



AEROPORTS DE PARIS
A French "Société Anonyme" (public limited company)
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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

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In compliance with the Civil Aviation Code, Aéroports de Paris report its airport fee schedule for the 2018 billing period as defined by the 2016-2020 Economic Regulation Agreement (ERA) concluded between the French government and Aéroports de Paris.

All fees will be applicable from 1st April 2018 to 31st March 2019, except the passenger assistance fee for passengers with disabilities and reduced mobility at the Paris-Charles-de-Gaulle airport which will be applicable from 8th April 2018 to 31st March 2019.

- 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 landing fees
excluding noise level coefficient

Price per landing (€ excluding VAT)	$292.09 + 4.078 \times t$ where t equals MTOW in tons
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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 et 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)	Tarifs en € hors taxes (hors modulation acoustique)
MTOW of under 6 tons	174.24
MTOW of between 6 and 50 tons	174.24 + 3.41 (t-6) where t equals MTOW in tons
MTOW of 51 tons or more	324.28 + 16.43 (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

<u>Type of parking area</u>			
<u>Active parking areas</u>			
	Pier-side stands	Remote stands	Garage Parking
Base charge	€3.79 per MTOW ton	na	na
Supplemental charge	€0.065 per MTOW ton per 10 minute interval	€0.065 per MTOW ton per 10 minute interval	€0.140 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).
- Total exemption from the parking fee pricing adjustment is applied to the supplemental charge for traffic areas and garage areas between 11 pm and 7 am, local time
- The supplemental charge is due per time slot or part thereof (10 minute intervals for pier-side and remote stands, 1 hour intervals for garage stands).
- In the event of a mixed use (arrival at a stand, departure to an outlying area or the inverse), a reduction of 50% will be applicable for the calculation of the fixed component of the rate.

ADJUSTMENT TO THE PARKING FEE IN FAVOUR OF CONTACT PARKING FOR PERIODS OF LESS THAN 45 MINUTES

Aéroports de Paris is introducing an adjustment to the parking fee for reasons of public interest with the aim of improving the use of Paris-Charles de Gaulle and Paris-Orly airport infrastructures.

The terms and conditions and calculation methods for this reduction are detailed below:

Terms of allocation:

For eligible airlines, the reduction in the parking fee granted for the reference year during which conditions are met is calculated at the end of the reference year in question and is allocated in the form of a credit to the parking fee of said airline valid for the following reference year.

The pricing period "n" (1 April n to 31 March n+1) is considered the reference period.

Conditions for allocation:



The airline benefiting from the reduction is one that makes the most of its take-off and landing slots, thereby ensuring the commercial operation of its flights.
Only daytime contact parking of less than 45 minutes by the airline will be eligible for the reduction on the total contact bill (fixed and variable portions) for this parking.

Reduction calculation methods:

For any airline that meets the above conditions, the reduction applied to said airline's parking fee is calculated as follows:

- i. Eligible parking is:
 - Daytime contact parking
 - For a period of less than 45 minutes
 - When the aircraft has been disembarked and boarded in the contact area within this time period.
- ii. If the total sum of reductions calculated for all eligible airlines is below €5 million₂₀₁₅ (amount indexed annually in accordance with the provisions of the ERA; the overall cap for reductions applicable to the 2018 pricing period being stated in (v)), the airline will be entitled to a reduction in the parking fee equal to:

$$\text{Reduction (n, Airline)} = \text{Minimum (50\% x (FxdPortn < 45min (n,Airline) + VarPortnContact < 45mn (n,Airline) ; 30\% ParkFee (n,Airline))}$$

With:

"FxdPortn < 45min (n,Airline)" = Fixed portion relating to eligible parking

"VarPortnContact < 45min (n,Airline)" = Variable portion relating to eligible parking in the contact area

"ParkFee (n,Airline)" = Income from the parking fee and corresponding to the overall activity of the airline.

