

Passenger Increase Bonus (PIB) 2019

All airlines operating scheduled traffic at the Swedavia airports Stockholm Arlanda (ARN), Göteborg Landvetter (GOT), Bromma Stockholm (BMA) and Malmö Airport (MMX) qualify for the Passenger Increase Bonus (PIB) if the number of departing passengers the current year exceeds the number of departing passengers the previous year.

PIB Intercontinental destinations

Departing Airport	Charge	%
ARN	Passenger	90%
GOT	Passenger	90%

PIB European destinations

Departing Airport	Charge	%
ARN	Passenger	40%
GOT	Passenger	40%
BMA	Passenger	30%
MMX	Passenger	100%

Registration procedure

Airlines currently operating at ARN, GOT, BMA and MMX, need to register in writing before **February 15th, 2019** in order to be valid for the PIB scheme, **January to December 2019**. Airlines not currently operating at one of the four airports listed above need to apply in writing before they start operating to qualify for PIB.

Rules and regulations

The bonus for the increase will be credited in Q1 2020.

Calculation:

PIB is calculated on airline group level. An ownership threshold of 51% is applied to determine whether a particular airline belongs to a group or not.

The bonus is by default credited to the operating airline. However, if a virtual airline, operating scheduled traffic, has purchased at least 70% of the available seat capacity, PIB is credited to this party.

A shift in passengers from one airline to another within an airline group will not qualify for PIB.

Passenger increases due to mergers, acquisitions and similar transactions, do not qualify for PIB.

Restrictions:

The calculation of PIB will be based on passenger numbers provided by Swedavia.

Traffic to destinations running on New Destination Discount (NDD) will be excluded in the calculation of the Passenger Increase Bonus (PIB), i.e. it is not possible to receive both PIB and NDD.

Due to administrative reasons, PIB is only granted for a net increase above 500 departing passengers.

A route operated under public service obligations, procured by the Swedish Transport Administration will not qualify for PIB.

In cases where Swedavia suspects that an airline is manipulating its flight programme either independently or together with another airline in order to qualify for PIB, the airline/-s will be disqualified from receiving any incentive or bonus Swedavia. Nor will any incentives or bonus be paid if the airline has not fulfilled its obligations to Swedavia.

An intercontinental destination is a destination outside Europe with a minimum non-stop flight time of five (5) hours from the Swedavia airport. Swedavia uses standard geographic definitions for the borders of Europe with the addition that Turkey, Cyprus and islands that belong to countries in Europe (i.e. the Canaries and Madeira) will be considered as being part of Europe.

Contact

For more information about the Swedavia Incentive Programme, please send an e-mail to aviationbusiness@swedavia.se

Swedavia reserves the right to develop additional regulations to ensure that the overall purpose of the Swedavia Incentive Programme is achieved.

Swedavia reserves the right to change the PIB system in case of a decision or resolution of any Swedish, or international, Authority or Tribunal changing the conditions and/or possibilities for Swedavia to pay the above described PIB. Any dispute arising in connection with the Swedavia Incentive Programme shall be settled in a Swedish court under Swedish law.