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**INCENTIVE PROGRAM TO CREATE AND DEVELOP AIR LINKS**

**SERVING**

**CORSICAN AIRPORTS**

**APPLICABLE WHEN IT COMES INTO EFFECT**

**Framework regulations**

**Adopted by resolution No. 03/25-03-2022/308 of March 25, 2023**

**of the Ordinary General Meeting of the Corsican Chamber of Commerce and Industry,**

**Amended by resolution of April 8, 2025 of the Bureau of the Corsican Chamber of Commerce and Industry,**

**Ratified by resolution of the Ordinary General Meeting of the Corsican Chamber of Commerce and Industry of May 27, 2025**

**AMI/CCIC/2025-004**

**Adopted by resolution of the Bureau, No. 13/08-04-2025 of April 8, 2025**

**Adopted by the General Assembly No. 10/27-05-2025/427 of May 27, 2025**

**CCI OF CORSICA**

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**Preamble**

**The Chamber of Commerce and Industry of Corsica (hereinafter referred to as “the CCI of Corsica") is a regional chamber of commerce and industry, constituted in the form of a public establishment.**

**In particular, it is responsible for operating the airports of Ajaccio Napoléon Bonaparte, Bastia Poretta, Calvi - Sainte-Catherine and Figari - Sud Corse as a concessionaire.**

The CCI of Corsica intends to improve the profitability of this operation, in particular through better use of airport infrastructure.

Such an action requires, first and foremost, the diversification of the service to these airports and,

secondly, the growth of traffic on the links already served, while ensuring the improvement of the

environmental performance of the airport service.

This is why the CCI of Corsica has decided to set up an incentive program to create and develop

air links serving Corsica, in the form of financial support for air carriers who commit to creating

or developing, on their own initiative and under their own responsibility, air links serving Corsica.

This incentive program is defined and implemented in accordance with the principle of the

prudent operator in a market economy, as recalled by the European Commission's

Communication of April 4, 2014 on guidelines for *state aid to airports and airlines*.

In this context, the purpose of these framework regulations is to define the terms and conditions

according to which the CCI of Corsica allocates, pays out and monitors the use of the abovementioned incentive.

**This new incentive program created by the CCI of Corsica replaces, from the date it comes into**

**effect, the previous measures with the same purpose, without prejudice to the continued**

**enforcement of administrative decisions that have created rights.**

**SECTION I: GENERAL PROVISIONS**

1. **Définitions**

For the purpose of these Framework Regulations, the following definitions apply:

1° **« air link »** :a scheduled and/or Charter public passenger air transport service between two specified airports;

2° **« new air link »** : an air link which, at the time of application, has never been operated

during the planned service period or whose service, previously operated during the planned service

period, has been interrupted for at least one year;

3° **« existing air link »**: an air link which, on the day of the application, is already in operation

during the planned service period or whose service, previously operated during the planned service

period, has been interrupted for less than one year;

4° **« air carrier »**: a person holding an air carrier operating license or equivalent;

5° **« eligible geographical area»** : a region or country whose air services serving Corsica are eligible for an incentive;

6° **« incentive »** : financial support to create or develop air links serving Corsica, granted by the

CCI of Corsica in the form of a modulation of airport charges and, where applicable, an additional

incentive.

7° **« IATA year »**: a period of twelve months from April 1 to March 30.

1. **PURPOSE OF THE INCENTIVE PROGRAM SET UP BY THE CCI OF CORSICA**

The incentive program set up by the CCI of Corsica aims to encourage the creation of new air

links and the development of existing air links serving one of the following airports: Ajaccio

Napoléon Bonaparte, Bastia Poretta, Calvi-Sainte-Catherine and Figari -Sud Corse.

It does not apply:

1° to air links which are subject to public service obligations pursuant to Regulation (EC) No.

1008/2008 of the European Parliament and of the Council *on common rules to operate air services in the Community;*

2° to air links which are the subject of a service concession with the CCI of Corsica.

1. **PURPOSE, BENEFICIARY AND DURATION OF THE INCENTIVE**
   1. **Purpose of the incentive**

Within the framework of the program provided for in Article 2, an incentive shall be provided by

the CCI of Corsica to any air carrier which commits, on its own initiative and under its own responsibility:

1° either to create and operate, under the conditions of Title II, a new air link serving one or more

of the airports listed in Article 2;

2° or to develop, under the conditions of Title III, the traffic of one or more existing air links

serving one or more of the airports listed in Article 2.

* 1. **Beneficiary of the incentive**

Any air carrier may claim an incentive to create or develop air links to Corsica if it meets the

following conditions:

1° it is the holder of a valid operating license or equivalent;

2° it is not on the European list of air carriers which are subject to an operating ban or

operating restriction within the Union;

3° it has the technical and financial means necessary to create or develop and promote the air link

for which it is applying for an incentive.

* 1. **Duration of the incentive**

**The incentive granted by the CCI of Corsica shall not exceed five (5) consecutive IATA years.**

The incentive to develop an existing air link is distinct from the possible incentive to create the

same link and can be granted consecutively to the latter.

1. **POSITIVE CONTRIBUTION TO THE PROFITABILITY OF CORSICAN AIRPORTS**

An incentive to create or develop an air link may only be granted by the CCI of Corsica if it is

established, through an *ex ante* analysis, that this measure will contribute positively to the profitability of the operation of the airports for which it is responsible.

For the purposes of these framework regulations, this condition is deemed to be met when the net present value for the CCI of Corsica to create or develop the air routes in question, estimated at the time the incentive is granted, is positive.

The net present value mentioned in the previous paragraph is given by the sum of the future annual flows, corresponding to the difference between the revenues and the incremental costs resulting, for the CCI of Corsica, from the creation or development of the air link concerned, discounted with a rate reflecting the cost of capital for the CCI of Corsica.

The future incremental revenues taken into account include all aeronautical and non-aeronautical revenues expected from the creation or development of the link.

The future incremental costs taken into account include, in addition to the cost of the incentive,

any operating or investment costs incurred in creating or developing the link.

The CCI of Corsica establishes and publishes on its website a methodological note specifying the

framework for assessing the contribution of an incentive for the profitability of Corsican airports.

**SECTION II : SPECIFIC PROVISIONS ON INCENTIVES TO CREATE NEW AIR LINKS**

1. **INCENTIVE CONDITIONS**

Under the conditions of this Article, an incentive may be granted to any air carrier which commits

to setting up and operating, on its own initiative and under its own responsibility, a new air link

serving one of the airports mentioned in Article 2.

