

Price Guide

2018

Basic airport services
July Edition



*This guide is issued exclusively for informative purposes, with the objective of providing information as regards the charges applied on Spanish Airports.
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INTRODUCTION



1. INTRODUCTION

Royal Decree-Law 13/2010, of December 3, has introduced an important modernization process, dividing the airport and air navigation management functions that in Spain had been performed by the Entidad Pública Empresarial Aena, with the objective of improving the efficiency and effectiveness of the Spanish airport system.

Aena Aeropuertos is created within this modernization process and it shall be responsible for the management of the airports which until now had been managed by Entidad Pública Empresarial Aena.

The Council of Ministers on June 3, 2011 approved an agreement which authorizes the asset transfer from Aena to Aena Aeropuertos and a rise in the capital stock of the new company. These measures are necessary for Aena Aeropuertos to start functioning effectively, from June 8, 2011.

Aena Aeropuertos shall carry out all the duties and obligations developed by Entidad Pública Empresarial Aena until June 7, 2011 as regards management and operation of airport services, and any others that national or international law gives to the airport operator, in relation to the network integrated by airports and heliports managed by Aena.

From July 5, 2014, Aena Aeropuertos S.A changes its name into Aena S.A. The airports and heliports that it manages are the following:

Adolfo Suarez Madrid-Barajas and Barcelona-El Prat.

Alicante Elche, Gran Canaria, Tenerife Sur, Málaga-Costa del Sol and Palma de Mallorca.

Bilbao, Fuerteventura, Girona, Ibiza, Lanzarote, Menorca, Santiago, Sevilla, Tenerife Norte and Valencia.

Almería, Asturias, Coruña, Granada-Jaén, Jerez, La Palma, Murcia San Javier, Reus, Seve Ballesteros, Santander, Vigo and Zaragoza.

Albacete, Algeciras, Badajoz, Burgos, Ceuta, Córdoba, Madrid Cuatro Vientos, Hierro, Huesca, La Gomera, León, Logroño, Melilla, Sabadell, Salamanca, San Sebastián, Son Bonet, Pamplona, Vitoria and Valladolid.



1.1. PROCEDURE TO OPERATE.

Flights landing, taking-off or flying over the Spanish territory shall be subject to the Spanish law as regards civil aviation and to the public security, police and penal regulations in force in Spain.

Information about requirements and authorizations needed to operate in Spain is available in AIS (available Internet) or in the following address:

DIRECCIÓN GENERAL DE AVIACIÓN CIVIL (CIVIL AVIATION OFFICE)

Subdirección General de Explotación del Transporte Aéreo

AESA

Avda. General Perón, 40 portal B 1ª planta

28020 Madrid

Fax:+34 917 705 469

E-mail: licexplotacion.aesa@seguridadaerea.es

www.seguridadaerea.gob.es

In order to optimize the use of the capacities available in airports under the Spanish sovereignty, it is needed to coordinate arrival and departure hours of every commercial flight to avoid congestions and delays. Therefore, every flight operating in Adolfo Suarez Madrid Barajas and commercial flights operating in other Aena airports shall coordinate their service times through:

Asociación Española para la Coordinación y Facilitación de Franjas Horarias (AECFA)

C/ Peonías 12, 8ª Planta 28042 Madrid

Tf: +34-913 211 044

Fax: +34-913 211 348

E-mail: slot.coord.admin@aecfa.es

www.slotcoordination.es

In order to operate at Spanish airports, it will be necessary to complete the form: "Formulario Estadístico de Tránsito Aéreo" both at arrival and departure.

AIRPORT SERVICE TIMETABLE:

Service times of Spanish airports are duly published and updated in de AD card of each airport of AIP Spain.



1.2. GOVERNING LAWS.

Law 18/2014 of 15 October, provides the regulatory framework for basic airport services.

This Law observes the principle of legal reservation regarding the regulation of airport revenues, Law 21/2003, amended by Law 1/2011 of 4 March.

The list below shows the basic airport services. Revenues generated by them are considered as public patrimonial benefits:

- use of runways (landing),
- aerodrome services provided by airport operator,
- meteorological services,
- services of inspection and control of passengers and baggage (security),
- use of the terminal buildings by the passengers (passengers),
- service that enable general mobility of passengers and provision of assistance to persons with reduced mobility (PRMs),
- use of aircraft parking areas,
- use of air bridges,
- use of the airport for transport and supply of fuels and lubricants
- use of the infrastructures for the provision of ground handling services

List of Laws that have amended Law 21/2003:

Law 2/2012 de 29 de junio de Presupuestos Generales del Estado para el año 2012.

Real Decreto-ley 20/2012, de 13 de julio.

Law 17/2012 de 27 de diciembre de Presupuestos Generales del Estado para el año 2013.

Real Decreto-ley 11/2013 de 2 de agosto.

Law 22/2013 de 23 de diciembre de Presupuestos Generales del Estado para el año 2014.

Real Decreto-ley 8/2014 de 4 de julio, de aprobación de medidas urgentes para el crecimiento, la competitividad y la eficiencia.

Ley 18/2014, de 15 de octubre, de aprobación de medidas urgentes para el crecimiento, la competitividad y la eficiencia.

Real Decreto-ley 17/2014, de 26 de diciembre.

Law 36/2014, de 26 de diciembre, Presupuestos Generales del Estado para el año 2015.

Law 48/2015, de 29 de octubre, Presupuestos Generales del Estado para el año 2016

Law 3/2017, de 27 de junio, Presupuestos Generales del Estado para el año 2017.

Law 6/2018 de 3 de julio, Presupuestos Generales del Estado para el año 2018.

Agreement of the Council of Ministers of 27th of January 2017, that approves the Airport Regulation Document for 2017-2021. Published in the Resolution of 20th of February 2017, of Civil Aviation Authority, BOE num 49, of 27 de February de 2017

Legislation of charges for those services provided by entities other than Aena, although they are invoiced by Aena: approved by the “Documento de Regulación Aeroportuaria 2017-2021” (DORA).

