



2026
rates

applicable from
1 May 2026

SUMMARY
**OF AIRPORT
CHARGES**



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your airport contacts

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CS 90103 - 31703 Blagnac Cedex



01

general provisions

The fees for airport charges have been established in accordance with the Economic Regulation Agreement signed between the French State and Aéroport de Toulouse-Blagnac for the 2026–2030 period. This follows the opinion of the Economic Consultative Commission dated 15 January 2026, pursuant to the provisions of Decree No. 2005-827 of 20 July 2005, and the opinion of the French Transport Regulatory Authority (Opinion No. 2026-028 of 19 March 2026) on the draft Economic Regulation Agreement.

Pursuant to Article R. 224-1 of the French Civil Aviation Code, airport charges cover services provided to aircraft operators and their service providers for the use of airport land, infrastructure, facilities, premises, and equipment supplied by the airport operator, insofar as such use is directly necessary for aircraft operations or the provision of air transport services.

1.1 invoice payment

Payability

Invoices must be paid within 30 days of their issue date.

The submission of claims does not in any way suspend payment.

Payment :

- by bank transfer to the following account:

bank code	sort code	account number	bank ID code
13135	00080	08126833889	89

International Bank Account Number (IBAN)

FR76 1313 5000 8008 1268 3388 989

Bank Identifier Code (BIC)

CEPAFRPP313

- by cheque:

To the order of

"société Aéroport Toulouse-Blagnac"

1.2 recovery

Security for payment of invoices

In order to secure the payment of invoices, Aéroport Toulouse-Blagnac reserves the right to require the provision of one or more of the following financial guarantees :

- a security deposit in an amount not less than the total charges, inclusive of all applicable taxes, invoiced over a minimum period of three (3) months ;
- an on-demand bank guarantee issued by a duly authorized and reputable financial institution, the amount of which shall be determined at the sole discretion of Aéroport Toulouse-Blagnac, based in particular on the scope and volume of the customer's activities.

In the event of late payment:

The outstanding amounts due shall bear interest at three times the legal rate of interest and a fixed charge of €40 (applicable for professionals only), without any formal notice being necessary.

In the event of non-payment:

Aéroport Toulouse-Blagnac reserves the right to:

- call upon provided guarantees and call in provided deposits, on formal notice,
- demand the immediate payment of all invoiced services,
- to take legal action and, in particular, to request of the authority governing air traffic at the airport that the aircraft be detained until the disputed amounts have been deposited (Article L.6123-2 of the French Transport Code).

1.3 vat

Except where otherwise indicated, the rates below are expressed net of tax.

VAT at the normal rate applies for all airport charges, in accordance with legislation in force, except for airlines that can provide proof of their exemption.

1.4 information to be submitted by airlines

Documents relating to aircraft

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

Société Aéroport Toulouse-Blagnac
Support Escale - CS 90103
31703 Blagnac Cedex
Tél. +33 (0)5 61 42 44 67
Email : a.support-escale@toulouse.aeroport.fr
SITA : TLSAPXH

- the airworthiness certificate (AC),
- a partial copy of 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 detail 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.
- proof of VAT exemption.

Landing fee calculation criteria

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 reception 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 fee will be calculated as follows:

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

Communication of data on 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.

02

a public airport service charges & fees

2.1 landing fee

The landing fee applies to the use of airport infrastructure and equipment necessary for aircraft landing, take-off ground movement and ground lighting services. This fee is applicable to aircraft with a maximum authorized take-off weight (MTOW) exceeding six (6) metric tonnes.

The fee is calculated based on the MTOW, as specified in the aircraft's airworthiness certificate, rounded up to the nearest whole metric tonne.

MTOW in metric tonnes	rates
7 t to 12 t	$€45.47 + €0.5 \times (t - 6)$
13 t to 25 t	$€48.46 + €2.7 \times (t - 12)$
26 t to 75 t	$€83.74 + €5.1 \times (t - 25)$
76 t and over	$€338.97 + €6.55 \times (t - 75)$

Aircraft weighing less than six (6) metric tonnes are subject to a fixed fee covering the landing, parking and passenger fees (see section 2.7.1).

