

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

In compliance with the IV and VI of Article 11 of Decree No 2016-825 of 23 June 2016 on airport charges and amending the Code of Civil Aviation, the airport fees fixed for the 2016 billing period as defined by the 2016-2020 *Economic Regulation Agreement* (ERA) concluded between the French government and Aeroports de Paris and approved by the Independent Supervisory Authority established by the decree acquire, upon publication, the legal enforceability with effect from 1 April 2016

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)	281.96 + 3.932 x t where t equals MTOW in tons

Special measures:

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

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

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

Aircraft category (MTOW in tons)	Price per landing excluding noise level coefficient (€ excluding VAT)
MTOW of under 6 tons	165.25
MTOW of between 6 and 50 tons	165.25 + 3.24 (t-6) where t equals MTOW in tons
MTOW of 51 tons or more	307.81 + 15.57 (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

(€ excluding VAT)	Type of parking area		
	Active parking areas		Garage parking
	Pier-side stands	Remote stands	
Base charge	3.65 per MTOW ton	na	na
Supplemental charge	0.063 per MTOW ton per 10 minute interval	0.063 per MTOW ton per 10 minute interval	0.132 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 2016 pricing period being stated in (iv)), the airline will be entitled to a reduction in the parking fee equal to:

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

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. 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 2016 pricing period being stated in (iv)), each eligible airline will be entitled to a reduction calculated pro rata to the uncapped amount.
- iv. With regard to the 2016 pricing period, the overall cap for applicable reductions shall be €5.0 million.

- Paris - Le Bourget airport

	Remote parking areas
Supplemental charge (€ excluding VAT)	0.349 per MTOW ton per hour

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

Fee per departing passenger (excluding connecting passengers)

Passenger destination	Passenger fee (€ excluding VAT)
France (excluding overseas territories)	8.92
Schengen area	8.92
EU, European Economic Area (excluding Schengen area), French overseas territories	9.82
International airports (excluding EU, European Economic Area, French overseas territories)	22.60

Fee per connecting passenger

Passenger destination	Passenger fee (€ excluding VAT)
France (excluding overseas territories)	5.35
Schengen area	5.35
EU, European Economic Area (excluding Schengen area), French overseas territories	5.89
International airports (excluding EU, European Economic Area, French overseas territories)	13.56

- **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:

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

¹ Passengers charged the passenger fee excluding connecting passengers.

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:

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

With:

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

"PaxFeeRate (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:

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

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. 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 2016 pricing period being stated in (vi)), the airline will be entitled to a reduction in the passenger fee equal to the sum of reductions calculated for every eligible destination:

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

v. 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 2016 pricing period being stated in (vi)), each eligible airline will be entitled to a reduction calculated pro rata to the uncapped amount.

With regard to the 2016 pricing period, the overall cap for applicable reductions shall be €5.0 million.

- **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 2016 pricing period being stated in (iii)), the airline will be entitled to a reduction in the passenger fee equal to:

$$\text{Reduction (n,Airline)} = \text{Minimum (No. of Connecting passengers (n,Airline) x €0.2 + No. of Connecting passengers}_{>0\%} \text{ (n,Airline) x €5; } 30\% \text{ x ConnPaxFee (n,Airline))}$$

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. 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 2016 pricing period being stated in (iii)), 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.

- iii. With regard to the 2016 pricing period, the overall cap for applicable reductions shall be €5.0 million.

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

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

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

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

Base rate	User fee (€ excluding VAT)
<u>Check-in counters</u>	
- Annual base rate	13,752.00
- Hourly rate (per hour that a check-in counter is used)	4.97
<u>Self-service check-in counters</u>	
- Annual rate	3,380.00
- Quarterly rate	845.00

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

- National traffic, European Union, European Economic Area, Switzerland, French overseas departments and territories
- International traffic to other destinations

Paris - Orly airport

Supplemental rate	Supplemental fee per passenger (excluding connecting passengers) (€ excluding VAT)
- National traffic, European Union, EEE, Switzerland and French overseas territories	0.518
- Other international traffic	1.558

Paris - Charles-de-Gaulle airport

Supplemental rate	Supplemental fee per passenger (excluding connecting passengers) (€ excluding VAT)
- National traffic, European Union, EEE, Switzerland and French overseas territories	1.18
- Other international traffic	3.547

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 €3.70 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.

	Fee per passenger (€ excluding VAT)
- Fee per departing passenger	0.398
- Fee per connecting passenger	0.120

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), the location of the origination or destination airport of the flight and its category of energy need in particular based on the technical equipment of the aircraft (number of plugs).

