

# APPENDIX.1

**Main investments made  
during the 2006-2010  
Economic Regulation Agreement**



# ORLY

## Renovation of Orly west hall 2

**Purpose:** The main aim of this renovation programme was to create a single boarding lounge fitted with a new, more efficient baggage handling system. It also enabled the security checkpoints to be grouped together.



**Start of works:** October 2003

**Entry into service:** April 2006

**Cost:** €24.5 million, two concurrent operations included

**Description:** The operation includes:

- the creation of a single boarding lounge of around 2600m<sup>2</sup>, fitted with a baggage handling system with a capacity of 1280 bags per hour and a set of 7 security checkpoints.
- the creation of a connecting flight baggage handling system in the central part grouping together the former "multi-company" handling area and the "private" AF zone.

Two other operations were carried out concurrently, in order to minimise the inconvenience caused during the works: The hall 2 flow management and the separation of pre-bridges 7 and 8 flows.

**Status:** Operation completed in 2006

**Location:**



Aéroport d'Orly, Aérogare Ouest  
hall 2, réaménagement  
PLAN MASSE

# ORLY

## Redevelopment of international channels

**Subject:** The assembly of the customs-controlled area of Orly-South (East international pier and baggage collection hall) has been redeveloped with far-reaching modifications to passenger flow and the commercial area. This operation, in line with the high-potential improvement of the international commercial area, extended over the 2006-2008 period.

This restructuring has in particular allowed for the commercial area to be enlarged significantly by locating it downstream of the security checkpoints, now centralised for greater efficiency and, concerning the arrivals channel, the baggage delivery halls have also been enlarged.



**Start of work:** May 2006

**Reopening:** Areas gradually reopen from mid-July 2007 to July 2008.

Embarkation channels with a pool of 14 security checkpoints and international arrivals channel with entry into service of the new baggage delivery hall including two new 80m carousels (27 June 2007).

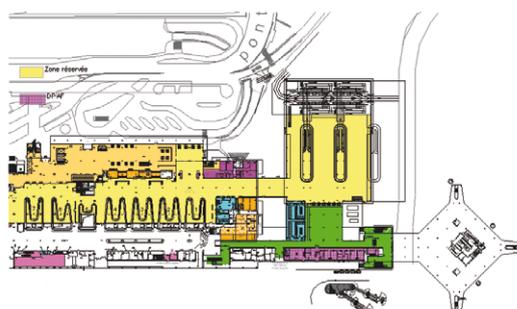
**Cost:** €25.5 million (excluding security)

**Description:** Operation includes:

- Grouping and pooling of emigration controls and security checkpoints,
- Separation of passenger flows at departure and arrival,
- Extension and reorganisation of commercial areas,
- Creation of a building with a total surface area of 4360m<sup>2</sup> (simple floor) housing the international extended baggage delivery hall and immigration controls,
- Upgrading of the fire safety plan.

**Status:** Entry into service completed

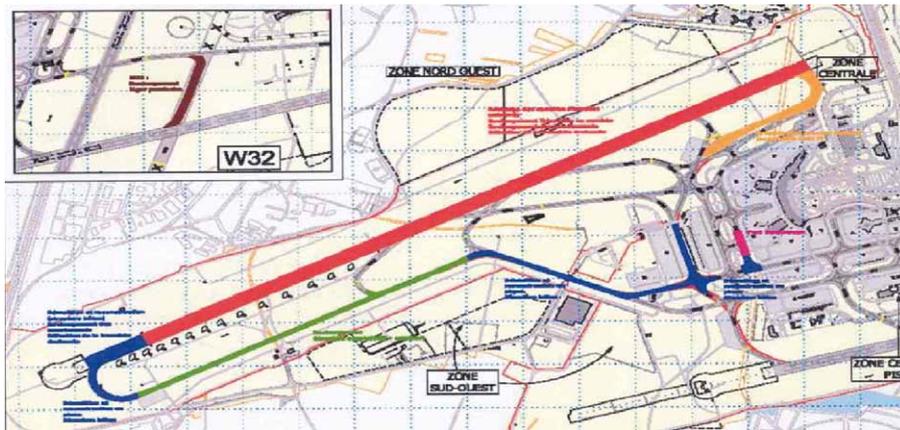
**Location:**



# ORLY

## Handling new wide-body aircraft

**Objet:** While the B777-300ER is somewhat lighter than the B747 previously used in operation at Paris-Orly, it is notably more aggressive on the runways and taxiways because it has fewer main LG wheels (12 instead of 16). Aircraft infrastructure at Paris-Orly was previously not in the proper conditions to handle significant volume of take-offs of such an aircraft. Also, the length of its fuselage, or to be more exact its wheelbase, is greater than that of the B747. As a result, the geometry of the taxiways needed adjustment.



**Start of works:** November 2005

**Reopening:** June 2006

**Cost :** €30 million

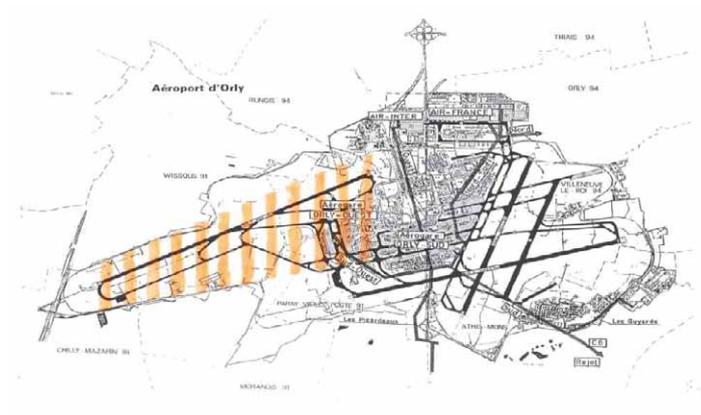
**Description:** Renovation of runway 4 and taxiways allowing access to both endpoints and wide-body aircraft stands in hall 3 of Orly-West: U4, V6 and V7A.

Renovation of V6 and V7A stands.

Rénovation des postes V6 et V7A.

**Status:** Operation completed.

**Location:**



# CDG

## Satellite S3

**Purpose:** Satellite S3 is a complement of the 2F/2E unit. As an installation designed to handle large passenger numbers on connecting flights, this satellite is directly linked to the CDG Terminal 2F by a walkway, and to CDG Terminal 2E by the LISA rapid transport line (this uses technology identical to the CDG Val system, with a capacity of 4500 passengers per hours in each direction).



**Start of works:** 2004, excluding preparatory work

- Opening:**
- Availability of Module P on 27/02/07
  - East area reception on 17/04/07
  - Reopened on 27/06/07, with the exception of the West face.
  - North walkways: Safety commission approval on 06/11/07
  - 8 aircraft stands opened on West face on 28/10/07
  - Remaining aircraft stands: Gradual entry into service until end-December 2007

**Cost:** €560.5 m (excluding LISA & security)

**Description:** At 750 m long and 36 m wide, the building provides 20 contact aircraft stands, including 6 for the A380, and a maximum capacity of 8.6 million passengers. Total surface area of 180,000 m<sup>2</sup>.

The project comprises the following:

- boarding lounges
- a link with terminals 2F and 2E, respectively using a walkway and the LISA rapid transport line, for check-in and baggage collection
- 3300 m<sup>2</sup> of shopping in the international area and 3900 m<sup>2</sup> of lounges.

Before reopening, the East Wing of Terminal 2E had to be developed, with the implementation of the LISA rapid transport line.

**Status:** The works have been completed.

**Location:**



# CDG

## Satellite S3 - LISA

**Purpose:** LISA is a rapid transport line that takes international passengers to Satellite S3 after check-in at Terminal 2E.



**Start of works:** Beginning 2004

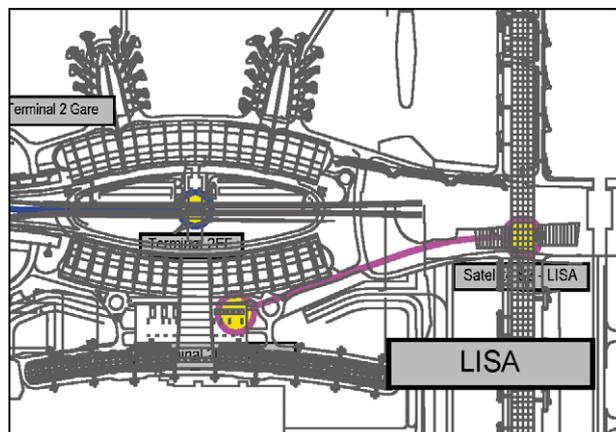
**Opening:** 27 June 2007

**Cost:** €76 m (€50 m facilities and €26 m civil engineering).

- Description:**
1. Line capacity: 4500 passengers per hour in each direction
  2. Length of line: 590 metres, 2 stations and a temporary maintenance workshop.
  3. System identical to the CDG Val line:
    - Trains consisting of 2 carriages capable of transporting 128 passengers.
    - Tyre on metal track guidance: vibration and sound absorption
    - Length of vehicle: 2.08 m
  4. Operation 20h/24h

**Status:** The works have been completed.

**Location:**



# CDG

## CDGVAL Line 1- Automatic transport system -

**Purpose:** CDGVAL system is the internal metro of the Paris-Charles de Gaulle platform. This line links up with Terminal CDG1, the RoissyPôle RER station and the RER/TGV station at Terminal CDG2.



**Start of works:** End of 2002

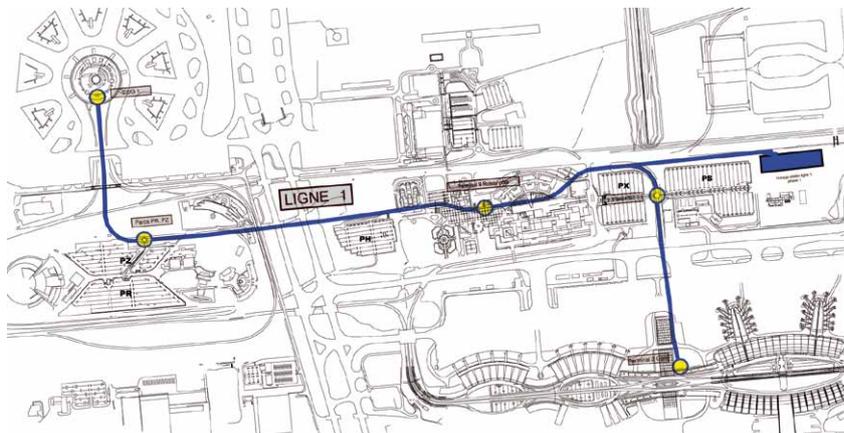
**Opening:** 4 April 2007

**Cost:** €158 million

- Description:**
1. Line capacity: 1900 persons per hour; capable of carrying 4100 persons per hour in the long term
  2. Length of line: 3300 m, 5 stations and 1 workshop garage  
Partial use of existing infrastructure of the previous system
  3. SLight rail system (VAL):
    - Trains consisting of 2 carriages capable of transporting 118 passengers
    - Length of vehicle: 2.08 m
  4. Operation 24h/24

**Status:** The works have been completed.

**Location:**



# CDG

## East baggage-sorting area (TBE):

**Outline:** A fully automated baggage sorting system integrating 100% hold baggage screening. More particularly it processes transfer baggage from terminal 2.