- Safety and security tax (Tasa de seguridad aérea): Law 9/2013
- Charge on slot allocation (Asignación franjas horarias): Real Decreto-ley 1/2014, de 24 de enero





AERONAUTICAL CHARGES (Since 1st March 2018)





2. Aena S.A.: AERONAUTICAL CHARGES. Since 1st March 2018

Rates are shown without indirect taxes unless otherwise indicated.

2.1. LANDING AND AERODROME SERVICE.

Definition:

Use of the runways by an aircraft and the rendering of the services needed for such use, different from ground handling to aircraft, passengers, and goods as well as aerodrome services provided by the airport operator.

Taxpayer:

Airlines, legal entities or persons receiving the above mentioned services.

Rates:

It is determined according to the maximum takeoff weight (MTOW), and varies depending on the type, class of flight, and the noise level of the aircraft.

When the aerodrome service is provided in the form of Aerodrome Flight Information Service (AFIS), the amount of the rate of aerodrome service will be reduced by sixty percent.

2.1.1. Flights within European Area and International flights

Airport	LANDING		AERODROME SERVICE	
	€ Tm	Minimum per operation €	€ Tm	Minimum per operation €
Adolfo Suarez Madrid-Barajas	8,072800	146,33	3,333669	68,03
Barcelona-El Prat	7,112002	128,89	3,313090	67,64
Alicante-Elche, Gran Canaria, Tenerife Sur, Málaga-Costa del Sol and Palma de Mallorca	6,746481	91,72	3,251355	48,45
Bilbao, Fuerteventura, Girona, Ibiza, Lanzarote, Menorca, Santiago, Sevilla, Tenerife Norte and Valencia	5,660359	13,75	2,983839	7,35
Almería, Asturias, Coruña, FGL Granada-Jaén, Jerez, La Palma, Murcia San Javier, Reus, Seve Ballesteros Santander, Vigo and Zaragoza	4,146057	10,14	2,335627	5,80
Albacete, Algeciras, Badajoz, Burgos, Ceuta, Córdoba, Madrid Cuatro Vientos, Hierro, Huesca Pirineos, La Gomera, León, Logroño, Melilla, Sabadell, Salamanca, San Sebastián, Son Bonet, Pamplona, Vitoria and Valladolid	2,736189	5,50	1,985796	4,05



2.1.2. Domestic flights in Canary Islands, Balearic Islands, Ceuta and Melilla (except interisland)

Airport	LANDING		AERODROME SERVICE	
	€ Tm	Minimum per operation €	€ Tm	Minimum per operation €
Gran Canaria, Tenerife Sur y Palma de Mallorca	5,734509	77,96	3,251355	48,45
Fuerteventura, Ibiza, Lanzarote, Menorca, and Tenerife Norte	4,811305	11,69	2,983839	7,35
La Palma	3,524148	8,62	2,335627	5,80
Ceuta, Hierro, La Gomera, Melilla and Son Bonet.	2,325761	4,68	1,985796	4,05

Rates for private flights will be the ones under paragraph 3.1.1

2.1.3. Inter-Islands flights in Canary and Balearic Islands

Airport	LANDING		AERODROME SERVICE	
	€ Tm	Minimum per operation €	€ Tm	Minimum per operation €
Gran Canaria, Tenerife Sur and Palma de Mallorca	2,023944	27,52	3,251355	48,45
Fuerteventura, Ibiza, Lanzarote, Menorca and Tenerife Norte	1,698108	4,13	2,983839	7,35
La Palma	1,243817	3,04	2,335627	5,80
Hierro, La Gomera and Son Bonet	0,820857	1,65	1,985796	4,05

Rates for private flights will be the ones under paragraph 3.1.1

2.1.4. Surcharges according to the noise level of the aircraft

At Alicante Elche, Barcelona-El Prat, Bilbao, Gran Canaria, Ibiza, Adolfo Suarez Madrid Barajas, Málaga-Costa del Sol, Palma de Mallorca, Sevilla, Tenerife North, Tenerife South and Valencia Airports, for civil subsonic jet airplanes, the amounts resulting from the application of the amounts referred to in points 3.1.1 to 3.1.3. of this section shall be increased by the following percentages according to the noise level of each aircraft and to the schedule of the landing or take off:

Noise category	07:00 - 22:59 (local time)	23:00 - 06:59 (local time)
Category 1	70%	140%
Category 2	20%	40%
Category 3	0%	0%
Category 4	0%	0%

The criterion applied to determine the noise category for each aircraft is as follows:

- Category 1: Aircrafts with accumulative margin up to 5 EPNdB.
- Category 2: Aircrafts with accumulative margin between 5 EPNdB and 10 EPNdB.
- Category 3: Aircrafts with accumulative margin between 10 EPNdB and 15 EPNdB.
- Category 4: Aircrafts with accumulative margin over 15 EPNdB.



Accumulative margin: The figure, in EPNdB (Effective Perceived Noise in Decibels), is obtained after summing up the differences between noise calculated and noise certificated at each of the three points of reference defined in the Convention on International Civil Aviation, volume 1, second part, chapter 3, annex 16.

2.1.5. Training and school flights.

Definition:

Training flights are those performed for pilot training or qualification in order to confirm or keep licenses.

School flights are those for the purpose of teaching and training pilots, carried out in school or flying club aircraft authorized by Agencia Estatal de Seguridad Aérea (Air Security State Agency), provided that the beginning and the end of the operation is performed at the same airport. Student pilots will be required to prove their status when presenting the Flight Plan to the Oficina de Notificación de los Servicios de Tránsito Aéreo (Air Traffic Services Notification Office)

Rates:

Airport	LANDING	AERODROME SERVICE
	€ Tm	€ per Tm.
Adolfo Suarez Madrid-Barajas	5,691690	3,693786
Barcelona-El Prat	5,482820	3,673208
Alicante-Elche, Gran Canaria, Tenerife Sur, Málaga-Costa del Sol and Palma de Mallorca	4,918873	3,611474
Bilbao, Fuerteventura, Girona, Ibiza, Lanzarote, Menorca, Santiago, Sevilla, Tenerife Norte and Valencia	4,918873	3,313090
Almería, Asturias, Coruña, FGL Granada-Jaén, Jerez, La Palma, Murcia San Javier, Reus, Seve Ballesteros Santander, Vigo and Zaragoza	4,396700	2,603142
Albacete, Algeciras, Badajoz, Burgos, Ceuta, Córdoba, Madrid Cuatro Vientos, Hierro, Huesca Pirineos, La Gomera, León, Logroño, Melilla, Sabadell, Salamanca, San Sebastián, Son Bonet, Pamplona, Vitoria and Valladolid	3,884970	2,201867

Additionally, for undertaking maneuvers, approach operations or landing simulation, the total amount to be paid will be the result of adding to the above mentioned rates the result of the application of the following multiply coefficients for each 90 minutes or period, independently of the number of operations, to the previous rates.

