Article 4

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 a French Courts to which the parties irrevocably submit.