- Area: modules E and F connected to the existing terminal C via module M.
- Size: 122 check-in desks, 7 deposit lines, 4 sorters, 29 sorting end points (jetties + departure conveyors), 14 integrated PEDS (Primary Explosive Detection Systems) and 4 integrated EDS (Explosive Detection Systems).
- Target capacity: 8600 bags/hr.



**Start of work:** Summer 2000

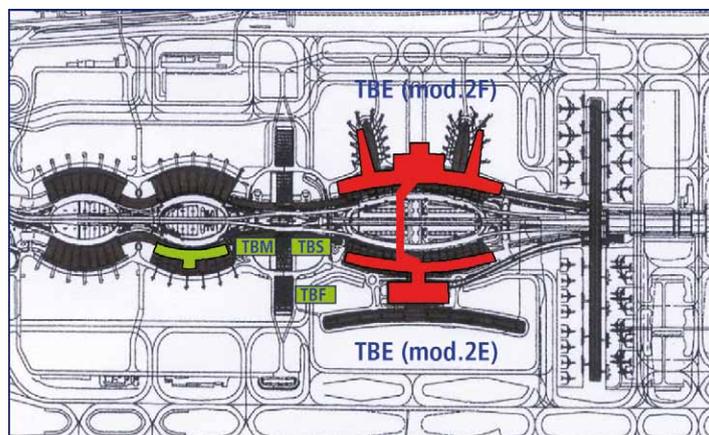
**Opening:** October 2007

**Cost:** €194.7 m (excluding civil engineering and security)

**Status:** Stable operation since the middle of 2009.

Volumes in excess of 40,000 bags/day (compared with 10–15,000 at the beginning of 2009) are regularly processed with performances in line with expectations.

**Location:**



# CDG

## CDG 2G Regional terminal

**Purpose:** Terminal T2G complements the existing facilities at Paris-Charles de Gaulle's hub.

It is mainly intended for passengers from France and Schengen travelling on aircrafts with seating for 50–100 passengers ("level 3" aircrafts).



**Start of work:** 12 July 2006.

**Opening:** 3 September 2008

**Cost:** €90.1 m (excluding security)

**Description:** Completion of a regional Schengen terminal measuring 21,000 m<sup>2</sup> allowing for treatment of 26 ERJ 170/195 type aircraft (20 for contact) with an overall capacity estimated at 3 m pax (1700 pax/hr peak).

**Status:** The works have been completed

**Location:**



# CDG

## Reconstruction of the T2E pier

**Purpose:** To ensure the total safety of the works, Paris Airports decided to completely reconstruct the roof of the embarkation pier in the CDG 2E terminal.

The roofing for the terminal pier was first disassembled and then replaced by a structure consisting of entirely metal arches. Interior wood fittings were used in the finishing.



**Start of works:** June 2006

**Reopening:** 30 March 2008

**Cost:** €136.9 m

**Description:** The operation includes:

- Demolition and reconstruction of the roof
- Redevelopment and extension of the retail area
- Adaptation of the terminal for traffic conditions (taking into account lessons learned from how the building operated before the collapse, additional services for passengers, and additional security measures).

**Status:** Reopening 30 March 2008.

**Location:**



# CDG

## Terminal 1 - refurbishment

**Purpose:** The comprehensive refurbishment of terminal 1, opened in 1974, committed to since 2001. The operation was carried out in 4 phases for the terminal, which will be completed with a fifth phase for the treatment of its surroundings.

This programme had three major objectives: re-establishing satisfactory conditions for the processing of passengers and baggage, recreating spacious and comfortable reception and movement areas, and simplifying passenger routes and making them more fluid.



**Start of works:** Early 2001

**Entry into service:** Phase 4: March 2009  
Phase 5: July 2011

**Cost:** €248 million

**Description:** The operation, organised over 4 successive phases, aimed to improve the general operation of the terminal:

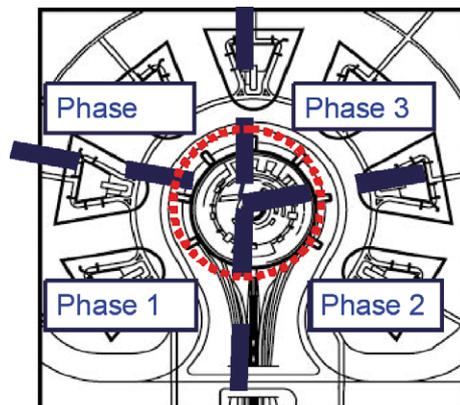
- reorganisation of flows: esplanades, check-in areas, transfers;
- baggages: automatic sorting, reliable routing, reduction in delivery time and minimum connection time (45');
- improved overall quality: look, signage, lounges and new services, passengers of reduced mobility, etc.
- security: luggage inspection, flow separation, access control
- shopping: reorganisation and development.

It also included the compliance of technical bodies: fire safety, smoke control, networks, etc.

A 5<sup>th</sup> and final phase, launched at the beginning of 2010, will consist of improving the exterior image of the terminal (frontage treatment) and its public transport access (esplanade refurbishment).

**Progress:** The phase 5 works will be carried out in 3 stages from early 2010 to June 2011.

**Location:**



# CDG

## Fire safety - Terminal 2 ABCD

**Description:** Improvement and modernisation works on fire-safety systems. Project related to wide-ranging safety activities:

- Replacement of Fire Detection equipment,
- Replacement of Fire Safety Control equipment,
- Reorganisation of extinction equipments,
- Compliance of Safety Lighting.



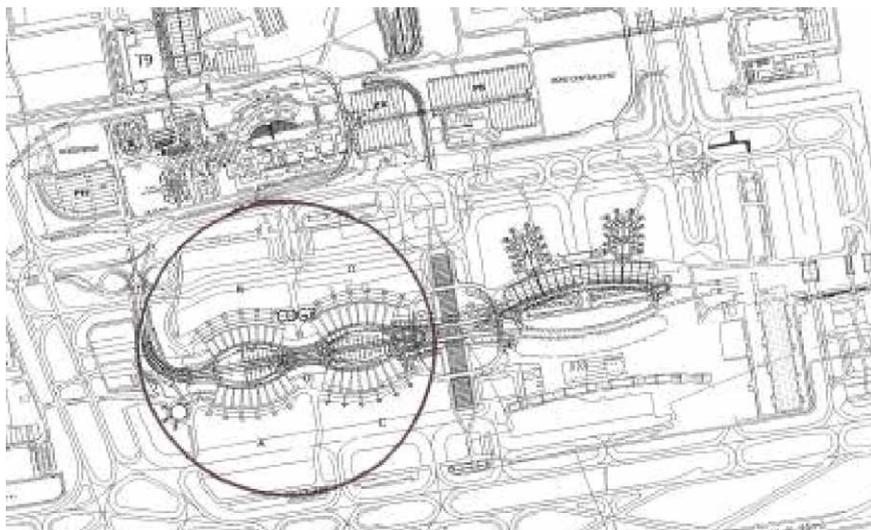
**Start of works:** July 2003 FS of Terminals A&B

**Entry into service:** Terminals A & B End 2006 – Terminals C & D March 2007

**Cost:** €23 million

**Status:** The works have been completed.

**Location:**



# CDG

## Repairs to runway 1

**Description:** The repair work for the whole of runway 1 was organised in two phases:

- 2700m in 2006;
- 900m in 2008;

This work required the closure of the runway during August 2008 to perform:

- the removal of the luminous lighting;
- the planing of coating to concrete;
- the resurfacing of the runway and shoulders;
- the replacing of the luminous lighting.



### Phase 1 (2006)

### Phase 2 (2008)

**Start of works:**

June 2006

July 2008

**Entry into service:**

September 2006

September 2008

**Cost:**

€11.3 million

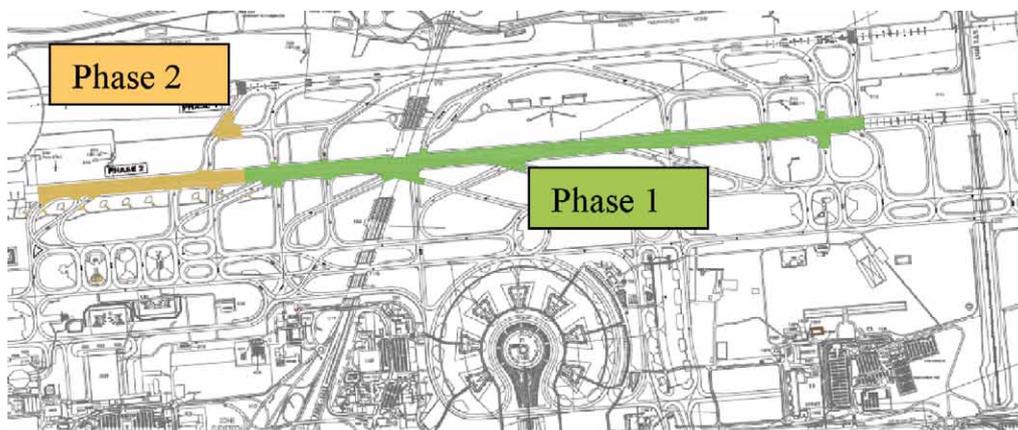
€4.6 million

**Progress:**

In service

In service

**Location:**



# CDG

## Access to threshold 26 – Taxiway E4

**Purpose:** The access provision for the facilities planned for the zone (wide-bodied stands and terminal CDG2G) and the access requirements to the runway threshold led ADP to create a third parallel taxiway: E4.

**Start of works:** January 2006

**Entry into service:** De-icing station: 15 October 2006

A380-related widening completed at the end of 2006

E4 South taxiway: 19/01/2007

Complete entry into service: April 2008

**Cost:** €33.3 million

**Description:** Performance of the Echo 4 taxiway, a class F taxiway located 100 metres to the west of Echo 5 taxiway.

Performance of civil engineering (K 32C, K 32B and L 32B) above the East access road and the service road access as well as the connection ramps.

Performance of road surfaces for the installation of site service roads.

The operation also included the relocation of a glycol station, the building of screen walls and the extension of a technical gallery.

**Progress:** The whole project was unveiled on 21 April 2008.



**Location:**



# CDG

## Lima parking stands

**Description:** Creation of stands enabling 3 class E commercial aircraft to park. The maximum envisageable size is the B777-300ER and the A340-600.

Ground lighting and parking stand lighting.

CCTV and Baggage Return System.

Construction of equipment shelters.



**Start of works:** 1<sup>st</sup> March 2006

**Entry into service:** 2 April 2007

**Cost:** €6.7 million

**Status:** In operation

**Location:**



# CDG

## FedEx Extension

**Purpose:** FedEx is experiencing significant growth at its Paris hub and plans to continue this growth. The extension of its sorting facilities was essential, as the facilities processed around 24,000 packages per hour, while the need was there for approximately 30,000 packages per hour in 2009. The long-term development prospects for these facilities rise to around 60,000 packages per hour.

