# DORA
## 2022-2026

# AIRPORT REGULATION DOCUMENT

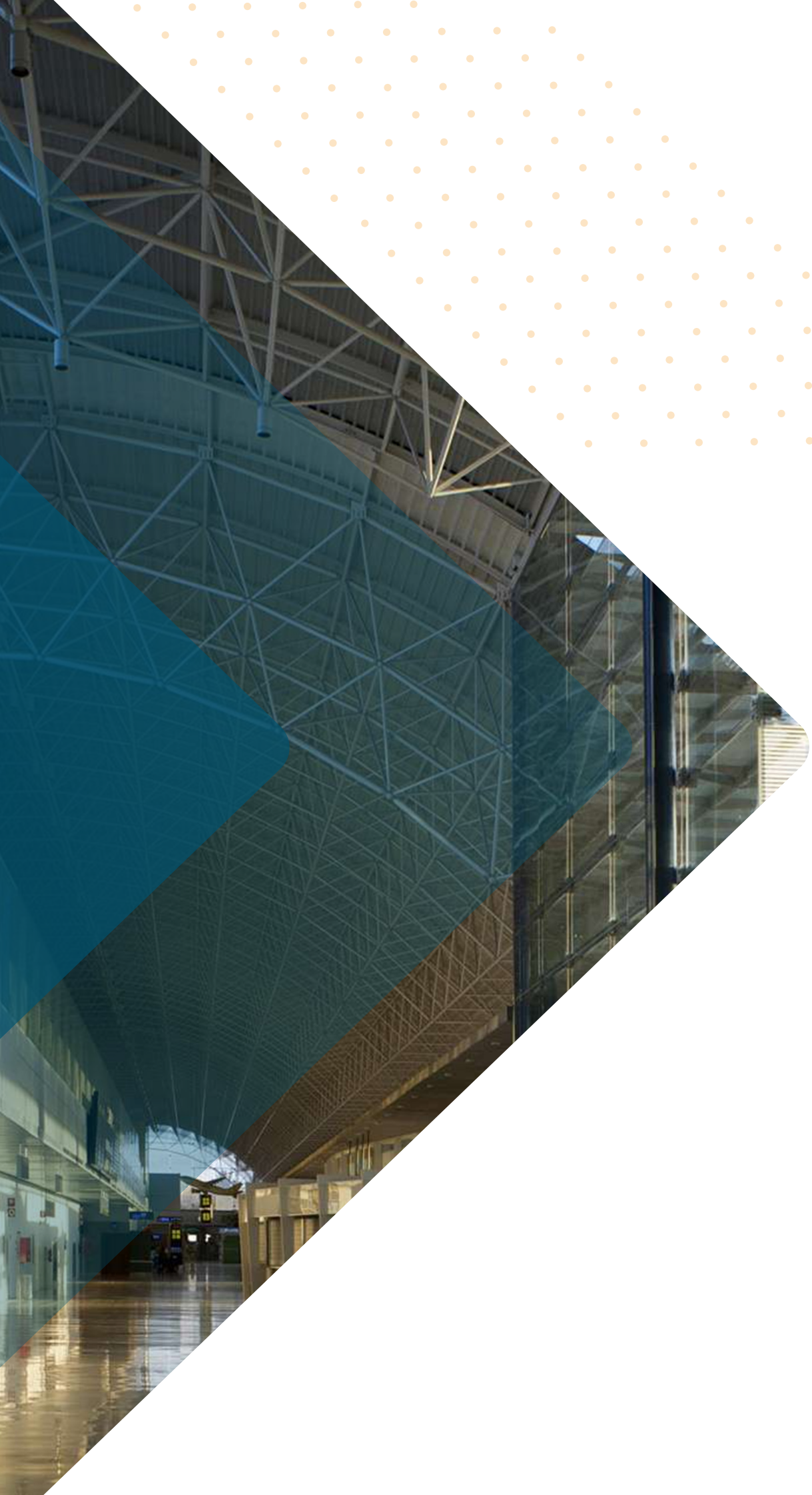
GOBIERNO DE ESPAÑA
MINISTERIO DE TRANSPORTES, MOVILIDAD Y AGENDA URBANA

**Courtesy translation elaborated by Aena, S.A. for informational purposes. In the event of discrepancy, the Spanish-language version prevails (https://www.mitma.gob.es/recursos_mfom/dora_2022-2026.pdf)**

Secretary of State for Transport, Mobility and Urban Agenda
General Secretary of Transport and Mobility
**Civil Aviation Authority**

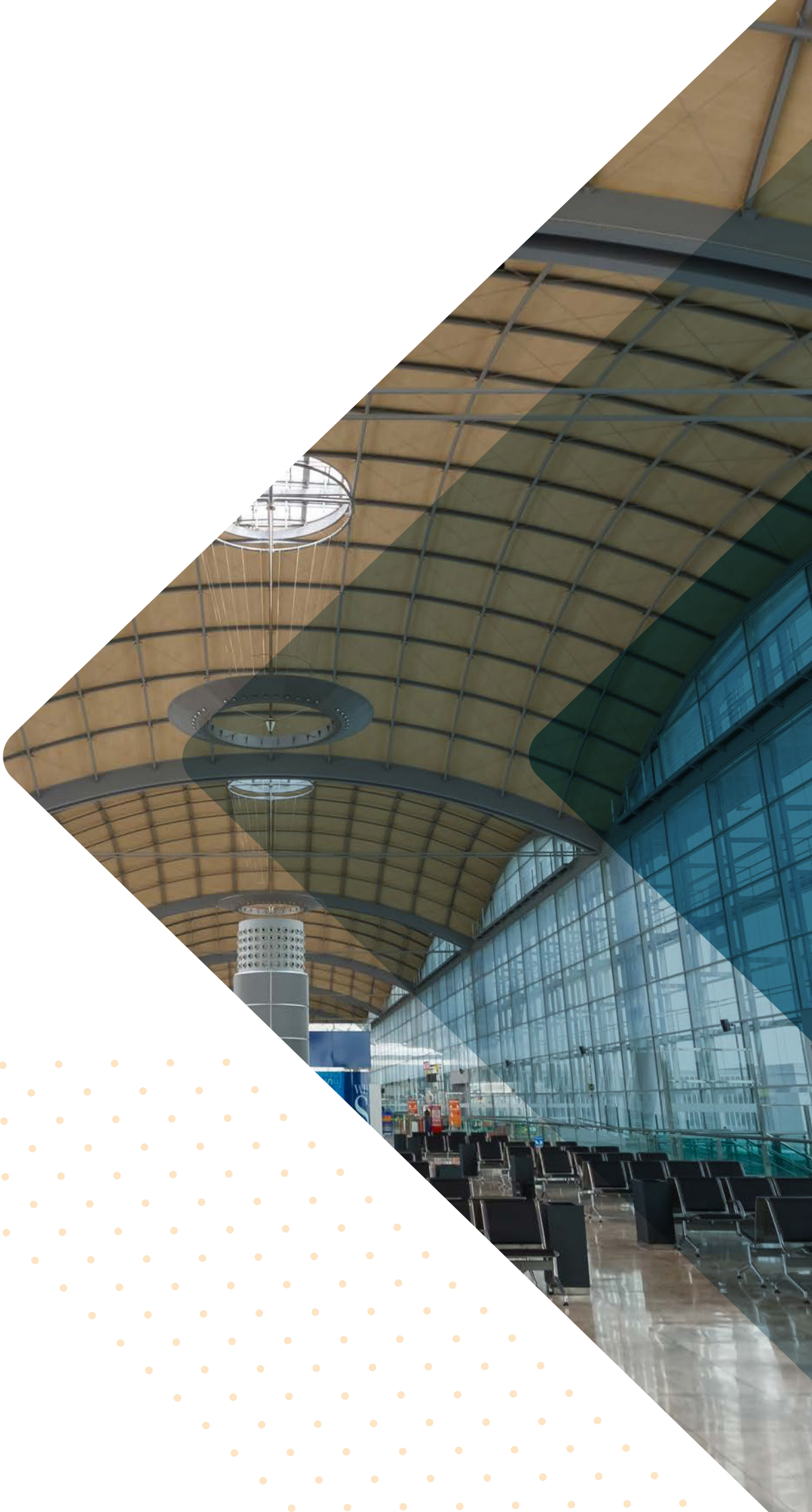
# AIRPORT REGULATION DOCUMENT 2022-2026

September 2021



# CONTENTS

# Appendices



# Foreword

Air transportation is a cornerstone of our economy. It contributes decisively to the development of one of our main drivers of activity, tourism, a sector that accounted for 12.4% of our GDP[1] in 2019, prior to the health crisis, and has generated 2.72 million jobs.

Despite the severe impact that the sector has been suffering as a result of the unprecedented mobility crisis caused by COVID-19, air travel will continue to be key to facing a solid recovery of our economy.

In the context of this recovery, Aena's airport network is configured as an essential element, which decisively contributes to the development of air activity and is, in addition to our country's main gateway to tourism and international activity, a guarantee of mobility for our citizens, especially in non-mainland territories.

Despite the difficult current situation, the airport network has shown a high degree of resilience in this period, and this has allowed quality services to be maintained with the necessary continuity despite the obvious difficulties caused by the pandemic, which has severely affected the air transportation sector.

Since the approval of the first Airport Regulation Document (DORA [Documento de Regulación Aeroportuaria] 2017-2021) in 2017, efficiency and progress in managing the network have resulted in an improvement in the services provided to passengers and their companions, as well as to airline companies.

In this context, the DORA 2022-2026, the second Airport Regulation Document approved by the Council of Ministers and emanating from Act 18/2014, of 15 October, on the approval of urgent measures for growth, competitiveness and efficiency, becomes even more important, as it is an essential piece for the recovery of this sector, an objective that will be key during the next five-year period.

In addition to this essential recovery objective, this second DORA considers the following aspects as strategic axes: excellence in the service to passengers and their companions, as well as to the airline companies; sustainability; innovation and an efficient management of the network.

All this with the aim of continuing to guarantee, on the one hand, the mobility of citizens in the best service and quality conditions, as well as economic and social cohesion throughout the territory; and on the other, to ensure the competitiveness of our air transportation sector through charges that contribute to its recovery.

At the time of approving the DORA, there is still uncertainty regarding when and to what extent the complete recovery of the sector's activity levels will be achieved, but it is expected to be consolidated before the end of this regulated five-year period. Therefore, the development of the DORA 2022-2026 will be marked by the aforementioned progressive traffic recovery.

In accordance with the regulatory framework, and as with DORA 2017-2021, the preparation of the Regulation Document has been the result of a consultation process with user companies and valuable contributions from the National Commission on Markets and Competition, the General Directorate of Economic Policy for the Ministry of Economic Affairs and Digital Transformation and the Spanish Aviation Safety and Security Agency. Likewise, its drafting has been enhanced by contributions from the Airport Coordination Committees and all other agents involved in the aviation sector.

In short, the DORA 2022-2026 will contribute to the recovery of the air transportation sector by allowing the airport network to have the resources necessary to provide a safe, quality and sustainable service with sufficient capacity to cover the recovery of traffic when it occurs, while also maintaining competitive charges. To achieve these objectives, service innovation and digitisation will be key, among others, and will contribute to the provision of excellent quality services.

1. Source: Spanish National Statistics Institute (INE [Instituto Nacional de Estadística]).


GRAN CANA
INTERNATIONAL AIRPO

# DORA

## 2022-2026


5 . 9
10 . 14

# 1 Legal framework and procedure for approving the DORA 2022-2026

## 1.1. Legal framework

The legal framework applicable to Aena's airport network of general interest is provided for in many areas by *Act 18/2014, of 15 October, on the approval of urgent measures for growth, competitiveness and efficiency* (hereinafter, Act 18/2014). Act 18/2014 establishes that the Airport Regulation Document (hereinafter, DORA) is the instrument that must determine the five-year regulation conditions for the entire airport network of Aena S.M.E., S.A. (hereinafter, Aena), which is regarded as a service of general economic interest.

Since Act 18/2014 came into force, the DORA 2017-2021 has been the only applicable five-year regulation document. DORA 2022-2026, the second document approved within the Spanish airport regulation framework, defines the regulatory conditions within which the operations of the Aena airport network will be developed in the 2022-2026 period.

