

AIRPORT PUBLIC SERVICE CHARGES **2011**

applicable as of 1 April 2011



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Section: Professionals / Aeronautical Development and Airport Charges

CORRESPONDENCE

Société Aéroport Toulouse-Blagnac
BP 90103
31703 Blagnac Cedex

1 General provisions

Airport public service charges are set in accordance with the decision of the Economic Advisory Board in application of the provisions of decree No. 2005-827 dated 20 July 2005, and in compliance with the economic regulation agreement concluded between the French government and the Toulouse-Blagnac Airport company for the 2009-2013 period.

According to Article R. 224-1 of the Civil Aviation Code, "airport public services" refers to services provided to airlines and their service providers during the use of grounds, infrastructure, facilities, premises and airport equipment provided by the airport operator, insofar as this usage is directly required for aircraft or air transport service operation.

1.1 - PAYABILITY AND DEBT SECURITY

Payability rules

- Invoices must be paid within 30 days following their issue date.
- The submission of claims does not in any way suspend payment.

Security for payment of invoices

In order to secure debts, the Toulouse-Blagnac Airport company must ensure that its customer provides sufficient guarantees.

The company reserves the right to require an airline to take out a demand promissory note with an approved bank. The amount of this security deposit will be assessed by the company on the basis, in particular, of the volume of the customer's activity.

1.2 - DEBT RECOVERY

- In the event of late payment,
 - the guarantees set up may be seized and the security deposits provided may be invoked upon formal demand from the Chairman of the Board of Directors of the Toulouse-Blagnac Airport company.
 - the outstanding amounts due shall automatically bear interest at three times the legal rate of interest without any formal notice being necessary.
 - the Toulouse-Blagnac Airport company reserves the right to demand the immediate payment of all invoiced services.
- In the event that payment is not made, the Toulouse-Blagnac Airport company reserves the right to initiate legal proceedings.

In the event of non-payment of the charges owed by the operator of an aircraft, the Toulouse-Blagnac Airport company is entitled, in particular, to submit a request to the authority responsible for air traffic at the airport, to have the aircraft seized until payment of the disputed sums owed has been made (in application of Article L. 123-4 of the Civil Aviation Code).

1.3 - APPLICATION OF V.A.T.

Unless stated otherwise, the rates indicated herein are exclusive of taxes, V.A.T. (normal rate) only being due for airlines that have less than 80% international traffic and for aircraft users of private or tourist aircraft.

1.4 - INFORMATION TO BE PROVIDED BY AIRLINES

Documents relating to aircraft

The month before the aircraft arrives, the airline shall send a copy of the following documents to:

Société Aéroport Toulouse-Blagnac
Support Escale
BP 90103
31703 Blagnac Cedex - FRANCE
Tel: +33 (0)5 61 42 44 67
e-mail: a.support-escala@toulouse.aeroport.fr
SITA: TLSAPXH

- the airworthiness certificate (AC),
- an extract from the flight manual, including:
 - the covers, giving the details of the aircraft model and the aircraft manufacturer's serial number,
 - the restrictions pages, with the details of the maximum take-off weight (MTOW),
 - the pages featuring information on the engine technology and the associated noise measurements,
 - the aircraft noise certificate (ANC),
 - the acoustic group,
- the fleet list certified by the French General Directorate of Civil Aviation (DGAC) for French airlines, or the competent authority for foreign airlines,
- the Air Operator Certificate (AOC), with the relevant fleet in order to determine the movement type for commercial flights,
- the Intra-Community VAT number, for airlines based in the European Union.

Communication of data regarding aircraft movement

In general, to ensure that the registration file is constantly kept up-to-date, the airline will notify the station support services of any change in the composition or characteristics of the fleet before flight operation.

Updates will be taken into account on the date of receipt of the documents and will be applicable for the period which has not been invoiced, and will not retroactively affect previous invoices.

In the absence of this information for an unknown registration, the landing charge will be calculated as follows:

- maximum take-off weight of the heaviest aircraft type according to previous information available from the Toulouse-Blagnac Airport company's files;
- acoustic group of the noisiest aircraft type according to previous information available from the Toulouse-Blagnac Airport company's files;

Communication of data regarding aircraft movement

Regardless of the nature of its traffic, the airline or a representative (this may be the handling agent) shall communicate the breakdown of the load in terms of passengers, freight and post per stopover, via SITA, (TLSCHXH). The communication of load information via the SITA network guarantees reliable charging of fees

Miscellaneous

The airline shall provide all information which may have an impact on invoicing, in particular:

- change of invoicing address
- change of IATA or ICAO code
- change of agent
- change of aircraft owner or operator.