**Description:** The project was split into two businesses:

**Car parking (batches 10, 15 and 14T):** Batch 10 relates to the creation of a lorry park, a multi-storey car park with 1200 spaces and a heavy goods vehicle park with 518 spaces. Batch 10 also corresponds to an equipment area North of the canopy. Batches 15 and 14T consist of the creation of equipment parking areas.

**Buildings (Batches 10 and 20) :** The purpose of batch 10 is also the creation of a building E, made up of a canopy on an unloading platform, as well as 624m<sup>2</sup> of offices distributed on two levels (R+1).

Batch 20 relates to the extension of the existing building B, enabling the ground surface area to be increased by 3170m<sup>2</sup>. The ground floor is dedicated to sorting operations, while the mezzanine and 1st floor surfaces are mainly given over to offices.

On top of this, a new building D enables an increase in surface of 13,766m<sup>2</sup>. The ground floor is given over to sorting activities, the 1st floor comprises a sorting area, office space, a cloakroom area and an extension area that can be used for offices. The 2nd floor is reserved for offices, with the option of an extension to offices and technical and maintenance rooms.



### Car parking (Batches 10, 15 and 14T) Buildings (Batches 10 and 20))

<b>Start of works:</b>	October 07/November 07/March 08	November 07/February 08
<b>Entry into service:</b>	September 08/December 07/March 09	May 08/August 09
<b>Cost:</b>	€16.4 million	€43.6 million
<b>Progress:</b>	Batch 15: completed Batches 10 and 14T: completed	Building E batch 10: completed Batch 20: completed, delivered at the end of August 2009
<b>Location:</b>	To the west of the CDG platform in the Fedex maintenance area	

# CDG

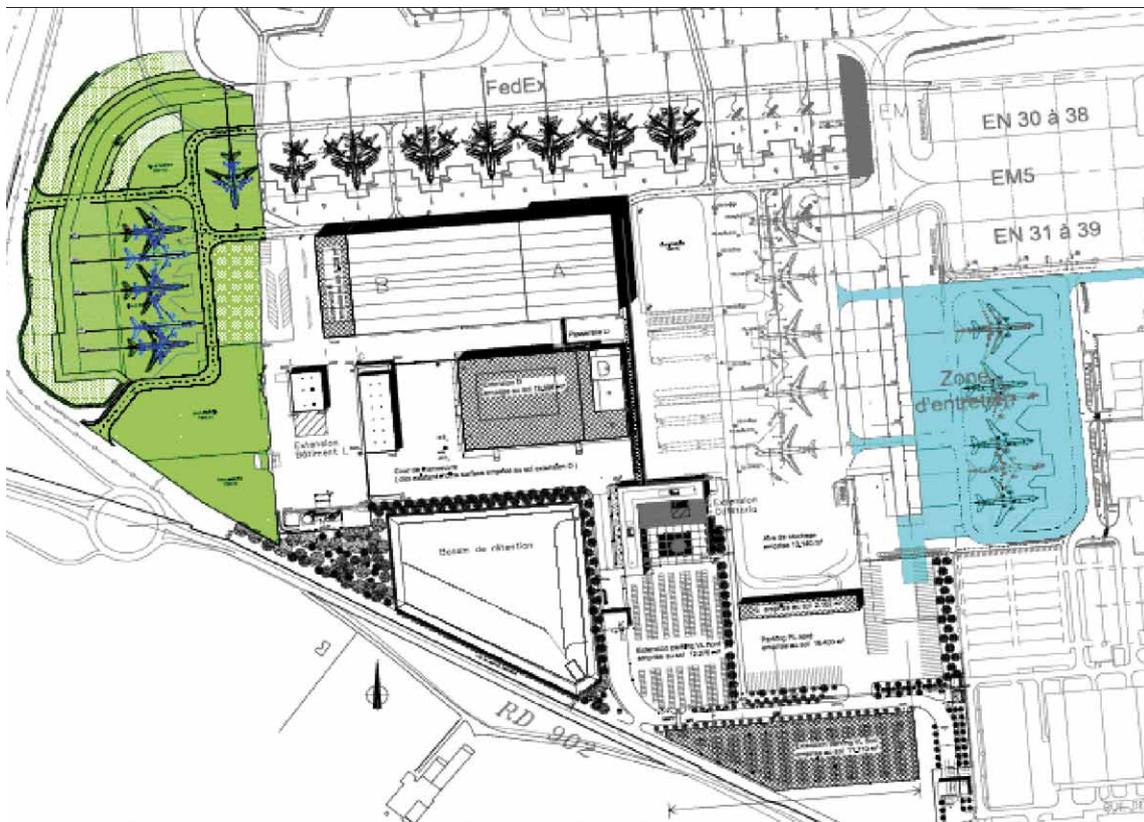
## Creation of FedEx aircraft stands

### (PHASES I, II AND III)

**Description:** FedEx was seeking to benefit from an initial extension necessary for its operations in 2006, and to have approximately 5 hectares of additional aircraft space for this purpose located to the east of the current sorting building by 2009-2010.

Phase II: 4 wide-bodied aircraft stands capable of accommodating 4 MD11, A310, B757-200 or 2 B777-200 aircraft across 6 hectares;

Phase III: 4 wide-bodied aircraft stands capable of accommodating 4 MD11, A310, B757-200 or 3 B777-200 aircraft across 5 hectares.



	Phase I	Phase II (in green)	Phase III (in blue)
<b>Start of works:</b>	Septembre 2005	February 2008	January 2009 originally, moved back
<b>Entry into service:</b>	December 2006	Entry into service 03/08/2009	March 2010 originally, moved back
<b>Cost:</b>	€6.9 million	€12.5 million	
<b>Progress:</b>	In service	Work completed: 02/2009	Launch of postponed project
<b>Location:</b>	West of the Paris-Charles de Gaulle platform in the FedEx maintenance zone		

# CDG

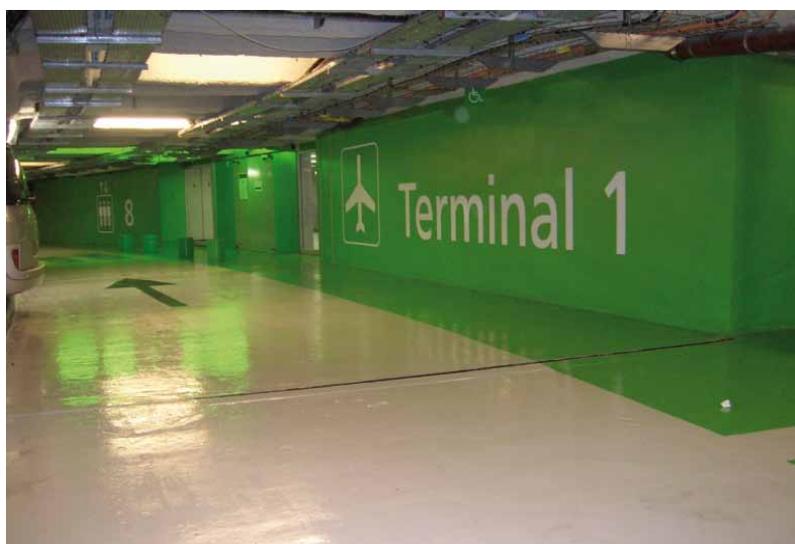
## Terminal 1 – Refurbishment of P1 parking area

**Description:** The operation aimed to raise the P1 parking area located in terminal 1 to a suitable level of quality and public service for CDG1 after refurbishment.

The work enabled issues noted in the existing structure to be rectified, to provide the weather-proofing for level 10 needed for the durability of the parking structure and to improve the overall quality of the P1 parking area (painting, lighting, etc).

The work also enabled the building to be brought up to standard (fire, drainage, electricity) and to meet the expectations of the planning permission issued for the refurbishment of CDG1.

This was organised in 3 successive phases (A, B and C) synchronised with the work phases in the main building.



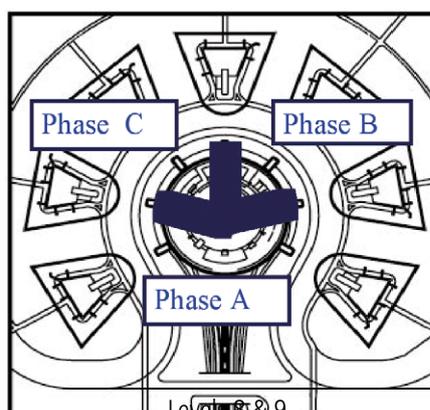
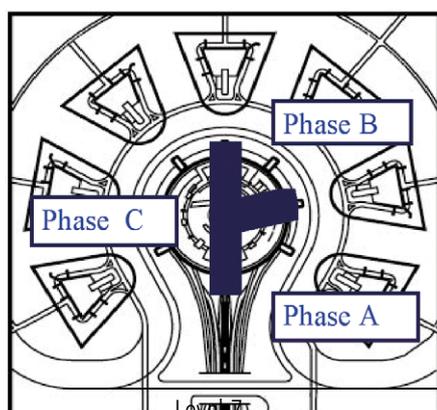
**Start of works:** 2<sup>nd</sup> quarter of 2006

**Entry into service:** 1<sup>st</sup> quarter of 2009 (end of phase C)

**Cost:** €11.9 million

**Progress:** The works from phase A were delivered in April 2007, the works from phase B in March 2008 and the works from phase C in May 2009

**Location:**



# ORLY

## Land preparation for Cœur d'Orly district

**Purpose:** Aéroports de Paris is implementing an urban planning policy enabling it to bring together into a single district Cœur d'Orly, the most attractive areas at the Orly platform separated by the N7 main road. The aim is to create a major business park at the heart of the leading business area in the south of Paris.

As well as its tertiary business usage buildings, Cœur d'Orly will include commercial and cultural elements, public spaces, pedestrian pathways and greenery. The urban nature of Cœur d'Orly, its individual benefits and its atmosphere are just as important in this project as its functionality and location.

The performance of this business park, with a surface area of 130 hectares including 80 hectares for building development, started in 2008 and will be performed in successive phases. The development of approximately 230,000m<sup>2</sup> usable surface area over an area of 13.5 hectares suitable for building, next to the main access (A106), opposite the Southern airport terminal. These constructions will play host to various types of offices, a four-star hotel complex and a living area (shops, leisure, services, etc.). An international conference and exhibition centre will put the finishing touches to the project.

**Description:** The land development for this first phase includes:

- the demolition of existing buildings (such as buildings 280, 363, 360 etc),
- the creation of a car park to replace parks P6 and P10,
- the resurfacing of roadways,
- the creation of drainage, wastewater, drinking water and energy networks,
- the creation of a bridge connecting the Southern airport terminal to the Cœur d'Orly area,
- the reopening of the old RN7 road.