* 1. **Eligibility of the air link**
     1. **General case**

In order to qualify for an incentive, the air link which the air carrier commits to establish and operate must meet the following conditions:

1° it is a new air link within the meaning of Article 1;

2° it links one of the Corsican airports mentioned in Article 2 to an eligible geographical area;

3° it is operated by the air carrier during the advertised period of service for the duration of the

incentive;

4° its creation and operation allow the airport objectives of the CCI of Corsica mentioned in the

preamble to be achieved.

The eligible geographical areas are defined in Annex I.

* + 1. **Special case of an ongoing creation incentive measure**

By way of derogation of 1°of the Article 5.1.1, when an air carrier benefits from an incentive to create a new air link, any other air carrier who commits to operate the same link may claim an incentive for its creation, for the remaining duration of that granted to the first air carrier by the CCI of Corsica, without prejudice to the other conditions laid down for the granting of the incentive by the present framework regulations.

* 1. **Sustainability of the new air link**

Granting an incentive is subject to the new air link’s sustainability. This continuity is established by the applicant air carrier, alternatively:

1° by producing an *ex-ante* business plan demonstrating the profitability of the air link, in the

absence of incentives, at the latest by the end of the link;

2° by a commitment to operate the new air link for a period extending beyond the period for

which an incentive has been granted.

1. **Form and amount of the incentive**

The incentive to create a new air link serving Corsica takes the form of:

1° a limited modulation of the airport charges due by the air carrier to the CCI of Corsica for the air link concerned;

2° an additional incentive determined on the basis of the cost to the air carrier in question, of establishing and operating the new air link.

1. **AMOUNT OF MODULATION OF AIRPORT CHARGES**
   1. **New air link from Ajaccio Napoléon Bonaparte, Bastia Poretta and Figari airports**

For the creation of a new air link from Ajaccio Napoléon Bonaparte, Bastia Poretta and Figari -

Sud Corse airports, the modulation of airport charges shall be made up of the following rebates,

applied to the rates of charges in effect for the period in question:

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **NATIONAL LINK** | **LANDING FEE ABATEMENT RATE** | | | | | | | | | | | | | |
| **MONTHS** | | **MONTHS** | **JANUARY** | **FEBRUARY** | **MARCH** | **APRIL** | **MAY** | **JUNE** | **JULY** | **AUGUST** | **SEPT** | **OCT** | **NOV** |
| **1st year** | | **80%** | **80%** | **80%** | **80%** | **75%** | **75%** | **70%** | **70%** | **75%** | **80%** | **80%** | **80%** |
| **2nd year** | | **50%** | **50%** | **50%** | **50%** | **55%** | **55%** | **45%** | **45%** | **55%** | **50%** | **50%** | **50%** |
| **3rd year** | | **20%** | **20%** | **20%** | **20%** | **25%** | **25%** | **20%** | **20%** | **25%** | **20%** | **20%** | **20%** |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| **PASSENGER CHARGE ABATEMENT RATE** | | | | | | | | | | | | | |
| **MONTHS** | | **JANUARY** | **FEBRUARY** | **MARCH** | **APRIL** | **MAY** | **JUNE** | **JULY** | **AUGUST** | **SEPT** | **OCT** | **NOV** | **DEC** |
| **1st year** | | **80%** | **80%** | **80%** | **80%** | **75%** | **75%** | **70%** | **70%** | **75%** | **80%** | **80%** | **80%** |
| **2nd year** | | **50%** | **50%** | **50%** | **50%** | **55%** | **55%** | **45%** | **45%** | **55%** | **50%** | **50%** | **50%** |
| **3rd year** | | **20%** | **20%** | **20%** | **20%** | **25%** | **25%** | **20%** | **20%** | **25%** | **20%** | **20%** | **20%** |

**NB : An average per IATA season may be retained**

|  |  |  |
| --- | --- | --- |
| **SUMMER** | **WINTER** | **Annual air link** |
| **74%** | **80%** | **77%** |
| **52%** | **50%** | **50%** |
| **22%** | **20%** | **21%** |
|  | **49%** | **49%** | **49%** |

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **INTERNATIONAL LINK** | **LANDING FEE ABATEMENT RATE** | | | | | | | | | | | | | |
| **MONTHS** | | **JANUARY** | **FEBRUARY** | **MARCH** | **APRIL** | **MAY** | **JUNE** | **JULY** | **AUGUST** | **SEPT** | **OCT** | **NOV** | **DEC** |
| **1st year** | | **80%** | **80%** | **80%** | **80%** | **80%** | **70%** | **70%** | **70%** | **80%** | **80%** | **80%** | **80%** |
| **2nd year** | | **55%** | **55%** | **55%** | **55%** | **55%** | **50%** | **50%** | **50%** | **50%** | **50%** | **55%** | **55%** |
| **3rd year** | | **25%** | **25%** | **25%** | **25%** | **25%** | **20%** | **20%** | **20%** | **20%** | **20%** | **25%** | **25%** |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| **PASSENGER CHARGE ABATEMENT RATE** | | | | | | | | | | | | | |
| **MONTHS** | | **JANUARY** | **FEBRUARY** | **MARCH** | **APRIL** | **MAY** | **JUNE** | **JULY** | **AUGUST** | **SEPT** | **OCT** | **NOV** | **DEC** |
| **1st year** | | **80%** | **80%** | **80%** | **80%** | **80%** | **70%** | **70%** | **70%** | **80%** | **80%** | **80%** | **80%** |
| **2nd year** | | **55%** | **55%** | **55%** | **55%** | **55%** | **50%** | **50%** | **50%** | **50%** | **50%** | **55%** | **55%** |
| **3rd year** | | **25%** | **25%** | **25%** | **25%** | **25%** | **20%** | **20%** | **20%** | **20%** | **20%** | **25%** | **25%** |

**NB : An average per IATA season may be retained**

|  |  |  |
| --- | --- | --- |
| **SUMMER** | **WINTER** | **Annual air link** |
| **74%** | **80%** | **77%** |
| **52%** | **50%** | **50%** |
| **22%** | **20%** | **21%** |
|  | **49%** | **49%** | **49%** |