1.5 - PAYMENT OF INVOICES

By bank transfer to DEXIA CLF Banque

Bank account details:

Bank code	Sort code	Account number	Bank ID code
13148	02940	10760000200	38

International bank account details:

International Bank Account Number (IBAN)	SWIFT Bank Code
FR76 1314 8029 4010 7600 0020 038	CLBQFRCCXX

By cheque

Made out to "Société Aéroport Toulouse-Blagnac"

2 Airport public service charges as of 1 April 2011

2.1 - LANDING CHARGE

The landing charge corresponds to the use of the airport infrastructure and equipment required for landing, take-off and movement on the ground, and the use of ground lighting services, by aircraft weighing over 6 metric tonnes.

It is calculated according to the maximum authorised take-off weight, indicated on the aircraft's airworthiness certificate, rounded up to the nearest metric tonne.

MTOW in metric tonnes	Rates
7t to 12t	€ 45.61 + € 0.51 x (t - 6)
13t to 25t	€ 48.63 + € 2.71 x (t - 12)
26t to 75t	€ 84.02 + € 5.11 x (t - 25)
76t and over	€ 340.10 + € 6.57 x (t - 75)

Aircraft weighing less than 6 metric tonnes are subject to a fixed charge covering the landing, parking and passenger charges (see section 2.6.1).

Adjustment factor

The French decree dated 26 February 2009, states that the landing charge is to be adjusted according to the time of day and the acoustic group of the aircraft.

The adjustment factor applied by the Toulouse-Blagnac Airport company is set according to two daily time periods. The adjustment factors by acoustic group are as follows

Acoustic group	Day 6am -10pm	Night 10pm-6am
1	1.75	2.63
2	1.50	2.25
3	1.25	1.88
4	1.00	1.50
5A	0.85	1.28
5B	0.70	1.05

The reference time is local time.

Exemptions

- Aircraft specially assigned to transporting individuals exercising functions featured on the list drawn up by order of the Minister responsible for Civil Aviation;
- State aircraft carrying out technical missions under the orders of the Minister responsible for Civil Aviation;
- Aircraft that are forced to return to the airport due to technical incidents or unfavourable atmospheric conditions.

2.2 - PASSENGER CHARGE

The passenger charge applies for the use of facilities designed for boarding, disembarking and welcoming passengers and the general public, and for the provision of check-in and boarding desks, and luggage conveying equipment.

The following rates do not include assistance for people with reduced mobility (APRM) which is covered by a specific charge (see section 2.5).

Destinations	Rates
Schengen Area	€ 5.70 / departing passenger
EU excl. Schengen Area / French Overseas Departments and Territories	€ 7.14 / departing passenger
Other destinations	€ 11.06 / departing passenger

Exemptions

- Crew members;
- Passengers in direct transit (arrival and departure on the same aircraft and with one flight number);
- Passengers from an aircraft making a forced return to the airport due to technical incidents or unfavourable atmospheric conditions;
- Children under 2 years of age.

2.3 - PARKING CHARGE

The parking charge applies for the use of infrastructure and parking equipment by any aircraft weighing over 6 metric tonnes.

Calculation of the parking rates takes into account:

- the duration and the aircraft's maximum authorised take-off weight,
- use of an airbridge,
- electrical power supply (400 Hz).

Services	Rates	Conditions
Apron (variable part)	€ 0.230 /metric ton/hour (day) € 0.120 /metric ton/hour (night)	. With pier-served stands, ½ hour free of charge. . With remote stand, 1 hour free of charge. . Parking timed to the nearest minute. . Day: 6am to 10pm / Night: 10pm to 6am (Local time).
Airbridge flat rate	€ 46.56 / airbridge used	. Flat rate for use of airbridge by aircraft on apron.
400 Hz flat rate	€ 35.57 / equipped area	. Flat rate for areas providing 400 Hz power supply only . Flat rate doubled for aircraft weighing 140 metric tonnes and over

2.4 - FUEL CHARGE

The rate for the fuel charge is as follows:

	Rate
Fuel	€ 0.99 / kilolitre

2.5 - CHARGE FOR THE ASSISTANCE OF PEOPLE WITH REDUCED MOBILITY (APRM)

The APRM charge finances assistance for people with reduced mobility. It is based on the total number of departing passengers (regardless of whether they benefit from assistance or not), with the exemptions mentioned for the passenger charge (see 2.2).

	Rate
APRM	€ 0.43 / departing passenger

2.6 - ANCILLARY CHARGES

2.6.1 - Flat rate for under 6 metric tonnes

The flat rate for aircraft weighing under 6 metric tonnes covers landing, parking and passenger charges.

MTOW in metric tonnes	Flat rate 1st day	Additional days
up to 1.5 t	€ 32.78 VAT incl.	€ 1.70 VAT incl.
from 1.6 to 2.5 t	€ 42.43 VAT incl.	€ 3.29 VAT incl.
from 2.6 to 6 t	€ 57.03 VAT incl.	€ 5.67 VAT incl.

Helicopters benefit from a 50% reduction.