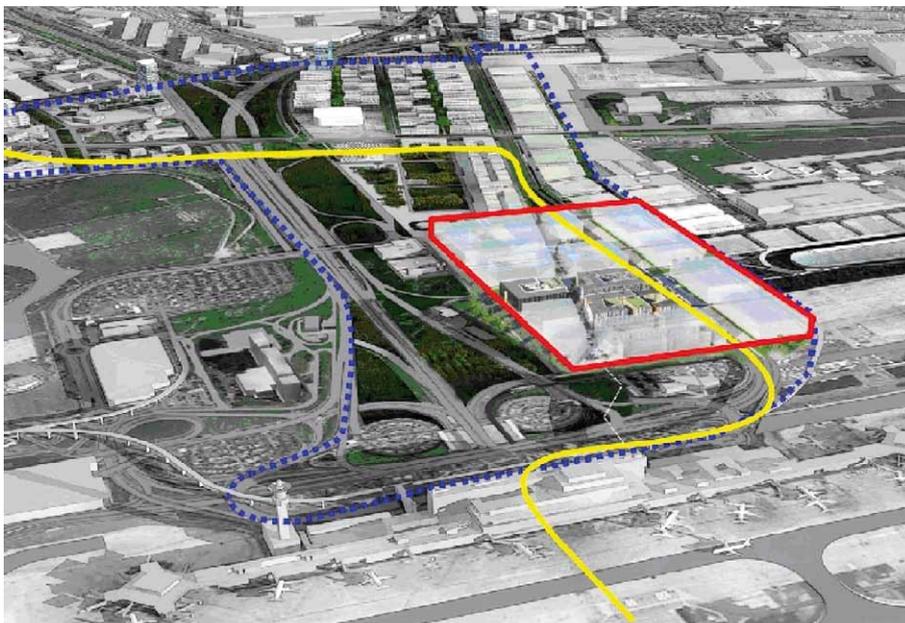
**Start of works:** Last quarter 2007 (land development works)

**Entry into service:** Gradual, as of 2013, subject to contracting with the launch client

**Cost:** Development: €60 million (2010 value), including access networks

**Progress:** Performance of pre-project studies for networks and surfaces interfacing with the Tramway project. Ongoing discussions for powering the Cœur d'Orly buildings using the platform's own energy.

**Location:**



# APPENDIX.2

**Comparison of the 2006-2010  
investment programme  
with the plan initially  
envisaged by the 2006-2010  
Economic Regulation Agreement  
- 2006 constant € -**



	diff. 2006	diff. 2007	diff. 2008	diff. 2009	diff. 2010	Total 2006-2010
<b>Capacity Investments</b>						
<b>CDG structuring projects</b>	-14	84	17	24	59	169
CDG Val	-3	0	4	-	-	1
T2E	-7	-1	5	1	1	-0
TBE and extension	-18	1	-25	-28	-28	-98
S3 (incl. LISA)	15	82	-15	3	2	87
Baggage - Processing hub	-	-	-	-	8	8
East Access	-2	-0	-0	-3	-13	-18
2E Reconstruction	2	-3	14	0	-	13
S4 (incl. LISA - excl. Baggage sorting)	-2	2	30	45	76	150
T2G	1	2	4	1	-	8
A-C Junction	-	-	0	5	13	18
<b>Other capacity investments at CDG</b>	7	1	-10	-33	-35	-70
T1/T3 terminal	0	-2	-0	5	0	3
ABCD T2 terminal	-0	-2	0	1	5	4
EF T2 terminal	2	4	5	-9	-2	-0
Airside infrastructures	4	2	-7	-5	-9	-15
Facilities for new aircrafts	-1	-3	3	5	3	6
Car parks and access roads	1	1	-12	-28	-33	-71
Industrial services	1	1	0	-1	2	3
<b>Capacity investments at Orly</b>	-1	0	-8	-0	-	-9
Orly West terminal	-	-	-	-	-	-
Orly South terminal	-	-	-	-	-	-
Airside infrastructures	-1	0	-8	-0	-	-9
<b>Capacity investments at Le Bourget</b>	-2	-1	-0	-3	-3	-9
<b>Total</b>	<b>-10</b>	<b>84</b>	<b>-2</b>	<b>-12</b>	<b>21</b>	<b>81</b>
<b>Restructuring Investments</b>						
<b>CDG</b>	-9	4	2	-14	4	-13
CDG1 refurbishment program	-9	4	2	-16	-1	-19
<i>central structure</i>	-9	4	-0	-1	11	5
<i>satellites refurbishment</i>	-	-	2	-14	-12	-24
ABCD refurbishment program	-	-	-	2	2	4
<i>2B refurbishment - phase 0</i>	-	-	-	2	2	4
<i>2B refurbishment</i>	-	-	-	-	-	-
<i>2A ad hoc refurbishment</i>	-	-	-	-	-	-
<i>2C ad hoc refurbishment</i>	-	-	-	-	-	-
<i>ABCD external appearance improvement</i>	-	-	-	-	-	-
<i>Security control check at 2D</i>	-	-	-	-	-	-
<i>Restructuring of T2 - EF</i>	-	-	-	-	1	1
<i>Restructuring of car parks and access roads</i>	-	-	-	-	1	1
<i>Restructuring of industrial services</i>	-	-	-	-	-	-
<i>Gallery EF</i>	-	-	-	-	-	-
<i>Other restructuring investments</i>	-	-	-	-	-	-
<b>Orly</b>	1	-1	-1	1	5	6
Orly West	-0	0	0	-	-	-0
Orly South	2	-2	-1	1	5	6
<b>Total</b>	<b>-8</b>	<b>3</b>	<b>1</b>	<b>-13</b>	<b>9</b>	<b>-7</b>
<b>Real Estate Development</b>						
Airport real estate	-2	-7	18	5	-5	9
Diversification real estate	-9	-10	5	-8	26	4
<b>Total</b>	<b>-12</b>	<b>-17</b>	<b>23</b>	<b>-3</b>	<b>22</b>	<b>14</b>
<b>Current investments</b>						
Platforms*	-2	-4	-13	-17	3	-33
Real estate	0	-1	-2	2	3	2
Other	-3	-2	-1	-4	-4	-14
<b>Total</b>	<b>-5</b>	<b>-7</b>	<b>-15</b>	<b>-18</b>	<b>1</b>	<b>-45</b>
<b>Dedicated investments budget</b>						
Service Quality	-	-	-	19	19	38
Commercial development	-	-	-	5	17	22
Sustainable development	-	-	-	-	-	-
<b>Total</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>24</b>	<b>37</b>	<b>61</b>
<b>Air navigation</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Security</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Cost of studies and supervision of works</b>	<b>0</b>	<b>11</b>	<b>7</b>	<b>1</b>	<b>6</b>	<b>24</b>
<b>Investments moved forward</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-16</b>	<b>15</b>	<b>-0</b>
<b>TOTAL INVESTMENTS</b>	<b>-34</b>	<b>74</b>	<b>13</b>	<b>-36</b>	<b>110</b>	<b>128</b>



# APPENDIX.3

**Summary of the service quality  
rewards/penalties obtained on  
the 2006-2010 ERA**



Indicator	Performance from 1st July 2006 to 30 June 2007	Objective	Maximum level	Minimum level	+Bonus/-Penalty
n°1 (DPS)	N/A	N/A	N/A	N/A	N/A
n°2 (DPT)	99.78%	98.9%	99.4%	98.4%	0.050%
n°3 (DEE)	99.60%	99.0%	99.5%	98.5%	0.050%
n°4 (DTB)	99.88%	99.4%	99.6%	99.2%	0.050%
n°5 (DSI)	99.78%	99.1%	99.4%	98.8%	0.050%
n°6 (SPR)	82.0%	80.3%	81.3%	79.3%	0.050%
n°7 (SIV)	81.9%	83.0%	83.8%	82.2%	-0.050%
n°8 (SCB)	90.5%	88.0%	90.0%	86.0%	0.050%
n°9 (DRR)	99.36%	95.0%	100.0%	90.0%	0.044%

(I)	<b>TOTAL</b>	<b>0.294%</b>
(II)	<b>previous balance</b>	<b>0.000%</b>
(III) = (I)+(II)	<b>accrued balance</b>	<b>0.294%</b>
(IV) = max((III)-0,35%;0,00%)	<b>bonus ind. 1 à 9</b>	<b>0.000%</b>
(V)	<b>penalty RPC</b>	<b>-0.289%</b>
(VI) = (IV)+(V)	<b>total penalty 2009</b>	<b>-0.289%</b>

Indicator	Performance from 1st July 2007 to 30 June 2008	Objective	Maximum level	Minimum level	+Bonus/-Penalty
n°1 (DPS)	99.11%	98.0%	98.5%	97.5%	0.050%
n°2 (DPT)	99.56%	99.1%	99.6%	98.6%	0.046%
n°3 (DEE)	99.67%	99.0%	99.5%	98.5%	0.050%
n°4 (DTB)	99.86%	99.5%	99.7%	99.3%	0.050%
n°5 (DSI)	99.92%	99.1%	99.4%	98.8%	0.050%
n°6 (SPR)	83.6%	80.5%	81.5%	79.5%	0.050%
n°7 (SIV)	83.4%	83.2%	84.0%	82.4%	0.013%
n°8 (SCB)	89.9%	88.0%	90.0%	86.0%	0.048%
n°9 (DRR)	99.8%	95.0%	100.0%	90.0%	0.048%

(I)	<b>TOTAL</b>	<b>0.404%</b>
(II)	<b>previous balance</b>	<b>0.294%</b>
(III) = (I)+(II)	<b>accrued balance</b>	<b>0.698%</b>
(IV) = max((III)-0,35%;0,00%)	<b>bonus ind. 1 à 9</b>	<b>0.348%</b>
(V)	<b>bonus RPC</b>	<b>0.021%</b>
(VI) = (IV)+(V)	<b>total bonus 2009</b>	<b>0.368%</b>

Indicator	Performance from 1st July 2008 to 30 June 2009	Objective	Maximum level	Minimum level	+Bonus/-Penalty
n°1 (DPS)	99.04%	98.3%	98.8%	97.8%	0.050%
n°2 (DPT)	99.35%	98.8%	99.3%	98.3%	0.050%
n°3 (DEE)	99.45%	98.6%	99.1%	98.1%	0.050%
n°4 (DTB)	98.77%	99.1%	99.3%	98.9%	-0.050%
n°5 (DSI)	99.88%	99.2%	99.5%	98.9%	0.050%
n°6 (SPR)	85.8%	80.7%	81.7%	79.7%	0.050%
n°7 (SIV)	85.4%	83.4%	84.2%	82.6%	0.050%
n°8 (SCB)	89.4%	88.0%	90.0%	86.0%	0.035%
n°9 (DRR)	99.17%	95.0%	100.0%	90.0%	0.042%

(I)	<b>TOTAL</b>	<b>0.327%</b>
(II)	<b>previous balance</b>	<b>0.350%</b>
(III) = (I)+(II)	<b>accrued balance</b>	<b>0.677%</b>
(IV) = max((III)-0,35%;0,00%)	<b>bonus ind. 1 à 9</b>	<b>0.327%</b>
(V)	<b>penalty RPC</b>	<b>-0.250%</b>
(VI) = (IV)+(V)	<b>total bonus 2010</b>	<b>0.077%</b>