* 1. **New air link from Calvi Sainte-Catherine airport**

For the creation of a new air link from Calvi-Sainte-Catherine airport, the modulation of airport

charges shall be made up of the following rebates, applied to the rates of charges in effect for the

period in question

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **NATIONAL LINK** | **LANDING FEE ABATEMENT RATE** | | | | | | | | | | | | | |
| **MONTHS** | | **JANUARY** | **FEBRUARY** | **MARCH** | **APRIL** | **MAY** | **JUNE** | **JULY** | **AUGUST** | **SEPT** | **OCT** | **NOV** | **DEC** |
| **1st year** | | **80%** | **80%** | **80%** | **80%** | **75%** | **70%** | **70%** | **70%** | **75%** | **80%** | **80%** | **80%** |
| **2nd year** | | **55%** | **55%** | **55%** | **55%** | **50%** | **50%** | **50%** | **50%** | **50%** | **55%** | **55%** | **55%** |
| **3rd year** | | **20%** | **20%** | **20%** | **20%** | **25%** | **20%** | **20%** | **20%** | **25%** | **20%** | **20%** | **20%** |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| **PASSENGER CHARGE ABATEMENT RATE** | | | | | | | | | | | | | |
| **MONTHS** | | **JANUARY** | **FEBRUARY** | **MARCH** | **APRIL** | **MAY** | **JUNE** | **JULY** | **AUGUST** | **SEPT** | **OCT** | **NOV** | **DEC** |
| **1st year** | | **80%** | **80%** | **80%** | **80%** | **75%** | **70%** | **70%** | **70%** | **75%** | **80%** | **80%** | **80%** |
| **2nd year** | | **55%** | **55%** | **55%** | **55%** | **50%** | **50%** | **50%** | **50%** | **50%** | **55%** | **55%** | **55%** |
| **3rd year** | | **20%** | **20%** | **20%** | **20%** | **25%** | **20%** | **20%** | **20%** | **25%** | **20%** | **20%** | **20%** |

**NB : An average per IATA season may be retained**

|  |  |  |
| --- | --- | --- |
| **SUMMER** | **WINTER** | **Annual air link** |
| **74%** | **80%** | **77%** |
| **52%** | **50%** | **50%** |
| **22%** | **20%** | **21%** |
|  | **49%** | **49%** | **49%** |

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **INTERNATIONAL LINK** | **LANDING FEE ABATEMENT RATE** | | | | | | | | | | | | | |
| **MONTHS** | | **JANUARY** | **FEBRUARY** | **MARCH** | **APRIL** | **MAY** | **JUNE** | **JULY** | **AUGUST** | **SEPT** | **OCT** | **NOV** | **DEC** |
| **1st year** | | **85%** | **85%** | **80%** | **80%** | **80%** | **75%** | **75%** | **75%** | **80%** | **80%** | **80%** | **85%** |
| **2nd year** | | **55%** | **55%** | **50%** | **50%** | **50%** | **50%** | **50%** | **50%** | **50%** | **50%** | **50%** | **55%** |
| **3rd year** | | **20%** | **20%** | **20%** | **20%** | **20%** | **20%** | **20%** | **20%** | **20%** | **20%** | **20%** | **20%** |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| **PASSENGER CHARGE ABATEMENT RATE** | | | | | | | | | | | | | |
| **MONTHS** | | **JANUARY** | **FEBRUARY** | **MARCH** | **APRIL** | **MAY** | **JUNE** | **JULY** | **AUGUST** | **SEPT** | **OCT** | **NOV** | **DEC** |
| **1st year** | | **85%** | **85%** | **80%** | **80%** | **80%** | **75%** | **75%** | **75%** | **80%** | **80%** | **80%** | **85%** |
| **2nd year** | | **55%** | **55%** | **50%** | **50%** | **50%** | **50%** | **50%** | **50%** | **50%** | **50%** | **50%** | **55%** |
| **3rd year** | | **20%** | **20%** | **20%** | **20%** | **20%** | **20%** | **20%** | **20%** | **20%** | **20%** | **20%** | **20%** |

**NB : An average per IATA season may be retained**

|  |  |  |  |
| --- | --- | --- | --- |
|  |  |  |  |
| **SUMMER** | **WINTER** | **Annual air link** |
| **77.5%** | **82,5%** | **80%** |
| **52,5%** | **50%** | **51,25%** |
| **20%** | **20%** | **20%** |
|  | **49%** | **50%** | **49,5%** |

* 1. **Additional modulation for environmental performance**

In order to reduce environmental damage by improving the gaseous emissions performance of

aircraft serving the airports listed in Article 2, an additional modulation of the landing charge is

granted when the aircraft landing:

**1°** either complies with Chapters 4 and 14 of Annex 16 to the Convention on International Civil Aviation of the International Civil Aviation Organization (ICAO);

**2°** or has equivalent compliance with the *Certification Specifications, Acceptable Means of*

*Compliance and Guidance Material for Aeroplane CO2 Emissions (CS-CO2)* Issue 2 of July 14, 2021.

Aircraft such as the ATR72-600, Airbus A32X Neo, Boeing 737X Max or Embraer 195 E-2 are

deemed to meet the above criteria.

Airlines may offer other aircraft if they meet the aforementioned criteria.

This additional modulation of the landing charge applies to each landing during the period from

05:00 (local time) to 24:00 (local time).

It is made up of the following reductions, applied to the modulated landing charge in application

of articles 7.1 and 7.2 :

|  |  |  |
| --- | --- | --- |
| **Year 1** | **Year 2** | **Year 3** |
| **20 %** | **15 %** | **5 %** |

1. **Amount of additional incentive**
   1. **Structure of additional incentive**

The additional incentive mentioned in 2° of article 6 includes:

1° a *“Marketing and Promotion”* component defined in Article 8.2;

2° and a *“Fuel”* component defined in article 8.3.

* 1. **“Marketing and Promotion” component**
     1. **Basis of the *« Marketing and promotion »* component**

The *“Marketing and Promotion”* component mentioned in 1° of Article 8.1 is based on the commercial costs borne by the air carrier for the purpose of operating the new air link in the direction of flights departing from Corsica, during the IATA year considered.

For the purposes of this article, commercial costs mean the costs associated with the promotion of the new air link and the provision of a ticketing service as part of it.

Commercial costs are related to the new air link in question.

The “*Marketing and Promotion”* component may be allocated on years 4 and 5 of the scheme.