SECTIONS OF WEIGHTS		Multiply Coefficients for each 90 minutes or part
(Kg weight)		
From	To	
1	4.999	2
5.000	40.000	6
40.001	100.000	5
100.001	250.000	4
250.001	300.000	3
300.001		2



2.1.6. Out of operational service time

In airports with operational service time less than 24 hours, the amount corresponding to operations that take place out of operational service time published in the AD card for each airport in the AIP SPAIN, will be as follows. Notwithstanding, at airports whose operating schedule is the entire period between zero and six local time, the rates for flights out of operational service time will be the stated at paragraphs 3.1.1, 3.1.2 and 3.1.3:

2.1.6.1. Flights within European Economic Area airports and International flights:

	LANDING	AERODROME SERVICE
Airport	€ per Tm	€ per Tm
Bilbao, Fuerteventura, Ibiza, Lanzarote, Menorca, Sevilla and Tenerife Norte	29,941423	7,35
Almería, Asturias, Coruña, FGL Granada-Jaén, Jerez, La Palma, Murcia San Javier, Reus, Seve Ballesteros Santander, Vigo and Zaragoza		5,80
(¹) Albacete, Algeciras, Badajoz, Burgos, Ceuta, Córdoba, Madrid Cuatro Vientos, Hierro, Huesca, La Gomera, León, Logroño, Melilla, Sabadell, San Sebastián, Son Bonet, Pamplona, Vitoria and Valladolid		4,05

(¹) Rates for cargo flights will be the same as section 3.1.1

2.1.6.2. Domestic flights in Canary Islands, Balearic Islands, Ceuta and Melilla (except Inter-Islands)

	LANDING	AERODROME SERVICE
Airport	€ per Tm	€ per Tm
Fuerteventura, Ibiza, Lanzarote, Menorca, and Tenerife Norte	25,450210	7,35
La Palma		5,80
(¹) Ceuta, Hierro, La Gomera, Melilla and Son Bonet		4,05

(¹) Rates for cargo flights will be the same as section 3.1.2

For private flights rates are the listed in paragraph 3.1.6.1.

2.1.6.3. Inter-Islands flights

	LANDING	AERODROME SERVICE
Airport	€ per Tm	€ per Tm
Fuerteventura, Ibiza, Lanzarote, Menorca and Tenerife Norte	8,982427	7,35
La Palma		5,80
(¹) Hierro, La Gomera y Son Bonet		4,05

(¹) Rates for cargo flights will be the same as section 3.1.3

For private flights rates are the listed in paragraph 3.1.6.1.



2.2. PASSENGERS, PRMs AND SECURITY.

Definition:

The passenger charge applies for the provision of airport facilities not accessible to visitors in terminals, aprons and runways, in order to make effective the contract of air carriage.

Airport security charge applies for baggage inspection and passenger control services as well as for the facilities and equipment required for the provision of control and surveillance services at aircraft movement areas, free access areas, controlled access zones and security restricted areas around the airport area.

PRMs charge is applied for services that allow general mobility of passengers and necessary assistance to persons with reduced mobility (PRMs) to enable them to move from a point of arrival at the airport until the aircraft, or from there to an exit point, including boarding and disembarking.

Taxpayer:

Airline companies, administrations, organizations and individuals carrying passengers who board at an airport managed by Aena S.A, regardless of subsequent intermediate stages that the flight may perform and of its destination.

The amount of this charge may be passed on to passengers on the ticket in a disaggregated way or not containing the price of the ticket.

Rates: Rates are shown in the following tables. Passengers on private flights, carried on aircrafts weighing less than 5 tonnes, will not pay these charges.

Passenger and security rates applicable to transfer passengers are reduced by 40%. For these purposes, transfer passenger means a passenger landing in an airport managed by Aena S.A., on a flight, and board a new flight with the same ticket and at the same airport, within a maximum of 12 hours, with a different flight number and destination other than the origin.

From November to March, passenger and security rates at Palma de Mallorca, Menorca, Ibiza and Son Bonet Airports will be reduced by 20%.



2.2.1. Flights within European Economic Area airports and International flights:

Airport	Passengers		PRM	Security
	E.E.A.	International		
Adolfo Suarez Madrid-Barajas	14,73	20,84	0,60	3,50
Barcelona-El Prat	13,70	16,77		
Alicante-Elche, Gran Canaria, Tenerife Sur, Málaga-Costa del Sol and Palma de Mallorca	6,12	9,20		
Bilbao, Fuerteventura, Ibiza, Lanzarote, Menorca, Santiago, Sevilla, Tenerife Norte and Valencia	5,20	7,82		
Almería, Asturias, Coruña, Girona, FGL Granada-Jaén, Jerez, La Palma, Murcia San Javier, Reus, Seve Ballesteros Santander, Vigo and Zaragoza	3,73	5,60		
Albacete, Algeciras, Badajoz, Burgos, Ceuta, Córdoba, Madrid Cuatro Vientos, Hierro, Huesca Pirineos, La Gomera, León, Logroño, Melilla, Sabadell, Salamanca, San Sebastián, Son Bonet, Pamplona, Vitoria and Valladolid.	2,44	3,67		