# APPENDIX.4

**Fee tables from 2006 to 2010**



**AIRPORT CHARGES AT THE PARIS-ORLY AND PARIS-CHARLES DE GAULLE AIRPORTS**

**AIRCRAFT LANDING FEE**

SERVICES RENDERED AND FEES BASE		TARIFFS 2006 from 15th May 06 to 31st March 07 (€ excl. VAT)	TARIFFS 2007 from 1st April 07 to 31st March 08 (€ excl. VAT)	TARIFFS 2008 from 1st April 08 to 31st March 09 (€ excl. VAT)	TARIFFS 2009 from 1st April 09 to 31st March 10 (€ excl. VAT)	TARIFFS 2010 from 1st April 10 to 31st March 11 (€ excl. VAT)
MTOW of under 6 tons	fixed charge	164.14	172.18	173.12	165.54	165.54
MTOW of between 6 and 50 tons from 2006 to 2009 / 6 and 40 tons as of 2010	fixed charge	164.14	171.06	173.12	165.54	165.54
	rate per ton of MTOW over 25 tons	3.62	4.51	4.56	5.86	-
MTOW of 51 tons or more from 2006 to 2009 / of 41 tons or more as of 2010	fixed charge	254.64	283.81	287.12	312.04	165.54
	rate per ton of MTOW over 50 tons until 2009 / over 40 tons as of 2010	8.20	7.99	7.99	5.86	5.65
discount applied to cargo and postal flights		-16%	-14%	-10%	-5%	0%

noise modulations : landing fees are multiplied by a noise level coefficient based on the aircraft's noise classification and daytime period

from 2006 to 2008 (1)		
<u>Paris - Charles de Gaulle</u>	day	night
	(6h01 - 23h29)	(6h01 - 23h29)
	group 1	2.90
	group 2	2.70
	group 3	2.50
	group 4	1.00
<u>Paris - Orly</u>	day	night
	(6h01 - 23h29)	(6h01 - 23h29)
	group 1	2.90
	group 2	2.70
	group 3	2.50
	group 4	1.00
group 5	0.90	

à compter de 2009 (2)		
<u>Paris - Charles de Gaulle</u>	day	night
	(6h00 - 22h00)	(22h00 - 06h00)
	group 1	1.95
	group 2	1.80
	group 3	1.725
	group 4	1.50
<u>Paris - Orly</u>	day	night
	(6h00 - 22h00)	(22h00 - 06h00)
	group 1	1.95
	group 2	1.80
	group 3	1.725
	group 4	1.50
group 5a	1.275	
group 5b	1.05	

(1) acoustic groups are defined in the 29th December 1995 decree amending the 24th January 1956 decree which draws up conditions of calculation and payment of landing and lighting fees levied on airfields opened to public air traffic

(2) acoustic groups are defined in the 26th February 2009 decree amending the modified 24th January 1956 decree which draws up conditions of calculation and payment of landing and lighting fees levied on airfields opened to public air traffic

**AIRCRAFT PARKING FEE**

SERVICES RENDERED AND FEES BASE		TARIFFS 2006 from 15th May 06 to 31st March 07 (€ excl. VAT)	TARIFFS 2007 from 1st April 07 to 31st March 08 (€ excl. VAT)	TARIFFS 2008 from 1st April 08 to 31st March 09 (€ excl. VAT)	TARIFFS 2009 from 1st April 09 to 31st March 10 (€ excl. VAT)	TARIFFS 2010 from 1st April 10 to 31st March 11 (€ excl. VAT)
pier-side stands	per use of parking stand and per ton (as of 2009 for stands equipped with air-bridges exclusively)	2.418	2.52	2.65	2.80	2.49
	per MTOW ton per 10 minutes interval up to 90 minutes of parking	0.0315	0.032	0.034	0.057	0.053
	per MTOW ton per 10 minutes interval after 90 minutes of parking		0.039	0.042		
remote stands on active parking areas	per MTOW ton per hour until 2009 / per MTOW ton per 10 minutes interval as of 2010	0,189*	0,197*	0,20*	0,33*	0,053*
stands on garage parking areas	per MTOW ton per hour	0.126	0.131	0.132	0.132	0.114

\*free parking period applied to arriving flights : 1 hour until 31st March 2009, 50 minutes as of 1st April 2009

**PASSENGER FEE**

SERVICES RENDERED AND FEES BASE		TARIFFS 2006 from 15th May 06 to 31st March 07 (€ excl. VAT)	TARIFFS 2007 from 1st April 07 to 31st March 08 (€ excl. VAT)	TARIFFS 2008 from 1st April 08 to 31st March 09 (€ excl. VAT)	TARIFFS 2009 from 1st April 09 to 31st March 10 (€ excl. VAT)	TARIFFS 2010 from 1st April 10 to 31st March 11 (€ excl. VAT)
per non connecting departing passenger whose destination is	France (excluding French overseas territories)	4.74	5.29	6.30	7.88	8.62
	Schengen area	7.11	7.56	7.56	7.88	8.62
	non Schengen area (EU,EEA,French overseas territories)	10.24	10.90	9.07	8.67	9.48
per connecting passenger whose destination is	international airport	12.70	13.51	15.13	19.20	21.00
	France (excluding French overseas territories)	4.00	4.60	4.60	4.73	5.17
	Schengen area	4.98	4.92	4.73	4.73	5.17
per connecting passenger whose destination is	non Schengen area (EU,EEA,French overseas territories)	7.17	7.09	5.67	5.20	5.69
	international airport	8.89	8.78	9.46	11.52	12.60

**AIRCRAFT FUELLING FEE**

SERVICES RENDERED AND FEES BASE	TARIFFS 2006 from 15th May 06 to 31st March 07 (€ excl. VAT)	TARIFFS 2007 from 1st April 07 to 31st March 08 (€ excl. VAT)	TARIFFS 2008 from 1st April 08 to 31st March 09 (€ excl. VAT)	TARIFFS 2009 from 1st April 09 to 31st March 10 (€ excl. VAT)	TARIFFS 2010 from 1st April 10 to 31st March 11 (€ excl. VAT)
per hectolitre provided	0.41	0.41	0.41	N/A	N/A

**LIGHTING FEE**

SERVICES RENDERED AND FEES BASE	TARIFFS 2006 from 15th May 06 to 31st March 07 (€ excl. VAT)	TARIFFS 2007 from 1st April 07 to 31st March 08 (€ excl. VAT)	TARIFFS 2008 from 1st April 08 to 31st March 09 (€ excl. VAT)	TARIFFS 2009 from 1st April 09 to 31st March 10 (€ excl. VAT)	TARIFFS 2010 from 1st April 10 to 31st March 11 (€ excl. VAT)
per landing and take-off at night or day when poor visibility requires the use of lights	39.43	41.36	43.30	N/A	N/A

**FEES FOR CHECK-IN COUNTERS**

SERVICES RENDERED AND FEES BASE	TARIFFS 2006 from 15th May 06 to 31st March 07 (€ excl. VAT)	TARIFFS 2007 from 1st April 07 to 31st March 08 (€ excl. VAT)	TARIFFS 2008 from 1st April 08 to 31st March 09 (€ excl. VAT)	TARIFFS 2009 from 1st April 09 to 31st March 10 (€ excl. VAT)	TARIFFS 2010 from 1st April 10 to 31st March 11 (€ excl. VAT)	
check-in counters at Orly-South terminal	with baggage (annual rate) without baggage (annual rate)	59 092.22 29 546.11	61 987.74 30 993.87	COMMON TARIFF GRID AT EACH TERMINAL : annual base rate (per counter)		
				11 479.00	12 075.00	12 075.00
				hourly base rate (per counter)		
				4.15	4.37	4.37
check-in counters at Orly-West terminal	hall 1 (annual rate) halls 2 and 3 with baggage (annual rate) halls 2 and 3 without baggage (annual rate) hall 4 with baggage (annual rate) hall 4 without baggage (annual rate)	52 515.58 47 744.29 4 774.42 38 800.30 5 018.92	55 088.84 50 083.75 5 008.37 40 701.51 5 264.85	supplemental rate per non connecting departing passenger to domestic, EU, EEA, Switzerland and French overseas territories destinations		
				0.433	0.455	0.455
check-in counters at CDG1 terminal	usual check-in counters (annual rate) group check-in counters (annual rate)	51 049.33 61 906.41	53 550.75 64 939.82	supplemental rate per non connecting departing passenger to other international destinations		
				1.301	1.369	1.369
check-in counters at CDG2 terminal	with baggage carousel (annual rate) without baggage carousel (annual rate)	51 480.51 20 592.19	54 003.05 21 601.21			
check-in counters at CDG T3 terminal		32 943.37	34 557.60			
self-service check-in counters at the Paris-CDG and Paris-Orly airports		2 568.17	2 694.01	2 820.63	2 969.23	2 969.23

**USER FEE FOR BAGGAGE SORTING FACILITIES AT CDG1 TERMINAL**

SERVICES RENDERED AND FEES BASE	TARIFFS 2006 from 15th May 06 to 31st March 07 (€ excl. VAT)	TARIFFS 2007 from 1st April 07 to 31st March 08 (€ excl. VAT)	TARIFFS 2008 from 1st April 08 to 31st March 09 (€ excl. VAT)	TARIFFS 2009 from 1st April 09 to 31st March 10 (€ excl. VAT)	TARIFFS 2010 from 1st April 10 to 31st March 11 (€ excl. VAT)
non connecting baggage at CDG1 terminal	per departing checked-in baggage	6.07	6.37	6.67	7.02*
connecting baggage at CDG1 terminal	per departing passenger at CDG1 terminal whose destination is EU excl. Overseas in 2006/per baggage as of 2007	0.28	1.80	1.88	1.98*
	per departing passenger at CDG1 terminal whose destination is a non EU airport or a French overseas territories airport in 2006/per baggage as of 2007	0.40			
connecting baggage from CDG1 to CDG2 terminals	per departing passenger at CDG2 terminal whose destination is EU excl. Overseas	0.031	N/A	N/A	N/A
	per departing passenger at CDG2 terminal whose destination is a non EU airport or a French overseas territories airport	0.042	N/A	N/A	N/A

\* 2,50 € excl. VAT as of 01/11/2009

**USER FEE FOR BAGGAGE SORTING FACILITIES FOR CONNECTING FLIGHTS AT CDG2 TERMINAL**

SERVICES RENDERED AND FEES BASE	TARIFFS 2006 from 15th May 06 to 31st March 07 (€ excl. VAT)	TARIFFS 2007 from 1st April 07 to 31st March 08 (€ excl. VAT)	TARIFFS 2008 from 1st April 08 to 31st March 09 (€ excl. VAT)	TARIFFS 2009 from 1st April 09 to 31st March 10 (€ excl. VAT)	TARIFFS 2010 from 1st April 10 to 31st March 11 (€ excl. VAT)
connecting baggage within CDG2 terminal	per baggage	10.05	10.54	11,03*	7.97