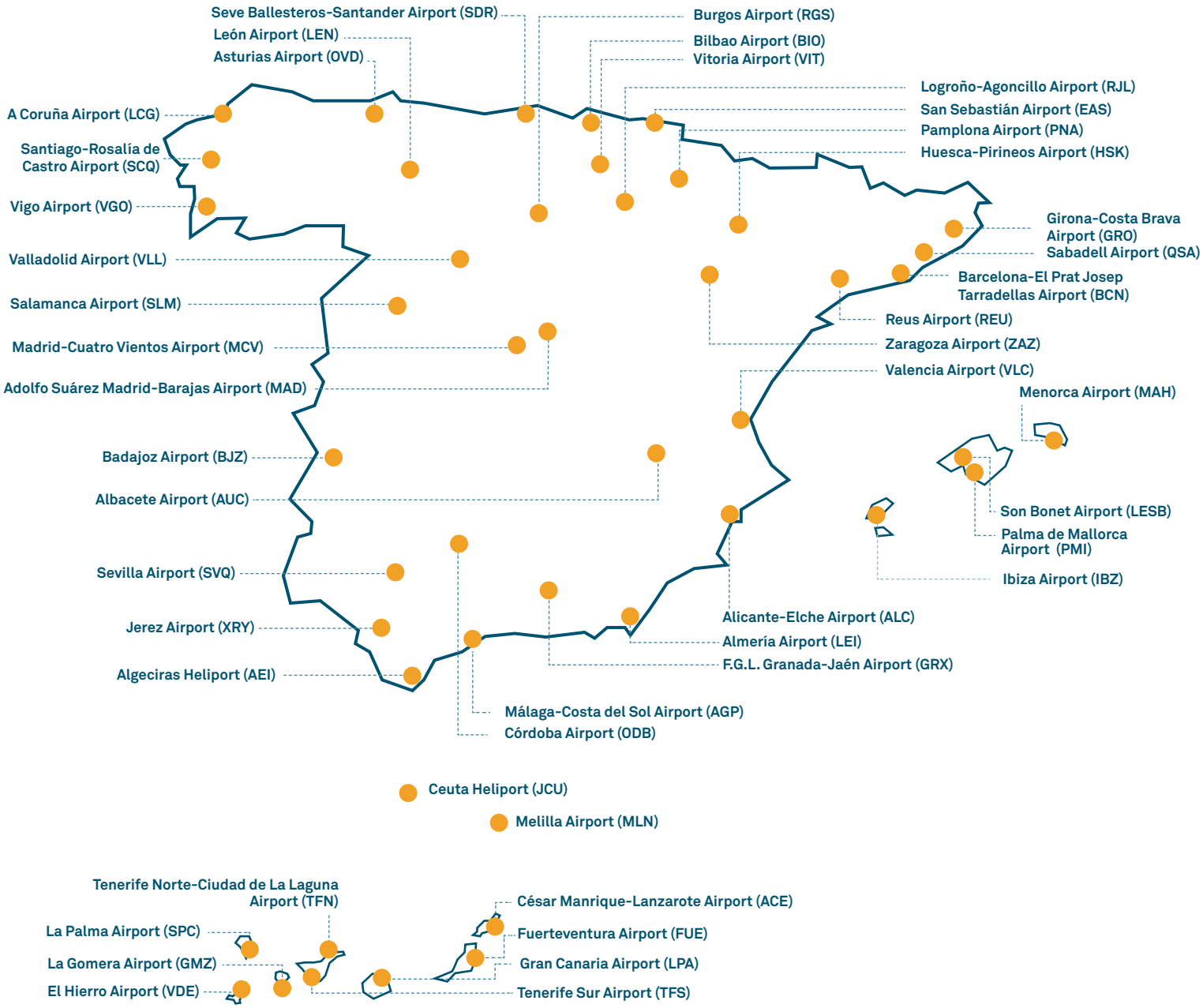
The conditions established in this DORA 2022-2026, on the one hand, oblige the airport operator to offer, among other things, a quality service with sufficient capacity to meet demand during the five-year regulatory period and, on the other, the predictability necessary to develop an efficient, competitive and sustainable service in the long-term.

## 1.2. Period and scope of application

The application period of the DORA 2022-2026 runs from 1 January 2022 to 31 December 2026. All conditions contained in the document are defined by calendar years, from 1 January to 31 December.

The DORA 2022-2026 applies to Aena's entire airport network of general interest in Spain, consisting of 45 airports and 2 heliports, distributed throughout the territory, as shown in Figure 1.1.

Figure 1.1. Aena's airport network and heliports. Year 2021




## 1.3. Mechanism for regulating airport revenue

The regulatory control, exercised through the DORA, of the maximum revenue per passenger exclusively affects basic airport services[2], that is, the services to aircraft and passengers whose costs are recovered through public charges.

The DORA establishes a course of evolving charges that allows for the expected revenue from basic airport services to be equal to the expected costs of these services during the five-year period, including an adequate remuneration for the assets associated with their provision (capital cost). As established in Act 18/2014, the dual till mechanism is applied, through which public charges will only cover the costs associated with basic airport services, without applying cross-subsidies for commercial services, which are not subject to tariff regulations.

In accordance with Act 18/2014, the DORA does not guarantee the recovery of the actual costs of the regulated services, but rather establishes a course of evolving charges that are estimated prospectively, equating the expected revenue to the regulated costs. This means that, in general and without prejudice to the provisions established in Act 18/2014, the risks associated with cost and demand deviations will be fully assumed by the operator.

## 1.4. Procedure for approving the DORA 2022-2026

The procedure for preparing the DORA begins with a document proposal by Aena, which is submitted for consultation with representative user associations, as established in Act 18/2014. This transparency and consultation procedure for Aena's proposed DORA 2022-2026 was completed between the months of December 2020 and March 2021.

The process for approving the DORA 2022-2026 has taken into account the results of these consultations, so that all those aspects in which no controversy was observed in such consultations have been respected, taking into account that this could not affect the interest of users or the general interest.

### Advisory reports and institutional consultations

Moreover, the DORA 2022-2026 has taken into account the content, analysis and recommendations of advisory reports that, in accordance with the provisions of Article 25.3 of Act 18/2014, have been issued by the National Commission on Markets and Competition (hereinafter, CNMC) and the Spanish Aviation Safety and Security Agency (hereinafter, AESA) in their respective areas of competence, as supervisory bodies; and by the General Directorate of Economic Policy for the Ministry of Economic Affairs and Digital Transformation (hereinafter, DGPOLECO [Dirección General de Política Económica del Ministerio de Asuntos Económicos y Transformación Digital]) with regard to the value of charges.

Finally, in accordance with Article 24.3 of Act 18/2014 and in order to inform and know the opinion of Autonomous Governments, Local Councils and local corporations, business entities and economic and social organisations, Aena's proposed DORA has been presented to all Airport Coordination Committees, taking into consideration the observations received.

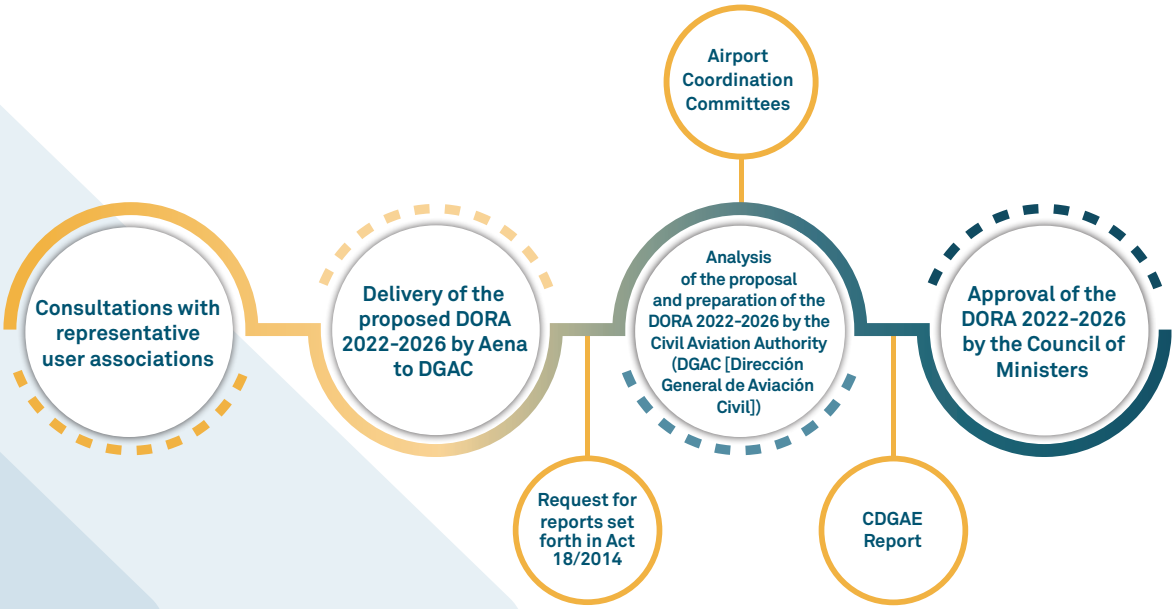
---

2. In accordance with Article 68.2 of Act 21/2003, basic airport services are those whose revenue is obtained in the form of public charges:
• Through the use of runways at civil and joint-use airports and air bases open to civil aircraft traffic, and the provision of services required for such use, other than ground handling of aircraft, passengers and goods.
• Through airport air traffic services provided by the airport operator, regardless of whether such services are provided through duly certified air traffic service providers that have been contracted by the airport operator and appointed for this purpose by the Ministry of Transport, Mobility and Urban Agenda.
• Through meteorological services provided by the airport operator, regardless of whether such services are provided through duly certified meteorological service suppliers and, moreover, appointed for this purpose by the Ministry for Ecological Transition and the Demographic Challenge.
• Through inspection and screening services for passengers and luggage on airport premises as well as the resources, facilities and equipment required for the provision of services for controlling and monitoring in aircraft movement areas, open access areas, controlled access areas and restricted security areas on the entire airport premises connected to airport charges.
• Through airport facilities made available to passengers, and which are not accessible to visitors, in terminals, on aprons and runways which are required to perform the air transport contract.
• Through services that allow the general mobility of passengers and necessary assistance to persons with reduced mobility (PRMs) to allow them to travel between the point of arrival at the airport to the aircraft, or from the aircraft to the exit, including boarding and disembarkation from the aircraft.
• Through the use of aircraft stand areas equipped for this purpose at airports.
• Through the use of airport facilities to facilitate passenger boarding and disembarkation for airlines using airbridges or the mere use of an apron position that impedes the use of the airbridge by other users.
• Through the use of airport premises for the transport and supply of fuels and lubricants, regardless of the means of transport or supply.
• Through the use of airport premises to provide ground assistance services that are not subject to any other specific consideration.

## Approval of the DORA 2022-2026

The DORA 2022-2026 has been approved by Agreement of the Council of Ministers and has counted on the prior report of the Delegated Commission of the Government for Economic Affairs (CDGAE [Comisión Delegada del Gobierno para Asuntos Económicos]), as established in Article 26.1 of Act 18/2014.

Figure 1.2. Process up to the approval of the DORA 2022-2026




# 1.5. Contents of the DORA 2022-2026

The DORA 2022-2026 defines all regulatory conditions established in Article 29.1 of Act 18/2014, with the following structure.

**I.** Section 2 contains a description of the evolution and current situation of the airports in the Aena network.

**II.** Section 3 presents the strategic lines of the DORA for the five-year period.

**III.** Section 4 establishes the traffic forecasts on which the content of the DORA 2022-2026 is based.

**IV.** Section 5 identifies the conditions applicable to the five-year period of 2022-2026, in accordance with the provisions of Act 18/2014, on:

- Investments.
- Capacity standards.
- Quality standards.
- Environmental standards.
- The minimum service conditions and other conditions applicable to the five-year period justified by reasons of general interest.

**V.** Section 6 identifies:

- The annual operating and capital costs that will be used as the basis for calculating the Annual Maximum Revenue per Passenger (IMAP).
- The estimation of component X, a parameter that will define the course of charges during the five-year period, and its effect on the level of the Annual Maximum Revenue per Passenger (IMAP) during the regulatory period, as well as the criteria for establishing the Adjusted Annual Maximum Revenue per Passenger (IMAAJ) through parameters B, RI, K and D.

- The costs for each basic airport service and the contribution of the costs that are recovered with each charge when determining the Annual Maximum Revenue per Passenger (IMAP).
- Discounts for reasons of general interest and incentive schemes.

**VI.** Section 7 describes the criteria for the annual setting of airport charges in the 2022-2026 period.

**VII.** Section 8 develops the coordination mechanisms between the different bodies for the monitoring and follow-up of the DORA 2022-2026 during its application period.