€ per departing passenger

2.2.2. Domestic flights in Canary Islands, Balearic Islands, Ceuta and Melilla with the Peninsula:

Airport	Passengers	PRM	Security
Gran Canaria, Palma de Mallorca and Tenerife Sur	5,20	0,51	2,98
Fuerteventura, Ibiza, Lanzarote, Menorca and Tenerife Norte	4,42		
La Palma	3,17		
Ceuta, Hierro, La Gomera, Melilla and Son Bonet	2,07		

€ per departing passenger

Rates for private flights will be the ones under paragraph 3.2.1

2.2.3. Inter-Islands flights in Canary and Balearic Islands:

Airport	Passengers	PRM	Security
Gran Canaria, Palma de Mallorca and Tenerife Sur	1,84	0,18	0,53
Fuerteventura, Ibiza, Lanzarote, Menorca and Tenerife Norte	1,56		
La Palma	1,12		
Hierro, La Gomera and Son Bonet	0,73		

€ per departing passenger

Rates for private flights will be the ones under paragraph 3.2.1



2.3. AIRCRAFT PARKING.

Definition

The use of the authorized aircraft parking zones in the airport.

This rate will not be applied when the aircraft is at an air bridge position or in a hangar. Parking time will be considered as the time in block time.

This rate will not be applied between 00:00 and 6:00, local time.

Taxpayer

Airlines companies, administrations, organizations, and individuals whose aircrafts are parked.

Rates

2.3.1. At Adolfo Suarez Madrid Barajas, Barcelona, Alicante-Elche, Gran Canaria, Tenerife Sur, Málaga, Palma de Mallorca, Bilbao, Fuerteventura, Girona, Ibiza, Lanzarote, Menorca, Santiago, Sevilla, Tenerife Norte y Valencia airports, this rate will be calculated by considering the aircraft's weight and the duration of parking, with the following formula:

$E = e \cdot T_m \cdot F_t$, where:

E: total amount to pay for the service

e: unit rate

T_m: maximum take-off weight authorized of the aircraft, in tons

F_t: parking time per 15 minutes or period.

The amount of the unit rates for each airport is as follows:

Airport	€ per each quarter of hour or part thereof	Maximum amount €	
		first 24 hours	maximum per 24 hours since 2 nd day
Adolfo Suarez Madrid-Barajas	0,130366	1.647,27	897,81
Barcelona-El Prat	0,124357		
Alicante-Elche, Gran Canaria, Tenerife Sur, Málaga-Costa del Sol and Palma de Mallorca	0,123223	1.647,27	897,81
Bilbao, Fuerteventura, Girona, Ibiza, Lanzarote, Menorca, Santiago, Sevilla, Tenerife Norte and	0,068469		



2.3.2. At A Coruña, Albacete, Algeciras, Almería, Asturias, Badajoz, Burgos, Ceuta, Córdoba, Madrid Cuatro Vientos, Hierro, Huesca-Pirineos, FGL Granada-Jaén, Jerez, La Gomera, La Palma, León, Logroño, Melilla, Murcia-San Javier, Pamplona, Reus, Sabadell, Salamanca, San Sebastián, Seve Ballesteros Santander, Son Bonet, Valladolid, Vigo, Vitoria, Zaragoza airports, the following rates will be applied by day of parking or period of time higher than two hours, according to aircraft weight:

General rates:

	MTOW Aircraft up to 10 tonnes			MTOW Aircraft higher than 10 tonnes
	0-1,5 Tm	1,5-2,7 Tm	2,7-10 Tm	
A Coruña, Albacete, Algeciras, Almería, Asturias, Badajoz, Burgos, Ceuta, Córdoba, Madrid Cuatro Vientos, Hierro, Huesca-Pirineos, FGL Granada-Jaén, Jerez, La Gomera, La Palma, León, Logroño, Melilla, Murcia San Javier, Pamplona, Reus, Sabadell, Salamanca, San Sebastián, Seve	15,17 €	20,22 €	22,24 €	0,908376 €/tm Minimum: 22,24
Son Bonet (July & August)	37,92 €	50,56 €	55,62 €	2,270939 €/tm Minimum: 55,62
	€/ per day or part			€/ ton per day or part

For aircrafts up to 5Tons of MTOW rates above will be applied by day of parking or period of time higher than three hours.

3.3.2.2. Rates for subscriptions per month:

	MTOW Aircraft up to 10 tonnes			MTOW Aircraft higher than 10 tonnes
	0-1,5 Tm	1,5-2,7 Tm	2,7-10 Tm	
Monthly ticket (for clients with contracts signed with the airport)	84,41 €	140,69 €	234,49 €	0,842544 €/tm*MTOW*30 €/month
	€/month			€/month
	MTOW Aircraft up to 10 tonnes			MTOW Aircraft higher than 10 tonnes
	0-1,5 Tm	1,5-2,7 Tm	2,7-10 Tm	
Monthly ticket (for clients without contracts with the airport)	126,63 €	234,49 €	375,17 €	1,256822 €/tm*MTOW*30 €/month
	€/month			€/month



2.4. USE OF AIR BRIDGES.

Definition:

Use of airport facilities to provide boarding and disembarking services to passengers through air bridges or the use of an apron position that impedes the use of air bridges to other users.

Taxpayer The company that runs the aircraft.

Rates: This rate will be calculated by considering the aircraft's weight and time at the air bridge with the following formula:

$$P = (p_1 + p_2 * T_m) * F_t, \text{ where:}$$

P: Total amount to pay for the service.

p₁: unit rate for the time in position at air bridge.

p₂: unit rate for the aircraft's weight and time at the air bridge.

T_m: maximum take-off weight of the aircraft, in tons.

F_t: time that the aircraft remains at the air bridge, per 15 minutes or period.

Unit rates for p₁ and p₂ are shown in the table below.