- iii. The amount of the reduction, for each air carrier, may not exceed 30% of income from the parking fee corresponding to the global activity of the said air carrier.
- iv. If the total sum of reductions calculated for all eligible airlines is above €5 million₂₀₁₅ (amount indexed annually in accordance with the provisions of the ERA; the overall cap for reductions applicable to the 2018 pricing period being stated in (v)), each eligible airline will be entitled to a reduction calculated pro rata to the uncapped amount.
- v. With regard to the 2018 pricing period, the overall cap for applicable reductions shall be €5,155,780.63

◆ **Paris - Le Bourget airport**

Remote parking areas

Supplemental charge (€ excluding VAT)	0.369 per MTOW ton per hour
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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)	9.24
Schengen area	9.24
EU, European Economic Area (excluding Schengen area), French overseas territories	10.19
International airports (excluding EU, European Economic Area, French overseas territories)	23.44

◆ Fee per connecting passenger

Passenger destination	Passenger fee (€ excluding VAT)
France (excluding overseas territories)	5.54
Schengen area	5.54
EU, European Economic Area (excluding Schengen area), French overseas territories	6.11
International airports (excluding EU, European Economic Area, French overseas territories)	14.06

ADJUSTMENT TO THE PASSENGER FEE FOR ORIGIN/DESTINATION TRAFFIC TO ENCOURAGE TRAFFIC GROWTH AND THE IMPROVED USE OF INFRASTRUCTURE

An adjustment for reasons of public interest is applied to the passenger fee for origin/destination traffic, in the form of a reduction.

The terms and conditions and calculation methods for this reduction are detailed below:

Terms of allocation:

For eligible airlines, the reduction in the passenger fee with regard to origin/destination passengers granted for the reference year for which conditions are met is calculated at the end of the reference year in question and is allocated in the form of a credit to the passenger fee valid for the following reference year for said airline.

The pricing period "n" (1 April n to 31 March n+1) is considered the reference period.

Conditions for allocation:

The airline benefiting from the reduction is one that makes the most of its take-off and landing slots, thereby ensuring the commercial operation of its flights.

The reduction is only applicable to traffic to certain eligible destinations. A destination (airport code) is eligible if it meets the following condition:



- i. The growth in traffic of origin/destination passengers flying from Paris-Charles de Gaulle and Paris-Orly airports to this destination is more than double than the average growth rate used in the ERA baseline scenario (i.e. 5%).

In order to be entitled to the reduction for reference year n for an eligible destination, an airline must meet the following cumulative conditions:

- i. The airline's origin/destination passenger traffic departing from Paris-Orly and Paris-Charles de Gaulle airports must exceed 10,000 passengers¹ over reference year n.
- ii. Increased origin/destination passenger traffic for the airline flying to the eligible destination from Paris-Charles de Gaulle and Paris-Orly airports between reference periods n-1 and n.
- iii. The growth in traffic of the eligible airline must not be the result of a purchase or merger of two airlines (an airline discontinuing its operations at ADP airports, or an airline whose traffic is transferred to or taken over by another airline). Should one of these cases occur during the year in question, calculations will be based on the combined total of both airlines.
- iv. The reduction will only apply to the reference year during which the increase in traffic is observed.
- v. The sum of all reductions calculated for all airlines for all destinations must not exceed the cap of €5 million₂₀₁₅ per year, this maximum amount increasing each year in line with the average increase in fee rates referred to in the ERA. In the event that this cap is exceeded, distribution between eligible airlines will be pro rata to the uncapped amount.

Reduction calculation methods:

For any airline that meets the above conditions, the reduction applied to said airline's passenger fee is calculated as follows:

- i. A destination is eligible when:

$$\text{No. of Passengers } (n, \text{Dest}) > 5\% \text{ or } (\text{No of Passengers } (n, \text{Dest}) - 105\% \times \text{No Passengers } (n-1, \text{Dest})) > 0$$

With:

"No. of Passengers (n, Dest) >5%" = Total number of origin/destination passengers flying from Paris-Charles de Gaulle and Paris-Orly airports to the destination exceeding the 5% growth rate compared with reference year n-1

"No. of Passengers (n, Dest)" = Number of origin/destination passengers flying to the destination on all airlines during reference year n

- ii. Destination-based reduction calculation:

$$\text{Reduction } (n, \text{Dest}) = 30\% * \text{PaxFreeRate } (n, \text{Dest}) * \text{No of Passengers } (n, \text{Dest}) > 5\%$$

¹ Passengers charged the passenger fee excluding connecting passengers.



