

Aéroports de Paris
A French "Société Anonyme" (public limited company)
with share capital of 296,881,806 euros
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FEE SCHEDULE FOR SERVICES RENDERED
AS SPECIFIED IN ARTICLES R. 224-1 AND R. 224-2
OF THE CIVIL AVIATION CODE
FOR THE PARIS – CHARLES-DE-GAULLE, PARIS – ORLY
AND PARIS – LE BOURGET AIRPORTS

In compliance with the Civil Aviation Code, the airport operator reports the airport fee schedule for the 2012 billing period as defined by the *2011-2015 Economic Regulation Agreement (ERA)* concluded between the French government and Aéroports de Paris. The following fees are effective as of 1st April 2012.

1. The **landing fee** covers the use of airport infrastructure and equipment necessary for landing, taking off and taxiing. Fees are based on the aircraft's certified Maximum Takeoff Weight (MTOW).

- Aircraft landing fees for the Paris - Orly and Paris - Charles-de-Gaulle airports:

Aircraft category (MTOW in tons)	Price per landing excluding noise level coefficient (€ excluding VAT)
MTOW of under 6 tons	173.72
MTOW of between 6 and 40 tons	173.72
MTOW of 41 tons or more	173.72 + 5.929 (t-40) where t equals MTOW in tons

Special measures:

Landing fees are multiplied by a noise level coefficient (see below) based on the aircraft's noise classification and landing time; acoustic groups are defined in the amended 24th January 1956 decree appendix which draws up conditions of calculation and payment of landing and lighting fees levied on airfields opened to public air traffic.

Paris - Orly and Paris – Charles-de-Gaulle		
Acoustic group	Day and evening (06h00 - 22h00)	Night (22h00 - 06h00)
Group 1	1.300	1.950
Group 2	1.200	1.800
Group 3	1.150	1.725
Group 4	1.000	1.500
Group 5a	0.850	1.275
Group 5b	0.700	1.050

- Aircraft landing fees for the Paris - Le Bourget airport:

Aircraft category (MTOW in tons)	Price per landing excluding noise level coefficient (€ excluding VAT)
MTOW of under 6 tons	149.20
MTOW of between 6 and 50 tons	149.20 + 2.93 (t-6) where t equals MTOW in tons
MTOW of 51 tons or more	278.12 + 14.06(t-50) where t equals MTOW in tons

Special measures:

- A 50% discount is applied to helicopters.
- A 50% discount is applied to positioning flights between an Aéroports de Paris airport and the Paris-Le Bourget airport.
- A 75% discount is applied to training flights authorised by the French civil aviation authority (DGAC).
- No fees are levied on test flights or emergency landings.
- Landing fees are multiplied by a noise level coefficient based on the aircraft's noise classification and landing time; acoustic groups are defined in the amended 24th January 1956 decree appendix which draws up conditions of calculation and payment of landing and lighting fees levied on airfields opened to public air traffic.

Paris – Le Bourget		
Acoustic group	Day and evening (06h00 - 22h00)	Night (22h00 - 06h00)
Group 1	1.300	4.000
Group 2	1.200	1.800
Group 3	1.150	1.725
Group 4	1.000	1.500
Group 5a	0.850	1.275
Group 5b	0.700	1.050

2. The **aircraft parking fee** covers the use of aircraft parking infrastructure and equipment. Parking fees are based on the duration of parking, the characteristics of the aircraft (MTOW) and the type of parking area.

- Paris - Charles-de-Gaulle and Paris - Orly airports

	Type of parking area		
	Active parking areas		Garage parking
	Pier-side stands	Remote stands	
Base charge (€ excluding VAT)	2.60 per MTOW ton for stands equipped with air-bridge exclusively	na	na
Supplemental charge (€ excluding VAT)	For all pier-side stands 0.056 per MTOW ton per 10 minute interval up to 90 minutes of parking 0.056 per MTOW ton per 10 minute interval after 90 minutes of parking	0.056 per MTOW ton per 10 minute interval	0.120 per MTOW ton per hour

Special measures:

- A 50 minutes exemption is applied to the supplemental charge for aircraft using remote stands on arrival during working hours (between 7 am and 11 pm, local time).
- The supplemental charge on active parking areas is reclassified at night (between 11pm and 7 am, local time) as garage parking.
- The supplemental charge is due per time slot or part thereof (10 minute intervals for pier-side stands, 1 hour intervals for other parking stands).

