



REGULATIONS

- FOR THE
ASSIGNMENT OF
AIR CARRIERS

AND

- FOR THE
ALLOCATION OF
AIRPORT
RESOURCES

IN TERMINAL 1

And

THE DIFFERENTIATED
SERVICES TERMINAL

**Temporary regulations for concentrating all air carriers in Terminal 1 and the
Differentiated Services Terminal**

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INTRODUCTION/PREAMBLE

These regulations governing the company Aéroports de Lyon, hereinafter 'Lyon Airport', the concession holder for Lyon-Saint Exupéry Airport, define:

- The principles governing the permanent allocation of air carriers between terminals in accordance with Article 13 of the airport concession specifications (appendix to Decree no. 2007-244 of 23 February 2007 relating to the aerodromes belonging to the State and approving the standard specifications applicable to the concession of these aerodromes);
- the regulations for allocating airport facilities and equipment to users in accordance with Article 14 of the airport concession specifications (appendix to Decree no. 2007-244 of 23 February 2007 relating to the aerodromes belonging to the State and approving the standard specifications applicable to the concession of these aerodromes).

Lyon Airport confirms its intention to carry out work to bring Terminal 2 up to standard and extend it.

This project was launched in 2019 and has faced a number of unforeseeable challenges, but it is perfectly in line with the needs of aviation users and the aviation market, and with expectations within the region.

To create the right conditions to make progress with the works phase, Lyon Airport is planning for Terminal 2 to be temporarily mothballed on 31.03.26 and for airlines currently operating from Terminal 2 to be transferred to Terminal 1 on 1 April 2026, thus, in theory, enabling the work to start by spring 2026.

In this context, Lyon Airport has initiated the creation of a new check-in area, comprising 12 check-in desks in the former Terminal 1, with the aim of increasing its capacity by 19%.

These rules for the assignment and allocation of resources are subject to the following consultations and information:

- Positive opinion from the Direction du Transport Aérien dated **25.02.2026**.
- Information on aviation users provided in the publication dated **03.03.2026** on:
 - <https://airlines.lyonaeroports.com/sites/default/files/2026-03/affectation-allocation-transporteurs-aerien-2026-03-03-fr.pdf>
 - <https://airlines.lyonaeroports.com/sites/default/files/2026-03/affectation-allocation-transporteurs-aerien-2026-03-03-en.pdf>
- The resource allocation regulations form for each company (updated prior to each scheduling season)

I /. ASSIGNMENT DATE AND CHANGE OF ASSIGNMENT DATE

Every air carrier affected by a change of terminal will receive a letter requesting its opinion at least one month prior to the effective terminal reassignment date. This period may be reduced by a decision of the Minister responsible for civil aviation in urgent situations.

Pursuant to the resource assignment regulations detailed below, the operations management at Lyon Airport (operations department including service planning and the Operations Control Centre (OCC)):

- Establishes a provisional schedule for the assignment of carriers between Terminal 1 and the Differentiated Services Terminal and the allocation of airport resources;
- are undertaking the operational management, in real time, of these resources
- Informs all air carriers and the DSAC-CE of the allocation decisions that have been taken.

II /. PRINCIPLES FOR ALLOCATING AIR CARRIERS TO TERMINAL 1

Air carriers that are not allocated to the Differentiated Services Terminal are allocated to Terminal 1.

III /. PRINCIPLES OF RESOURCE ALLOCATION - TERMINAL 1 AND DIFFERENTIATED SERVICES TERMINAL (DST)

III.1. GENERAL

The rules set out below will enable the operations management, via the operations department and the Operations Control Centre (OCC):

- to establish a provisional program for the allocation of resources
- to undertake the operational management, in real time, of these resources

The airlines, handling agents and management, upon acceptance and validation of the rules set out in this document, undertake to respect them by adopting the following procedures:

1. Airlines and handling agents shall provide the operations department with:

- the flight schedule
- the scheduling of aircraft turnarounds
- their needs regarding check-in desks as well as the duration of use
- their requirements for flight handling (redesignation of flights/airlines/handling agents, etc.)