Adjustment factor

The French decree dated 8 September 2021 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 Aéroport Toulouse-Blagnac is set according to three daily time periods. The adjustment factors by acoustic group are as follows:

acoustic group	daytime 6am-6pm	daytime 6pm-10pm	nighttime 10pm-6am
1	1.40	1.40	2.45
2	1.18	1.18	2.07
3	1.02	1.02	1.79
4	0.89	0.89	1.56
5	0.78	0.78	1.37
6	0.78	0.78	1.37

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 Service Fee (PSF)

The passenger fee applies for the use of facilities for the reception of passengers and the public.

The following rates do not include assistance RMP which is covered by a specific charge fee (see section 2.6).

destinations	rates
Schengen Area	€5.57 / departing passenger
other European countries*/French overseas	€6.96 / departing passenger
other destinations	€8.63 / departing passenger

* Non-Schengen EU and other non-Schengen European countries as per the EU classification

- Non-Schengen EU: Ireland, Cyprus,
- Other non-Schengen European countries as per the EU classification: Andorra, Armenia, Azerbaijan, Belarus, Georgia, Holy See, Liechtenstein, Moldova, Monaco, Russia, San Marino, Ukraine, United Kingdom.

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

baggage item charge

Luggage Service Fee (LSF) the LSF Covers the cost of providing baggage handling facilities, including the tracking of checked baggage on departure and the delivery of baggage upon arrival.

service	rate
LSF	€2.10 per checked bag at the check-in counter

2.4 parking fee

The parking fee applies to the use of parking infrastructure and equipment by any aircraft with a weight exceeding 6 metric tonnes.

Calculation of the parking rates considers:

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

apron areas	allowance (/t/h)	day time (6h/22h) (/t/h)	night time (22h/6h) (/t/h)
apron areas adjacent to the terminal with the use of boarding bridges	00:45	€0,80	€0,41
apron areas with embarkation and disembarkation on foot without the use of boarding bridges (WIWO)	00:45	€0,55	€0,29
remote stand	01:00	€0,27	€0,14

services	conditions	tarifs
400 Hz flat rate	<ul style="list-style-type: none"> • flat rate for areas providing 400 Hz power supply only. • flat rate doubled for aircraft weighing 140 metric tonnes and over. 	€17.02 / equipped apron
air conditioning flat rate	<ul style="list-style-type: none"> • flat rate for areas providing air conditioning supply only. • flat rate doubled for aircraft weighing 140 metric tonnes and over. 	€20.14 / equipped apron

** Allowance corresponds to lead times between landing and take-off when an aircraft can park without paying any parking fee . Once allowance is reached, every extra minute must be paid.

2.5 fuel charge

The rate for the fuel charge is as follows:

	rates
fuel	€1 / kilolitre

2.6 PRM fee

The (see 2.2). The PRM fee supports services for passengers with reduced mobility and is determined by the total number of departing passengers, with exemptions aligned with those of the passenger fee.

	rates
Airline with a pre- notification rate, 36 hours prior to departure or arrival, greater than 65% for the January 2024 – December 2024 period	€0.75 / departing passenger
Airline with a pre- notification rate, 36 hours prior to departure or arrival, less than or equal to 65% for the January 2024 – December 2024 period	€0.95 / departing passenger

2.7 ancillary charges

2.7.1 - FLAT RATE FOR AIRCRAFT UNDER 6 METRIC TONNES

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

MTOW in met- ric tonnes	flat rate 1st day	additional day
up to 1.5 t	€29.86 excl. tax	€1.53 excl. tax
1.6 to 2.5 t	€38.62 excl. tax	€3 excl. tax
2.6 to 6 t	€51.92 excl. tax	€5.16 excl. tax

Helicopters benefit from a 50% reduction.