**VIII.** Finally, the document contains a series of Appendices detailing the technical aspects considered in the previous sections:

Appendix 1. TRAFFIC

Appendix 2. CAPACITY

Appendix 3. QUALITY

Appendix 4. ENVIRONMENT

Appendix 5. MINIMUM SERVICE CONDITIONS

Appendix 6. PLANNED INVESTMENTS

Appendix 7. DEFINITION OF THE COMPONENTS OF THE IMAAJ

**Figure 1.3. Technical aspects contemplated in the DORA 2022-2026**

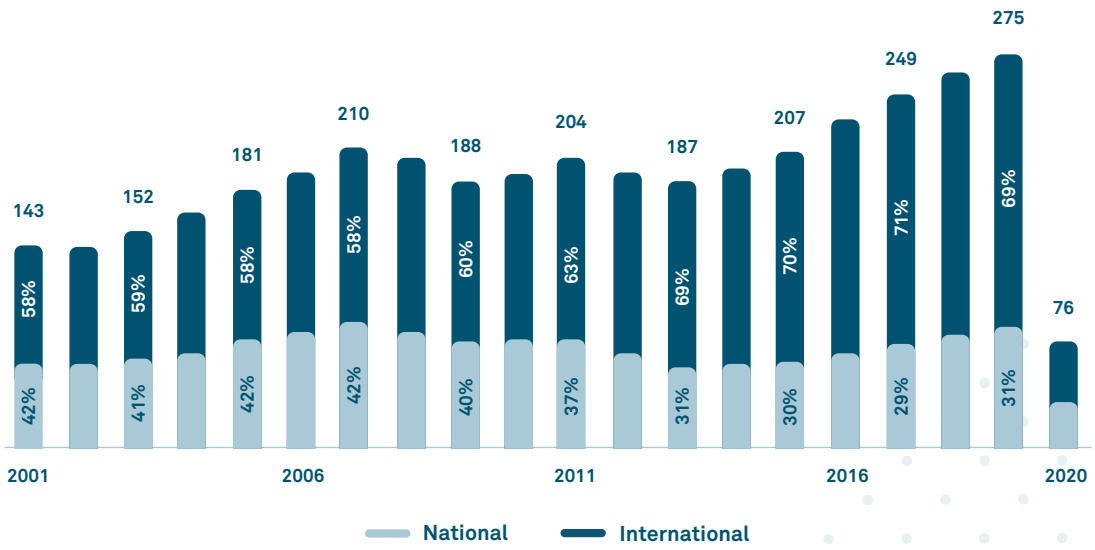
# 2 Operating environment of the DORA 2022-2026

## 2.1. Recent historical evolution of traffic in the Aena network

Passenger air traffic in the Aena network has been marked for the last 20 years by four well-differentiated phases. Between 2001 and 2007, traffic grew continuously until reaching a historic maximum in 2007, a year in which 210 million passengers were managed. From that moment and up to 2013, the economic crisis along with other factors, such as, among others, competition for domestic routes with the high-speed rail line and the evolution of fuel prices, led to a decrease in traffic levels. After that stage, a new recovery process began, starting in 2014, reaching the highest historical traffic to date in 2019, which stands at 275 million passengers.

Recently, the unprecedented crisis caused by COVID-19 has resulted in a drastic decrease in air traffic that has reached historical lows, reaching the levels of more than 20 years ago in 2020, with 76 million passengers managed on the network (72.4% lower than passenger traffic in 2019). With regard to the current fiscal year, despite the existing uncertainty, it is expected that, in 2021, there will be a recovery of 46% with respect to the previous year. Therefore, it is estimated that the Aena network could manage around 111 million passengers in the fiscal year 2021.

**Graph 2.1. Historical evolution of commercial passengers of the national network, 2001-2020**




Source: Aena (millions of passengers)

## 2.2. Evolution of the main magnitudes established in the DORA 2017-2021

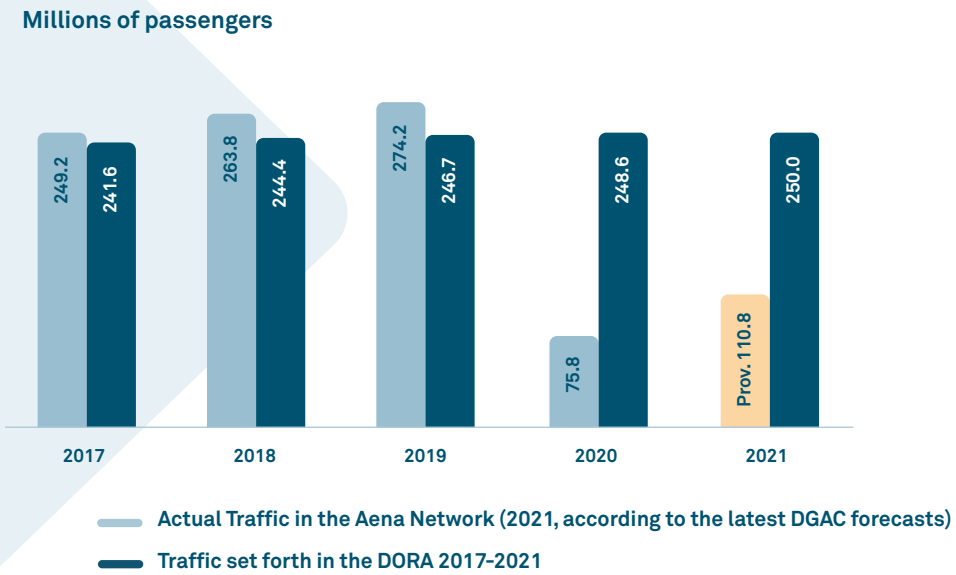
This section summarises the evolution, up to the time of preparing this document, of the main variables established in the DORA 2017-2021 with regard to the regulated activity.

In the first regulatory period, the five-year period of 2017-2021, air traffic experienced an evolution characterised by two notably different periods. On the one hand, between 2017 and 2019, the system maintained the growth trend that had started in 2014, which culminated in 2019 with a traffic of over 274[3] million passengers.

However, since the first quarter of 2020, air traffic has been strongly affected by the most serious crisis in the history of commercial aviation, as a result of COVID-19. The decrease in passenger traffic observed in 2020 in Spain was 72.4% and the forecasts indicate that passenger traffic will be reduced by about 60% in 2021 compared to the fiscal year 2019.

Taking into account both periods, the total number of passengers for the first five-year period compared to the total value set forth in the DORA would be reduced by more than 20%.

**Graph 2.2. Evolution of passenger traffic in the 2017-2021 period**




Source: Aena and the DGAC's closing forecasts for the fiscal year 2021

With regard to the capacity of the infrastructures, Aena's airport network had an adequate capacity to meet the demand. As a result of the investments made in the first five-year period, the global capacity of the Aena network will be around 347 million passengers at the end of said period, thus improving by more than 3.5% compared to the capacity available in the network at the beginning of the first five-year period (335 million passengers).

3. The passenger traffic figures do not count the number of passengers corresponding to the Airport for the Murcia Region, which started its activity in 2019 and is not part of the Aena airport network regulated by Act 18/2014.

In terms of quality, the standards established in the first DORA have been met overall. At network level, the results show an overall improvement of these standards, as can be seen in the results obtained from the adjustment parameter for compliance with the service quality levels (parameter B) in the successive monitoring exercises performed by the Spanish Aviation Safety and Security Agency.

Table 2.1 shows the evolution of parameter B in the 2017-2021 period:

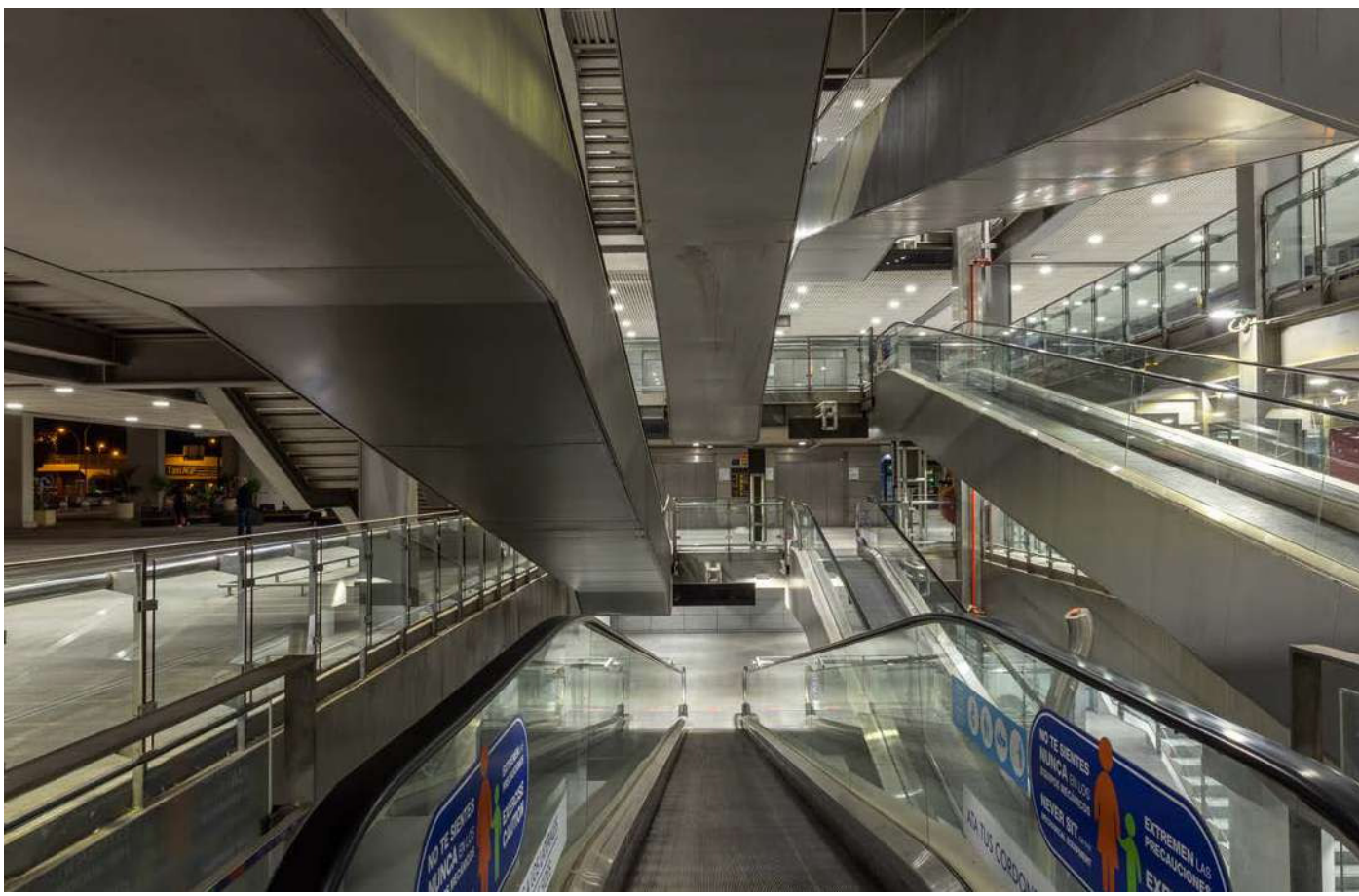
**Table 2.1. Value of parameter B for compliance with the applicable service quality levels in the determination of the annual charges**

| % | 2017 | 2018 | 2019 | 2020 | 2021 |
|---|---|---|---|---|---|
| Value applied of parameter B | 0.00 | 0.00 | 0.00 | 0.22 | 0.44 |

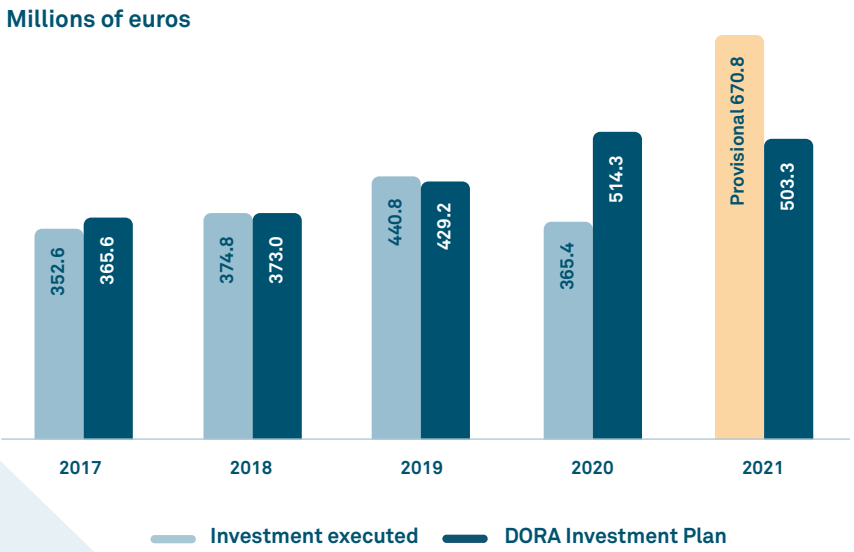
Source: CNMC Resolutions

With regard to the minimum service conditions, the Aena airport network has complied with the service conditions set forth in the DORA 2017-2021.