With:

"Reduction (n, Dest)" = Distributable reduction relating to destination Dest

"PaxFreeRate (n, Dest)" = Passenger fee rate excluding connecting passengers to the destination

- iii. Distribution of the reduction to airlines pro rata to their contribution to growth. For any airline that meets the above conditions, the reduction applied to said airline's passenger fee for the eligible destination is calculated as follows:

$$\text{Reduction (n, Dest, Airline)} = \text{Minimum (Reduction (n, Dest) * No of Passengers (n, Dest, Airline) > 0\% / \sum \text{No of Passengers (n, Dest, Airline) > 0\% ; } 30\% * \text{PaxFreeRate (n, Dest) * No of Passengers (n, Dest, Airline) > 0\%}$$

With:

"No. of Passengers (n, Dest, Airline) > 0%" = Number of origin/destination passengers of the airline during reference period n to destination Dest compared with reference year n-1

" \sum No. of Passengers (n, Dest, Airline) > 0%" = Number of additional origin/destination passengers (all airlines combined) to destination Dest between reference years n and n-1

- iv. The amount of the reduction, for each air carrier, may not exceed 30% of income from the fee applied to "point-to-point" passengers and corresponding to the activity of the said air carrier ;
- v. If the total sum of reductions calculated for all eligible airlines, for all eligible destinations, is below €5 million₂₀₁₅ (amount indexed annually in accordance with the provisions of the ERA; the overall cap for reductions applicable to the 2018 pricing period being stated in (vii)), the airline will be entitled to a reduction in the passenger fee equal to the sum of reductions calculated for every eligible destination:

$$\text{Abatement (n, Airline)} = \text{Sum (Reduction (n, Dest, airline))}$$

- vi. If the total sum of reductions calculated for all eligible airlines is above €5 million₂₀₁₅ (amount indexed annually in accordance with the provisions of the ERA; the overall cap for reductions applicable to the 2018 pricing period being stated in (vii)), each eligible airline will be entitled to a reduction calculated pro rata to the uncapped amount.
- vii. With regard to the 2018 pricing period, the overall cap for applicable reductions shall be €5,155,780.63.



ADJUSTMENT TO THE PASSENGER FEE FOR CONNECTING TRAFFIC TO ENCOURAGE TRAFFIC GROWTH AND THE IMPROVED USE OF INFRASTRUCTURE

An adjustment for reasons of public interest is applied to the passenger fee for connecting traffic, in the form of a reduction.

The terms and conditions and calculation methods for this reduction are detailed below:

Terms of allocation:

For eligible airlines, the reduction in the passenger fee granted for the reference year for which conditions are met is calculated at the end of every quarter for the fixed portion and at the end of the reference year in question for the variable portion.

These reductions are allocated in the form of a credit to the passenger fee valid for the following period.

Conditions for allocation:

The airline benefiting from the reduction is one that makes the most of its take-off and landing slots, thereby ensuring the commercial operation of its flights.

In order to be entitled to the reduction for reference year n, an airline must meet the following cumulative conditions:

For the fixed and variable portions:

- i. Total connecting passenger traffic of the airline departing from Paris-Charles de Gaulle and Paris-Orly airports must exceed:
 - 750 connecting passengers per quarter for the fixed portion;
 - 3,000 connecting passengers for the variable portion over the reference year n.

For the variable portion:

- i. Increased connecting passenger traffic of the airline departing from Paris-Charles de Gaulle and Paris-Orly airports between reference periods n-1 and n.
- ii. The growth in traffic of the eligible airline must not be the result of a purchase or merger of two airlines (an airline discontinuing its operations at ADP airports, or an airline whose traffic is transferred to or taken over by another airline). Should one of these occur during the year in question, calculations will be based on the combined total of both airlines.
- iii. The reduction will only apply to the reference year during which the traffic and its increase are observed.