2.6.2 - Other ancillary charges

Services	Rates
Air handling equipment areas	€ 5.61 per m ² per year
Electrical loading equipment	
Handling tractors	€ 521 / year / space
Tow tugs	€ 2,607 / year / space
Luggage conveyors	€ 2,607 / year / space
Restricted zone access passes	
Security awareness	€ 25 / person
Security Badge	€ 40 / badge
Vehicle sticker	€ 28 / vehicle

3 Incentive measures

3.1 - ADJUSTMENT OF CHARGES FOR THE LAUNCH OF A NEW ROUTE

3.1.1 - Definition of the adjustment

The opening of a direct link from Toulouse-Blagnac Airport to an airport or airport system that is not already served, qualifies for the adjustment of charges for the launch of a new route. The rate reduction on the passenger charge and the landing charge is progressively decreased over a period of three years:

- 70% the first year
- 50% the second year
- 30% the third year

3.1.2 - Conditions for application of the adjustment

- The adjustment is applied to the passenger charge and the landing charge for a new route with traffic of at least:
 - 1 flight per week over an IATA season for scheduled flights,
 - 1 flight per week over a consecutive 2-month period for charter flights.
- The traffic is measured as the number of departing local passengers and the number of aircraft landings.
- The adjustment is calculated on a monthly basis.
- If a carrier launches a regular flight on a route that has been in service for less than three years and which benefits from this rate adjustment, the carrier receives the same level of reduction as the existing operator.
- This adjustment is applied to an operator which takes over a route left unserved insofar as this operator has no financial or commercial link with the previous operator. If this is not the case, there shall be a 12-month flight-free period for scheduled flights and an 18-month flight-free period for charter flights.

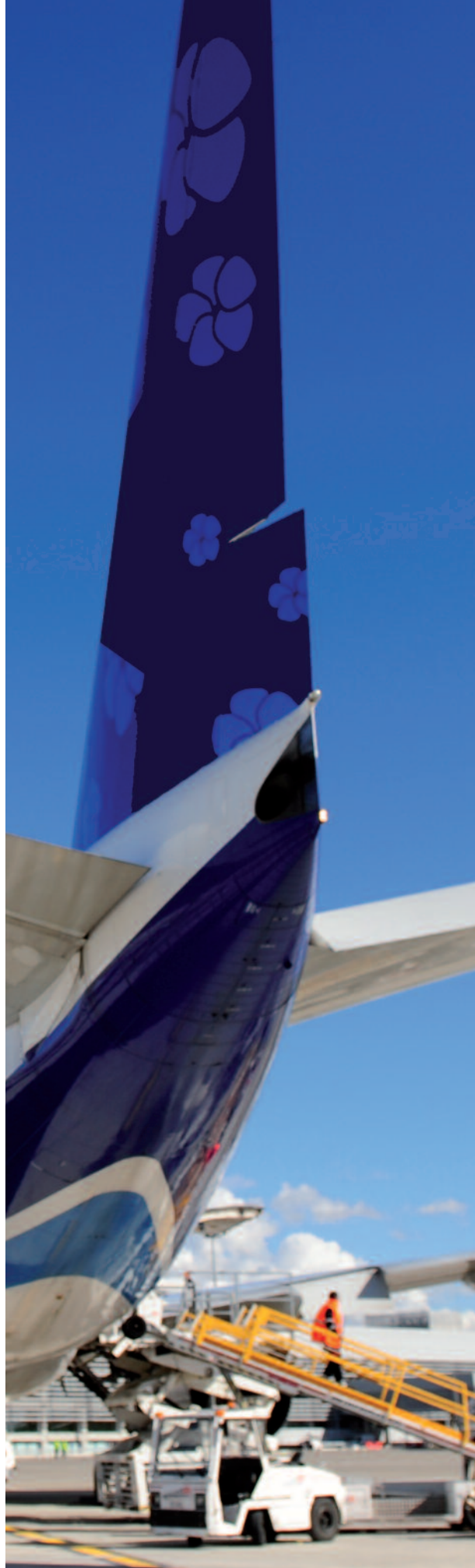
3.2 - ADJUSTMENT OF CHARGES FOR DEVELOPMENT OF TRAFFIC

3.2.1 - Definition of the adjustment

The adjustment for development of traffic is applied per airline and amounts to € 1.50 per departing passenger over the growth target for airport traffic. This excludes traffic that benefits from the incentive measure for the launch of new routes.

3.2.2 - Conditions for application of the adjustment

- The adjustment is applied to the passenger charge for the period 2010-2013 for airlines operating scheduled flights with quarterly traffic of at least 3,000 passengers.
- The traffic is measured as the number of departing local passengers.
- The traffic is based on an airline's traffic for all of its destinations.
- The airport's traffic growth target is set in the annual budget. For the calendar year 2011, this target is set at 3.5%.
- The adjustment is calculated per calendar quarter: passenger traffic for the year n quarter compared with passenger traffic for the year n-1 quarter.
- This excludes charter flights and passenger traffic that benefit from the adjustment for the launch of new routes.
- In the event of airline mergers or acquisitions, growth in traffic is calculated according to the accumulated airline traffic.



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