In terms of investments, between the fiscal years 2017 and 2019, the annual investment volume was adjusted to the levels established in the DORA 2017-2021. However, as a result of the health crisis, Aena adjusted the investment profile during the fiscal year 2020 in order to reduce the impact on the organisation, without affecting the capacity of the airport network or the quality of the services. Despite this temporary adjustment, the volume of investment set forth in the first DORA in the overall calculation for the five-year period will be respected.



### Graph 2.3. Investment executed with respect to the investment plan set forth in the DORA 2017-2021 (figures expected for 2021)




Source: Aena

With regard to the economic results of the regulated activity, Aena achieved an operating profit of EUR 3,028 million for the regulated activity between the fiscal years 2017 and 2019, and obtained an operating margin[4] of EUR 850[5] million. This was due, on the one hand, to the increase in regulated revenue and, on the other, to the containment of regulated operating costs. However, in 2020, Aena's revenue from public charges decreased by 63.2% compared to those that were expected.

In terms of charges, the path (IMAAJ variation) has evolved as shown in the following table, in line with the path established in the DORA 2017-2021 and in accordance with Act 18/2014.

### Table 2.2. Year-on-year variation of the course of charges in the 2017-2021 regulatory period

| % | 2017 | 2018 | 2019 | 2020 | 2021 |
|---|---|---|---|---|---|
| Course of charges after applying the adjustments set forth in Act 18/2014 | -2.22% | -2.22% | 0.00% | -1.4% | 0.00% |

Source: CNMC Resolutions

4. The operating margin of the regulated activity is the difference between the regulated revenue (including grants and the dual till margin, where appropriate) and the sum of the operating expenses and capital cost, both taking into account the regulated activity.
5. Taking into account the capital cost component attributable to the commercial activity due to the dual till adjustment of 2017.


Courtesy of Aena

Courtesy of Aena

# 3 Strategic lines for the 2022-2026 period

In recent years, two relevant objectives have been achieved in Aena's airport network of general interest. Firstly, an expansion and renewal of the main infrastructures that has provided the network with the capacity necessary to meet the traffic demand in the medium-term, maintaining high levels of quality. Secondly, the modernisation of the network management model following the entry of private capital and the application of the new regulation model.

Today, Spain has a robust network of airports that ensures the connectivity of our citizens, territorial cohesion and that has the strength necessary to face a solid recovery process. Despite the significant difficulties that the COVID-19 crisis is posing for all actors in our economy, the airport network has shown high resilience and a capacity to provide airport services in terms of security, quality and continuity.

Notwithstanding the foregoing, in the immediate future, significant challenges such as air traffic recovery, environmental challenges, the continuous improvement of quality must be faced, all under the premise of safety. To provide the best possible response to these challenges, the DORA 2022-2026 includes the following strategic pillars, on the basis of which Aena will perform its activity during the next five-year period:

- The recovery of air traffic.
- Excellence in service and commitment to safety.
- Environmental sustainability.
- Enhancing competitiveness through innovation and digitisation.
- Efficiency in management.

In addition to these strategic axes, due to their importance for the general interest, the Aena airport network will continue to ensure the accessibility and mobility of citizens, workers and goods and services, as well as territorial cohesion.



Courtesy of Aena

## Towards the recovery of air transportation

One of the main challenges of the 2022-2026 five-year period will be the recovery of air traffic, to place it at levels similar to those reached in 2019. Although, to a large extent, the recovery depends on exogenous factors, so Aena will boost the growth of air traffic by mainly acting through four levers:

- Regaining the passenger's confidence, offering maximum health safety at airports through the coordination of actions and protocols with relevant actors such as, among others, airlines, health authorities and other European airports. Likewise, in this five-year period, Aena must promote the deployment of technologies to minimise contact and streamline processes, thus reducing the risk of spreading COVID-19.
- Actively working with airlines to attract demand to the airport network.
- Enhancing the design and application of commercial incentives that drive the development of new routes and growth in the existing ones; and collaborating closely with local and regional authorities, economic and social agents, through Airport Coordination Committees, among others.
- Preparing the airport network to meet the long-term needs of air transportation, balancing these needs with those of the territories in which they provide services, through the necessary consensus.

## Excellent quality and safety services as an undeniable principle

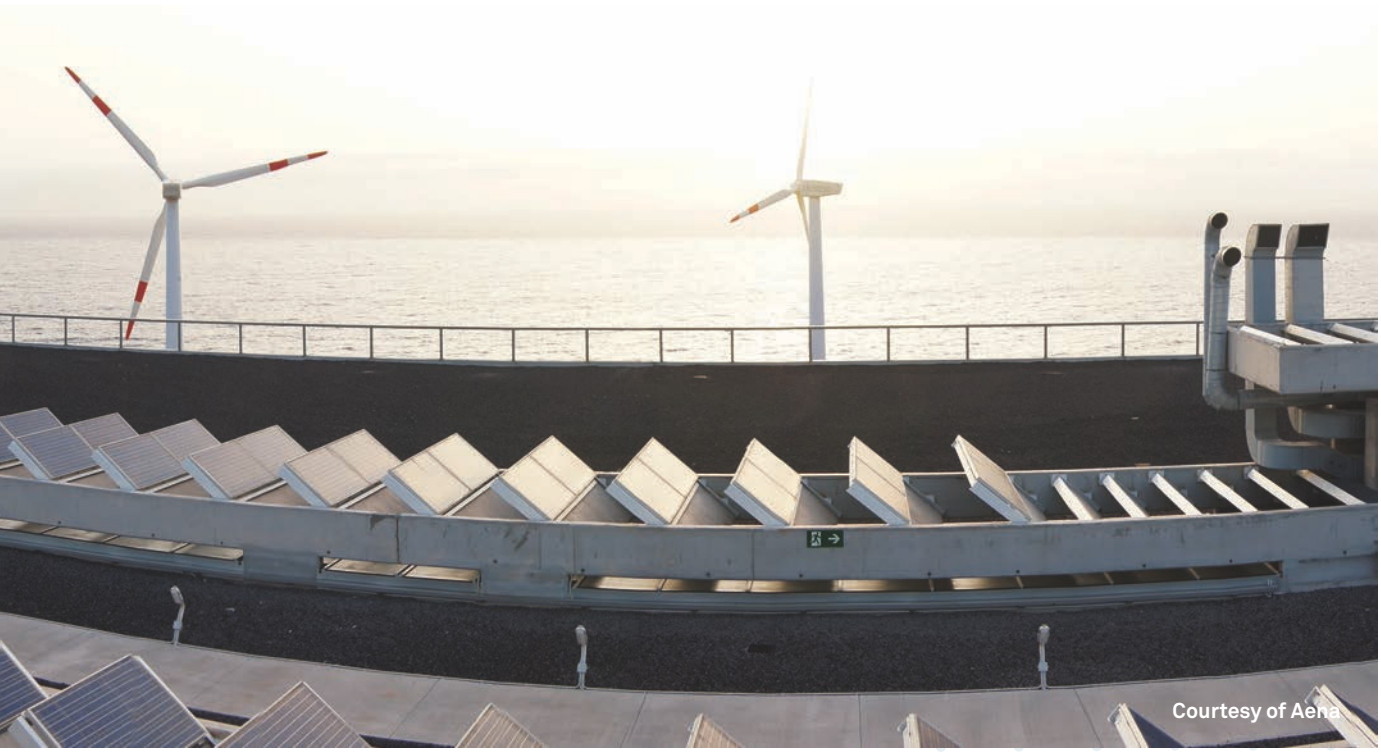
Act 18/2014 introduced a framework that enhances performance in terms of quality and that was specified in the first DORA through a system of 17 indicators and an incentive scheme that has been shown to be effective. This scheme has led to an overall improvement of the indicators during the first five-year period, as indicated in Section 2.

Continuing with this line of action, continuous improvement and excellence in service should be consolidated as strategic elements in the second five-year period. To this end, Aena will promote initiatives that will improve the passenger's experience in the airport network, among others:

- reinforcing comfort in terminal buildings through a smart management of services; improvements in cleanliness and sanitary conditions; and improvements in lighting and climate control, among others;
- continuously improving intermodal transport and accessibility to infrastructures with other means of transport, such as rail, improving passenger experience and contributing to the sustainability of transportation as a whole;
- implementing technologies to minimise passenger contact and facilitate passenger access to airport services;
- obtaining continuous feedback of the passenger's needs to adapt the services provided by Aena and make them customer-focused, through survey systems; and
- improving other airport processes to facilitate the transit of passengers and companions during their stay in the terminals.

Aena will also continue to collaborate with airlines to improve operational processes in the airport network. The aspects that should be promoted in this area include the implementation of collaborative management systems and the reinforcement of operational coordination processes with airlines, in order to improve the efficiency of airport operations.

In the field of security, the manager must reinforce operational security management systems. On the other hand, during this five-year period, state-of-the-art technologies will be incorporated into security controls to improve process efficiency and facilitate passenger transit. Likewise, Aena will reinforce security in its information systems through the implementation of the necessary improvements in cybersecurity.



Courtesy of Aena

## Enhancement of environmental sustainability, as a key element of current and future airport development

Climate change is one of the most important challenges faced by society and all sectors of activity, including the air transportation sector, over the coming years.

Airports, as relevant infrastructures, must ensure their respectful integration with the territory and the environment, and contribute to meeting the objectives that, in environmental matters, have been established in national, European and international initiatives.

These initiatives include the one promoted by the European Commission and entitled the EU Green Deal, which seeks to transform the economy of the European Union, modernising it and guiding it towards the efficient use of resources, guaranteeing zero net greenhouse gas emissions by 2050.

This ambitious initiative is accompanied by the promotion, by the European Commission and the Member States, of a series of actions to achieve specific objectives such as those included in "The Zero Pollution Action Plan (Targets by 2030)" and in "Fit for 55", which aims to reduce greenhouse gases by 55% by 2030. The Safe, Sustainable and Connected Mobility Strategy promoted by the Ministry of Transport, Mobility and Urban Agenda is also relevant in this field.

At this time, the air transportation sector must recover from what has been the biggest crisis in its history, but this recovery must be framed within the context of sustainability, taking advantage of those technologies and practices that guarantee environmentally sustainable air travel.

In this regard, this DORA 2022-2026 is committed to strengthening sustainability as a key strategic axis.

With this objective in mind, it is important to point out that Aena will deploy a Sustainability Strategy for the 2021-2030 period, which highlights the Climate Action Plan that is the roadmap for its performance in this area in the medium and long-term. This strategy will be deployed mainly through three programmes:

- Carbon neutrality, which seeks to transform Aena into a manager of carbon-neutral airports by 2026 through initiatives such as the self-consumption of 100% green energy, reduced electricity consumption and its own fleet of sustainable vehicles, among others.
- Sustainable aviation, through proactive participation in the development of new sustainable fuels and their integration into the aviation sector; collaboration with ENAIRE, airlines and handling agents to reduce the emissions generated by airport operations; and the electrification of the fleet of ground assistance services.
- Promoting sustainable mobility to and from the airport, and promoting environmental awareness, among others.

All of this is completed with other areas of action framed in Aena's Sustainability Strategy regarding the responsible use of resources, circular economy, air quality, noise management and the preservation of biodiversity.

The commitment to this strategic line is reinforced, on the regulatory side, in the DORA 2022-2026, with the incorporation of environmental indicators focused on the most relevant aspects of Aena's environmental management.

## Innovation as a source of competitiveness and sustainable growth

During the 2022-2026 five-year period, Aena will reinforce innovation in its airport processes, deploying for this a specific strategy in this area that will take into account actions, among which it is worth highlighting the following:

- The incorporation of 5G technologies as a project enabler and the development of innovative solutions in the airport network.
- The digitisation of processes such as security, check-in or boarding in the passenger's transit through the terminal and of the passenger's experience; promoting the use of various techniques and technologies, in particular robotisation, process automation, contactless technologies and artificial intelligence, among others.
- Adding sensors to facilities to enhance the efficient provision of services such as infrastructure cleaning, supply replenishment, efficient maintenance, etc.
- The development of innovative solutions in operational management on the air side of airports.
- An orientation towards a data-based airport management, through the implementation of BIG DATA technologies.
- Enhancing the use of drones to improve efficiency in certain airport processes.

To this end, the DORA 2022-2026 includes various lines of investment to boost innovation in the airports of the Aena network. For its part, Aena will develop a Strategic Plan in this area, in order to implement the initiatives indicated above.

## Efficient management of the airport network

Finally, as part of the strategic pillars included in this DORA 2022-2026, Aena will continue to promote an efficient management of the network through measures such as those mentioned above and related to digitisation or innovation, among others.

Courtesy of Aena

# 4 Traffic forecasts for the 2022-2026 period

The expected passenger demand estimate is a key parameter in determining the course of charges, as well as in that of other operational parameters such as capacity or investments that, as established in Act 18/2014, form part of the content of the DORA. In this regard, the DORA 2022-2026 has taken into account the traffic forecasts detailed in this section.