These requirements should be communicated no later than two months prior to the start of the IATA season; otherwise, the operations department will not be able to guarantee a favourable response to these needs. The Operations Department will respond to requests from airlines and/or assistants one month before the start of the IATA season.

2. Resource allocations plans shall be submitted twice a year to the airlines and handling agents present on the site, during a meeting for each airline and/or handling agent 1 month prior to the start of each season. During this meeting, participants can present their comments.

During the course of the season, and depending on the availability of resources, the allocations may be reviewed at the request of the airlines or Lyon Airport.

Any request for modification with regard to the allocations will be handled directly between the airline station managers and/or handling agents and the Head of the operations department at Lyon Airport.

The daily sheet distributed by the operations department and/or by the Operations Control Centre (OCC) serves as the final schedule, excluding real-time operating contingencies.

The airport operations management, by means of service planning by the operations department, is responsible, among other things, for ensuring the balanced use and optimisation of airport resources, respecting the equal treatment of airlines and offering the same level of quality of service to all its passengers.

III.2. TERMINAL 1 TRANSFER

All air carriers are scheduled to be concentrated in Terminal 1 and the Differentiated Services Terminal from 01.04.26.

In order to obtain their opinion two months prior to the transfer date, Lyon Airport will inform all the users affected three months prior to the effective date of the transfer to ask for their opinions on the chosen date and the scheduling of partner meetings and the bipartite meetings as referred to above.

At least one month prior to the transfer date, Lyon Airport will organise a meeting of partners in order to present the resource allocation arrangements to all the stakeholders. Bipartite meetings between Lyon Airport and each air carrier (or its ground handling representative when the air carrier has no representative at the airport), will then be scheduled in order to define the resources allocated to each carrier (allocation rules form for each airline).

IV /. REGULATIONS FOR THE ALLOCATION OF AIRPORT RESOURCES – TERMINAL 1

IV.1. AIRCRAFT PARKING STANDS AND TOWING – TERMINAL 1

Two types of traffic:

- A** - Dockable aircraft
- B** - Aircraft that cannot be docked

The minimum time between two planes using the same parking stand is 20 minutes.

A – All dockable aircraft will be positioned on 'contact' stands as a priority, and according to the availability of stands.

- In the event of a conflict, priority will be determined in application of the order of criteria below:
 - Scheduled flights
 - Aircraft with the largest number of seats
 - Airlines with the shortest ½ rotation time

B – The 'remote' parking stands are not subject to any allocation priority; these positions being treated identically (transportation of passengers by bus); however, the operations department will ensure that aircraft of the same airline and the same handling agent are grouped together in the same area, and on adjoining stands, and will give priority to stands allowing independent departures, in order to avoid airlines having to set up additional people and equipment.

- In the event of a conflict, priority will be determined in application of the order of criteria below:
 - Scheduled flights
 - Aircraft with the largest number of seats
 - Airlines with the shortest ½ rotation time

The priority rules for aircraft on contact stands at Terminal 1 are without prejudice to the rules on the prioritisation of connecting flights set out in IV.6.

C – TOWINGS

Aircraft with a stopover time of more than 2 hours, and which are parked at 'contact' stands may be towed by the airline or the handling agent, at the request of Lyon Airport, after the passengers have disembarked, to a 'remote' stand in order to allow a scheduled or charter airline to benefit from a 'contact' stand. The aircraft may be towed back to the departure position in order to benefit from 'contact' boarding, if required by the Airline. If the airline does not require this, it will be scheduled directly from a 'remote' stand.

The operations department may make changes to the parking stand arrangements during special events.

Some airlines may make schedule changes during the season; the operations department will therefore attempt to retain the same allocations but cannot guarantee this.

IV.2. CHECK-IN DESKS _ TERMINAL 1

The operations department will ensure check-in desks are positioned as close as possible to the airlines' sales desks.

As far as is possible, flights operating with same handling agents will be grouped together in the same area.