Fee (€ excluding VAT)	400 Hz stands Per touchdown or takeoff for flights whose origination or destination airport is:		50 Hz stands Per touchdown or takeoff for flights whose origination or destination airport is:	
	EU, EEE and Switzerland	Outside of the EU, EEE or Switzerland	EU, EEE and Switzerland	Outside of the EU, EEE or Switzerland
Category 1 (1 plug)	€14.68	€22.02	€7.34	€11.01
Category 2 (2 plugs)	€29.36	€44.04	€14.68	€22.02
Category 3 (from 3 plugs)	€63.48	€95.22	€31.74	€47.61

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 2016 for the supplemental fee and 15 October 2016 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	34.88	1,141.00
Class 2 aircraft	69.76	2,282.00
Class 3 aircraft	104.64	3,423.00
Class 4 aircraft	139.52	4,564.00
Class 5 aircraft	174.40	5,705.00

The amount of the base fee is payable for each landing between 15 October 2016 and 15 May 2017.

The supplemental fee is payable for each de-icing operation carried out between 1 October 2016 and 31 May 2017.

AIRCRAFT REFERENCE TABLE

Class UD 1		Class UD 2		Class UD 3		Class UD 4		Class UD 5	
Aircraft type	Wing surface area	Aircraft type	Wing surface area	Aircraft type	Wing surface area	Aircraft type	Wing surface area	Aircraft type	Wing surface area
SWM	25.8	731	91.0	T5B	201.5	ILW	320.0	380	845.0
H25	34.8	733	91.0	TU5	201.5	L10	321.0		
EM2	39.4	734	91.0	310	219.0	L12	321.0		
SF3	41.8	735	91.0	312	219.0	787	325.0		
SH3	42.1	737	91.0	A31	219.0	D11	328.8		
SH6	42.1	73A	91.0	114	260.0	L15	329.0		
DFL	46.8	732	91.0	AB2	260.0	D14	338.9		
EM4	51.0	D92	93.0	AB3	260.0	M11	339.3		
DH8	54.4	D93	93.0	AB4	260.0	SSC	358.3		
AT4	54.5	D94	93.0	AB6	260.0	330	361.6		
ATR	54.5	D95	93.0	VCS	260.0	340	361.6		
CRJ	54.5	D98	93.0	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	512.0		
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	60.0	DAM	116.0	D8A	271.9	742	541.2		
F27	70.0	M80	118.0	IL6	279.6	743	541.2		
FKF	70.0	319	122.4	762	283.3	74B	541.2		
F50	70.0	320	123.0	763	283.3	74C	541.2		
F28	76.4	321	123.0	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	153.0						
CVR	85.5	73S	154.0						
D91	86.8	721	157.9						
DC3	90.0	727	157.9						
NDC	90.0	72S	157.9						
		752	185.3						
		757	185.3						

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.

- **Paris - Charles-de-Gaulle airport** : €1.286 excluding VAT per departing passenger
- **Paris - Orly airport** : pricing adjustment to the fee for assistance to passengers with disabilities or reduced mobility (PRM) 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 invoiced by the supplier and approved by ADP ;
- 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 will be 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 billed by the provider 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 January to September 2015 for the 2016 pricing period and from October n to September n-1 for future pricing periods ;
- Companies with a number of PRM below 50 per year or starting their operations from 1 October n-1 would be charged the rate corresponding to the category 1 ;

Pricing:

- Category 1 - Companies with 60% of pre-notification: € 0.70 excluding VAT per departing passenger
- Category 2 – Companies with less than 60% of pre-notification: € 0.94 excluding VAT per departing passenger

10. Badge application fee for accessing restricted areas at Paris - Charles-de-Gaulle, Paris - Orly and Paris - Le Bourget airports: €58.00 excluding VAT.

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

11. User fee for aircraft water and sewage management services

- Paris - Orly airport

- Waste water services (dilaceration stations): €68.50 excluding VAT per entering tanker

The fee is payable by the ground handling service provider.

