



Direction des Finances, de la Gestion  
et de la Stratégie

For the attention of airlines serving  
Paris-Le Bourget airport

FGS / 2021 / 125

Roissy, le 16 december 2021

Dear Madam, Sir,

The decree of January 24<sup>th</sup>, 1956 regarding the conditions for establishing and collecting landing fees and fees for the use of lighting devices was recently modified by the decree of September 8<sup>th</sup>, 2021<sup>1</sup>.

The method to determine the acoustic group of each aircraft will now be based on the cumulative acoustic margin<sup>2</sup> and no longer on the corrected acoustic margin (in EPNdB). The new classification can be summarised by the table presented hereafter.

Group	1	2	3	4	5	6
ICAO Chapter	All other cases	Chapters 3, 4, 5 & 14				Chapters 6, 8, 10 & 11
Acoustic criteria		10 ≤ Cumulative margin < 13	13 ≤ Cumulative margin < 17	17 ≤ Cumulative margin < 20	Cumulative margin ≥ 20	/

The new aircrafts classification will be applicable for airport charges which will entry into force after March 31<sup>st</sup>, 2022.

Thus, Aéroports de Paris tariffs proposal for 2022, submitted for approval to ART ("Autorité de régulation des transports") on November 18<sup>th</sup>, 2022 and published on ADP's website, provides a modification of the landing fee modulation based on aircraft noise level on Paris-Le Bourget airport, in order to comply with the last version of the above-mentioned decree of January 24<sup>th</sup>, 1956.

As a reminder, the aircrafts classification within acoustic groups allow to determine the modulation coefficient which will be applied to the landing fee (the highest coefficient is for group 1, the lowest for group 6<sup>3</sup>).

<sup>1</sup> <https://www.legifrance.gouv.fr/loda/id/JORFTEXT000000253291/>

<sup>2</sup> And on chapters in Volume 1, Part II, of Annex 16 to the Convention on International Civil Aviation. The cumulative margin is the figure expressed in EPNdB obtained by adding the individual margins (i.e. the differences between the certificated noise level and the maximum permitted noise level) at each of the three reference noise measurement points as defined in Volume 1, Part II, Chapter 3 of Annex 16 to the Convention on International Civil Aviation.

<sup>3</sup> Former 5b Group.

In order to be able to classify your fleets aircrafts, and to ensure an effective application of these new provisions on April 1<sup>st</sup>, 2022, the date of entry into force of Aéroports de Paris tariffs schedule, I would be grateful if you could send us the noise certificates of your aircrafts, as soon as possible and by January 31<sup>st</sup>, 2022, to Ms. Sophie FILLATRE and Ms. Sandrine BOULANT-RICHIR, who are in charge of updating aircrafts reference data: [airportfees\\_lbg@adp.fr](mailto:airportfees_lbg@adp.fr).

If the documents are not received before 1<sup>st</sup> April 2022, and in application of article 3-II<sup>o</sup> of the aforementioned decree of January 24<sup>th</sup>, 1956, aircrafts whose acoustic characteristics have not been communicated to Aéroports de Paris will be automatically classified in group 1. It must be noted that any delay in providing the requested information will not cause the modification of the invoices already sent. Aéroports de Paris will regularize the following invoices sent after the day of receipt of the documents, without any retroactive effects.

Yours faithfully.

**Christelle JACQUEMET**  
Deputy Chief Financial Officer  
& Head of Strategy