It will allocate the number of check-in desks according to the occupancy rate, the number of passengers (passenger presentation graphs) and the number of baggage items for check-in; Lyon Airport has all these data at its disposal.

The companies undertake to comply with the rules governing the allocation of resources.

IV.3. BOARDING GATES – TERMINAL 1

As the boarding gates will depend on the types of passengers transported, the operations department and the OCC will ensure that boarding gates are assigned according to the status of the flight and the positioning of the aircraft. Terminal 1 is equipped with the "Dynamic Call To Gate" system; gate information will be communicated to passengers according to rules that have been defined and communicated to all air carriers and their subcontractors.

The minimum time between assigning the same gate for two different flights is 20 minutes.

IV.4. CONNECTING FLIGHTS - FORMER TERMINAL 1

Lyon Airport has started work to enable connecting flights to use the former Terminal 1. These changes will enable Air France's regional hub activity to be transferred from the Differentiated Services Terminal to the former Terminal 1. This enables better use to be made of this infrastructure and increases the capacity of the Differentiated Services Terminal.

IV.5. ARRIVALS HALLS – TERMINAL 1

Lyon Airport has started work that is to create a single, centralised arrivals circuit in Terminal 1. These improvements optimise the use of the arrivals baggage carousels by providing shared accessibility, thereby increasing the arrivals flows processing capacity. The operations department will ensure that flights are distributed in a balanced way between the different carousels, in order to avoid reaching capacity.

IV.6. PRINCIPLES FOR PRIORITISING ACCESS TO HISTORICAL TERMINAL 1 (PARKING) AND HALLS (BOARDING)

Short connecting flights*, for aircraft whose size** is compatible with the characteristics of the historical Terminal 1, are allocated to the former Terminal 1 because they meet all the regulatory, commercial and operational criteria.

*The term short connecting flight traffic refers to connections of less than 30 minutes.

**The term compatible size applies to Category C aircraft.

V /. SPECIFIC INFORMATION ABOUT THE DIFFERENTIATED SERVICES TERMINAL

V.1. THE DIFFERENTIATED SERVICES TERMINAL

The Differentiated Services Terminal was opened in 2011 and, pursuant to Article R224-2-1, it has always been subject to a differentiated rate passenger tax.

The terminal has significantly lower costs than other terminals and a reduced level of service quality due to:

- the simplified nature of the infrastructure;
- the remoteness of the airport access infrastructure presenting significant journey times by foot for passengers and staff;
- the rules of access guaranteeing the optimisation of its operation (aircraft capacity, time of use of the various functions of the terminal, etc.);
- the simplified service: the distance from restaurants and shops

In accordance with Articles 13 and 14-I of the airport concession specifications (appendix to Decree no. 2007-244 of 23 February 2007 relating to the aerodromes belonging to the State and approving the standard specifications applicable to the concession of these aerodromes), for reasons of general interest relating to the configuration of the infrastructure and the optimisation of its operation, the concession holder determines the conditions for the assignment and allocation of resources as detailed below.

V.2. CONDITIONS RELATING TO THE CAPACITY OF THIS TERMINAL

- The level of quality of service offered on this infrastructure corresponds to a classification between 'C' and 'E' of the IATA standard

- Parking 11-Category C aircraft.
- Thirteen boarding gates; including seven "flights subject to border controls" lounges
- Kiosk installed for EES enrolment

V.3. CONDITIONS RELATING TO AIRCRAFT THAT CAN BE HANDLED AT THIS TERMINAL:

- Capacity of between 48 and 240 seats per aircraft
- A321 aircraft limitations: Eleven aircraft simultaneously

V.4. OTHER TERMS OF OPERATION

- Scheduled flights only;
- Flights included in a flight schedule, per airline, comprising a minimum of 4 weekly flights;
- Night stop flights exclusively for based aircraft making several daily turnarounds from/to the terminal;
- 90% of flights complying with the following maximum turnaround times according to their category (excluding flights by based aircraft performing several daily turnarounds from/to the terminal when operating a crew change and/or catering resupply):
 - 48 – 100 seats: 45 minutes
 - 101 – 240 seats: 55 minutes
- Punctuality tolerance of 15 minutes on a maximum of 30% of flights per IATA season (excluding cases of force majeure)
- Tolerance for failure to operate time slots/flight schedules operated at the terminal for a maximum of 20% of scheduled flights for the IATA season (excluding cases of force majeure)

Exclusion: in the event of non-compliance with the access conditions or in the event of non-compliance with the deadlines for payment of airport charges.