AIRPORT	p ₁ (€)	p ₂ (€)
Adolfo Suarez Madrid-Barajas	29,618851	0,00
Barcelona-El Prat	26,853551	0,00
Alicante-Elche, Gran Canaria, Tenerife Sur, Málaga-Costa del Sol and Palma de Mallorca	23,616227	0,00
Bilbao, Fuerteventura, Girona, Ibiza, Lanzarote, Menorca, Santiago, Sevilla, Tenerife Norte and Valencia	22,707870	0,00
Almería, Asturias, Coruña, FGL Granada-Jaén, Jerez, La Palma, Murcia San Javier, Reus, Seve Ballesteros Santander, Vigo and Zaragoza	22,707870	0,00
Albacete, Algeciras, Badajoz, Burgos, Ceuta, Córdoba, Madrid Cuatro Vientos, Hierro, Huesca Pirineos, La Gomera, León, Logroño, Melilla, Sabadell, Salamanca, San Sebastián, Son Bonet, Pamplona, Vitoria and Valladolid.	22,707870	0,00

For those aircrafts connected to two or more air bridges simultaneously, and parked in apron positions specially designed for this purpose, rates will be reduced by 75% for each additional bridge.

Between zero and six, local time, when an aircraft is in an apron position and the operating company requests a remote parking position but at that time that place is not available, or if the airport operator decides not to change it due to operational reasons, the airport shall disconnect the apron service and shall interrupt the computation of time for charging purposes. However, the company will be forced to move the aircraft to a remote parking position when it will be required because there is available position or because the previous reasons have disappeared. Failure to do this and the fact that it cannot be used by any other users, upon request, the rate to apply will be the one that would have been payable if such uses are not made.



2.5. FUEL AND LUBRICANT

Definition: Use of the airport infrastructures to transport and supply fuel and lubricant, by any means of transport or supply.

Taxpayer: Product suppliers.

Rates

KEROSENE	0,003977
AVIATION SPIRIT	0,006768
LUBRICANTS	0,006768

€/Liter

2.6. USE OF INFRASTRUCTURES FOR PROVIDE GROUND HANDLING SERVICES

Definition: Use of the airport property to provide ground assistance services.

Taxpayer: Persons authorized to perform ground handling services in their own aircrafts or in third parties' ones are required to pay.

Rates

2.6.1. Assistance to Aircraft:

a) Ramp services.

a.1. Baggage handling services (Service group 3).

Rate per aircraft whose MTOW is between 56-71 metric tons of weight or fraction: 64,26 €

a.2. Ramp handling services (Service group 5).

Rate per aircraft whose MTOW is between 56 and 71 metric tons of weight or fraction: 20,41 €

b) Cleaning of the aircraft and aircraft services (Service group 6 except the removal of snow and ice and the de-icing from the aircraft.)

Rate per aircraft whose MTOW is between 56 and 71 metric tons of weight or fraction: 11,21 €

c) Services for the removal of snow and ice and the de-icing from the aircraft. (Part of group 6.b.)

Rate per aircraft whose MTOW is between 56 and 71 metric tons of weight or fraction: 3,04 €

d) Maintenance services assistance in line (Service group 8).

Rate per aircraft whose MTOW is between 56 and 71 metric tons of weight or fraction: 3,04 €



e) Catering services assistance (Service group 11).

Rates per aircraft which MTOW is between 56 and 71 tons of weight or part are the following:

	EEA	International
Adolfo Suarez Madrid-Barajas	28,31	47,19
Barcelona-El Prat	19,82	33,02
Alicante-Elche, Gran Canaria, Tenerife Sur, Málaga-Costa del Sol and Palma de Mallorca	18,39	30,67
Bilbao, Fuerteventura, Girona, Ibiza, Lanzarote, Menorca, Santiago, Sevilla, Tenerife Norte and Valencia	14,15	23,58
Almería, Asturias, Coruña, FGL Granada-Jaén, Jerez, La Palma, Murcia San Javier, Reus, Seve Ballesteros Santander, Vigo and Zaragoza	9,91	16,52
Albacete, Algeciras, Badajoz, Burgos, Ceuta, Córdoba, Madrid Cuatro Vientos, Hierro, Huesca Pirineos, La Gomera, León, Logroño, Melilla, Sabadell, Salamanca, San Sebastián, Son Bonet, Pamplona, Vitoria and Valladolid	5,67	9,44

€/aircraft

The MTOW must be as contained in the Certificate of Airworthiness or the flight manual of the aircraft or any other equivalent official document. When the MTOW of the aircraft is not between 56 and 71 metric tons the following coefficients will be applied to the above amounts depending on the weight range in which the aircraft is included:

MTOW	Coefficient
Aircraft between 0 and less than 16 Tons	13,16%
Aircraft between 16 and less than 22 Tons	17,51%
Aircraft between 22 and less than 38 Tons	28,04%
Aircraft between 38 and less than 56 Tons	77,88%
Aircraft between 56 and less than 72 Tons	100%
Aircraft between 72 and less than 86 Tons	120,33%
Aircraft between 86 and less than 121 Tons	135,30%
Aircraft between 121 and less than 164 Tons	150,28%
Aircraft between 164 and less than 191 Tons	179,37%
Aircraft between 191 and less than 231 Tons	202,50%
Aircraft between 231 and less than 300 Tons	264,81%
Aircraft over 300 Tons	314,64%

2.6.2. Assistance to Passengers:

Rates for use of the airport to provide ground assistance services to passengers (Service group 2): 0,0447 Euros per departing passenger.

All references to service groups for ground handling services are based on the Annex of Royal Decree 1161/1999 of July 2 concerning ground handling services.



2.7. METEOROLOGICAL SERVICES

Definition

Meteorological services provided by the airport operator, notwithstanding that such services were provided by service providers meteorological properly certified.

Tax payer

Airlines and other individuals, corporations or entities receiving the services defined in the previous section, for each landing at an airport or heliport operated by Aena SA

Rate The amount to be paid will be 0,177425 euros per tonne.



EXEMPTION AND INCENTIVES





3. EXEMPTIONS AND INCENTIVES

Exemptions

No aeronautical charges shall be satisfied, referred to in this guide, by the operations performed by the Spanish state aircrafts, aircraft serving for autonomous communities and other local entities, provided that they perform non commercial public services, and foreign State aircrafts, in the case that the Nations to which they belong have similar exemption for Spanish state aircrafts.