* + 1. **Rate of the « *Marketing et Promotion* » component**

The amount of the *“Marketing and Promotion”* component referred to in 1° of article 8.1 is determined by the application, to the base defined in article 8.2.1, of the following rates:

|  |  |  |
| --- | --- | --- |
| **NATIONAL LINK** | | |
| **1st YEAR** | **IATA SUMMER** | **IATA WINTER** |
| **COMMERCIAL COSTS** | **50%** | **60%** |
| **2nd YEAR** | **IATA SUMMER** | **IATA WINTER** |
| **COMMERCIAL COSTS** | **45%** | **55%** |
| **3rd YEAR** | **IATA SUMMER** | **IATA WINTER** |
| **COMMERCIAL COSTS** | **40%** | **50%** |
| **4th YEAR** | **IATA SUMMER** | **IATA WINTER** |
| **COMMERCIAL COSTS** | **35% - 45%** | **45% - 55%** |
| **5th YEAR** | **IATA SUMMER** | **IATA WINTER** |
| **COMMERCIAL COSTS** | **30% - 40%** | **40% - 50%** |

|  |  |  |
| --- | --- | --- |
| **INTERNATIONAL LINK** | | |
| **1st YEAR** | **IATA SUMMER** | **IATA WINTER** |
| **COMMERCIAL COSTS** | **60%** | **70%** |
| **2nd YEAR** | **IATA SUMMER** | **IATA WINTER** |
| **COMMERCIAL COSTS** | **55%** | **65%** |
| **3rd YEAR** | **IATA SUMMER** | **IATA WINTER** |
| **COMMERCIAL COSTS** | **50%** | **60%** |
| **4th YEAR** | **IATA SUMMER** | **IATA WINTER** |
| **COMMERCIAL COSTS** | **40% - 50%** | **50% - 60%** |
| **5th YEAR** | **IATA SUMMER** | **IATA WINTER** |
| **COMMERCIAL COSTS** | **35% - 45%** | **45% - 55%** |

* 1. **« *Fuel*» Component**
     1. **Basis of the *« Fuel »* component**

The *“Fuel”* component mentioned in 2° of Article 8.1 is based on the fuel costs borne by the air carrier for the purpose of operating the new air link in the direction of flights departing from Corsica, during the IATA year considered.

Fuel costs are related to the new air link in question.

* + 1. **Rate of the “Fuel” component**

The amount of the “*Fuel*” component referred to in 2° of article 8.1 is determined by the application, to the base defined in article 8.3.1, of the following rates :

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Year 1** | **Year 2** | **Year 3** | **Year 4** | **Year 5** |
| **50 %** | **35 %** | **20 %** | **15%** | **10 %** |

1. **CAPPINGS**
   1. **Capping of airport charges variations**

Modulations of airport charges granted pursuant to Articles 7.1, 7.2 and 7.3 to the same air carrier for a given air link cannot, in any event, exceed 50% of the airport charges due over the duration of the incentive.

* 1. **Capping total incentive**
     1. **New air link from Ajaccio Napoléon Bonaparte, Bastia Poretta and Figari – Sud Corse airports**

For each IATA year, the total amount of the incentive granted to create a new air link from the

airports of Ajaccio Napoléon Bonaparte, Bastia Poretta and Figari - Sud Corse may not, in any event, exceed the following caps:

1° for a new national air link:

**1st year : 20,00 € per departing paying passenger ;**

**2nd year : 18,00 € per departing paying passenger ;**

**3rd year : 16,00 € per departing paying passenger ;**

**4th year : 14,00 € per departing paying passenger ;**

**5th year : 12,00 € per departing paying passenger.**

2° for a new international air link, including Schengen:

**1st year : 30,00 € per departing paying passenger;**

**2nd year : 28,00 € per departing paying passenger;**

**3rd year : 26,00 € per departing paying passenger;**

**4th year : 24,00 € per departing paying passenger;**

**5th year : 22,00 € per departing paying passenger.**

* + 1. **New air link from Calvi Sainte-Catherine airport**

For each IATA year, the total amount of the incentive granted for the creation of a new air link

from Calvi-Sainte-Catherine airport may not, in any event, exceed the following caps:

1° for a new national air link:

**1st year : 22,00 € per departing paying passenger ;**

**2nd year : 20,00 € per departing paying passenger ;**

**3rd year : 18,00 € per departing paying passenger ;**

**4th year : 16,00 € per departing paying passenger ;**

**5th year : 14,00 € per departing paying passenger.**

2° for a new international air link, including Schengen :

**1st year : 32,00 € per departing paying passenger ;**

**2nd year : 30,00 € per departing paying passenger ;**

**3rd year : 28,00 € per departing paying passenger ;**

**4th year : 26,00 € per departing paying passenger ;**

**5th year : 24,00 € per departing paying passenger.**

* 1. **How the caps are applied**

Compliance with the caps referred to in Articles 9.1 et 9.2 shall be assessed at the incentive granting phase in order to determine the amount of the incentive.

At the end of each IATA year, the CCI of Corsica shall check compliance with these caps and, if necessary, shall reduce the amount of the incentive and recover the overpayment.

1. **How the incentive is paid**

The modulation of airport charges provided for in Articles 7.1 et 7.2 shall be applied to each monthly invoice sent to the air carrier.

The complementary modulation of airport charges provided for in Article 7.3 shall give rise to the issue of a credit note or a payment, at the end of each year, within one month.

The additional incentive provided for in 2° of article 8 shall be paid at the end of each IATA year, within two months of receipt by the CCI of Corsica of the accounting documents justifying the volume of eligible costs for the air link in question.

**SECTION III : Incentive to develop existing air links**

1. **Incentive conditions**

Under the conditions of this Article, an incentive may be granted to any air carrier which commits to developing, on its own initiative and under its own responsibility, the traffic of one or more existing air links serving one of the airports mentioned in Article 2.

* 1. **Eligibility of the existing air link**

To be eligible for an incentive, each of the existing air links which the air carrier commits to developing must meet the following conditions:

1° it connects one of the Corsican airports mentioned in Article 2 to an eligible geographical area ;

2° it is operated by the air carrier during the advertised period of service for the duration of the

incentive;

3° its development enables the airport objectives of the CCI of Corsica mentioned in the preamble to be achieved.