Reduction calculation methods:

For any airline that meets the above conditions, the reduction applied to said airlines' passenger fee is calculated as follows:

- i. If the total sum of reductions calculated for all eligible airlines is below €5 million₂₀₁₅ (amount indexed annually in accordance with the provisions of the ERA; the overall cap for reductions applicable to the 2018 pricing period being stated in (iv)), the airline will be entitled to a reduction in the passenger fee equal to:

$$\text{Reduction (n,Airline)} = \text{Minimum (No. of Connecting passengers (n,Airline) x 0,2€ + No Connecting passengers}_{>0\%} \text{ (n,Airline) x 5€ ; 30\% x ConnPaxFee (n,Airline))}$$



With:

"Reduction (n,Airline)" = Reduction allocated to the airline under the adjustment to the passenger fee based on connecting passengers

"No. of Connecting passengers (n,Airline)" = No of Connecting passengers of the airline during reference year n

"No. of Connecting passengers $>0\%$ (n,Airline)" = No. of departing passengers of the airline during reference year n compared with the airline's traffic for reference year n-1 (assuming this number is positive);

"ConnPaxFee (n,Airline)" = Passenger fee based on connecting passengers and relating to the airline's activity for reference period n ;

- ii. The amount of the reduction, for each air carrier, may not exceed 30% of income from the fee applied to transit passengers and corresponding to the activity of the said air carrier ;
- iii. If the total sum of reductions calculated for all eligible airlines is above €5 million²⁰¹⁵ (amount indexed annually in accordance with the provisions of the ERA; the overall cap for reductions applicable to the 2018 pricing period being stated in (iv)), each eligible airline will be entitled to a reduction calculated pro rata to the uncapped amount. This pro rata calculation will be performed on the variable portion, at the end of reference year n ;
- iv. With regard to the 2018 pricing period, the overall cap for applicable reductions shall be €5,155,780.63.

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)
Check-in counters	
- Annual base rate	14 254.00
- Hourly rate (per hour that a check-in counter is used)	5.15
Self-service check-in counters	
- Annual rate	3 501.00
- Quarterly rate	875.25



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 (€ excluding VAT)	Supplemental fee per passenger (excl. connecting passengers)
- National traffic, European Union, EEE, Switzerland and French overseas territories	0.537
- Other international traffic	1.616

◆ **Paris - Charles-de-Gaulle airport**

Supplemental rate (€ excluding VAT)	Supplemental fee per passenger (excl. connecting passengers)
- National traffic, European Union, EEE, Switzerland and French overseas territories	1.223
- Other international traffic	3.678

5. User fee for connecting baggage handling facilities at Paris - Charles-de-Gaulle airport

The fee covers the use of connecting baggage handling facilities. The rate which is payable by the airline is fixed at €3.83 excluding VAT per connecting passenger. The same definition of a connecting passenger is used as for passenger fees as specified in the amended bylaw of 26 February 1981.

6. 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.

Supplemental rate (€ excluding VAT)	Fee per passenger € excluding VAT)
- Fee per departing passenger	0.137
- Fee per connecting passenger	0.041



7. 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 the power supply of the stand (400 Hz or 50 Hz) and the aircraft's category of energy need in particular based on its technical equipment (number of plugs).

Fee (€ excluding VAT)	400HZ stands Per touchdown or takeoff	50HZ stands Per touchdown or takeoff
Catégorie 1 (1 prise)	16.74€	8.37€
Catégorie 2 (2 prises)	45.42€	22.71€
Catégorie 3 (à partir de 3 prises)	98.70€	49.35€

8. 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 2018 for the supplemental fee and 15 October 2018 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	36.16	1 182.84
Class 2 aircraft	72.32	2 365.68
Class 3 aircraft	108.48	3 548.52
Class 4 aircraft	144.64	4 731.36
Class 5 aircraft	180.80	5 914.20

The amount of the base fee is payable for each landing between 15 October 2018 and 15 May 2019.