Incentive for operations on certain days of the week in the Canary Airports

There is a right to a subsidy of 50% of the amount of landing and passengers charges, for flights in airports in the Canary Islands - with the exception of inter island flights- the days of the week that are reflected in the following table, provided that the beneficiary of the subsidy maintains the number of operations already scheduled for the remaining days of the week, at the deadline set by the industry for the return of slots of the winter season (August 31) and summer (January 31) accordingly.

Airport	Day of the week
Fuerteventura	Tuesday and Friday
Gran Canaria	Tuesday
La Palma	All days
Lanzarote	Wednesday
Tenerife Norte	Saturday
Tenerife Sur	Thursday

The enjoyment of this subsidy shall exclude the application of bonus for landing and passengers charges under Law 21/2003, Sections 75.7 and 78.3.

The subsidy must be requested during the month of January 2019, and will be met by Aena S.A. offsetting the amount to any amounts owed by the beneficiaries and, if it cannot be possible in whole or in part, by payment in cash before May 31, 2019.

Commercial incentive for 2018 Summer and Winter seasons.

There will be an incentive per season, as defined in Law 21/2003, to promote the start of routes to new destinations at both, short and medium haul, and long haul.

Air carriers operating in Spanish airports managed by Aena S.A. are entitled to get an incentive for their contribution to the growth of passengers on routes operated from Aena airports with less than 3 million passengers annually.

Furthermore, air carriers will be entitled to get an incentive for their contribution to the growth of passengers on long-haul routes operated from Aena airports.

The incentives of the above paragraphs will be calculated as an amount equivalent to 75% of the average passenger charge for the air carrier on the route per season, and will be applied to the additional passengers on the route per season compared to the previous equivalent one. The incentive will be proportional to the contribution of each air carrier to the growth generated in the



route. Additionally, if, in the following equivalent season, the air carrier at least maintains the number of departing passengers on that route, an additional 25% discount will be applied.

In all the above situations, the number of passengers considered for the incentive of each air carrier will have the cap on the number of passengers that the airline has grown at the airport. In this case their distribution by route will be proportional to the contribution of the air carrier to the growth of each route.

In addition, for each air carrier, the number of passengers considered at the network level will not be higher than its growth in the network of Aena S.A.. In this case, their distribution by route will be proportional to the passengers referred to in the previous paragraph.

Finally, for routes with origin at airports where a mechanism for reducing the seasonal variation is applied, as it is stated in law 21/2003, there is also an incentive for the contribution to the growth of passengers on routes operated in the previous equivalent off-peak season.

The incentive of the previous paragraph will be equivalent to 5% of the average amount of the passenger charge of the airline on the route and will apply exclusively to the number of additional departing passengers of the route during the off-peak season, compared to the previous off-peak season. The incentive will be proportional to the contribution to the growth generated in that route.

In addition, if in the following off-peak season the airline at least maintains the number of departing passengers on that route, an additional 5% of the amount of the passenger charge of the airline will be paid.

In the previous case, for each airline, the number of passengers considered for the incentive will not be higher than the growth of the company at the airport and the distribution by route of the number of passengers will be proportional to the contribution of the airline to the growth of each route.

For the Canary Island airports, the incentive will be applied to the amount of passenger charge once applied subsidies for operations on certain days of the week in the Canary Airports, regulated by Law 2/2012.

The growth of each airline cannot be due to the mere transfer of passengers between companies within the same group, or agreements between airlines to share their program or align strategies in order to have access to the incentive. For these purposes, Aena will assess whether the increase in passengers of an airline is because some of the above reasons, and has the power to nullify the incentive if it were so

For the purpose of this incentive, a route is defined as the set of operations of commercial air transport of passengers, departing from an airport of Aena S.A and destination another airport. It will be considered as the same route to the same destination, the one that even if it is operated to different airports, these are part of the same catchment area

For the purpose of this incentive it is considered that a route to a destination has not been operated in the previous equivalent season if it did not exceed 1.000 departing passengers in the winter season or 1.500 in the summer season. In this sense, to be considered a route operated in a season, the route to a certain destination must exceed 1.000 departing passengers in the winter season and 1.500 in the summer one.

For the purpose of the corresponding incentive, a route will be considered as long-haul when the destination is outside the EEA and the orthodromic distance to it is more than 4.000 km.



The incentives must be requested during the following month to that in which the season that generates the right to the incentive, finishes. It will be paid by Aena S.A by compensating its amount with any other amounts owed by the beneficiaries and, if this is not possible, in whole or in part, by payments in cash before the end of the month of June of the following year to that of the beginning of the seasons that generated the right to the incentive.

To receive the incentive, the air carrier must be up to date with payments to Aena S.A

CATCHMENT AREA LIST

Basel: BSL, MLH
Belfast: BFS, BHD
Berlin: BER, SXF, TXL
Brussels: BRU, CRL;
Bucharest: BBU, OTP
Dusseldorf: NRN, DUS
Glasgow: GLA, PIK;
Istanbul: SAW, IST
Stockholm: ARN, VST, NYO
Frankfurt: HHN, FRA
Goteborg: GOT, GSE
Hamburg: HAM, LBC
Kiev: IEV, KBP

London: LCY, LGW, LHR, LTN, SEN, STN
Milan: BGY, LIN, MXP
Moscow: DME, SVO, VKO
Oslo: OSL, RYG, TRF;
Paris: BVA, CDG, ORY
Rome: CIA, FCO;
Stuttgart: STR, FKB
Warsaw: WAW, WMI;
Venice: TSF, VCE;
Verona: VRN, VBS
New York: EWR, JFK, LGA





OTHER ENTITIES CHARGES





4. TAXES AND CHARGES OF ENTITIES DIFFERENT FROM AENA

This heading shows charges of services provided by entities other than Aena. Notwithstanding Aena has the duty of their invoicing. The incomes collected are not part of Aena's revenues.

4.1. SAFETY & SECURITY TAX (since July 5, 2018)

Definition:

The tax covers the activities and services of supervision and inspection performed by the Agencia Estatal de Seguridad Aérea (AESA) for safety and security reasons.

The amount of this tax will be collected by Aena S.A. and then will be transferred to AESA.