2.7.2 - OTHER ANCILLARY CHARGES

The fee for airplanes that weigh less than 6 tonnes includes landing and parking fees, as well as PSF & LSF.

services	rates
air handling equipment areas	€6.08 per m ² per year
electrical loading equipment	
luggage handling trucks	€564 / year / electrical plug
push trucks	€2,828 / year / electrical plug
luggage reclaim belts	€2,828 / year / electrical plug
fuel distribution for runway vehicles	Purchase price for a litre of non-transport fuel increased by 20%
restricted zone access passes (runway side)	
safety training	€33 / person
permanent airport identity card (red, orange and yellow badges)	€58 / badge
permanent vehicle pass (permanent LPV)	€38 / LPV
escorted airport identity card (green badge)	€5 / day
temporary vehicle pass (temporary LPV)	€5 / day
temporary airport identity card (rainbow badge)	€5 / badge

NB: In the event of loss or deterioration of any of these circulation titles, a fee equal to the original purchase price will be charged.

3.1 fee modulations for new route launches

3.1.1 - DEFINITION OF THE ADJUSTMENT

Fee modulations for the launch of a new route are awarded for the creation of a direct regular flight from Toulouse-Blagnac Airport to an unserved airport for the IATA season of route launching.

The rate reduction on PSF, LSF & landing fee is progressively decreased over a period of three years:

year	route < 3,000 km	route ≥ 3 000 km
year 1	70 %	75 %
year 2	50 %	50 %
year 3	30 %	25 %

3.1.2 - CONDITIONS FOR APPLICATION OF THE ADJUSTMENT

- The modulation shall be applied to the PSF, LSF and Landing fee for a new route whose flight scheduled for three consecutive months:
 - at least 2 weekly flights for destinations in Schengen Europe and other European countries,
 - at least 1 weekly flight for other destinations.
- For the reopening of a route after suspension due to the Covid-19 epidemic, the airline shall not benefit from the modulation for the opening of a new route; as an exception, for any new route opened before the Covid-19 crisis, the airline shall continue to benefit from modulation for the opening of a new route after neutralisation of the period of suspension of the route.
- In the event of the resumption of service on an unserved route, the new airline shall benefit from the modulation, provided that it has no capital or commercial links with the route's previous operator. After two years with no service, modulation also applies to a company with links to the previous operator.
- If a carrier opens a service on a route that has been in existence for less than three years and which benefits from the fee modulation, the carrier shall be entitled to the same discount as the existing operator, provided that its flight schedule meets the conditions for applying the measure.
- In the event of a seasonal closure, the decreasing incentive process continues when flights resume, as if they had never been suspended. The period of closure is included in the reduction period.
- Flights scheduled in the middle of the night (00:00 to 6:00 local time) do not benefit from the fee modulation.

3.2 fee modulation for growth Criteria

3.2.1 - DEFINITION OF THE ADJUSTMENT

A discount on the charge per passenger is granted to airlines that have a passenger traffic growth between 2025 reference year and year Y, above certain thresholds.

From 2026 to 2030, thresholds are defined according to passenger traffic growth rate since 2025 :

tariff period	2026	2027	2028	2029	2030
passenger traffic growth rate since 2025	0,85%	1,70%	2,55%	3,40%	4,25%

For departing passengers above the predefined growth thresholds, the amount of the discount depends on the geographical market segment:

geographical market segment	€/departing passenger
Schengen area	€4,00
other european countries	€5,00
other destinations	€6,00

3.2.2 - CRITERIA

In the event of the takeover of an existing route, the new airline shall benefit from the traffic development modulation provided that it has no capital or commercial links with the operator of the route during the 2025 calendar year.

For airlines with no reference traffic, the discount shall apply to all departing passengers.

The discount rate on the passenger charge may not exceed 75% when combining the tariff modulations for new route openings and traffic development.

Flights operated during core night hours (00:00 – 06:00 local time) are excluded from the scope of application of the modulation.

The discount shall be granted in the form of a credit note issued at the end of each calendar half-year.

04

ground-handling services

airside bus

The service charges are defined by aircraft movement related to the use of apron buses and according to the maximum take-off weight of the aircraft, as follows :

in tonnes	schedules	rates
7 t to 25 t	5 am - midnigh	€65.39
	midnight - 5 am	€130.79
26 t and over	5 am - midnigh	€65.39 + €2.61 (t-25)
	midnight - 5 am	€130.79 + €5.24 (t-25)

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