The eligible geographical areas are defined in Annex I

* 1. **Contribution to improving the use of infrastructure** 
     1. **Principle**

For each IATA year, the acquisition of the incentive is dependent of an increase, compared to the previous IATA year:

- for national air links, **at least 1%** of the number of passengers transported by the air carrier departing from the airports listed in Article 2;

- for international air links, **at least 2%** of the number of passengers transported by the air carrier departing from the airports listed in Article 2.

* + 1. **Terms and conditions of application**

When the development incentive concerns an unique existing air link, the growth in the number of departing passengers shall be assessed at the level of that air link alone.

When it concerns several existing air links, the growth in the number of departing passengers is assessed on the scale of all the national air links concerned on the one hand and all the international air links concerned on the other hand.

In the event of several air carriers restructuring, an amendment to the agreement referred to in

Article 17.5 may, if necessary, be concluded so that the traffic growth can be calculated on the basis of the sum of the traffic of the air carriers concerned.

* 1. **Non-cumulation principle**

The same air link cannot be the subject of both a creation and a development incentive.

1. **Form of the incentive**

The incentive for the development of one or more existing air links serving Corsica takes the form, for each IATA year:

1° a limited modulation of limited airport charges due by the air carrier to the CCI of Corsica for each of the connections in question, for each landing and for each additional passenger departing from Corsica compared to the previous IATA year ;

2° an additional incentive determined based on the cost, for the air carrier in question, of operating each of the links in question.

1. **Amount of modulation of airport charges**
   1. **Existing air links from Ajaccio Napoléon Bonaparte, Bastia Poretta and Figari Sud Corse airports**

For the airports of Ajaccio Napoléon Bonaparte, Bastia Poretta and Figari - Sud Corse, the

modulation of airport charges is made up of the following rebates, applied to the rates of

charges in effect for the period in question:

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **NATIONAL LINK** | **LANDING FEE ABATEMENT RATE** | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **MONTHS** | | **JANUARY** | | **FEBRUARY** | | **MARCH** | | **APRIL** | | **MAY** | | **JUNE** | | **JULY** | | **AUGUST** | | **SEPT** | | **OCT** | | **NOV** | | **DEC** | |
| **1st year** | | **75%** | | **75%** | | **75%** | | **75%** | | **75%** | | **75%** | | **75%** | | **75%** | | **75%** | | **75%** | | **75%** | | **75%** | |
| **2nd year** | | **55%** | | **55%** | | **55%** | | **55%** | | **55%** | | **55%** | | **55%** | | **55%** | | **55%** | | **55%** | | **55%** | | **55%** | |
| **3rd year** | | **20%** | | **20%** | | **20%** | | **20%** | | **20%** | | **20%** | | **20%** | | **20%** | | **20%** | | **20%** | | **20%** | | **20%** | |
|  |  | |  | |  | |  | |  | |  | |  | |  | |  | |  | |  | |  | |  | | |

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| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **NATIONAL**  **LINK** | **PASSENGER CHARGE ABATEMENT RATE FOR**  **EACH ADDITIONAL DEPARTURE PASSENGER COMPARED TO THE PREVIOUS YEAR** | | | | | | | | | | | | |
| **MONTHS** | **JANUARY** | **FEBRUARY** | **MARCH** | **APRIL** | **MAY** | **JUNE** | **JULY** | **AUGUST** | **SEPT** | **OCT** | **NOV** | **DEC** |
| **1st year** | **75%** | **75%** | **75%** | **75%** | **75%** | **75%** | **75%** | **75%** | **75%** | **75%** | **75%** | **75%** |
| **2nd year** | **55%** | **55%** | **55%** | **55%** | **55%** | **55%** | **55%** | **55%** | **55%** | **55%** | **55%** | **55%** |
| **3rd year** | **20%** | **20%** | **20%** | **20%** | **20%** | **20%** | **20%** | **20%** | **20%** | **20%** | **20%** | **20%** |

**NB : An average per IATA season may be retained**

|  |  |  |
| --- | --- | --- |
| **SUMMER** | **WINTER** | **Annual air link** |
| **75%** | **75%** | **75%** |
| **55%** | **55%** | **55%** |
| **20%** | **20%** | **20%** |
|  | **50%** | **50%** | **50%** |

**NB: the modulation of the "Passenger" charge only applies to incremental traffic on the**

**existing air link (and/or existing air links), i.e. for each additional passenger departing from Corsica compared with the previous IATA year.**

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **INTERNATIONAL LINK** | **LANDING FEE ABATEMENT RATE** | | | | | | | | | | | | | |
| **MONTHS** | | **JANUARY** | **FEBRUARY** | **MARCH** | **APRIL** | **MAY** | **JUNE** | **JULY** | **AUGUST** | **SEPT** | **OCT** | **NOV** | **DEC** |
| **1st year** | | **75%** | **75%** | **75%** | **75%** | **75%** | **75%** | **75%** | **75%** | **75%** | **75%** | **75%** | **75%** |
| **2nd year** | | **55%** | **55%** | **55%** | **55%** | **55%** | **55%** | **55%** | **55%** | **55%** | **55%** | **55%** | **55%** |
| **3rd year** | | **20%** | **20%** | **20%** | **20%** | **20%** | **20%** | **20%** | **20%** | **20%** | **20%** | **20%** | **20%** |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| **PASSENGER CHARGE ABATEMENT RATE FOR**  **EACH ADDITIONAL DEPARTURE PASSENGER COMPARED TO THE PREVIOUS YEAR** | | | | | | | | | | | | | |
| **MONTHS** | | **JANUARY** | **FEBRUARY** | **MARCH** | **APRIL** | **MAY** | **JUNE** | **JULY** | **AUGUST** | **SEPT** | **OCT** | **NOV** | **DEC** |
| **1st year** | | **75%** | **75%** | **75%** | **75%** | **75%** | **75%** | **75%** | **75%** | **75%** | **75%** | **75%** | **75%** |
| **2nd year** | | **55%** | **55%** | **55%** | **55%** | **55%** | **55%** | **55%** | **55%** | **55%** | **55%** | **55%** | **55%** |
| **3rd year** | | **20%** | **20%** | **20%** | **20%** | **20%** | **20%** | **20%** | **20%** | **20%** | **20%** | **20%** | **20%** |

**NB : An average per IATA season may be retained**

|  |  |  |
| --- | --- | --- |
| **SUMMER** | **WINTER** | **Annual air link** |
| **75%** | **75%** | **75%** |
| **55%** | **55%** | **55%** |
| **20%** | **20%** | **20%** |
|  | **50%** | **50%** | **50%** |