- Paris - Le Bourget airport

	Remote parking areas
Supplemental charge (€ excluding VAT)	0.316 per MTOW ton per hour

3. The **passenger fee** for the Paris - Charles-de-Gaulle and Paris - Orly airports covers the use of passenger handling facilities and public spaces. This fee is based on the number of departing passengers.

Fee per departing passenger (excluding connecting passengers)

Passenger destination	Passenger fee (€ excluding VAT)
France (excluding overseas territories)	9.05
Schengen area	9.05
EU, European Economic Area (excluding Schengen area), French overseas territories	9.95
International airports (excluding EU, European Economic Area, French overseas territories)	22.03

Fee per connecting passenger

Passenger destination	Passenger fee (€ excluding VAT)
France (excluding overseas territories)	5.43
Schengen area	5.43
EU, European Economic Area (excluding Schengen area), French overseas territories	5.97
International airports (excluding EU, European Economic Area, French overseas territories)	13.22

- **Adjustment of the passenger fee to encourage traffic growth and the improved use of infrastructure**

Methods and conditions for the calculation of the reduction are detailed below:

- Methods of allocation:

For eligible airlines, a reduction of the passenger fee granted for the IATA year, subject to conditions, shall be calculated at the end of the given IATA year and allocated in the form of a credit valid for the passenger fee for the following IATA year for this same airline.

- Conditions of allocation:

The airline benefiting from the reduction shall be the airline benefiting from the time slot enabling it to provide commercial flights.

To benefit from the reduction for the IATA year N, the airline must meet all the following conditions:

- i. Departing passenger for the airline across Paris – Charles-de-Gaulle and Paris - Orly airports of more than 10,000 passengers¹ in IATA year N.
- ii. Total traffic growth for the airline at these two airports between IATA year N and IATA year N-1 must be over 6.4%.
- iii. The traffic growth for the eligible airline must not be the consequence of an operation on capital between two airline companies with which it would work (end of operations for one airline on ADP platforms, where traffic would be transferred or taken over by another airline, ...). In this case, the calculations are applied across all parts of the two airlines for the year of operation.
- iv. The reduction only applies for the IATA year during which the traffic growth is noted.

- Methods for calculating the reduction:

For airlines meeting the above conditions, the amount of the reduction on the passenger fees allocated to said airlines shall be calculated as follows:

- a) If the total amount of the reductions calculated for all eligible airlines is less than €5 million (€ at 2010 levels) (*amount indexed annually, under the ERA ; the applicable total threshold for reductions within IATA year 2012 being mentioned at the paragraph c*)), the airline shall benefit from a reduction on the passenger fees equal to:

$$\text{Reduction}_n = (\text{No. Departing passengers}_{>6,4\%}) \times (\text{Average passenger category fee}_{>6,4\%}) \times 30\%$$

Where:

- "No. Departing passengers_{>6,4%}" = number of departing passengers for the airline in IATA year N exceeding the growth threshold of 6.4% in relation to airline traffic in IATA year N-1 (it being understood that this number is positive);
- "Average passenger category fee_{>6,4%}" =
$$\frac{\sum_i (\text{Passenger category no.}_{>6,4\%, i} \times \text{Category fee})}{\sum_i (\text{Passenger category no.}_{>6,4\%, i})}$$

where:

"i" represents all uniform passenger fee pricing categories (*meaning the 6 categories corresponding to the various pairings:*

- domestic flights within France and the Schengen area; EU; EEA outside the Schengen area and overseas territories; international;
- excluding connecting passengers; including connecting passengers).

"Passenger category no. _{>6,4%} i" represents the number of departing passengers for the airline in a uniform i pricing category corresponding to growth of over 6.4% (it being understood that this number is positive).

- b) If the total amount of the reductions calculated for all eligible airlines is over €5 million (€ at 2010 levels) (*threshold indexed annually, under the ERA ; the applicable total threshold for reductions within IATA year 2012 being mentioned at the paragraph c*)), each eligible airline shall benefit from a reduction calculated on a pro rata basis on this threshold.
- c) Within IATA year 2012, the applicable total threshold for reductions shall be € 5,247,033.

1 Passengers billed for the passenger fee.

4. Fees for check-in counters and boarding gates and origin/destination baggage handling at the Paris - Charles-de-Gaulle and Paris - Orly airports

User fees for check-in counters and boarding gates and origin/destination baggage handling are comprised of a flat rate based on the number of check-in counters and self-service kiosks used and a supplemental charge based on the number of departing passengers excluding connecting passengers. The same definition of a connecting passenger is used as for passenger fees as specified in the amended bylaw of 26 February 1981.