- Paris - Charles-de-Gaulle airport

- Waste water services (dilaceration stations): €45.05 excluding VAT per entering tanker

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

**FEE SCHEDULE FOR SERVICES RENDERED
AS SPECIFIED IN ARTICLES R. 224-1 AND R. 224-2
OF THE CIVIL AVIATION CODE FOR THE GENERAL AVIATION AIRFIELDS
LISTED IN ARTICLE D. 251 OF THE SAME CODE**

The price rates of the airport fees for the general aviation airfields are subjected to the tariff general conditions of the aeronautical fees of Aéroports de Paris, available for consultation on the website www.aeroportsdeparis.fr, as well as on request to the "Direction de l'Aéroport de Paris-le Bourget et des aérodromes d'aviation générale, 180 esplanade de l'air et de l'espace, 93350 Le Bourget". Any use of the general aviation airfields' infrastructures involves acceptance of the tariff general conditions. The rates below come into effect on July 1, 2016

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 general aviation airfields:

▪ Semi-annual subscriptions

Aircraft operators may pay a half-yearly flat fee per aircraft based on the airport at which the aircraft is based. The flat fee authorises the operator to make an unlimited number of landings during the half-year period at the ten general aviation airfields operated by Aéroports de Paris (Chavenay-Villepreux, Chelles-le-Pin, Coulommiers-Voisins, Etampes-Mondésir, Lognes-Emerainville, Meaux-Esbly, Persan-Beaumont, Pontoise-Cormeilles, Toussus-le-Noble, St-Cyr-l'Ecole).

Airfield		MTOW in tons	
		0 < MTOW <= 2 tons	2 < MTOW <= 4 tons
		Subscription price (€ excluding VAT)	
Toussus-le-Noble Pontoise-Cormeilles	Normal fee	990.57	2,139.13
	Special rate for authorised aero clubs	594.37	1,283.48
Coulommiers-Voisins Etampes-Mondésir Lognes-Emerainville Persan-Beaumont	Normal fee	764.84	1,321.58
	Special rate for authorised aero clubs	458.91	792.95
Chavenay-Villepreux Chelles-le-Pin Meaux-Esbly St Cyr-l'Ecole	Normal fee	505.64	868.88
	Special rate for authorised aero clubs	303.38	521.14

▪ **Unit fees (per landing)**

	MTOW in tons		
	0 < MTOW <= 2 tons	2 < MTOW <= 6 tons	6 < MTOW <= 45 tons
Airfield	Unit fee per landing (€ excluding VAT)		Price per MTOW ton (€ excluding VAT)
Toussus-le-Noble Pontoise-Cormeilles	16.68	27.40	4.98
Coulommiers-Voisins Etampes-Mondésir Lognes-Emerainville Persan-Beaumont	9.44	16.54	na
Chavenay-Villepreux Chelles-le-Pin Meaux-Esbly St Cyr-l'Ecole	5.91	9.44	na

	MTOW in tons		
	0 < MTOW <= 2 tons	2 < MTOW <= 5 tons	MTOW > 5 tons
Airfield	Unit fee per landing (€ excluding VAT)		
Issy-les-Moulineaux	28.34	37.81	47.25

▪ **Semi-annual subscriptions for ultralight aircraft**

Ultralight aircraft operators may pay a half-yearly flat fee per aircraft which authorises to make an unlimited number of landings during the half-year period at the ten general aviation airfields operated by Aéroports de Paris (Chavenay-Villepreux, Chelles-le-Pin, Coulommiers-Voisins, Etampes-Mondésir, Lognes-Emerainville, Meaux-Esbly, Persan-Beaumont, Pontoise-Cormeilles, Toussus-le-Noble, St-Cyr-l'Ecole) at the following prices :

Prices (€ excluding VAT)	Semi-annual subscriptions
For private ultralight aircraft	108.95
For school ultralight aircraft	271.46

Prices are net for associations and have to include VAT for companies and individuals.

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.

- General aviation airfields

Airfield	MTOW in tons			
	0 < MTOW < = 2 tons	2 < MTOW < = 4 tons	4 < MTOW < = 6 tons	6 < MTOW < = 45 tons
	Hourly parking fee (€ excluding VAT)			Fee per ton/hour (€ excluding VAT)
Toussus-le-Noble Pontoise-Cormeilles	1.61	3.72	4.85	1.08
Lognes-Emerainville Étampes-Mondésir Persan-Beaumont Coulommiers-Voisins	1.60	3.69	4.81	na
St-Cyr-L'Ecole Chavenay- Villepreux Meaux-Esbly Chelles-le-Pin	1.60	3.69	4.81	na

The fee is payable by all aircraft, whether or not based at the airport, for parking on paved areas for more than two hours

Airfield	MTOW in tons	
	0 < MTOW <= 2 tons	MTOW > 2 tons
	Hourly fee (€ excluding tax)	Hourly fee per ton (€ excluding tax)
Issy-les-Moulineaux	2.60	1.30

Fees are payable per hour or part thereof after the first hour, which is exempt from parking fees.

3. Lighting fee at Paris-Issy-les-Moulineaux heliport

At Paris-Issy-les-Moulineaux heliport the lighting fee is fixed at €11.92 excluding VAT for each aircraft movement at night or when poor visibility requires the use of lights.