GROUPE ADP

DES HORIZONS À PARTAGER

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CHINA TRAFFIC RECOVERY INCENTIVE SCHEME
for air services between
Paris-Charles de Gaulle (CDG) and China

China Traffic Recovery Incentive Scheme has been published, on the 02nd of March, 2026 on Groupe ADP's website, to support the development of traffic between Paris-Charles de Gaulle Airport and China.

1. ELIGIBILITY CRITERIA

Airlines are eligible if they:

- operated flights between Paris-CDG and Mainland China cities[1] during the IATA 2025 year (S25 + W25/26).
- maintain or increase both number of **weekly frequencies** and **number of routes** throughout the scheme Application Periods defined in section 2.

Only frequencies and destinations authorised by the French DGAC (Direction Générale de l'Aviation Civile) and operated at the time of publication of this scheme[2] are considered for this incentive scheme.

The operating airline cannot have any record of **delays in payment or any unpaid invoices due to Groupe ADP** and is **not subject to any sanctions[3]** throughout the duration of the China Traffic Recovery Incentive Scheme.

2. INCENTIVE

The current incentive scheme will apply on the IATA 2026 and IATA 2027 aeronautical years and will be computed annually and separately, following the below principles and indicators.

Key Indicator: Departing China Traffic equals to the number of passengers departing Paris-CDG on direct flights to Mainland China with final destinations in Mainland China. Passengers connecting via airports in Mainland China to final destinations outside of Mainland China are excluded.

Application Periods: IATA 2026 (S26 + W26/27) and **IATA 2027** (S27 + W27/28).

Reference Periods: IATA 2025 (S25 + W25/26) for the IATA 2026 application period and **IATA 2026** (S26 + W26/27) for the IATA 2027 application period.

Trigger threshold: for each **Application Period**, a **Trigger threshold** is defined as +5% of the actual **Departing China Traffic** of the corresponding **Reference Period**.

Eligible traffic: for each **Application period**, the volume of eligible departing passengers is defined as the difference of actual **Departing China Traffic** and **Trigger threshold.** In the case of routes operated for a duration shorter than the full length of each Reference

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[1] Beijing, Chengdu, Chongqing, Guangzhou, Nanjing, Shanghai, Shenzhen, Xiamen, and Xi'an
[2] See appendix for details of traffic rights
[3] Including but without limitation, international sanctions established by the United Nations ("UN"), debarment sanctions decisions of the World Bank Group ("WBG"), restrictive measures of the European Union ("EU"), regulations of the Office of Foreign Assets Control of the U.S. Department of the Treasury ("OFAC"), the Export Administration Regulations ("EAR"), the International Traffic in Arms Regulations ("ITAR") and other applicable laws or regulations that restrict, limit, or prohibit transactions with a foreign government, entity, person, or country or with any person or entity that owns the foregoing.

Period, the actual **Departing China Traffic** used to calculate **Eligible Traffic** is limited to passengers carried during the corresponding dates in the Application period[4].

Incentive amount: 15.00 € per eligible departing passenger.

3. APPLICATION AND CONTRACT

Airlines are required to enter into bilateral agreements with Groupe ADP for the application of this scheme. As soon as the airline has expressed its interest, Groupe ADP will formalize the terms and conditions of the China Traffic Recovery Incentive Scheme and will send the airline a contract, which must be returned signed. In the absence of interest or signature, the airline will not be considered eligible for the incentive program. Airline's interest can be expressed by email (aviationdevelopment@adp.fr), before the beginning of each **Application period.** If an airline enters into bilateral agreement with Groupe ADP for the first **Application period IATA 2026** the agreement will automatically cover the second **Application period IATA 2027.**

4. DATA REPORTING

Departing China Traffic must be reported by airlines with a certification from their external auditors for each Reference and Application Periods.

In the circumstance of reasonable doubt[5] on the **Departing China Traffic** provided, ADP reserves the right to withdraw the incentive.

Reporting timeline will be defined in the bilateral agreement depending on reporting method.

5. METHOD OF PAYMENT

Within three months after the end of each Application Period, **Groupe ADP will verify eligibility, calculate the incentive amount, and issue a credit note** corresponding to the total incentive amount for each Application Period. For clarity, examples are provided in Section 6.

6. INCENTIVE CALCULATION EXAMPLE (ILLUSTRATIVE)

Examples are illustrative and based on simplified assumptions.

Example 1 – Airline A

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[4] For example, if a route is operated from June 1st to September 30th in the Reference Period, only Departing China Traffic carried between June 1st and September 30th of the Application Period is used to calculate Eligible Traffic

[5] Reasonable doubt: a deviance of +/-5% compared to public sources: Groupe ADP to extract data from Cirium Diio and/or other public sources

Airline A operates **two routes** between Paris-CDG and Mainland China, with a **combined 7 weekly frequencies (7WF)**—the maximum authorised by the French DGAC at the time of publication. These two routes with combined 7 weekly frequencies are considered in the calculation. In case of additional frequencies resulting from new traffic rights, the additional frequencies will not count toward the incentive scheme.

Reference Period IATA 2025:
During the Reference Period IATA 2025, Airline A carries **80,000 Departing China Traffic** passengers (passengers departing from Paris to Mainland China, whose final destinations are within Mainland China.)