The flat fee is payable by the airline or ground handling assistance provider that uses the check-in counters. The annual base rate is a flat fee for each check-in counter leased for the year. In case of leasing for a whole aeronautical season, a *prorata temporis* flat fee is applied. The hourly rate applies to the temporary use of a check-in counter outside of the leased period.

Paris - Orly and Paris – Charles-de-Gaulle airports

Base rate	User fee (€ excluding VAT)
<u>Check-in counters</u>	
- Annual base rate	12,671.00
- Hourly rate (per hour that a check-in counter is used)	4.58
<u>Self-service check-in counters</u>	
- Annual rate	3,116.00
- Quarterly rate	779.00

The supplemental rate is payable by the airline. The supplemental fee differs by passenger destination, which is divided into two categories:

- National traffic, European Union, European Economic Area, Switzerland, French overseas departments and territories

- International traffic to other destinations

Paris - Orly airport

Supplemental rate	Supplemental fee per passenger (excluding connecting passengers) (€ excluding VAT)
- National traffic, European Union, EEE, Switzerland and French overseas territories	0.478
- Other international traffic	1.436

Paris - Charles-de-Gaulle airport

Supplemental rate	Supplemental fee per passenger (excluding connecting passengers) (€ excluding VAT)
- National traffic, European Union, EEE, Switzerland and French overseas territories	1.087
- Other international traffic	3.266

5. User fee for connecting baggage sorting facilities at Paris - Charles-de-Gaulle Terminal 1 (CDG1)

The fee covers the use of connecting baggage sorting facilities and is fixed at €2.63 excluding VAT per connecting baggage.

6. User fee for connecting baggage sorting facilities for connecting flights at Paris - Charles-de-Gaulle Terminal 2 (CDG2)

The fee covers the use of connecting baggage sorting facilities and is fixed at €8.34 excluding VAT per connecting baggage within CDG2.

7. Fee for computer check-in and boarding (Crews)

The fee is due by the airlines, based on the passenger departing from terminals or parts of equipped terminals. It's differentiated by departing passenger for one part and by connecting passenger for the other part.

	Fee per passenger (€ excluding VAT)
- Fee per departing passenger	0.367
- Fee per connecting passenger	0.111

8. User fee for fixed power supply facilities at the Paris - Charles-de-Gaulle and Paris - Orly airports.

The fee covers the use of fixed power supply facilities for the terminals. The fee is based on touchdown and takeoff. Rates are based on MTOW, the location of the origination or destination airport and the type of parking.

	Pier-side stands		Remote parking stands	
	Per touchdown or takeoff for flights whose origination or destination airport is:		Per touchdown or takeoff for flights whose origination or destination airport is:	
	EU*	Outside of the EU, EEE or Switzerland	EU*	Outside of the EU, EEE or Switzerland
Maximum Takeoff Weight (MTOW) less than or equal to 140 tons	€13.44 excluding VAT	€20.16 excluding VAT	€6.72 excluding VAT	€10.08 excluding VAT
MTOW of over 140 tons	€26.88 excluding VAT	€40.32 excluding VAT	€13.44 excluding VAT	€20.16 excluding VAT

* including EEE and Switzerland

9. User fee for aircraft de-icing facilities at the Paris - Charles-de-Gaulle airport

The fee covers the use of de-icing facilities at Paris - Charles-de-Gaulle airport. Fee is comprised of a base rate and a supplemental charge.

The fees below are applicable as of 1 October 2012 for the supplemental fee and 15 October 2012 for the base fee. Prior to these dates, the previous base and supplemental fees are still applicable.

	Base fee (€ excluding VAT)	Supplemental fee (€ excluding VAT)
Class 1 aircraft	32.17	1,051.00
Class 2 aircraft	64.34	2,102.00
Class 3 aircraft	96.51	3,153.00
Class 4 aircraft	128.68	4,204.00
Class 5 aircraft	160.85	5,255.00

The amount of the base fee is payable for each landing between 15 October 2012 and 15 May 2013.

The supplemental fee is payable for each de-icing operation carried out between 1 October 2012 and 31 May 2013.

There are two billing periods for supplemental fees during the winter season, the first corresponding to all services provided between 1 October and 31 December and the second for services provided between 1 January and 31 May.