\* 7,57 € excl. VAT as of 01/10/2008

**USER FEE FOR FIXED POWER SUPPLY FACILITIES**

SERVICES RENDERED AND FEES BASE	TARIFFS 2006 from 15th May 06 to 31st March 07 (€ excl. VAT)	TARIFFS 2007 from 1st April 07 to 31st March 08 (€ excl. VAT)	TARIFFS 2008 from 1st April 08 to 31st March 09 (€ excl. VAT)	TARIFFS 2009 from 1st April 09 to 31st March 10 (€ excl. VAT)	TARIFFS 2010 from 1st April 10 to 31st March 11 (€ excl. VAT)
pier-side stands - aircrafts with MTOW less than or equal to 140 tons	per flight whose origination or destination is EU / EEA / Switzerland	11.06	11.60	12.15	12.79
	per other flight	16.59	17.40	18.22	19.18
pier-side stands - aircrafts with MTOW of over 140 tons	per flight whose origination or destination is EU / EEA / Switzerland	22.14	23.22	24.31	25.59
	per other flight	33.20	34.83	36.47	38.39
remote parking stands - aircrafts with MTOW less than or equal to 140 tons	per flight whose origination or destination is EU / EEA / Switzerland	5.45	5.72	5.99	6.31
	per other flight	8.17	8.57	8.97	9.44
remote parking stands - aircrafts with MTOW of over 140 tons	per flight whose origination or destination is EU / EEA / Switzerland	10.90	11.43	11.97	12.60
	per other flight	16.34	17.14	17.95	18.90

USER FEE FOR AIRCRAFT DE-ICING FACILITIES AT THE PARIS-CHARLES DE GAULLE AIRPORT (3)

SERVICES RENDERED AND FEES BASE		TARIFFS 2006 from 1st October 06 to 31st May 07 (€ excl. VAT)	TARIFFS 2007 from 1st October 07 to 31st May 08 (€ excl. VAT)	TARIFFS 2008 from 1st October 08 to 31st May 09 (€ excl. VAT)	TARIFFS 2009 from 1st October 09 to 31st May 10 (€ excl. VAT)	TARIFFS 2010 from 1st October 10 to 31st May 11 (€ excl. VAT)
<b>general regime</b>						
base fee	class 1 aircraft (per landing as of 2007)		27,82*	29,13*	30,66*	30,66*
	class 2 aircraft (per landing as of 2007)	36 971,00 per point	55,64*	58,26*	61,33*	61,33*
	class 3 aircraft (per landing as of 2007)	of de-icing activity	83,46*	87,38*	91,98*	91,98*
	class 4 aircraft (per landing as of 2007)		111,28*	116,51*	122,65*	122,65*
	class 5 aircraft (per landing as of 2007)				153,31*	153,31*
supplemental fee	class 1 aircrafts (per operation)	1 408.00	908.72	951.43	1 001.55	1 001.55
	class 2 aircrafts (per operation)	2 817.00	1 817.44	1 902.86	2 003.11	2 003.11
	class 3 aircrafts (per operation)	4 225.00	2 726.16	2 854.29	3 004.66	3 004.66
	class 4 aircrafts (per operation)	5 633.00	3 634.88	3 805.72	4 006.22	4 006.22
	class 5 aircrafts (per operation)				5 007.78	5 007.78
<b>specific regime</b>						
	class 1 aircrafts (per operation)	3 040.00				
	class 2 aircrafts (per operation)	6 080.00	N/A	N/A	N/A	N/A
	class 3 aircrafts (per operation)	9 118.00				
	class 4 aircrafts (per operation)	12 158.00				

\* base fee levied from 15 October "n" to 15 May "n+1"

USER FEE FOR AIRCRAFT WATER AND SEWAGE MANAGEMENT SERVICE AT THE PARIS-CHARLES DE GAULLE AIRPORT

SERVICES RENDERED AND FEES BASE		TARIFFS 2006 from 15th May 06 to 31st March 07 (€ excl. VAT)	TARIFFS 2007 from 1st April 07 to 31st March 08 (€ excl. VAT)	TARIFFS 2008 from 1st April 08 to 31st March 09 (€ excl. VAT)	TARIFFS 2009 from 1st April 09 to 31st March 10 (€ excl. VAT)	TARIFFS 2010 from 1st April 10 to 31st March 11 (€ excl. VAT)
water services (supply stations)	per cubic meter of water provided	4.41	4.47	4.54	4.63	4.63
waste water services (dilaceration stations)	per ton of landing weight (MTOW)	0.0225	0.0228	0.0231	0.0236	0.0236

USER FEE FOR AIRCRAFT WATER AND SEWAGE MANAGEMENT SERVICE AT THE PARIS-ORLY AIRPORT

SERVICES RENDERED AND FEES BASE		TARIFFS 2006 from 15th May 06 to 31st March 07 (€ excl. VAT)	TARIFFS 2007 from 1st April 07 to 31st March 08 (€ excl. VAT)	TARIFFS 2008 from 1st April 08 to 31st March 09 (€ excl. VAT)	TARIFFS 2009 from 1st April 09 to 31st March 10 (€ excl. VAT)	TARIFFS 2010 from 1st April 10 to 31st March 11 (€ excl. VAT)
drinking water services (drinking water supply stations)	per cubic meter of water provided	6.26	6.34	6.43	6.56	6.56
non-drinking water services (non-drinking water stations)	per cubic meter of water provided	58.11	58.71	59.56	60.75	60.75
waste water services (dilaceration stations)	per ton of landing weight (MTOW) until 2009 / per entering tanker as of 2010	0.0266	0.0269	0.0273	0.0278	60.06

BADGE APPLICATION FEE FOR ACCESSING RESTRICTED AREAS AT THE PARIS-CHARLES DE GAULLE AND PARIS-ORLY AIRPORTS

SERVICES RENDERED AND FEES BASE		TARIFFS 2008 from 1st January 08 to 31st March 09 (€ excl. VAT)	TARIFFS 2009 from 1st April 09 to 31st March 10 (€ excl. VAT)	TARIFFS 2010 from 1st April 10 to 31st March 11 (€ excl. VAT)
per badge		N/A	N/A	51.50

PASSENGER ASSISTANCE FEE FOR PASSENGERS WITH DISABILITIES OR REDUCED MOBILITY AT THE PARIS-CHARLES DE GAULLE AIRPORT

SERVICES RENDERED AND FEES BASE		TARIFFS 2008 from 22nd July 08 to 31st March 09 (€ excl. VAT)	TARIFFS 2009 from 1st April 09 to 31st March 10 (€ excl. VAT)	TARIFFS 2010 from 1st April 10 to 31st March 11 (€ excl. VAT)
per departing passenger		N/A	N/A	0.91

PASSENGER ASSISTANCE FEE FOR PASSENGERS WITH DISABILITIES OR REDUCED MOBILITY AT THE PARIS-ORLY AIRPORT

SERVICES RENDERED AND FEES BASE		TARIFFS 2008 from 22nd July 08 to 31st March 09 (€ excl. VAT)	TARIFFS 2009 from 1st April 09 to 31st March 10 (€ excl. VAT)	TARIFFS 2010 from 1st April 10 to 31st March 11 (€ excl. VAT)
per departing passenger		N/A	N/A	0.53

**AIRPORT CHARGES AT PARIS-LE BOURGET AIRPORT**

**AIRCRAFT LANDING FEE**

SERVICES RENDERED AND FEES BASE		TARIFFS 2006 from 15th May 06 to 31st March 07 (€ excl. VAT)	TARIFFS 2007 from 1st April 07 to 31st March 08 (€ excl. VAT)	TARIFFS 2008 from 1st April 08 to 31st March 09 (€ excl. VAT)	TARIFFS 2009 from 1st April 09 to 31st March 10 (€ excl. VAT)	TARIFFS 2010 from 1st April 10 to 31st March 11 (€ excl. VAT)
MTOW of under 6 tons	fixed charge	96.83	99.59	104.62	139.08	141.88
MTOW of between 6 and 50 tons	fixed charge	96.83	99.59	104.62	139.08	141.88
	rate per ton of MTOW over 6 tons	1.90	1.95	2.06	2.74	2.79
MTOW of 51 tons or more	fixed charge	180.43	185.57	195.26	259.64	264.77
	rate per ton of MTOW over 50 tons	9.41	9.41	9.88	13.13	13.40

noise modulations : landing fees are multiplied by a noise level coefficient based on the aircraft's noise classification and daytime period

from 2006 to 2009 (1)		
	day (6h01 - 23h29)	night (6h01 - 23h29)
group 1	1.30	2.90
group 2	1.20	2.70
group 3	1.15	2.50
group 4	1.00	1.00
group 5	0.85	0.90

as of 2010 (2)		
	day (6h00 - 22h00)	night (22h00 - 06h00)
group 1	1.30	4.00
group 2	1.20	1.80
group 3	1.15	1.725
group 4	1.00	1.50
group 5a	0.85	1.275
group 5b	0.70	1.05

(1) acoustic groups are defined in the 29th December 1995 decree amending the 24th January 1956 decree which draws up conditions of calculation and payment of landing and lighting fees levied on airfields opened to public air traffic

(2) acoustic groups are defined in the 26th February 2009 decree amending the modified 24th January 1956 decree which draws up conditions of calculation and payment of landing and lighting fees levied on airfields opened to public air traffic

**AIRCRAFT PARKING FEE**

SERVICES RENDERED AND FEES BASE		TARIFFS 2006 from 15th May 06 to 31st March 07 (€ excl. VAT)	TARIFFS 2007 from 1st April 07 to 31st March 08 (€ excl. VAT)	TARIFFS 2008 from 1st April 08 to 31st March 09 (€ excl. VAT)	TARIFFS 2009 from 1st April 09 to 31st March 10 (€ excl. VAT)	TARIFFS 2010 from 1st April 10 to 31st March 11 (€ excl. VAT)
remote stands on active parking areas	per MTOW ton per hour	N/A	0.10	0.15	0.20	0.30

**AIRCRAFT FUELLING FEE**

SERVICES RENDERED AND FEES BASE		TARIFFS 2006 from 15th May 06 to 31st March 07 (€ excl. VAT)	TARIFFS 2007 from 1st April 07 to 31st March 08 (€ excl. VAT)	TARIFFS 2008 from 1st April 08 to 31st March 09 (€ excl. VAT)	TARIFFS 2009 from 1st April 09 to 31st March 10 (€ excl. VAT)	TARIFFS 2010 from 1st April 10 to 31st March 11 (€ excl. VAT)
per hectolitre provided	domestic flight	0.31	0.30	0.3045	N/A	N/A
	international flight	0.36				

**LIGHTING FEE**

SERVICES RENDERED AND FEES BASE		TARIFFS 2006 from 15th May 06 to 31st March 07 (€ excl. VAT)	TARIFFS 2007 from 1st April 07 to 31st March 08 (€ excl. VAT)	TARIFFS 2008 from 1st April 08 to 31st March 09 (€ excl. VAT)	TARIFFS 2009 from 1st April 09 to 31st March 10 (€ excl. VAT)	TARIFFS 2010 from 1st April 10 to 31st March 11 (€ excl. VAT)
per landing and take-off at aeronautical night period		38.25	40.12	42.15	N/A	N/A

**BADGE APPLICATION FEE FOR ACCESSING RESTRICTED AREAS AT THE PARIS-LE BOURGET AIRPORT**

SERVICES RENDERED AND FEES BASE		TARIFFS 2008 from 1st January 08 to 31st March 09 (€ excl. VAT)	TARIFFS 2009 from 1st April 09 to 31st March 10 (€ excl. VAT)	TARIFFS 2010 from 1st April 10 to 31st March 11 (€ excl. VAT)
per badge		N/A	N/A	51.50