## 4.1. Traffic forecasts 2022–2026

Table 4.1. presents the traffic forecast that has been considered for preparing the DORA 2022-2026, in terms of passengers, operations, goods and air traffic units (ATU). These forecasts have been used to estimate the operating conditions, which are identified in Section 5, and the Annual Maximum Revenue per Passenger (IMAP), which is established in Section 6.

**Table 4.1. Total traffic forecasts for airports in the Aena network in 2022-2026**

| Traffic | 2022 | 2023 | 2024 | 2025 | 2026 |
|---|---|---|---|---|---|
| Passengers (MPAX) | 187.3 | 232.5 | 258.2 | 273.2 | 282.5 |
| %[6] | 68.99% | 24.10% | 11.07% | 5.80% | 3.42% |
| Operations (tOPS) | 1,758.9 | 2,072.5 | 2,266.2 | 2.367.5 | 2,419.6 |
| % | 51.08% | 17.83% | 9.34% | 4.47% | 2.20% |
| Goods (Mkg) | 984.3 | 1,040.9 | 1,085.5 | 1,124.3 | 1,149.5 |
| % | 8.56% | 5.74% | 4.29% | 3.57% | 2.24% |
| ATU (MATU) | 373.1 | 450.1 | 495.7 | 521.2 | 536.0 |
| % | 57.85% | 20.66% | 10.12% | 5.14% | 2.84% |

**Note:**

- **MPAX: Millions of passengers**
- **tOPS: Thousands of operations**
- **Mkg: Millions of kilograms of cargo**
- **ATU: Passengers + (10 x tonnes of cargo) + (100 x operations)**
- **MATU: Millions of ATUs**

6. Variation percentages compared to the previous fiscal year.

Appendix 1 contains these forecasts broken down by airport and passenger type according to origin. This appendix also describes the hypotheses on which this forecast is based.

With regard to traffic forecasts, it is necessary to point out the current high uncertainty about the time and the degree to which the recovery will occur.

In accordance with the provisions of Appendix VIII of Act 18/2014, in its seventh section, (...) *the variations in the number of passengers with regard to the planned values of a five-year period and established in the DORA will be at the expense and risk of Aena, unless exceptional situations occur under the terms defined in the DORA.*

In this regard, and without prejudice to the conditions established in Article 27 of the aforementioned act, the DORA 2022-2026 establishes, as an additional exceptional situation that could lead to a review of any of its elements, an annual increase in passenger traffic in the network as a whole that exceeds 10 percent of growth, in percentage terms, shown in Table 4.1 of this DORA for said year. This is as long the passenger traffic forecasts for the following years show a consolidation of the observed growth.

The procedure that, where applicable, will be applied will be that set forth in Article 27 of Act 18/2014.

## 4.2. Traffic forecasts 2027-2036

In accordance with the provisions of Article 29.2 of Act 18/2014, Table 4.2 presents the long-term traffic forecasts, in order to facilitate long-term airport scheduling.

**Table 4.2. Total traffic forecasts for airports in the Aena network in 2027-2036**

| Traffic | 2027 | 2032 | 2036 | CAGR 2027-2036 |
|---|---|---|---|---|
| Passengers (MPAX) | 289 | 317 | 341 | 1.86% |
| Operations (tOPS) | 2,462 | 2,621 | 2,717 | 1.10% |
| Goods (Mkg) | 1,183 | 1,348 | 1,480 | 2.52% |

Note:

- MPAX: Millions of passengers
- tOPS: Thousands of operations
- Mkg: Millions of kilograms of cargo

# 5 Conditions applicable to the 2022-2026 period

The conditions applicable to the 2022-2026 five-year period establish the requirements that Aena must meet regarding the provision of basic airport services throughout its network. The objective of these obligations is to ensure the following: the preservation of the general interest; the sufficiency and suitability of the airport network, in terms of quality, security and efficiency; the continuity and adequate provision of basic airport services; as well as the mobility of citizens and economic, social and territorial cohesion.

Failure to comply with the conditions established in this DORA 2022-2026 may lead to the application of the penalties established in Act 18/2014 and specified in this DORA in matters of quality and investments and, where appropriate, the penalty system set forth in section 4, Chapter I, Title II, of the aforementioned act.

The conditions affecting the air bases open to civil traffic and/or airfields for joint use must also respond to the provisions of current regulations and the agreements reached, where appropriate, between the airport manager and the Ministry of Defence.

## 5.1. Capacity standards

The DORA 2022-2026 must guarantee the sufficiency and suitability of the airport network throughout the regulatory period. To do this, it establishes the necessary requirements so that infrastructures of the Aena network can offer adequate capacity levels, consistent with high-quality airport services.

Globally, in accordance with the investment plan set forth in this document, the global capacity of the Aena airport network in 2026 will be approximately 348 million passengers.

The capacity requirements are established in Appendix 2 of this document through the following capacity indicators:

- Current global capacity of the network.
- Current maximum capacity by airport and infrastructure.
- Level of use for each year of the five-year period by airport and infrastructure.

The exact value that these indicators take during the 2022-2026 period will largely depend on factors that it is not possible to anticipate at this time, among others, on the actual evolution of demand. For this reason, Aena must perform all actions that are necessary to guarantee the capacity of the infrastructures under suitable quality conditions[7].

Generally, and without prejudice to the provisions of Act 18/2014, the cost associated with the actions that are necessary to adapt the capacity of the infrastructures to actual demand, will be considered a risk and venture of the operator.

## 5.2. Quality standards

The DORA 2022-2026 establishes demanding and competitive quality standards, which aim to encourage the continuous improvement of the passenger's experience. In this regard, the DORA 2022-2026 considers it a priority to maintain the high levels of quality currently offered and to act in those areas in which there is room for improvement.

The DORA 2022-2026 has established 17 quality indicators applicable to Aena, classified into 5 areas:

- Perceived passenger satisfaction (SPAX).
- Waiting times at passenger processing points (WTPP).
- Availability of equipment/facilities in the terminal building (AETB).
- Availability of equipment/facilities on the air side (AEAS).
- Other key areas (OTKA).

Table 5.1 shows the quality indicators applicable in the DORA 2022-2026. Appendix 3 outlines the details of each indicator and their definition. This set of indicators incorporates an incentives and penalties mechanism whose application methodology is described in Appendix 7.

Courtesy of Aena

7. Generally, in the case of passenger terminal buildings, the appropriate quality levels will be those defined in the 10th edition of the IATA's Airport Development Reference Manual (ADRM) as the optimal service level. If, as a result of an emergency public health situation, a physical interpersonal safety distance is established that implies a $m^2$/passenger ratio that is higher than the optimal service level, Aena must ensure compliance with said interpersonal distance or any other measure imposed by the Health Authorities as a result of the aforementioned situation.

## Table 5.1. Quality of service indicators at the airports in the Aena network, 2022-2026

| Area | | Indicator | Airports of Aena where it applies |
|---|---|---|---|
| Passenger satisfaction | SPAX-01 | General passenger satisfaction | All[8] |
| | SPAX-02 | Satisfaction of passengers with the cleanliness of the airport | All[8] |
| | SPAX-03 | Satisfaction of passengers with the layout of the airport | All[8] |
| | SPAX-04 | Satisfaction of passengers with physical security at the airport | All[8] |
| | SPAX-05 | Satisfaction of passengers with the comfort of the boarding areas | All[8] |
| | SPAX-06 | Satisfaction of passengers with reduced mobility (PRM) | All[8] |
| Waiting times at processing points | WTPP-01 | Passenger waiting times at security control | All[8] |
| | WTPP-02 | Waiting time until delivery of the final suitcase | Those that have baggage carrousels |
| Availability of equipment/ facilities in the terminal building | AETB-01 | Availability of electro-mechanical equipment, baggage carrousels and Baggage Handling Systems (BHS) | Those that have this equipment |
| | AETB-02 | Availability of the Automatic Baggage Handling System (ABHS) | Those that have ABHS |
| | AETB-03 | Availability of the automatic connection system between terminals (APM) | Those that have APM (currently Adolfo Suárez Madrid-Barajas Airport) |
| Availability of equipment/ facilities on the air side | AEAS-01 | Availability of parking spaces | All |
| | AEAS-02 | Availability of boarding bridges | Those that have bridges |
| | AEAS-03 | Availability and continuity of services associated with Communications, Navigation and Surveillance (CNS) systems and Air Traffic Service (ATS) systems | Those that have CNS and ATS equipment |
| Other key areas | OTKA-01 | Airport management response time to complaints | All |
| | OTKA-02 | Delay due to the airport infrastructure | All[8] |
| | OTKA-03 | Additional time on the taxiway | >50,000 IFR movements annually |

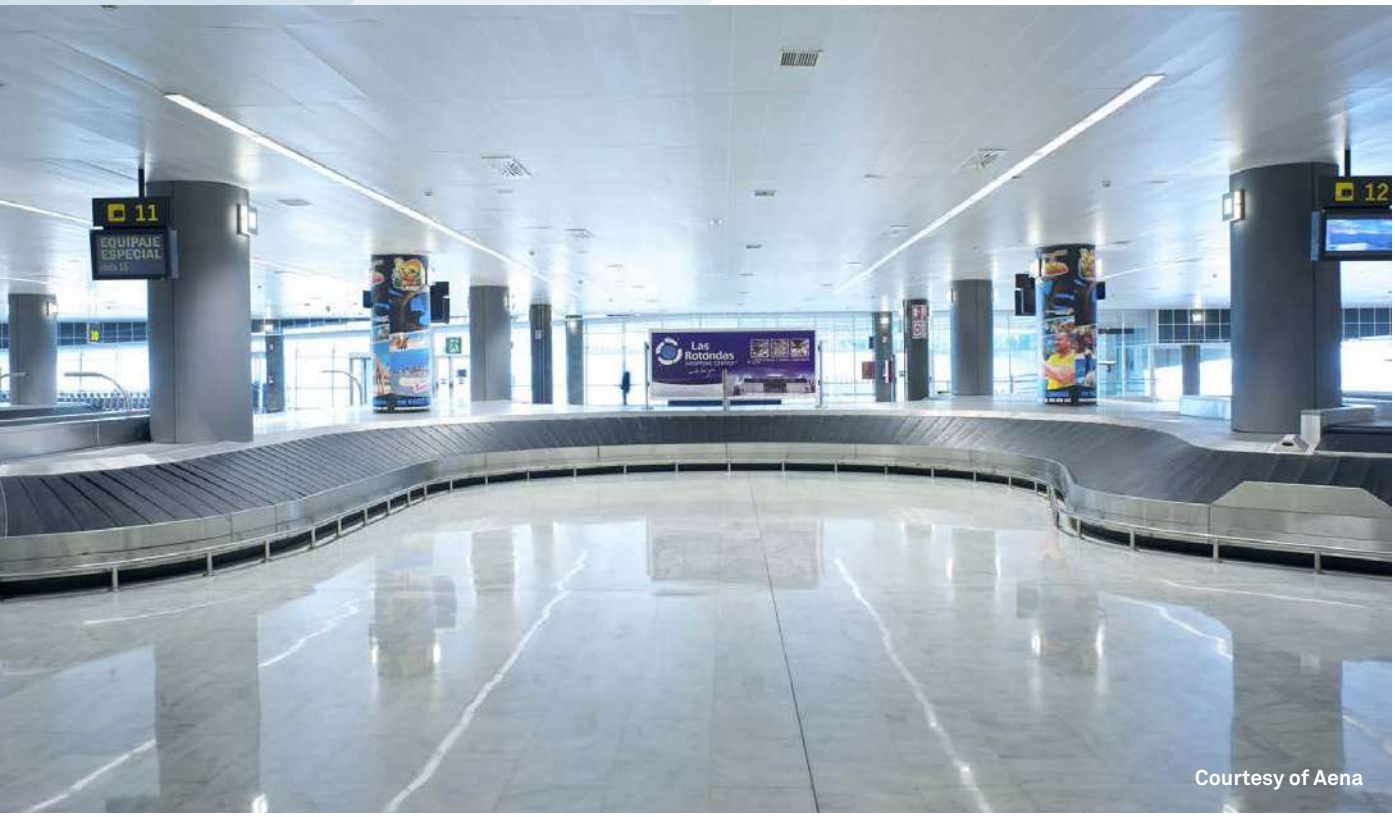
8. All airports in the Aena network with commercial passenger traffic, as it is not applicable to the rest for other traffic types.

The proposed set of indicators is based, on the one hand, on assessments obtained from ASQ (Airport Service Quality) surveys[9], and on the other, on performance values recorded in the manager's information systems (for example, availability of electromechanical elements).