**NB: the modulation of the "Passenger" charge only applies to incremental traffic on the**

**existing air link (and/or existing air links), i.e. for each additional passenger departing**

**from Corsica compared with the previous IATA year.**

* 1. **Existing air links from Calvi-Sainte-Catherine airport**

For the Calvi-Sainte-Catherine airport, the modulation of airport charges is made up of the following rebates, applied to the rates of charges in effect for the period in question:

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **NATIONAL**  **LINK** | **LANDING FEE ABATEMENT RATE** | | | | | | | | | | | | | | | | | | | | | | | | | | |
| **MONTHS** | | **JANUARY** | | **FEBRUARY** | | **MARCH** | | **APRIL** | | **MAY** | | **JUNE** | | **JULY** | | **AUGUST** | | **SEPT** | | **OCT** | | **NOV** | | **DEC** | |
| **1st year** | | **75%** | | **75%** | | **75%** | | **75%** | | **75%** | | **75%** | | **75%** | | **75%** | | **75%** | | **75%** | | **75%** | | **75%** | |
| **2nd year** | | **55%** | | **55%** | | **55%** | | **55%** | | **55%** | | **55%** | | **55%** | | **55%** | | **55%** | | **55%** | | **55%** | | **55%** | |
| **3rd year** | | **20%** | | **20%** | | **20%** | | **20%** | | **20%** | | **20%** | | **20%** | | **20%** | | **20%** | | **20%** | | **20%** | | **20%** | |
|  |  | |  | |  | |  | |  | |  | |  | |  | |  | |  | |  | |  | |  | | |

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| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **NATIONAL**  **LINK** | **PASSENGER CHARGE ABATEMENT RATE FOR**  **EACH ADDITIONAL DEPARTURE PASSENGER COMPARED TO THE PREVIOUS YEAR** | | | | | | | | | | | | |
| **MONTHS** | **JANUARY** | **FEBRUARY** | **MARCH** | **APRIL** | **MAY** | **JUNE** | **JULY** | **AUGUST** | **SEPT** | **OCT** | **NOV** | **DEC** |
| **1st year** | **75%** | **75%** | **75%** | **75%** | **75%** | **75%** | **75%** | **75%** | **75%** | **75%** | **75%** | **75%** |
| **2nd year** | **55%** | **55%** | **55%** | **55%** | **55%** | **55%** | **55%** | **55%** | **55%** | **55%** | **55%** | **55%** |
| **3rd year** | **20%** | **20%** | **20%** | **20%** | **20%** | **20%** | **20%** | **20%** | **20%** | **20%** | **20%** | **20%** |

**NB : An average per IATA season may be retained**

|  |  |  |
| --- | --- | --- |
| **SUMMER** | **WINTER** | **Annual air link** |
| **75%** | **75%** | **75%** |
| **55%** | **55%** | **55%** |
| **20%** | **20%** | **20%** |
|  | **50%** | **50%** | **50%** |

**NB: the modulation of the "Passenger" charge only applies to incremental traffic on the**

**existing air link (and/or existing air links), i.e. for each additional passenger departing**

**from Corsica compared with the previous IATA year.**

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| **INTERNATIONAL LINK** | **LANDING FEE ABATEMENT RATE** | | | | | | | | | | | | | |
| **MONTHS** | | **JANUARY** | **FEBRUARY** | **MARCH** | **APRIL** | **MAY** | **JUNE** | **JULY** | **AUGUST** | **SEPT** | **OCT** | **NOV** | **DEC** |
| **1st year** | | **80%** | **80%** | **80%** | **80%** | **80%** | **80%** | **80%** | **80%** | **80%** | **80%** | **80%** | **80%** |
| **2nd year** | | **50%** | **50%** | **50%** | **50%** | **50%** | **50%** | **50%** | **50%** | **50%** | **50%** | **50%** | **50%** |
| **3rd year** | | **20%** | **20%** | **20%** | **20%** | **20%** | **20%** | **20%** | **20%** | **20%** | **20%** | **20%** | **20%** |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| **PASSENGER CHARGE ABATEMENT RATE FOR**  **EACH ADDITIONAL DEPARTURE PASSENGER COMPARED TO THE PREVIOUS YEAR** | | | | | | | | | | | | | |
| **MONTHS** | | **JANUARY** | **FEBRUARY** | **MARCH** | **APRIL** | **MAY** | **JUNE** | **JULY** | **AUGUST** | **SEPT** | **OCT** | **NOV** | **DEC** |
| **1st year** | | **80%** | **80%** | **80%** | **80%** | **80%** | **80%** | **80%** | **80%** | **80%** | **80%** | **80%** | **80%** |
| **2nd year** | | **50%** | **50%** | **50%** | **50%** | **50%** | **50%** | **50%** | **50%** | **50%** | **50%** | **50%** | **50%** |
| **3rd year** | | **20%** | **20%** | **20%** | **20%** | **20%** | **20%** | **20%** | **20%** | **20%** | **20%** | **20%** | **20%** |

**NB : An average per IATA season may be retained**

|  |  |  |  |
| --- | --- | --- | --- |
|  |  |  |  |
| **SUMMER** | **WINTER** | **Annual air link** |
| 80% | 80% | 80% |
| 50% | 50% | 50% |
| 20% | 20% | 20% |
|  | 50% | 50% | 50% |

**NB: the modulation of the "Passenger" charge only applies to incremental traffic on the**

**existing air link (and/or existing air links), i.e. for each additional passenger departing**

**from Corsica compared with the previous IATA year**

* 1. **Modulation Additional modulation for environmental performance**

In order to reduce environmental damage by improving the gaseous emissions performance of

aircraft serving the airports listed in Article 2, an additional modulation of the landing charge is

granted when the aircraft landing:

1° either complies with Chapters 4 and 14 of Annex 16 to the Convention on International Civil

Aviation of the International Civil Aviation Organization (ICAO);

2° or has equivalent compliance with *the Certification Specifications, Acceptable Means of Compliance and Guidance Material for Aeroplane CO2 Emissions (CS-CO2)* Issue 2 of July 14, 2021.

Aircraft such as the ATR72-600, Airbus A32X Neo, Boeing 737X Max or Embraer 195 E-2 are

deemed to meet the above criteria.

Airlines may offer other aircraft if they meet the aforementioned criteria.

This additional modulation of the landing charge applies to each landing during the period from

05:00 (local time) to 24:00 (local time).