Application Period IATA 2026:
- Step 1 — Determine the **Trigger Threshold$_{2026}$**

$$\text{Trigger Threshold}_{2026} = \text{Actual Trafffic}_{2025} \times 105\% = 80{,}000 \times 105\% = 84{,}000$$

- Step 2 — Measure **Eligible Traffic$_{2026}$**

During the Application Period of IATA 2026, Airline A carries **86,000 Departing China traffic** passengers on the eligible frequencies (7WF). The eligible traffic is calculated as:

$$\text{Eligible Traffic}_{2026} = \text{Actual traffic}_{2026} - \text{Trigger Threshold}_{2026}$$
$$= 86{,}000 - 84{,}000$$
$$= \mathbf{2{,}000} \text{ passengers}$$

- Step 3 — Calculate **Incentive Amount**

$$\text{Incentive Amount}_{2026} = \mathbf{2{,}000 \text{ passengers} \times 15€ \text{ per passenger} = 30{,}000 €}$$

Airline A will receive 30,000 € for IATA 2026.

Application Period IATA 2027:
- Step 1 — Determine the Trigger Threshold

The new trigger threshold uses actual traffic from the previous period (IATA 2026)
$$\text{Trigger Threshold}_{2027} = \text{Actual Trafffic}_{2026} \times 105\% = 86{,}000 \times 105\% = 90{,}300$$

- Step 2 — Measure Actual Eligible Traffic

During the Application Period of IATA 2027, Airline A carries 92,000 **Departing China traffic** on the eligible frequencies (7WF). The eligible traffic is calculated as:

$$\text{Eligible Traffic}_{2027} = \text{Actual traffic}_{2027} - \text{Trigger Threshold}_{2027}$$
$$= 92{,}000 - 90{,}300$$
$$= \mathbf{1{,}700} \text{ passengers}$$

- Step 3 — Calculate **Incentive Amount**

$$\text{Incentive Amount}_{2027} = \mathbf{1{,}700 \text{ passengers} \times 15€ \text{ per passenger} = 25{,}500 €}$$

Total Incentive for Airline A:
IATA 2026 = **30,000 €**
IATA 2027= **25,500 €**
Total = 55,500 €, issued as credit notes after each Application Period.

Example 2 — Airline B (Additional Frequencies Available)

Airline B operates **two routes** between Paris and Mainland China, with:
- **7 weekly frequencies (7WF)** in IATA 2025
- **14 weekly frequencies (14WF)** authorised

This means Airline B has potential to **increase frequencies** during the scheme, and additional frequencies may count toward eligible traffic **since they were authorised before publication** (which is the case here).

Reference Period IATA 2025:
During the Reference Period IATA 2025, Airline A carries **80,000 Departing China Traffic** passengers (passengers departing from Paris to Mainland China, whose final destinations are also in Mainland China.)

Application Period IATA 2026:
- Step 1 — Determine the Trigger Threshold

$$\text{Trigger Threshold}_{2026} = \text{Actual Trafffic}_{2025} \times 105\% = 80{,}000 \times 105\% = 84{,}000$$

- Step 2 — Actual Traffic

In 2026, Airline B keeps the same frequencies (7WF) and carries **82,000 Departing China traffic** passengers

- Result:

Actual traffic (**82,000**) is below the threshold (**84,000**). Therefore, no incentive for IATA 2026. However, the **82,000** passengers now become the basis for calculating the 2027 threshold.

Application Period IATA 2027:
- Step 1 — New Trigger Threshold

$$\text{Trigger Threshold}_{2027} = \text{Actual Trafffic}_{2026} \times 105\% = 82{,}000 \times 105\% = 86{,}100$$

- Step 2 — Increase in Frequencies

In 2027, Airline B expands its operations:
- From **7WF** to **10WF**, using rights that were already authorised before publication
- These additional frequencies **are eligible** since they fall within pre-existing traffic rights

- Step 3 — Actual Eligible Traffic

With the increased capacity, Airline B grows traffic to **120,000 Departing China traffic** passengers.

All these passengers are considered in incentive calculation because the increased frequencies were already part of the bilateral rights framework at publication.

$$\textbf{Eligible Traffic}_{2027} \textbf{ = Actual traffic}_{2027} \textbf{ – Trigger Threshold}_{2027}$$
$$= 120{,}000 - 86{,}100$$
$$\textbf{= 33{,}900 passengers}$$

- Step 3 — Calculate **Incentive Amount**

$$\textbf{Trigger Threshold}_{2026} \textbf{ = 33{,}900 passengers} \times \textbf{15€ per passenger = 508{,}500 €}$$

Total Incentive for Airline B:
IATA 2026: **0 €**
IATA 2027: **508,500 €**
Total = 508,500 €, issued as credit notes after each Application Period.

Questions regarding the published incentive scheme and application process can be submitted directly to Groupe ADP via email: aviationdevelopment@adp.fr.

7. APPENDIX

Traffic rights as of publication of this incentive scheme (02nd of March, 2026)

- between Beijing and Paris: 12 weekly frequencies for Air China; (12 weekly frequencies for French flag carriers)
- between Shanghai and Paris: 12 weekly frequencies for China Eastern; (12 weekly frequencies for French flag carriers)
- between any point in China other than Beijing and Shanghai, and any point in France:
    - 7 weekly frequencies for China Southern Airlines; (7 weekly frequencies for French flag carriers)
    - 5 weekly frequencies for Hainan Airlines; (5 weekly frequencies for French flag carriers)
    - 3 weekly frequencies for Xiamen Air; (3 weekly frequencies for French flag carriers)
    - 1 weekly frequency for Air China; (1 weekly frequency for French flag carriers)
    - 1 weekly frequency for China Eastern; (1 weekly frequency for French flag carriers)