Each quality indicator is assigned an objective value, which defines the minimum quality standard required for the airport services of the Aena network during the five-year period in each particular area. This value will be that contained in Table 5.2., which introduces upward adjustments compared to the DORA 2017-2021 in order to encourage the continuous improvement of the service. Deviations from these target values may result in the supervisor requesting corrective actions to improve their results.

The incentives and penalties system includes 11 of the 17 indicators included in the DORA. Table 5.2 contains the list of indicators that form part of the incentives and penalties system, including the target values and the bands around them that make up this system. The incentive/penalty will only be activated if the observed value of the indicator is outside the range established around the neutral band. This system will be applied individually for each airport in the network. The full incentive or penalty applicable will be the result of the aggregation formula defined in Appendix 7.

Those satisfaction indicators (SPAX) whose average observed in 2018 and 2019 (taken as a reference level) is below the *very good*[10]value should improve continuously throughout the DORA period at a rate of 1% year-on-year until reaching the *very good* value. Once this value is reached, the corresponding indicator must be maintained at that level at the very least. The other satisfaction indicators whose 2018-2019 average was higher than *very good* will maintain the average value of the reference period at the very least.




Courtesy of Aena

9. Aena may suggest an equivalent survey system to the AESA supervisor, which is homogeneous for all applicable airports, so long as this system can compare the results with those obtained in previous years through the ASQ system and with the quality levels for comparable European airports. This system must be previously approved by the supervisor.
10. According to the ASQ survey rating scale: *Excellent* (5), *Very good* (4), *Good* (3), *Sufficient* (2) and *Poor* (1).

## Table 5.2. Quality of service indicators and incentives/penalties system at the airports in the Aena network, 2022-2026

| | Name of the indicator | Objective | Maximum pen. | Neutral band[11] | | Maximum inc. |
|---|---|---|---|---|---|---|
| | | | MPL[12] | PL | IL | MIL[13] |
| Indicators included in the incentives/ penalties system | SPAX-02 Satisfaction of passengers with the cleanliness of the airport | 100% if the 2018-2019 average is greater than or equal to *Very good* (4). 100% + 1% year-on-year[14] if the 2018-2019 average is less than *Very Good* (4). | -7.5% | -5.0% | +5.0% | +7.5% |
| | SPAX-03 Satisfaction of passengers with the layout of the airport | | | | | |
| | SPAX-05 Satisfaction of passengers with the comfort of the boarding areas | | | | | |
| | SPAX-06 Satisfaction of passengers with reduced mobility (PRM) | | -7.5% | -5.0% | N/A | N/A |
| | WTPP-01 Passenger waiting times at security control | 98% of passengers wait less than 10 minutes. | -500 b.p. | -250 b.p. | N/A | N/A |
| | WTPP-02 Waiting time until delivery of the final suitcase | The target level for all airports in the network will be 98%. | -400 b.p. | -200 b.p. | N/A | N/A |
| | AETB-01 Availability of electro-mechanical equipment, baggage carrousels and Baggage Handling Systems (BHS) | 99% of operating time. | -250 b.p. | -100 b.p. | 75 b.p. | 100 b.p. |
| | AEAS-01 Availability of parking spaces | 99% of operating time. | -250 b.p. | -100 b.p. | 75 b.p. | 100 b.p. |
| | AEAS-02 Availability of boarding bridges | 99% of operating time. | -250 b.p. | -100 b.p. | 75 b.p. | 100 b.p. |
| | AEAS-03 Availability and continuity of services associated with Communications, Navigation and Surveillance (CNS) systems and Air Traffic Service (ATS) systems | 100% compliance with goals. | -250 b.p. | -100 b.p. | N/A | N/A |
| | OTKA-01 Airport management response time to complaints | 98% of complaints are answered in less than 5 working days. | -500 b.p. | -250 b.p. | 100 b.p. | 250 b.p. |
| Indicators not included in the incentives/penalties system | SPAX-01 General passenger satisfaction | 100% if the 2018-2019 average is greater than or equal to *Very good* (4) 100% + 1% year-on-year[14] if the 2018-2019 average is less than *Very Good* (4). | N/A | N/A | N/A | N/A |
| | SPAX-04 Satisfaction of passengers with physical security at the airport | | N/A | N/A | N/A | N/A |
| | AETB-02 Availability of the Automatic Baggage Handling System (ABHS) | 99% of operating time. | N/A | N/A | N/A | N/A |
| | AETB-03 Availability of the automatic connection system between terminals (APM) | 99% of the time with at least 1 train in operation / 97% of the time with at least 2 trains in operation. | N/A | N/A | N/A | N/A |
| | OTKA-02 Delay due to the airport infrastructure | Worst annual delay result obtained during the 2018 and 2019 reference period. | N/A | N/A | N/A | N/A |
| | OTKA-03 Additional time on the taxiway | Average of the reference values set in the DORA 2017-2021 and the result of the 2018/2019 historical average. | N/A | N/A | N/A | N/A |

11. PL: Level from which the penalty is applied; IL: Level from which the incentive is applied.
12. MPL: Level from which the maximum penalty is applied;
13. MIL: Level from which the maximum incentive is applied;
14. 100% +1% year-on-year growth until reaching the *Very good* value (4).

## 5.3. Environmental standards

As indicated in Section 3, the various European and national initiatives make it essential to build the recovery of the air transportation sector, taking into account the pillar of environmental sustainability.

This area of sustainability is therefore a strategic axis in the DORA 2022-2026. In this regard, this document sets the conditions for the sustainable development of the Aena airport network by establishing environmental standards that are articulated through 6 indicators. Through these indicators, specific aspects of the environmental performance of the network's airports can be quantified (such as decarbonisation, energy savings, reducing consumption, etc.).

The 6 indicators that define environmental standards are identified in Table 5.3. Each of them carries a target level of compliance. Appendix 4 contains the details of each indicator, including a definition thereof.

**Table 5.3. Environmental indicators of the airports in the Aena network, 2022-2026**

| Indicator | | Target level | | | | | Airports of Aena where it applies |
|---|---|---|---|---|---|---|---|
| ENV-01 | Absolute emissions of $CO_2$ | 2022 | 2023 | 2024 | 2025 | 2026 | Aena airport network |
| | | -60% | -61% | -62% | -72% | -82% | |
| | | *Compared to 2019* | | | | | |
| ENV-02 | Energy efficiency | 2022 | 2023 | 2024 | 2025 | 2026 | |
| | | N/A[15] | N/A[15] | 0.0% | -1.6% | -2.3% | |
| | | *Compared to 2019* | | | | | |
| ENV-03 | Zero carbon | 2022 | 2023 | 2024 | 2025 | 2026 | |
| | | -60% | -69% - | 70% | -80% | -100% | |
| | | *Compared to 2019* | | | | | |
| ENV-04 | Water consumed | 2022 | 2023 | 2024 | 2025 | 2026 | |
| | | 99% | 98% | 97% | 96% | 95% | |
| | | *Compared to 2021* | | | | | |
| ENV-05 | Noise levels | **Average of the differences** ($L_d$ and $L_e$) <1 dB and of the differences ($L_n$) < 1 dB. **Maximum value of the differences** ($L_d$ and $L_e$) <2 dB and of the differences ($L_n$) < 2 dB. *Compared to the previous year* | | | | | Airports with a system for monitoring noise and flight paths |
| ENV-06 | Non-hazardous waste collected | 2022 | 2023 | 2024 | 2025 | 2026 | Aena airport network |
| | | 101% | 102% | 103% | 104% | 105% | |
| | | *Compared to 2021* | | | | | |

15. Given the evolution of passenger demand and fixed consumption of airport infrastructures, this ratio will only apply when passenger volumes comparable to those from 2019 are reached.

The indicators established in this DORA 2022-2026 focus on the most relevant aspects of environmental management and will be the basis for monitoring the performance of the airport manager in this area.

The 2022-2026 DORA contemplates the deployment of a series of operational actions and investments with the ultimate objective of contributing to achieving the goals established by the European Union for the civil aviation sector. In this regard, it is important to point out that Aena will deploy the measures and actions included in its Sustainability Strategy and in its Climate Action Plan for the 2022-2026 five-year period, allowing the Aena network to become Carbon Neutral by 2026. This will be achieved, among others, through its photovoltaic plan, the implementation of geothermal energy, the use of green fuels, the implementation of LED technology, the renovation of 100% of Aena's fleet for sustainable vehicles, etc.

Moreover, Aena will favour the integration of airports with the environment through measures to improve air quality, as well as through the necessary actions to exceed the total of 30,000 soundproofed homes by 2026.

## 5.4. Minimum service conditions and other conditions applicable to the five-year period of 2022-2026

### 5.4.1. Operating hours

The airports of the Aena network must maintain, at least, the same operating hours as those set out in Appendix 5. Aena may extend its operating hours freely at any time during the 2022-2026 regulatory period. This will not imply an acknowledgment of additional costs, for regulatory purposes, over those already contemplated in this document.

However, Aena may reduce these hours with prior authorisation from the Ministry of Transport, Mobility and Urban Agenda. Said authorisation will require the prior communication by Aena of its proposal, justified through a supporting report. The Ministry of Transport, Mobility and Urban Agenda will analyse the justification of the proposal and may authorise it so long as the new hours guarantee the maintenance of the general interest and are justified, among others, in efficiency and sustainability criteria.

Any reduction in hours during the five-year period that could result in reduced costs for the operator may only be authorised if it is justified by a reduction in the actual volume of traffic managed compared to the traffic forecast in the DORA 2022-2026 for said airport, in such a way that the reduction in hours does not result in a foreseeable economic gain for the operator as a result thereof.

The Ministry of Transport, Mobility and Urban Agenda may also modify the minimum service conditions relating to airport opening hours during the 2022-2026 regulatory period. This possible change in conditions must be compatible with the other terms approved in the DORA 2022-2026, be backed by the appropriate analyses and after a non-binding consultation with Aena and the representative user associations.

With regard to operating conditions, the Ministry of Transport, Mobility and Urban Agenda, through the Civil Aviation Authority, may establish different operating conditions (operation on demand, etc.) from those included in the DORA 2022-2026 due to exceptional circumstances (natural disasters, warlike situations, terrorist acts, public health situations, etc.).

Throughout the regulatory period and during the planned or authorised opening hours, as established in this section, Aena will have the facilities, equipment and staff necessary to ensure the operability and safety of the operations, as well as the provision of the basic airport services in terms of accessibility, sufficiency, quality and suitability, and in accordance with the regulations that are applicable in each area. To this end, it will establish the appropriate means and procedures to ensure continuity in the provision of these services without prejudice to

the other parameters established in this document, regardless of the external circumstances that may occur during their provision, except in circumstances of force majeure.

### 5.4.2. Air traffic, air navigation and meteorological services

Appendix 5 of the DORA 2022-2026 establishes the type of Air Traffic Services and the hours during which these services will be provided.

The airports of the Aena network must maintain, at least, the same type of Air Traffic Services as that established in the aforementioned appendix. Aena may extend its services, their hours and the category freely at any time during the regulatory period. With regard to a modification or reduction thereof, it must have the authorisation of the Ministry of Transport, Mobility and Urban Agenda, under the same conditions as those expressed for operating hours, as well as all other authorisations that are necessary in accordance with the applicable regulations.

In order to continue making progress in improving airport operations, Aena will continue working during the 2022-2026 five-year period on the deployment of the A-CDM (Airport Collaborative Decision Making) operational concept and on the reinforcement of operational communication processes with users. In this regard, Aena must have a total of 5 A-CDM airports and a total of 10 airports with control towers that have advanced information coordination mechanisms with Eurocontrol by the end of this regulatory period.

In line with the Single European Sky initiative and the PBN Transition Plan, the airports in the Aena network to which this applies will have PBN (Performance Based Navigation) manoeuvres before the end of 2024. Likewise, and in order to favour the efficiency of air operations, Aena will promote, within its scope of action, the implementation of such manoeuvres in airports in which this navigation concept contributes substantially to the efficiency and service of operations, particularly in those intended mainly for general aviation operations and with a high volume of activity.

With regard to the meteorological service, which is highly important for efficient airport operations, Aena will carry out the initiatives necessary to improve collaboration protocols, continuously cooperate in meteorology, make progress in the implementation of advanced prediction models, as well as timely warning mechanisms, in order to continuously improve the information and meteorological services in the airport network.

## 5.4.3. Adverse weather conditions

During the application period of the DORA 2022-2026 and as part of the monitoring activity set forth in the document, Aena will send, to the Ministry of Transport, Mobility and Urban Agenda, studies with actual data on delays, diversions or cancellations due to reduced visibility at each airport or, failing that, comparative studies of the average demand in the time slots of each month in which these meteorological situations are most likely.