Taxpayer:

Passengers boarding at an airport managed by Aena S.A, regardless of subsequent intermediate stages that the flight may perform and of its destination.

Airline companies, administrations, organizations and individuals carrying passengers to replace the aforementioned.

Rates: are shown in the following tables

Airport	International & E.E.A.
ALL	0,61

€ per departing passenger

Airport	Flights with peninsular airport	Inter-Islands flights same CCAA
Fuerteventura, Ceuta, Gran Canaria, Hierro, Ibiza, Lanzarote, La Palma, La Gomera, Melilla, Menorca, Palma de Mallorca, Son Bonet, Tenerife Norte and Tenerife Sur	0,52	0,18

€ per departing passenger

4.2. CHARGE ON SLOT ALLOCATION

Definition:

This charge is paid for the services provided by the Spanish Slots Coordinator (Asociación Española para la Coordinación y Facilitación de Franjas Horarias-AECFA-) relating to the slots allocation at coordinated and schedules facilitated airports.

The amount of this tax will be collected by Aena S.A. and then will be transferred to AECFA

Taxpayer:

Aircraft operators that have slots allocated or schedules facilitated at these airports in the final programming of each calendar month. .

Those aircraft operators with 10 or less slots allocated or schedules facilitated per airport are exempted.

Rates since 31/07/2018:. 0,60 € per slot allocated and 0,30 € per Schedule facilitated

Rates from 01/08/2018:. 0,45 € per slot allocated and 0,23 € per Schedule facilitated.





HANDLING SERVICES





5. HANDLING SERVICE

The rates listed in this section are the maximum authorized by Aena S.A. that the handling agent can receive as payment for handling services on ground to their customers.

CONCESSIONAIRE AGENTS OF RAMP HANDLING SERVICE

AIRPORT	AGENTS		
A CORUÑA	IBERIA		
ALBACETE	IBERIA		
ALICANTE - ELCHE	IBERIA	SWISSPORT	UTE GLOBALIA HANDLING - IBERHANDLING
ALMERIA	SWISSPORT	-	
ASTURIAS	IBERIA	WFS	
BADAJOS	IBERIA		
BARCELONA - EL PRAT	IBERIA	UTE GLOBALIA HANDLING - IBERHANDLING	SWISSPORT
BILBAO	UTE GLOBALIA HANDLING - IBERHANDLING	IBERIA	
BURGOS	SWISSPORT		
CORDOBA	IBERIA		
FUERTEVENTURA	UTE GLOBALIA HANDLING - IBERHANDLING	AVIAPARTNER	
GIRONA - COSTA BRAVA	IBERIA	AVIAPARTNER	
GRAN CANARIA	IBERIA	UTE GLOBALIA HANDLING - IBERHANDLING	
FGL - GRANADA JAÉN	IBERIA		
HIERRO	ATLÁNTICA DE HANDLING		
HUESCA - PIRINEOS	SWISSPORT		
IBIZA	IBERIA	UTE GLOBALIA HANDLING - IBERHANDLING	
JEREZ	IBERIA		
LA GOMERA	ATLÁNTICA DE HANDLING		
LANZAROTE	SWISSPORT	AVIAPARTNER	



AIRPORT	AGENTS		
LA PALMA	IBERIA	-	
LEÓN	IBERIA		
LOGROÑO	SWISSPORT		
ADOLFO SUAREZ MADRID - BARAJAS	IBERIA	UTE GLOBALIA HANDLING - IBERHANDLING	WFS
MALAGA - COSTA DEL SOL	IBERIA	UTE GLOBALIA HANDLING - IBERHANDLING	AVIAPARTNER
MELILLA	IBERIA		
MENORCA	IBERIA	AVIAPARTNER	
PALMA DE MALLORCA	UTE GLOBALIA HANDLING - IBERHANDLING	ACCIONA	IBERIA
PAMPLONA	IBERIA		
REUS	SWISSPORT	IBERIA	
SALAMANCA	SWISSPORT		
MURCIA - SAN JAVIER	SWISSPORT	-	
SAN SEBASTIAN	IBERIA		
SEVE BALLESTEROS SANTANDER	IBERIA		
SANTIAGO	IBERIA	WFS	
SEVILLA	AVIAPARTNER	WFS	
TENERIFE NORTE	UTE GLOBALIA HANDLING - IBERHANDLING	IBERIA	
TENERIFE SUR	IBERIA	AVIAPARTNER	
VALENCIA	UTE GLOBALIA HANDLING - IBERHANDLING	SWISSPORT	
VALLADOLID	SWISSPORT		
VIGO	IBERIA		
VITORIA	IBERIA	WFS*	
ZARAGOZA	SWISSPORT	UTE GLOBALIA HANDLING - IBERHANDLING *	

*Cargo

For the purposes of application of the amounts to be received by the agents to third parties regarding ground handling services provided to third parties for ramp categories, the following



classification of aircraft is established, pointing out some of the most representative ones of each category.

AIRCRAFT CLASS	AIRCRAFT TYPE	AIRCRAFT CLASS	AIRCRAFT TYPE
4A	AEROSPATIALE AS350 Ecureuil CESSNA TWIN PISTON	71	AIRBUS 320
4B	AEROSPATIALE SN365 Dauphin AVIOCAR CN212-200	72	BOEING 727-200
4C	EMBRAER 120 BRASILIA AVIOCAR CN235	81	BOEING 757-300 AIRBUS A310
31	AEROSPATIALE ATR 42 DE HAVILLAND DHC-8	82	AIRBUS A300 B4/C4/F4 BOEING 767-300
41	AEROSPATIALE ATR 72 CANADAIR REGIONAL JET 900	83	AIRBUS 340-200 BOEING 777-200
51	BRITISH AEROSPACE 146-300 McDONNELL DOUGLAS DC-9	91	McDONNELL DOUGLAS MD-11 BOEING 777-300
61	BOEING 737 McDONNELL DOUGLAS MD 83	93	BOEING 747-200/400 AIRBUS A340-600

5.1. BASIC RAMP HANDLING MAXIMUM PRICES

The maximum prices for basic ramp services are the following:

Type of aircrafts for illustrative purpose	AIRCRAFT CLASS	COMMERCIAL STOP			TECHNICAL STOP (Passenger flight)
		Passenger flight	Mixed flight	Cargo flight	
		Euros	Euros	Euros	
CESSNA SINGLE POSITION	4A	25	27	27	12
CESSNA CITATION	4B	76	82	82	37
EMBRAER 120	4C	151	165	163	74
ATR 42	31	202	220	217	99
ATR 72	41	323	351	348	158
BOEING 717 (DC-9)	51	784	854	967	385
BOEING 737-400	61	1.007	1.097	1.242	494
AIRBUS 320	71	1.212	1.320	1.494	594
BOEING 727	72	1.363	1.484	1.680	668
AIRBUS 310	81	1.514	1.648	1.866	742
BOEING 767-300	82	1.807	1.968	2.227	886
AIRBUS 340-200	83	2.040	2.221	2.514	1.000
BOEING 777-300	91	2.667	2.905	3.287	1.307
BOEING 747-400	92	3.169	3.452	3.906	1.553

Technical stops for mixed and cargo flights will be 50% of the charges of the commercial stop for this kind of flights.



5.2. MAXIMUM CHARGES OF THE MAIN COMPLEMENTARY ACTIVITIES OF HANDLING

The maximum prices for complementary ramp services are the following:

Services	Maximum charge (€)	Units of charge
To handle special luggage	15	Per service
To provide, to put and to put away passenger and cabin stairs, for those scales longer than the standard one defined for each type of aeroplane (75 minutes conventional aeroplane and 90 minutes W.B.)		
<i>Fixed stairs:</i>	11	Per unit / half an hour
<i>Conventional hydraulic stairs:</i>	15	Per unit / half an hour
<i>W.B. hydraulic stairs.:</i>	29	Per unit / half an hour
To provide and to handle appropriate means of communication between terminal and aircraft	7	Per flight
To provide transport at ramp:		
<i>Passengers (bus):</i>	34	Per service
<i>Passengers (microbus):</i>	22	Per service
<i>Crew (microbus):</i>	22	Per service
<i>Classes 4A-4B-4C (microbús):</i>	9	Per service
To provide special equipment, facilities and training people to carry special passengers like people with handicaps, children, VIP, etc. between aircraft and terminal.	22	Per service
To provide special equipment, facilities and training people to provide whole assistance to Authorities at Mad and BCN airports.	100	Per service
To provide special equipment, facilities and training people to provide whole assistance to Authorities at Aena airports, except at Mad and BCN		
<i>With out vehicle</i>	23	Per service
<i>Vehicle included, up to 7 passengers</i>	40	Per service
<i>To provide ballast sacks</i>	1	Per sack
To take care of protection the entire load when it is loading and unloading or connecting with the terminal	19	Per service



<i>To provide personal of security to the aircraft.</i>	52,65	<i>Per hour / person</i>
Services	Maximum charge (€)	Units of charge
<i>To provide the suitable equipment to start up engines</i>		
<i>Common airplanes:</i>	64	<i>Per start up</i>
<i>Airplanes W.B.:</i>	150	<i>Per start up</i>
<i>To provide power unit</i>	37	<i>Per one hour</i>
<i>To provide the suitable equipment to communicate aircraft and land during the push back, star up engines and other situations.</i>	7	<i>Per service</i>
<i>To provide the communications between aircraft and land during the push back, star up engines and other situations</i>	7	<i>Per service</i>
<i>To provide the rail to drag the aircraft</i>	19	<i>Per service</i>
<i>To perform push back or push out service</i>		
<i>Aircrafts class 4A-4B</i>	22	<i>Per service</i>
<i>Aircrafts class 4C-31-41-51</i>	55	<i>Per service</i>
<i>Aircrafts class 61-71-72-81</i>	72	<i>Per service</i>
<i>Aircrafts class 82-83-91-92</i>	163	<i>Per service</i>
<i>To identify luggage next to the flight</i>		
<i>Aircrafts class 4A-4B</i>	14	<i>Per flight</i>
<i>Aircrafts class 4C-31-41-51</i>	35	<i>Per flight</i>
<i>Aircrafts class 61-71-72-81</i>	105	<i>Per flight</i>
<i>Aircrafts class 82-83-91-92</i>	176	<i>Per flight</i>





CONTACT DETAILS





6. CONTACT DETAILS

TELEPHONE NUMBERS OF AIRPORTS

AIRPORT	TELEPHONE Nº
Albacete	967 555 701
Alicante-Elche	966 919 000
Almería	950 213 700
Algeciras	956 646 404
Asturias	985 127 500
Badajoz	924 210 400
Barcelona-El Prat	932 983 837
Bilbao	944 869 664
Burgos	947 471 000
Ceuta	956 527 310
Córdoba	957 214 100
La Coruña	981 187 200
Fuerteventura	928 860 500
Girona	972 186 600
Gran Canaria	928 579 000
FGL Granada-Jaén	958 245 200
Hierro	922 553 700
Ibiza	971 809 000
Jerez	956 150 000
La Gomera	922 873 003
Lanzarote	928 846 000
La Palma	922 426 100
León	987 877 700
Logroño	941 277 400

AIRPORT	TELEPHONE Nº
AS Madrid Barajas	913 936 000
Madrid Cuatro Vientos	913 210 900
Málaga-Costa del Sol	952 048 484
Melilla	952 698 614
Menorca	971 157 000
Huesca Pirineos	974 280 561
Palma de Mallorca	971 789 000
Pamplona	948 168 700
Reus	977 779 800
Sabadell	937 282 100
Salamanca	923 329 600
Murcia/ San Javier	968 172 000
San Sebastián	943 668 500
Seve Ballesteros Santander	942 202 100
Santiago	981 547 500
Sevilla	954 449 000
Son Bonet	971 449 881
Tenerife Norte	922 635 800
Tenerife Sur	922 759 000
Valencia	961 598 500
Valladolid	983 415 500
Vigo	986 268 200
Vitoria	945 163 500
Zaragoza	976 712 300

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