V.5. PRINCIPLES FOR PRIORITISING ACCESS TO THE DIFFERENTIATED SERVICES TERMINAL - ASSIGNMENT

The available capacities of this terminal are allocated to airlines that meet the above conditions and that are in accordance with the priorities resulting from the application of the prioritisation rules below.

Priority in assignment of the available capacities of this terminal to the air carriers is given to:

- 1- The flight schedule of the user that requires the most boarding room capacity over the IATA season and commits to the highest growth rate for year N+1.

2- in case of incompatibility (*) in flight schedules following the application of criterion no. 1, the following flight schedules are prioritised according to the following sub-criteria:

- Larger schedule of flights 'not subject to cross-border controls' compared to 'subject to cross-border controls' depending on availability of the corresponding departure lounges;
- Shortest aircraft turnaround time per available seat;
- Best punctuality rate to 15 minutes over the equivalent scheduling season of the previous scheduling year

(*) This is to take into account the situation where the flight schedule comes in 2nd or 3rd, etc., (= 2nd, or 3rd, etc., largest departure lounge reservation program) may not be completely compatible with the time slots for use of the terminal necessary and reserved for the 1st and, if applicable, the 2nd, etc., and in this case the following criteria should be applied in order to decide between the remaining programs.

3- If an air carrier cannot be assigned to the Differentiated Services Terminal for the above-mentioned reasons, Lyon Airport will offer the carrier concerned the slots available in this terminal so that it can adapt its flight schedule accordingly.

V.6. ALLOCATION OF AIRPORT RESOURCES – DIFFERENTIATED SERVICES TERMINAL - CHECK-IN DESKS

Check-in resources are allocated in the same way as for Terminal 1.

V.7. ALLOCATION OF AIRPORT RESOURCES – DIFFERENTIATED SERVICES TERMINAL – ARRIVALS HALLS

The "arrivals hall" resources are allocated under the same conditions as for Terminal 1.

VI /. METHODS OF IMPLEMENTATION

VI.1. THE OPERATIONS DEPARTMENT UNDERTAKES TO KEEP AN UP-TO-DATE LIST OF THE RESOURCES MADE

AVAILABLE TO AIRLINES AND HANDLING AGENTS, NAMELY:

- Number of desks per departure with 'security classification' (tomograph, EDS, X-ray)
- Number of departure lounges, specifying the types of passengers that can be handled there + modularity of the lounges
- Number of departure gates per lounge, specifying the number of 'contact' and 'remote' gates
- Number of carousels per arrival hall, classified by passengers per hall
- List of aircraft/parking stand matches, showing the processing conditions for the aircraft (boarding bridge, bad contact, autonomous, push-back)
- The list of parking stands equipped with 400Hz and PCA:

This list of resources will be sent to the airlines and handling agents one month before each season begins, and shall be updated during the season according to developments.

VI.2. THE OPERATIONS DEPARTMENT IS COMMITTED TO KEEPING AIRLINES AND HANDLING AGENTS INFORMED OF:

- any unavailability of airport resources
- any change of assignment due to these unavailabilities and/or due to flight processing operating constraints.

VI.3. THE AIRLINES AND HANDLING AGENTS PRESENT ON THE SITE UNDERTAKE TO PROVIDE THE OPERATIONS DEPARTMENT WITH:

- An up-to-date list of the materials and equipment (including information on push-back bars and tow bars) available on the platform, specifying the types of aircraft for which they can be used.
- any unavailability that may affect the processing of passengers and/or aircraft.

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Lyon, 23 February 2026