In those airports where the number of affected operations, whether delayed, diverted or cancelled, due to reduced visibility is annually higher than the lower of the following thresholds: 3.5 commercial operations for every 1,000 or 35 total commercial operations, the manager will analyse the feasibility of implementing new procedures or will install, to the extent possible, visual and/or non-visual support systems or improve the existing systems. All of this in order to reduce or prevent such conditions, or failing that, it will present, to the Ministry of Transport, Mobility and Urban Agenda, a justification of the reasons why this installation or improvement is not considered feasible. In the event that it is feasible and justified, the Ministry of Transport, Mobility and Urban Agenda may require Aena to implement the technical measures necessary to minimise the impact of operations due to reasons of reduced visibility at any airport in the network.

At the coordinated airports established in accordance with Royal Decree 20/2014, of 17 January, which completes the legal system on the allocation of time slots at Spanish airports, Aena will optimise operating procedures in order to minimise potential reductions in operating capacity under reduced visibility conditions, always ensuring the safety of operations, so that the actual capacity of the airport under these circumstances is as close as possible to the capacity in optimal weather conditions. Likewise, and when necessary, Aena will ensure that these airports have surface movement control and guidance systems and stop bars or other systems that allow operations to be performed safely in these circumstances.

### 5.4.4. Specific conditions for non-mainland airports or those that serve routes with Public Service Obligations (PSO)

The airports in the Aena network that are the origin or destination of routes on which Public Service Obligations (PSO) have been declared, or that serve non-mainland regions (Canary Islands, Balearic Islands, Ceuta and Melilla), must give special consideration to the following conditions:

- **Opening hours**

  The operating and opening hours of the airport must comply with the PSOs.

  In justified cases, the opening hours of the airports may be occasionally extended in order to facilitate the operations of aircraft that perform services subject to PSOs.

- **Treatment of passengers**

  Aena will adopt, to the extent possible, measures to facilitate the transit of this type of passenger so that they can execute their transport contract, especially during peak hours, and without prejudice to the mandatory security measures that must be complied with.

### 5.4.5. Technological enhancement in security controls

In accordance with the provisions of the investment plan contained in this document, and in order to incorporate the latest technological advances into security controls, Aena will incorporate automatic systems and improvements into the detection systems in hand baggage controls. This will entail a reinforcement in its operational resources in order to improve the performance of these systems. This reinforcement, as well as the schedule for the implementation of EDS-CB inspection equipment and the automation of systems are detailed in Appendix A5.4. and will be subject to the monitoring set forth in Section 8.

### 5.4.6 Facilitation of General Aviation

In terms of general aviation, Aena will promote actions at its airports that are aimed at facilitating the development of general aviation, among others, those related to air fuels, efficient and sustainable operations and other actions that boost this segment of aviation.

## 5.5. Planned investments for the 2022–2026 period

The 2022-2026 five-year investment plan is conditioned by the reduction in demand that has occurred as a result of the serious COVID-19 crisis and the expected recovery profile. Therefore, the regulated investments planned for the next five-year period are focused, to a large extent, on performing the actions required by the applicable regulations, as well as on carrying out the proper maintenance of the airport network and contributing to the improvement of environmental sustainability. On the other hand, in the final years of the period, actions will be performed that are aimed at modernising and preparing infrastructures to meet future demand, once the levels of activity prior to the health crisis have been recovered.

## 5.5.1 Investment conditions for the 2022–2026 period

### 1. Total recognised investment for the 2022-2026 period

The total recognised investment associated with airport services for the 2022-2026 period is EUR 2,250 million.

In the event that Aena makes a lower investment volume with respect to the total recognised investment for the 2022-2026 period, the initial Regulated Asset Base (RAB) for the next regulatory period will be adjusted, taking into account the reduction that has occurred. On the other hand, a higher investment volume with respect to the total recognised investment for the 2022-2026 period will not generally cause an adjustment to the RAB for the next regulatory period unless, during the regulatory period, necessary investments that have been duly justified and approved were made that could not have been foreseen at the time of approving the DORA and respecting the terms set forth in Act 18/2014.

In the event that Aena receives grants to pay for any of the investments listed in Appendix 6, it may make complementary investments throughout the regulatory period for a maximum amount equal to the grant received, following communication to the Ministry of Transport, Mobility and Urban Agenda, once consulted with the users.

### 2. Annual investment scheduled for the 2022-2026 period

The scheduled annual investment associated with airport services for the 2022-2026 period is shown in Table 5.4. As can be seen in this table, the average level of investment during the five-year period will be EUR 450 million, as established in Act 18/2014.

**Table 5.4. Annual investment scheduled for the airports in the Aena network, 2022-2026**

| Millions of euros | 2022 | 2023 | 2024 | 2025 | 2026 | Total period | Annual average |
|---|---|---|---|---|---|---|---|
| Total recognised investment | 448.5 | 459.8 | 447.9 | 437.5 | 456.3 | 2,250.0 | **450.0** |

Aena may modify the annual investment pattern with respect to the *scheduled annual investment*. However, any deviation in the annual investment amounts effectively executed from the *scheduled annual investment* that causes a positive difference between the current value of the capital cost actually incurred and the capital cost recognised in Section 6.2, will result in the corresponding adjustment through the RRRa component in the next regulatory period. In this way, the RRRa component will correct any capital gains that could benefit Aena due to deviations from the *scheduled annual investment*. Capital losses arising from modifications to the *scheduled annual investment* will not be corrected.

The remuneration for investment increases or decreases that are the result of investments approved under Article 31.5 of Act 18/2014, also after the approval of the document, may be recognised and remunerated through parameter D of the IMAAJ, as described in Section 7.1.

### 3. Strategic investments

Consistent with the previous regulatory year, the DORA 2022-2026 defines strategic investments as those necessary to comply with the capacity standards established in the

DORA itself, as well as other investments that the Ministry of Transport, Mobility and Urban Agenda deems essential to guarantee the general interest. Among others, those motivated by improving the functionality and accessibility of airports and the mobility of people, the development of intermodal transport networks for passengers and goods, the contribution to the competitiveness and connectivity of the State or of Autonomous Communities and Cities and improvement in the field of environmental protection and sustainability.

For the purposes of complying with completion dates, a strategic investment will be considered to have fulfilled the completion deadline when:

- The signing of the *Certificate* of completion of the total investment occurs before the "Completion date" defined in Table 5.5, in the case of those investments whose completion is expected to be before 31 December 2026. This certificate will verify that the action is completely finished and in perfect condition of use, with Aena being responsible for the accuracy of the data recorded.

- The *Certificate of completion of the partial investment* states that the investment executed is at least the "minimum investment to be executed before the end of 2026" listed in Table 5.5, in the event that the investment is completed after 31 December 2026.

As of the aforementioned completion date of these investments or 31 December 2026, a grace period of three months is considered, after which, if the Certificate of receipt of the investment has not been signed, the penalty mechanism that is articulated through the RI parameter of the IMAAJ will be applied, as described in Section 7.1 and Appendix 7. This grace period may be justifiably interrupted if the delay in executing some of the strategic investments is caused by a suspension or delays additional to those from the established procedure attributable to the permits or authorisations that must be obtained from other Public Administrations.

### Table 5.5. Strategic investments of the airports in the Aena network, 2022-2026

| Airport | Title of the investment | Minimum investment to be executed before the end of 2026 (Millions of euros) | Completion date |
|---|---|---|---|
| **Alicante-Elche Airport** | Actions in the airfield and apron | 4.5 | 12/2027 |
| **Adolfo Suárez Madrid-Barajas Airport** | T4 and T4S Extension | 90 | 12/2029 |
| | New processor in T123 | 3 | 02/2031 |
| **Bilbao Airport** | Construction of a new technical block and remodelling of the terminal building (Phase II) | N/A[16] | 06/2026 |
| **César Manrique-Lanzarote Airport** | Actions in the airfield and apron | 0.6 | 09/2028 |
| **Girona-Costa Brava Airport** | Actions for airport development | N/A[16] | 07/2026 |
| **Palma de Mallorca Airport** | Remodelling of terminal area | 90 | 12/2027 |
| **Several airports** | Renewable energies and sustainability | 141 | 12/2027 |

16. Not applicable, as the investment ends prior to the closing of 2026 and the completion date established in the table is applicable.

The strategic investments contemplated in the DORA 2022-2026 are detailed in Appendix 6.

#### 4. Regulatory investments

Aena will deal with all those investments that derive, directly or indirectly, from regulatory obligations, whether they are already anticipated in the DORA 2022-2026 or are unrelated to it and may arise during its term. These investments mainly include those that address operational safety regulations, related to the airport certification process; those concerning the regulatory requirements on the physical security of goods and persons and those arising from the application of environmental regulations, national and European, particularly those derived from the measures included in the noise action plans and in the strategic and environmental impact assessments that are in force or are adopted during the five-year period.

#### 5. Relevant investments

Continuing with the criterion adopted in the DORA 2017-2021, relevant investments are defined as those that, due to their functional need or the impact they may have on the efficiency of airport management, require a different monitoring.

Specifically, this DORA establishes relevant investments as those that, without having been considered strategic, are related to air navigation, the endowment of capacity in infrastructure, energy efficiency and savings, the promotion of the use of renewable energies and efforts in terms of innovation. The relevant investments to be executed in the 2022-2026 period are identified in Appendix 6.

#### 6. Other investments

The investment programme recognised by the DORA 2022-2026 includes, among others, budgetary endowments for replacements and maintenance that are necessary for ordinary airport management. In this regard, Aena will use these investments to ensure the correct operation of the airport, undertake actions that are difficult to foresee, and as a reserve for contingencies, ensuring the perfect maintenance of the existing asset base at all airports in the network at all times.

#### 7. Conditions regarding the annual investment volume per airport

Aena will notify the Ministry of Transport, Mobility and Urban Agenda, through the DGAC, and in accordance with the procedure set forth in Appendix A6.5, of any deviation foreseen in the execution of the annual investment volume per airport that implies a reduction of more than 20% with respect to the volume of investment planned in the DORA, which is defined in Appendix 6 for that year and airport. This variation will be duly justified in accordance with the procedure established in Appendix 6 of this document and will require the DGAC's approval.

### 5.5.2. Investment programme and deviations from the scheduled investment

Appendix 6 contains the investment programme of the DORA 2022-2026.

In accordance with Article 29.1.f) of Act 18/2014, the DORA 2022-2026 establishes that Aena may modify the composition of the scheduled annual investment and its distribution by asset and airport category, so long as it respects the amount of the total recognised investment for the period, the criteria and procedures for the supervision and monitoring of the scheduled investments, listed in Appendix 6, and the following particular conditions according to the investment type:

Courtesy of Aena

- Strategic investments will be mandatory, with no modifications being allowed neither to their scope nor to their completion date, and their breach will be subject to penalties, as set forth in Appendix A7.2.

- Regulatory investments must strictly comply with the conditions established by law and will be subject to the compliance period established in the reference standard, exogenous to the DORA, as well as to the completion dates proposed in the investment programme for the five-year period. This period may be modified if the competent authority so states in a formal and justified manner.

- Relevant investments will require prior authorisation from the DGAC for their total cancellation or replacement with another investment. With regard to the modification of their scope or term, an adequate justification will be necessary in accordance with the provisions of Appendix A6.5 of this document.

Regardless of the type of each investment, the amount finally executed for a specific action may differ from the one initially scheduled due to possible efficiencies that may occur in the administrative contracting phase, or due to other circumstances.

The conditions detailed in the preceding paragraphs will be permitted so long as the investment levels actually made do not affect compliance with the requirements of capacity, quality and service conditions, among others, established in the DORA 2022-2026, or the particular obligations required by each type of investment.

# 6 The Annual Maximum Revenue per Passenger (IMAP) for the 2022-2026 period

The Annual Maximum Revenue per Passenger (IMAP [Ingreso Máximo Anual por Pasajero]) defines the path of maximum increase in airport charges during the regulatory period. Article 29.1 of Act 18/2014, section g), requires the DORA to establish the annual operating and capital costs with which the rate of variation of the IMAP, component X, will be estimated.

By virtue of the principle of applying the dual till mechanism, these costs are exclusively those linked to the provision of basic airport services and do not incorporate subsidies from other unregulated activities.

The DORA 2022-2026 has estimated these costs taking into account the principles established in Act 18/2014 and the development of the strategic axes contemplated in Section 3 of this document.

## 6.1. Operating costs

Table 6.1 defines the operating expenses recognised in the DORA 2022-2026, estimated without price effect. Operating expenses are the sum of operating costs, amortisation/depreciation, provisions for insolvencies and risks, impairments and disposals and the costs associated with the new safety regulations. In turn, operating costs include staff costs, supplies and other operating expenses.