Elle est constituée des abattements suivants, pratiqués sur la redevance d’atterrissage modulée en application des articles 13.1 et 13.2 :

|  |  |  |
| --- | --- | --- |
| **Year 1** | **Year 2** | **Year 3** |
| **20 %** | **15 %** | **5 %** |

1. **Amount of additional incentive**
   1. **Basis of the additionnal incentive**

The additional incentive mentioned in 2° of Article 12 is based on the commercial costs incurred by the air carrier to operate the existing air link for flights departing from Corsica during the relevant IATA year.

For the purposes of this article, commercial costs mean the costs associated with the promotion of the existing air link and the provision of a ticketing service as part of it.

Commercial costs are related to the existing air link in question.

* 1. **Rate of additional incentive**

The amount of the additional incentive referred to in 2° of Article 12 is determined by applying the following rates to the basis defined in Article 14.1:

|  |  |  |
| --- | --- | --- |
| **NATIONAL LINK** | | |
| **1st YEAR** | **IATA SUMMER** | **IATA WINTER** |
| **COMMERCIAL COSTS** | **50%** | **60%** |
| **2ND YEAR** | **IATA SUMMER** | **IATA WINTER** |
| **COMMERCIAL COSTS** | **45%** | **55%** |
| **3rd YEAR** | **IATA SUMMER** | **IATA WINTER** |
| **COMMERICAL COSTS** | **40%** | **50%** |
| **4th YEAR** | **IATA SUMMER** | **IATA WINTER** |
| **COMMERICAL COSTS** | **35% - 45%** | **45% - 55%** |
| **5th YEAR** | **IATA SUMMER** | **IATA WINTER** |
| **COMMERICAL COSTS** | **30% - 40%** | **40% - 50%** |

|  |  |  |
| --- | --- | --- |
| **INTERNATIONAL LINK** | | |
| **1st YEAR** | **IATA SUMMER** | **IATA WINTER** |
| **COMMERCIAL COSTS** | **60%** | **70%** |
| **2ND YEAR** | **IATA SUMMER** | **IATA WINTER** |
| **COMMERCIAL COSTS** | **55%** | **65%** |
| **3rd YEAR** | **IATA SUMMER** | **IATA WINTER** |
| **COMMERICAL COSTS** | **50%** | **60%** |
| **4th YEAR** | **IATA SUMMER** | **IATA WINTER** |
| **COMMERICAL COSTS** | **40% - 50%** | **50% - 60%** |
| **5th YEAR** | **IATA SUMMER** | **IATA WINTER** |
| **COMMERICAL COSTS** | **35% - 45%** | **45% - 55%** |

1. **CAPPINGS**
   1. **Capping of airport charge variations**

Modulations of airport charges granted in application of articles 13.1, 13.2 et 13.3 to the same air carrier for a given air link cannot, in any case, exceed 50% of the airport fees due over the duration of the incentive.

* 1. **Capping of total incentive**
     1. **Development of one or more existing air links from the airports of Ajaccio Napoléon Bonaparte, Bastia Poretta and Figari - Sud Corse**

For each IATA year, the total amount of the incentive granted to develop one or more existing air

links departing from the airports of Ajaccio Napoléon Bonaparte, Bastia Poretta and Figari - Sud

Corse may not, in any event, exceed the following caps :

**Within an existing air link, when the incentive is granted only on landing, passenger and environmental fees, a positive ex ante net present value (NPV) must be calculated. In the event that additional incentives, particularly in marketing and fuel, are added, the ex ante NPV must be strictly greater than or equal to 5 in order to guarantee the economic balance and sustainability of the incentive measures.**

* + 1. **Development of one or more existing air links from Calvi-Sainte-Catherine airport**

For each IATA year, the total amount of the incentive granted for the development of one or more existing air routes from Calvi-Sainte-Catherine airport may not, in any event, exceed the following caps :

**Within an existing air link, when the incentive is granted only on landing, passenger and environmental fees, a positive ex ante net present value (NPV) must be calculated. In the event that additional incentives, particularly in marketing and fuel, are added, the ex-ante NPV must be strictly greater than or equal to 5 in order to guarantee the economic balance and sustainability of the incentive measures.**

* 1. **How the caps are applied**

Compliance with the caps referred to in Articles 15.1 et 15.2 shall be assessed at the incentive

granting phase in order to determine the amount of the incentive.

At the end of each IATA year, the CCI of Corsica shall check compliance with these caps and, if

necessary, shall reduce the amount of the incentive and recover the overpayment.

1. **Terms of payment**

The adjustments to airport charges provided for in Articles 13.1, 13.2 and 13.3 shall give rise to the issue of a credit note or payment at the end of each IATA year, within one month of receipt by the CCI of Corsica of the number of additional paying passengers departing from Corsica transported by the air carrier, compared with the previous IATA year, on the air link or links concerned.

.

**SECTION iv : Common terms and conditions for granting incentives**

1. **Procédure for granting incentives**
   1. **Call for expressions of interest procedure**

Incentives for the creation and development of air links to and from Corsican airports are granted as part of a call for expressions of interest.

This procedure is governed by the present framework regulations, which are available on the

website of the CCI of Corsica.

* 1. **Submitting a request for an incentive**

A request for an incentive shall be sent by any interested air carrier to the CCI of Corsica.

It is presented in the form of an incentive application file, including:

- an incentive application form signed by a natural person authorized to represent the applicant air carrier;

* the present framework regulations signed;
* a copy of the applicant's air operator's license or other equivalent document and a sworn statement that the applicant is not on the European list of air carriers subject to an operating ban or an operating restriction within the EU;
* a general presentation of the applicant air carrier and the markets in which it operates;
* a note setting out the characteristics of the air link concerned and the terms and conditions for its creation and operation or its development, the technical means available for this purpose, the planned promotional strategy, and the way in which it will contribute to the airport objectives defined by the CCI of Corsica;
* if applicable, an *ex-ante* operating plan or a sufficient operating commitment in accordance with Article 5.2.
* if applicable, an estimate of the volume of the charges mentioned in articles 8 and 14.
  1. **Processing of incentive applications by the CCI of Corsica**

Applications for incentives are handled by the CCI of Corsica.

During this processing, the CCI of Corsica may discuss with the applicants and invite all or some

of them, while respecting the principle of equal treatment, to regularize or adapt their respective

incentive applications.