The supplemental fee is payable for each de-icing operation carried out between 1 October 2018 and 31 May 2019.



AIRCRAFT REFERENCE TABLE

Classe UD 1		Classe UD 2		Classe UD 3		Classe UD 4		Classe 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	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	787	325		
SH3	42,1	737	91	A31	219	D11	328,8		
SH6	42,1	73A	91	114	260	L15	329		
DFL	46,8	732	91	AB2	260	D14	338,9		
EM4	51	D92	93	AB3	260	M11	339,3		
DH8	54,4	D93	93	AB4	260	SSC	358,3		
AT4	54,5	D94	93	AB6	260	330	361,6		
ATR	54,5	D95	93	VCS	260	340	361,6		
CRJ	54,5	D98	93	D85	267,9	D10	367,7		
CR1	54,5	B14	93,2	DC8	267,9	777	427,8		
AT5	54,5	100	93,5	D70	271,9	747	512		
AT4	54,5	F70	93,5	D87	271,9	744	524,9		
S00	55,7	B11	95,8	D8L	271,9	74F	541,2		
DHT	56,2	B15	95,8	D8M	271,9	741	541,2		
AT7	60	DAM	116	D8A	271,9	742	541,2		
F27	70	M80	118	IL6	279,6	743	541,2		
FKF	70	319	122,4	762	283,3	74B	541,2		
F50	70	320	123	763	283,3	74C	541,2		
F28	76,4	321	123	767	283,3	74D	541,2		
FJF	76,4	T3B	127,3	707	283,4	74L	541,2		
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						

9. 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.

The fee for assistance to passengers with disabilities or reduced mobility (PRM) is subject to an adjustment based on the airline's pre-notification performance.

Definition:

The pre-notification is the fact that a company notifies the airport at least 36 hours before the flight departure time of the arrival of a disabled passenger or reduced mobility departing, arriving or connecting according to the procedure set up by Aéroports de Paris.

Calculation methods:

The calculation of the airline's pre-notification performance will be calculated as follows:

$$\frac{\text{Number of PRM notified at the latest 36 hours before flight}}{\text{Number of services provided to PRM}}$$



- The number of service provided to PRM will be the number ordered and validated ;
- The number of service provided to PRM will be taken into account if it is the subject of a notification, with a separation between the date of receipt and date of arrival / departure of the flight to Paris at least 36 hours ;
- The reconciliation between the number of PRM notified at the latest 36 hours before the flight and the number of services provided to PRM ordered and validated will be conducted flight by flight and non-nominatively manner ;
- The calculation of the airline pre-notification performance will be based on the period from October 2016 to September 2017 for the 2018 pricing period ;
- For future pricing periods, the calculation of the airline pre-notification performance will be based on the period and from October n to September n-1;
- Companies with a number of PRM below 50 per year on the period of calculation or starting their operations from 1 October n-1 would be charged the rate corresponding to the category 2.

◆ **Paris-Orly airport**

Airline pre-notification performance	Prices (€ excluding VAT)
≥ 63%	0.74 €
≥ 58% et < 63%	0.88 €
< 58%	1.06 €

◆ **Paris-Charles-de-Gaulle airport**

Airline pre-notification performance	Prices (€ excluding VAT)
≥ 65%	1.19 €
≥ 60% et < 65%	1.42 €
< 60%	1.73 €

10. Badge application fee for accessing restricted areas at Paris - Charles-de-Gaulle, Paris - Orly and Paris - Le Bourget airports: €60.10 excluding VAT.

The fee is due by the companies and organisations described in paragraph 1.2 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.



11. User fee for aircraft water and sewage management services

◆ Paris - Orly airport

Prices (€ excluding VAT)

Waste water services (dilaceration stations)	€ 71.02 per entering tanker
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The fee is payable by the ground handling service provider.

◆ Paris - Charles-de-Gaulle airport

Prices (€ excluding VAT)

Waste water services (dilaceration stations)	€ 46.69 per entering tanker
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The fee is payable by the airline or in certain cases by the ground handling service provider.