(3) aircraft class reference table :

Class 1		Class 2		Class 3		Class 4		Class 5	
Aircraft type	Wing surface								
SWM	25.8	731	91	T5B	201.5	ILW	320	380	845
H25	34.8	733	91	TU5	201.5	L10	321		
EM2	39.4	734	91	310	219	L12	321		
SF3	41.8	735	91	312	219	D11	328.8		
SH3	42.1	737	91	A31	219	L15	329		
SH6	42.1	73A	91	114	260	D14	338.9		
DFL	46.8	732	91	AB2	260	M11	339.3		
EM4	51	D92	93	AB3	260	SSC	358.3		
DH8	54.4	D93	93	AB4	260	330	361.6		
AT4	54.5	D94	93	AB6	260	340	361.6		
ATR	54.5	D95	93	VCS	260	D10	367.7		
CRJ	54.5	D98	93	D85	267.9	777	427.8		
CR1	54.5	B14	93.2	DC8	267.9	747	512		
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	DAM	116	D8A	271.9	743	541.2		
F27	70	M80	118	IL6	279.6	74B	541.2		
FKF	70	319	122.4	762	283.3	74C	541.2		
F50	70	320	123	763	283.3	74D	541.2		
F28	76.4	321	123	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						
CVR	85.5	73S	154						
D91	86.8	721	157.9						
DC3	90	727	157.9						
NDC	90	72S	157.9						
		752	185.3						
		757	185.3						



# APPENDIX.5

**Main investments planned  
for the period 2011 - 2015**



# CDG

## Development of threshold 08

**Outline:** Threshold 08 is located to the south-west of the airport, it serves runways 2 and 4, when the operating configuration is facing east.

It supports 30% of all takeoffs from the airport

The aims of this operation are to:

- Enhance capacity and consistency with the other thresholds of the de-icing activity (4 de-icing bays).
- Simplify the geometry for greater clarity in order to increase security.



**Start of work:** The project manager wishes to stagger the work between end-2011 and 2014 by maintaining the current de-icing capacity during every winter season.

**Reopening:** Q2-2014

**Cost:** € 32m (2010 value)

**Location:**



# CDG

## Satellite S4

**Subject:** Satellite S4 is being built to the east of satellite S3. Connected to the 2E-S3 system by the LISA automatic metro line which will be extended for the purpose, it will be used exclusively for international long-haul passenger boarding and disembarkation operations. It will use Terminal 2E's «city side» resources (check-in, baggage delivery, border crossing, etc.) and make it possible to accommodate 16 wide-body aircraft in contact, including seven Airbus A380s (including new aircraft such as B787s and A350s, as well as the high-density version of the A380). It will increase the capacity at Paris-Charles de Gaulle terminals by 7.8 million passengers a year.

**Outline:** The S4 project is currently made up of 3 main areas:

- the building, organised around a central body connected to a North wing and a South wing, which will house the LISA station, safety controls, shops, restaurants and services, boarding lounges, disembarkation areas and transfers in addition to the airline lounge on a usable area of 100,000 sq metres on 4 levels (excluding the baggage system);
- the infrastructures (bridges, roads, aircraft parking stands and taxiways around S4);
- the extension of the LISA and its operation with 52 metre trains (compared with 26 metres at present).

Additional projects have already been completed:

- preparatory operations, which began in 2008, making it possible to free up the site; relocation of the south building for the rescue and fire fight service (RFFS), construction of an adjoining traffic area management post (VATE) and relocation of an air traffic network HT station;
- technical connection (via an underground gallery) with the S3, which has already been partially completed (East section of S3).

**Start of work:** 2008

**Reopening:** 3<sup>rd</sup> quarter of 2012

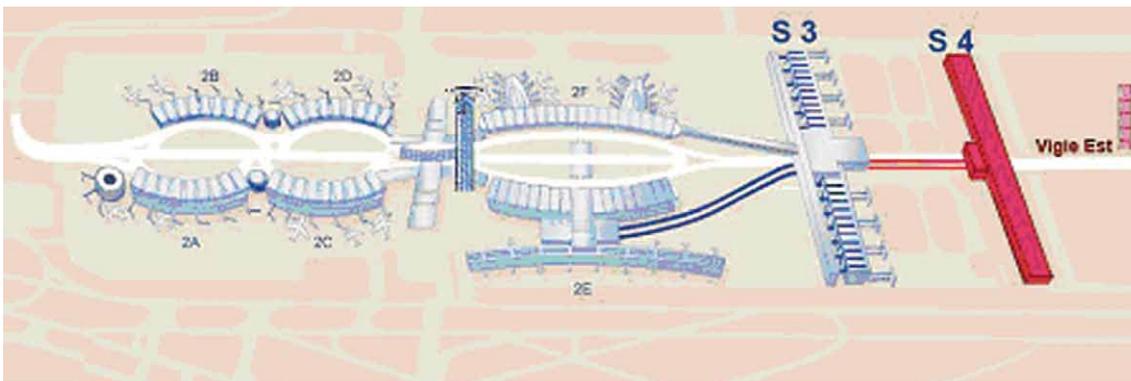
**Cost:** €560 m excluding security (2010 value)

**Project status:** The preparatory operations were completed in October 2008.

95% of building contracts have been allocated (a few finishing contracts remain).

Installation of framework and roofing has begun on the North wing, construction of levels 1 and 2 underway in the South wing and the central body.

**Location:**



# CDG

## Junction of Terminals 2A and C

**Subject:** The «2A/2C Junction» project involves creating a central section between Boarding Lounges 2A and 2C in order to consolidate all the control functions there and create a large retail and service space, as well as offices and lounges for the airlines.

The project also involves the redevelopment of the boarding areas located in terminals A and C.



**Start of work:** 1<sup>st</sup> half of 2009 (preparatory operating including in particular the deconstruction of the Kbis tower)

**Reopening:** Q2 - 2012

**Cost:** €71 m (€ 2010) including a proportion of the security budget (€55 m excl. security)

**Outline:** Given the layout of the premises, connecting the two boarding halls will make it possible to:

- handle all 2A and 2C immigration check points at a single location,
- handle all security check points of terminals 2A and 2C at a single location, including controls for transit passengers, according to an one-stop security compatible system,
- create several hundred sq.m of retail space,
- free up areas to be assigned to offices and airline lounges or new services, in public or customs areas as required.

**Project status:** Preparatory work on the site complete.

Signing of the initial contracts for the connecting building (main structure and technical batches) in January 2010

Start of work on the connecting building: February 2010

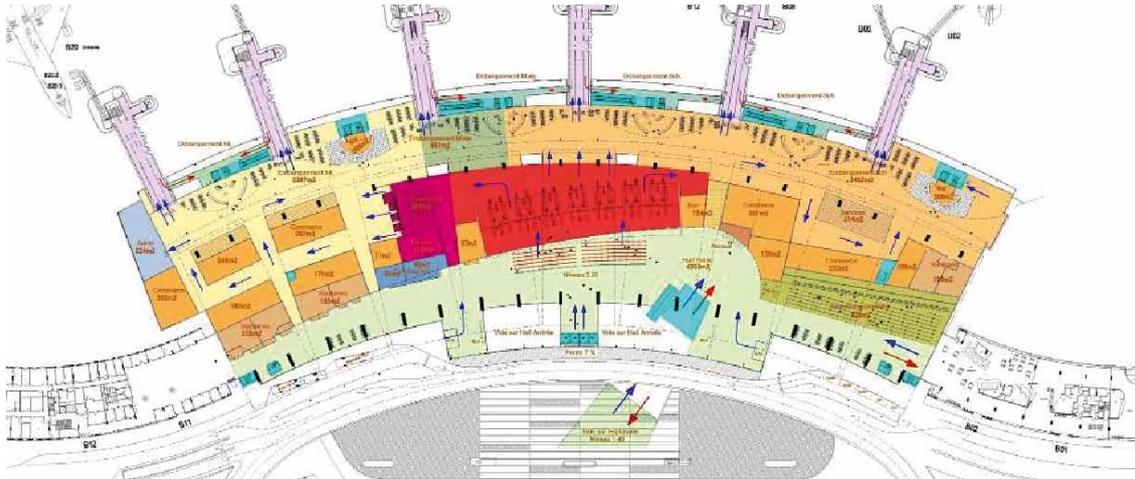
**Location:**



# CDG

## Refurbishment of T2B

**Subject:** The refurbishment operation for 2B consists of the development of boarding and disembarkation circuits to make them compliant with current standards, the improvement of the general atmosphere and technical renovations in order to extend the lifespan of the facility.



**Start of work:** From 2012

**Reopening:** End-2015

**Cost:** €105 m (€ 2010) incl. phase 0 (2009-2010), excl. security and the renovation of façades

**Outline:** A renovation operation intended to:

- Handle low-cost traffic (easyJet) in the building with a target annual capacity of 6.5 million passengers, separating the "arrivals" level from the «departures» level,
- Functionally and technically renovating most of the building (target: less than 5% obsolescence),
- Changing the image of terminal 2B,
- Achieving IATA C quality,
- 60% Schengen / 40% international circuits which may be shifted to 50% / 50%.

**Status:** Designs in progress

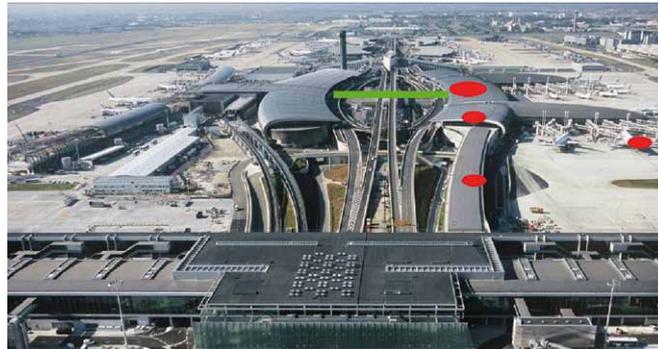
**Location:**



# CDG

## 2E / 2F optimisation: 2F2 Schengen, one-stop security process

**Subject:** The planned opening of the S4 satellite is intended to optimise the use of the 2E / 2F infrastructures. This will depend in particular on the transformation of the 2F terminal to 100% Schengen, the improvement of its retail areas, the optimisation of routes and passenger control areas incorporating the one-stop security principles.