The CCI of Corsica shall obtain the French Civil Aviation Authority’s opinion on any incentives it plans to grant to create new air links.

* 1. **Deliberation of the General Assembly of the CCI of Corsica**

The decision to grant an incentive to create a new air link serving Corsica is taken by deliberation

of the general assembly of the CCI of Corsica.

It is subject to the prior approval of the supervisory authority of the CCI of Corsica.

It shall be notified to the air carrier by the Chairman of the CCI of Corsica or by any delegate.

* 1. **Agreement between the CCI of Corsica and the beneficiary air carrier**

An agreement shall be signed between any air carrier benefiting from an incentive relating to the

creation or development of an air link and the CCI of Corsica.

This agreement sets out the mutual rights and obligations of the parties in respect of the incentive granted.

1. **Rules for limiting available credits**

Incentives to create and develop air links serving Corsica are granted by the CCI of Corsica

within the limits of available credits.

When, for a given geographical area, the amount of the incentives requested by the air carriers

meeting the conditions for obtaining them exceeds the available credits, the CCI of Corsica shall

classify the requests according to the order in which they are received, subject to their

completeness.

The requested incentives are then granted to the applicant air carriers according to their ranking

until the available credits are exhausted.

**SECTION V : Monitoring by the CCI of Corsica and penalties**

1. **Monitoring by the CCI of Corsica**

The CCI of Corsica may carry out or have carried out by any third party of its choice the

necessary inspections to ensure compliance, by any beneficiary air carrier, of the provisions of the

present framework regulations and the stipulations of the agreement mentioned in Article 17.5.

These inspections may take place at any time and may be carried out on the basis of documents

or on the spot at the registered office of the air carrier concerned or at any place where it has

premises which may contain information or documents relating to the implementation of these

framework regulations or of the agreement referred to in Article 17.5.

The air carrier shall make available to the CCI de Corse or to any third party designated by it, all

documents likely to demonstrate its proper performance of these framework regulations or of

the agreement referred to in Article 17.5.

Any obstruction of these inspections may result in, after the air carrier concerned has been given

the opportunity to submit its observations within a reasonable period of time, the CCI of Corsica’s withdrawal of the decision granting the incentive and the air carrier’s payment of the fees from which it was exempted and the repayment of the sums it received.

1. **Penalties**

In the event of fraud affecting the granting and payment of an incentive or the performance of

the agreement referred to in Article 17.5, the CCI of Corsica may, after giving the air carrier

concerned the opportunity to submit its observations within a reasonable period of time,

withdraw the decision granting the incentive and order the air carrier to pay the fees from which

it was exempted and to repay the sums it received.

In the event of failure to comply with the provisions of these framework regulations or the

agreement referred to in Article 17.5, the CCI of Corsica shall inform the air carrier in question

and invite it to resolve the situation or to submit its observations within a reasonable period of

time.

During this period, the CCI of Corsica and the air carrier shall make their best efforts to find an

amicable solution to the breach observed, by seeking, where appropriate, possible adjustments

to the air carrier's commitments.

If, at the end of the time period allowed, the air carrier has not resolved the shortcomings

observed and no agreement has been reached between the CCI of Corsica and the air carrier, the

CCI of Corsica may, after giving formal notice to the air carrier to comply with its obligations or

to submit its observations within a reasonable period of time, withdraw the decision granting the

incentive and order the air carrier to pay the fees from which it was exempted and to repay the

sums it received.

The CCI of Corsica also reserves the right, in view of the nature and seriousness of the breaches

observed, to withdraw and repeat only part of the incentives received by the air carrier.

Similarly, the CCI of Corsica reserves the right to revoke the decision(s) granting the incentives

if the carrier declares that it is no longer fulfilling its obligations or no longer meets the conditions

for maintaining these decisions.

**SECTION VI : Transitional and final provisions**

1. **Enter into effect**

These framework regulations enter into effect on 27/05/2025.

It applies to any air link created or developed from that date.

It replaces the framework regulations adopted by deliberation n° 05/10-10-2023/357 to 10/10/2023 of the Ordinary General Assembly of the Corsican Chamber of Commerce and Industry, with the exception of incentives already granted, which, subject to the provisions of Article 22, remain governed by it.

1. **incentives already granted**

The air carrier which, as of the effective date of this framework regulation, already benefits from an incentive granted by the CCI of Corsica, may request that this incentive be modified in accordance with the provisions of this framework regulation.

An incentive modification is only possible if the net present value of this modification for the CCI of Corsica, assessed under the conditions of Article 4, is positive over the remaining duration of the incentive.

The modification of the incentive applies only for its remaining duration.

It results in an addendum to the agreement mentioned in Article 17.5.

**Annex I**

**ELIGIBLE GEOGRAPHICAL AREAS**

**Country – France – National countries**

**Country – Shengen & Non-Shengen countries**

**International**

**Country / France – National**

|  |
| --- |
| **Region** |
| Auvergne-Rhône-Alpes |
| Bourgogne-Franche-Comté |
| Bretagne |
| Centre-Val de Loire |
| Grand Est |
| Hauts-de-France |
| Île-de-France |
| Normandie |
| Nouvelle-Aquitaine |
| Occitanie |
| Pays de la Loire |
| Provence-Alpes-Côte d'Azur |

**Countries – Shengen & Non - Shengen**

**(list for information only)**

|  |
| --- |
| **Albania** |
| **Germany** |
| **Austria** |
| **Belgium** |
| **Bosnia and Herzegovina** |
| **Bulgaria** |
| **Cyprus** |
| **Croatia** |
| **Denmark** |
| **Spain** |
| **Estonia** |
| **Finland** |
| **Georgia** |
| **Gibraltar** |
| **Greece** |
| **Hungary** |
| **Ireland** |
| **Iceland** |
| **Italy** |
| **Latvia** |
| **Lithuania** |
| **Liechtenstein** |
| **Luxembourg** |
| **Malta** |
| **Monaco** |
| **Montenegro** |
| **Norway** |
| **Netherlands** |
| **Poland** |
| **Portugal** |
| **Czech Republic** |
| **Romania** |
| **United Kingdom** |
| **Serbia** |
| **Slovakia** |
| **Slovenia** |
| **Sweden** |
| **Switzerland** |
| **Ukraine** |

**Country – International**

**(List for information only)**

|  |
| --- |
| Algeria |
| Morocco |
| Tunisia |
| Israel |