AIRCRAFT REFERENCE TABLE

Class UD 1		Class UD 2		Class UD 3		Class UD 4		Class UD 5	
Aircraft type	Wing surface area	Aircraft type	Wing surface area	Aircraft type	Wing surface area	Aircraft type	Wing surface area	Aircraft type	Wing surface area
SWM	25.8	731	91.0	T5B	201.5	ILW	320.0	380	845.0
H25	34.8	733	91.0	TU5	201.5	L10	321.0		
EM2	39.4	734	91.0	310	219.0	L12	321.0		
SF3	41.8	735	91.0	312	219.0	D11	328.8		
SH3	42.1	737	91.0	A31	219.0	L15	329.0		
SH6	42.1	73A	91.0	114	260.0	D14	338.9		
DFL	46.8	732	91.0	AB2	260.0	M11	339.3		
EM4	51.0	D92	93.0	AB3	260.0	SSC	358.3		
DH8	54.4	D93	93.0	AB4	260.0	330	361.6		
AT4	54.5	D94	93.0	AB6	260.0	340	361.6		
ATR	54.5	D95	93.0	VCS	260.0	D10	367.7		
CRJ	54.5	D98	93.0	D85	267.9	777	427.8		
CR1	54.5	B14	93.2	DC8	267.9	747	512.0		
AT5	54.5	100	93.5	D70	271.9	744	524.9		
AT4	54.5	F70	93.5	D87	271.9	74F	541.2		
S00	55.7	B11	95.8	D8L	271.9	741	541.2		
DHT	56.2	B15	95.8	D8M	271.9	742	541.2		
AT7	60.0	DAM	116.0	D8A	271.9	743	541.2		
F27	70.0	M80	118.0	IL6	279.6	74B	541.2		
FKF	70.0	319	122.4	762	283.3	74C	541.2		
F50	70.0	320	123.0	763	283.3	74D	541.2		
F28	76.4	321	123.0	767	283.3	74L	541.2		
FJF	76.4	T3B	127.3	707	283.4				
14F	77.3	TU3	127.3						
146	77.3	TRD	138.7						
142	77.3	CRS	146.7						
AR8	77.3	CRV	146.7						
DH7	79.9	72F	153.0						
CVR	85.5	73S	154.0						
D91	86.8	721	157.9						
DC3	90.0	727	157.9						
NDC	90.0	72S	157.9						
		752	185.3						
		757	185.3						

10. Passenger assistance fee for passengers with disabilities or reduced mobility.

The fee is based on the total number of departing passengers at the Paris - Charles-de-Gaulle and Paris - Orly airports, with the sole exceptions mentioned in Article 6 of the bylaw of 26 February 1981 governing the conditions for establishing and collecting user fees on facilities for handling passengers and merchandise at the airports in France and the French overseas territories.

- **Paris - Orly airport** : €0.63 excluding VAT per departing passenger
- **Paris - Charles-de-Gaulle airport** : €1.14 excluding VAT per departing passenger

11. Badge application fee for accessing restricted areas at Paris - Charles-de-Gaulle, Paris - Orly and Paris - Le Bourget airports: €53.50 excluding VAT.

The fee is due by the companies and organisations described in paragraph I.2 of Article R.213-4 of the French civil aviation code. It is paid for each badge application filed with the Aéroports de Paris badge service requesting access to restricted areas. If the government refuses to grant authorisation for the applicant as outlined in I of Article 213-4 of the French civil aviation code, the fee is reimbursed or credited.

12. User fee for aircraft water and sewage management services

- Paris - Orly airport

- Waste water services (dilaceration stations): €63.10 excluding VAT per entering tanker

The fee is payable by the ground handling service provider.

- Paris - Charles-de-Gaulle airport

- Waste water services (dilaceration stations): €41.60 excluding VAT per entering tanker

The fee is payable by the airline or in certain cases by the ground handling service provider.

Besides, Airports of Paris supplies services of drinking water and sanitary water for aircrafts, charged on the basis of delivered volumes (m³) and which do not recover from the aeronautical fees. The prices of these services are communicated below :

- Paris - Orly airport

- Drinking water services (drinking water supply stations): €7.42 excluding VAT per cubic meter of water provided ;
- Non-drinking water service (non-drinking water stations): €68.66 excluding VAT per cubic meter of water provided.

The fee is payable by the ground handling service provider.

- Paris - Charles-de-Gaulle airport

- Water services (needed for blue water) : €5.35 excludng VAT per cubic meter of water provided ;
- Chlorinated water services : €5.55 excluding VAT per cubic meter of water provided.