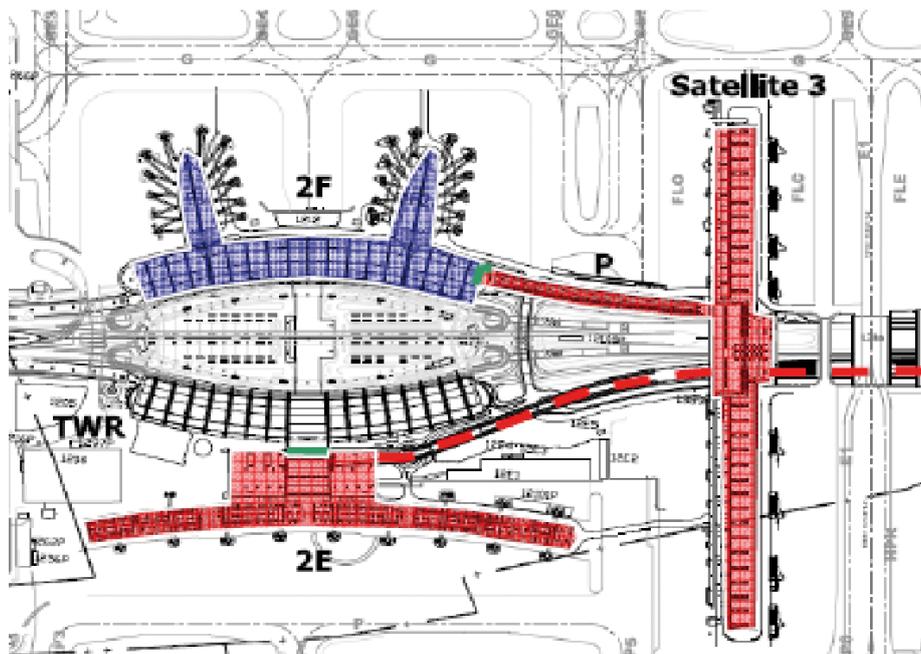
**Work dates:** 2010 to 2014

**Cost:** The sum of €50 m (2010 value) has been allocated for the projects concerned

**Outline:** The main projects concerned by this operation are:

- the grouping together of the security checkpoints (SCP) at CDG 2F,
- the redevelopment and extension of the retail area at CDG 2F,
- the Schengen configuration of parking areas for wide-bodied aircraft at CDG2F,
- various redevelopments between CDG2F and S3 (creation of boundaries and traffic routes),
- an one-stop security connecting gallery between CDG2E and CDG2F.

**Location:**



# CDG

## Renovation of CDG1 satellites

**Subject:** The satellites of terminal 1 of Paris-Charles de Gaulle airport were launched in 1974. They have not undergone any technical renovation since they were opened even in the context of cosmetic changes and functional alterations conducted in parallel with the renovation of the central structure. This operation consists of renovating the seven satellites.



**Start of work:** 2008

**Reopening:** Staggered between 2008 and 2014

**Cost:** €35 m (€ 2010)

**Outline:** The small-scale renovation affects all trades and professions:

- Structure, Exterior, Plumbing, heating, ventilation, air conditioning and fire protection
- Lighting, Interior constructions, stairs, interior coverings and flooring, fittings
- Electromechanical installations, Walkways, Roof, etc.

A needs assessment and a critical analysis were used to identify the priority actions to be implemented.

The operation began with satellite 6 in 2008 and satellite 1 was completed in May 2009. The renovation of the other five satellites is envisaged over the next 4 years in the following order: satellites 7, 4, 3, 5 and 2.

**Project status:** Opening of satellite 6 in December 2008 and satellite 1 in May 2009.

Start of work on satellite 7: 1 June 2010.

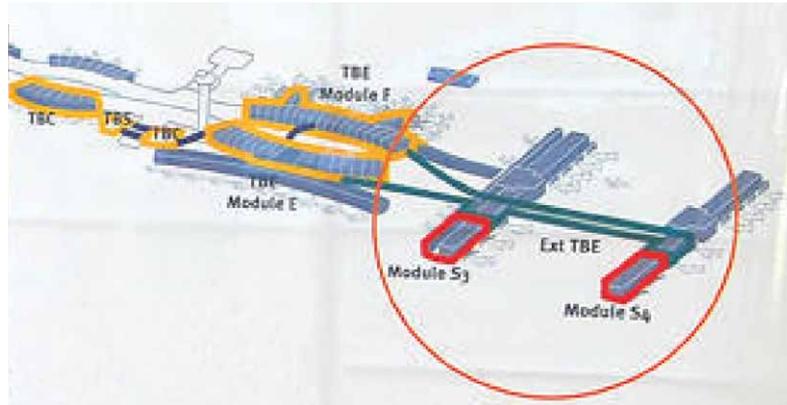
**Location:**



# CDG

## Baggage master plan

**Subject:** The development of baggage sorting infrastructures should accompany the development of the hub whilst integrating the use of existing facilities. A number of functional scenarios are currently being examined for the 2011-2020 period (particularly between now and 2015).



**Work:** 2011 – 2015 period

**Cost:** The sum of €170 m has been allocated for the funding of these projects between now and 2015

**Outline:** The projects examined relate in particular to:

- A transfer baggage sorting system to the east of the platform,
- A local sorting system to deal with baggage checked in to the east of CDG2E located under satellite S3,
- Possibility of rapid baggage sorting,
- Sorting renovation operations within the scope of ABCD.

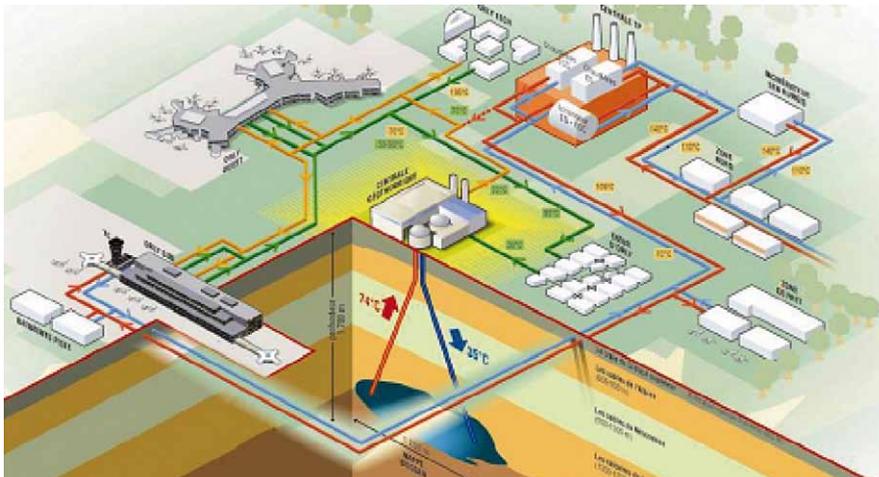
The current studies relating to the Baggage Master Plan are conducted under the 'Réussir ensemble' (succeeding together) process. (work and exchange programme between Air France and Aéroports de Paris)

**Location:** To the east of CDG2 with several modules located under S3, or partially under S4, and one on ground level.

# ORLY

## Geothermal plant

**Subject:** The project aims to use geothermal energy for the heating of the Paris-Orly platform. It is consistent with the commitments made by Aéroports de Paris under the Grenelle de l'Environnement.



**Start of work:** Preparatory work: December 2009; Drilling works: March 2010

**Reopening:** End of 2010

**Cost:** € 12.7 m to which grants from the Ademe and the Region will be deducted (25 % of the investment capped at €3.2 m)

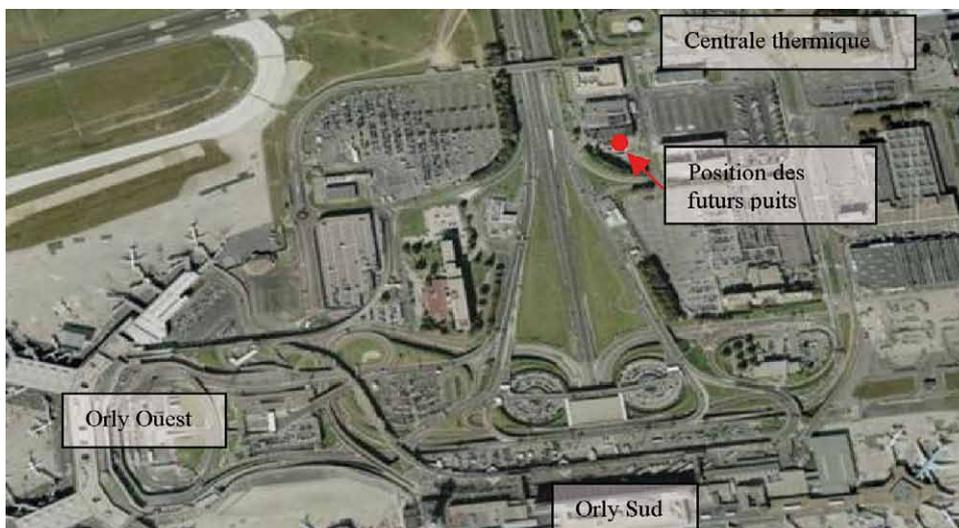
**Outline:** The project will consist notably of:

- the sinking of two 1,700-metre deep wells,
- the installation of pipes to Orly's main power plant,
- the installation of an exchanger in this plant and the adaptation of the existing cold water network.

**Status:** Notified "sinking", "tubing" and "exchanger" batches

Secondary batches: pending notification

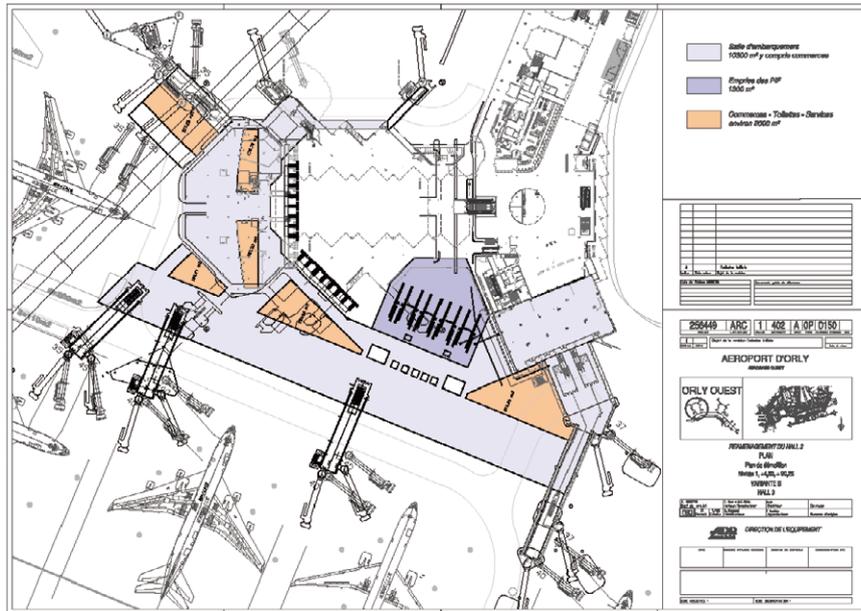
**Location:**



# ORLY

## Orly West: reconfiguration of halls 3 and 4

**Subject:** The aim of the project is to make Orly West versatile and flexible with regard to the possible changes in the Schengen and international traffic mix. The main aim is to greatly develop the service quality offered to customers.



**Schedule:** Feasibility studies currently being conducted for service launch in 2015.

**Cost:** The total estimated project cost is €48 m

**Outline:** The project will consist notably of:

- Grouping the 2 halls together and enhancing the dimensions and quality of the area created,
- Grouping together and optimising resources (security, boarder controls, baggage delivery),
- Enhancing the commercial range and the services offered.

**Location:**