**Table 6.1. Operating costs and operating expenses recognised, 2022-2026**

| Millions of euros | 2014 | 2022 | 2023 | 2024 | 2025 | 2026 |
|---|---|---|---|---|---|---|
| Operating costs | | 1,009.9 | 1,218.5 | 1,316.8 | 1,387.1 | 1,426.6 |
| ATU (millions) | | 373.1 | 450.1 | 495.7 | 521.2 | 536.0 |
| OPEX/ATU ratio | 2.707 | 2.71 | 2.71 | 2.66 | 2.66 | 2.66 |
| Provisions for insolvencies and risks | | 8.2 | 8.2 | 8.0 | 8.0 | 8.0 |
| Impairments and disposals | | 4.6 | 4.6 | 4.7 | 4.7 | 4.7 |
| New safety regulations | | 27.6 | 33.1 | 41.9 | 51.8 | 56.0 |
| Amortisation/Depreciation | | 584.5 | 582.0 | 569.6 | 559.4 | 527.7 |
| Operating expenses | | 1,634.8 | 1,846.4 | 1,940.9 | 2,011.0 | 2,023.0 |



Courtesy of Aena

The annual amount of operating costs recognised in Table 6.1 ensures that the ratio of operating costs per air traffic unit (ATU[17]) for each year of the regulatory period is less than that of 2014, in accordance with the limit established in section 4 of the sixth transitory provision of Act 18/2014.

The operating expenses recognised in Table 6.1 are prospective in nature, so any non-exceptional deviation from the expenses observed during the regulatory period with respect to the prospective expenses, both considered without price effect, is considered a risk and venture of the operator.

That is why, unless exceptional causes occur in accordance with the conditions set forth in Article 27 and the sixth transitory provision of Act 18/2014, deviations from the operating expenses incurred with respect to the value recognised in the DORA that occur during the regulatory period will not result in a modification of the maximum revenue per passenger permitted for the 2022-2026 period.

## 6.2. Capital costs

The capital cost corresponds to the amount resulting from applying the weighted average capital cost before taxes (hereinafter, $WACC_{BT}$) to the average value of the RAB, defined for each year of the five-year period.

### *Regulated Asset Base (RAB)*

The annual value of the RAB used to calculate the capital cost is shown in Table 6.2. The RAB refers exclusively to assets linked to basic airport services and excludes those financed with grants.

The RAB values foreseen for the 2022-2026 period, identified in Table 6.2, will not be adjusted during the regulatory period.

**Table 6.2. Recognised annual RAB, 2022-2026**

| Millions of euros | 2022 | 2023 | 2024 | 2025 | 2026 |
|---|---|---|---|---|---|
| Average Regulated Asset Base | 9,858.9 | 9,744.0 | 9,635.2 | 9,525.3 | 9,438.8 |

### *The unit capital cost,* $WACC_{BT:}$

The value of the $WACC_{BT}$ used to calculate the capital cost is 6.02%, which remains constant for each year of the regulatory period. This value has been estimated in accordance with the provisions of Act 18/2014, applying the CAPM (*Capital Asset Pricing Model*) methodology.

### *The capital cost*

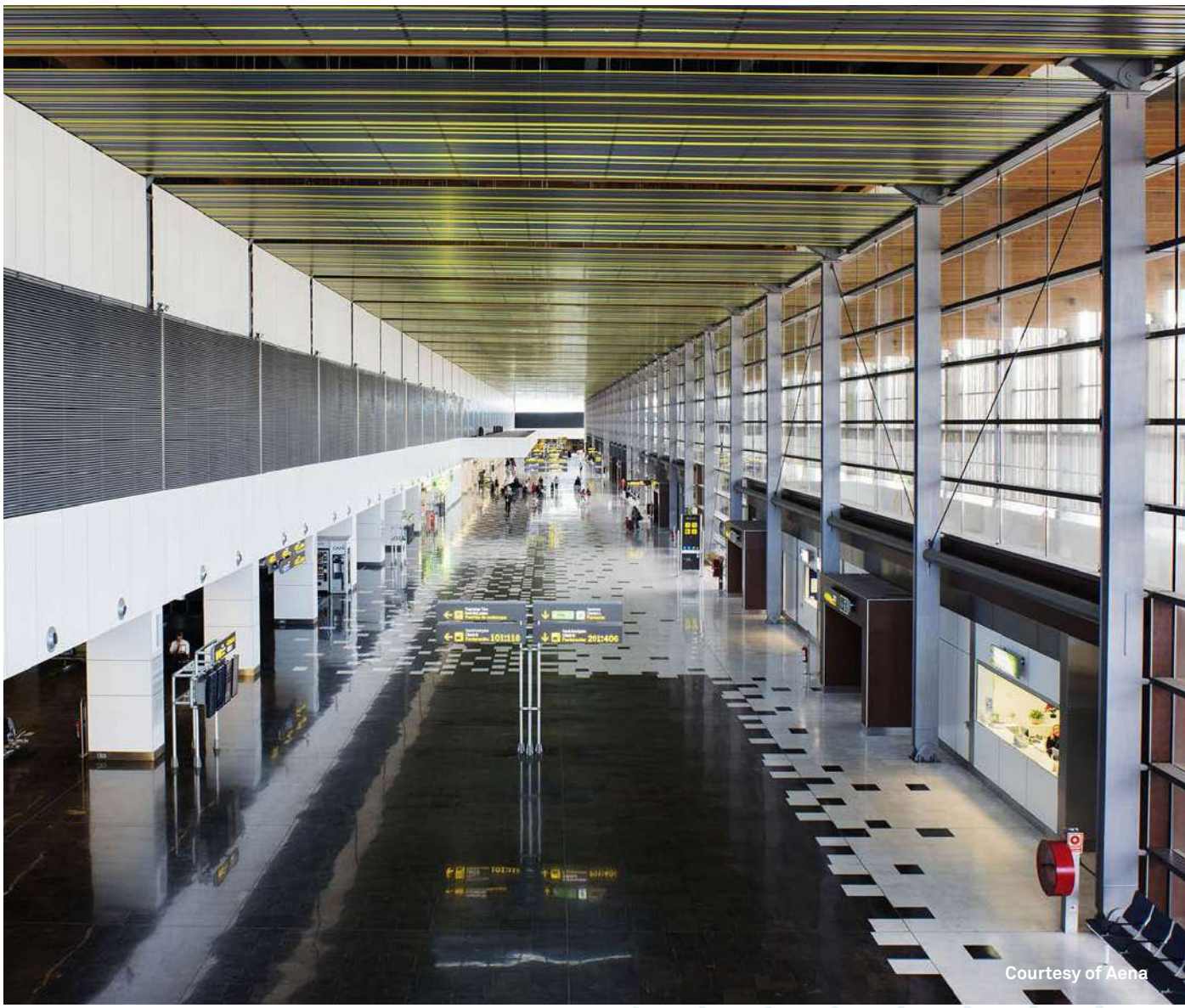
The capital cost recognised for each year of the regulatory period is the product of the annual RAB and the $WACC_{BT}$ and is listed in Table 6.3.

17. Air traffic unit (*ATU*) = passengers + (10 x tonnes of cargo) + (100 x operations).

## Table 6.3. Recognised capital cost, 2022-2026

| Millions of euros | 2022 | 2023 | 2024 | 2025 | 2026 |
|---|---|---|---|---|---|
| Average RAB of airport activity | 9,858.9 | 9,744.0 | 9,635.2 | 9,525.3 | 9,438.8 |
| $WACC_{BT}$ | 6.02% | 6.02% | 6.02% | 6.02% | 6.02% |
| **Capital cost, DORA 2022-2026** | **593.5** | **586.6** | **580.0** | **573.4** | **568.2** |

The recognised capital cost is prospective in nature. For this reason, unless exceptional causes occur in accordance with the conditions set forth in Article 27 and the sixth transitory provision of Act 18/2014, deviations from the capital cost with respect to the value recognised in the DORA that occur during the regulatory period will not result in a modification of the maximum revenue per passenger permitted for the 2022-2026 period. All of the above is done regardless of possible adjustments to the values of the RAB and the $RRR_a$ for the following regulatory period referred to in Section 6.3.



Courtesy of Aena

## 6.3. Estimation of component X

The Annual Maximum Revenue per Passenger (IMAP) for each year t will be the result of increasing the $IMAP_{t-1}$ by component X and by an increase or decrease percentage in supply prices outside the operator's control, $P^{18}_{t-1}$, which will be known in year t-1:

$$IMAP_t = IMAP_{t-1}\left(1 + \frac{P_{t-1} + X}{100}\right) \qquad \text{(EQ.1)}$$

The value of the initial IMAP for the 2022-2026 period, the $IMAP_{2021}$, is EUR 9.89, which is the value of the required regulated revenue per passenger established for the year 2021[19].

In this way, component X defines the evolution of the IMAP. Component X is determined in the DORA, but the IMAP is calculated in each year of the regulatory period, as expressed in equation (1).

In accordance with the provisions of Appendix VIII of Act 18/2014, the estimation of component X is based on the fact that the current value of the operator's expected revenue during the five-year regulatory period allows the recovery of the current value of the operator's expected costs during the same period, both measured solely for basic airport services and without price effect.

The costs expected to be recovered from this revenue are called *Required Regulated Revenue* (RRR) and are the sum of the operating expenses and capital costs. Equation (2) mathematically expresses the condition for estimating component X.

$$\sum_{1}^{5} \frac{RRR_t}{\left(1 + \frac{WACC_{BT}}{100}\right)^t} - RRR_a = \sum_{1}^{5} \frac{9{,}89 \cdot \left(1 + \frac{X}{100}\right)^t \cdot Q_t}{\left(1 + \frac{WACC_{BT}}{100}\right)^t} \qquad \text{(EQ.2)}$$

**Where:**

- $t$ : takes the values of years 1 to 5 of the regulatory period, where 1 corresponds to 2022 and 5 to 2026.
- $Q_t$ : is the number of passengers expected for year t.
- $RRR_t$ : is the required regulated revenue for year t.
- $WACC_{BT}$ : is the weighted average cost of capital before taxes for the five-year period, established in Section 6.2. In this equation, it acts as the readjustment rate for the flows of revenue and annual costs.
- $RRR_a$ : is the compensation for the lower investment made in the previous five-year period, suitably capitalised.

The estimated value of the $RRR_a$ component due to deviations in investments with respect to that planned for the 2017-2021 period is EUR 63.3 million[20].

The calculated value of component X for each year of the regulatory period is **0.00%**. Table 6.4 details the calculation of this value.

18. Royal Decree 162/2019, of 22 March, which develops the adjustment index of the airport charges of Aena S.M.E., S.A. (P index). The CNMC, at the proposal of Aena, is responsible for approving the value of the P index applicable to the airport charges for each fiscal year.
19. CNMC, Resolution dated 11 February 2021, which approves Aena's proposed modification of charges for 2021.
20. AESA, Five-year airport technical monitoring report 2017-2021.


Courtesy of Aena

## Table 6.4. Estimation of component X, 2022-2026

| Estimation of the $RRR_t$ (millions of euros) | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 |
|---|---|---|---|---|---|---|
| Operating expenses | | 1,634.8 | 1,846.4 | 1,940.9 | 2,011.0 | 2,023.0 |
| Revenue from the sale of electricity from photovoltaic plants | | 0.0 | 0.0 | 0.0 | -5.6 | -23.3 |
| Works performed to fixed assets | | -4.3 | -4.7 | -4.9 | -5.0 | -5.2 |
| Grants allocated to terminal | | -26.1 | -24.4 | -23.1 | -21.2 | -18.2 |
| Capital cost (PPP) | | 593.5 | 586.6 | 580.0 | 573.4 | 568.2 |
| $WACC_{BT}$ | | 6.02% | 6.02% | 6.02% | 6.02% | 6.02% |
| RAB | | 9,858.9 | 9,744.0 | 9,635.2 | 9,525.3 | 9,438.8 |
| Required regulated revenue ($RRR_t$) | | 2,197.9 | 2,403.9 | 2,492.9 | 2,552.6 | 2,544.5 |
| Current value of the $RRR_t$ (2022-2026) | 10,223.9 | | | | | |
| $RRR_a$ (2017-2021 period) | 63.3 | | | | | |
| $RRR_t$-$RRR_a$ | 10,160.6 | | | | | |

| Estimation of expected revenue and of X | 2021 | 2022 | 2023 | 2024 | 2025 | 2026 |
|---|---|---|---|---|---|---|
| Expected revenue | | 1,852.6 | 2,299.1 | 2,553.7 | 2,701.8 | 2,794.2 |
| Number of passengers, (millions) | | 187.3 | 232.5 | 258.2 | 273.2 | 282.5 |
| $IMAP_t$ | 9.89 | 9.89 | 9.89 | 9.89 | 9.89 | 9.89 |
| Value of "X" | | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| Current value of expected revenue (2022-2026) | 10,160.6 | | | | | |

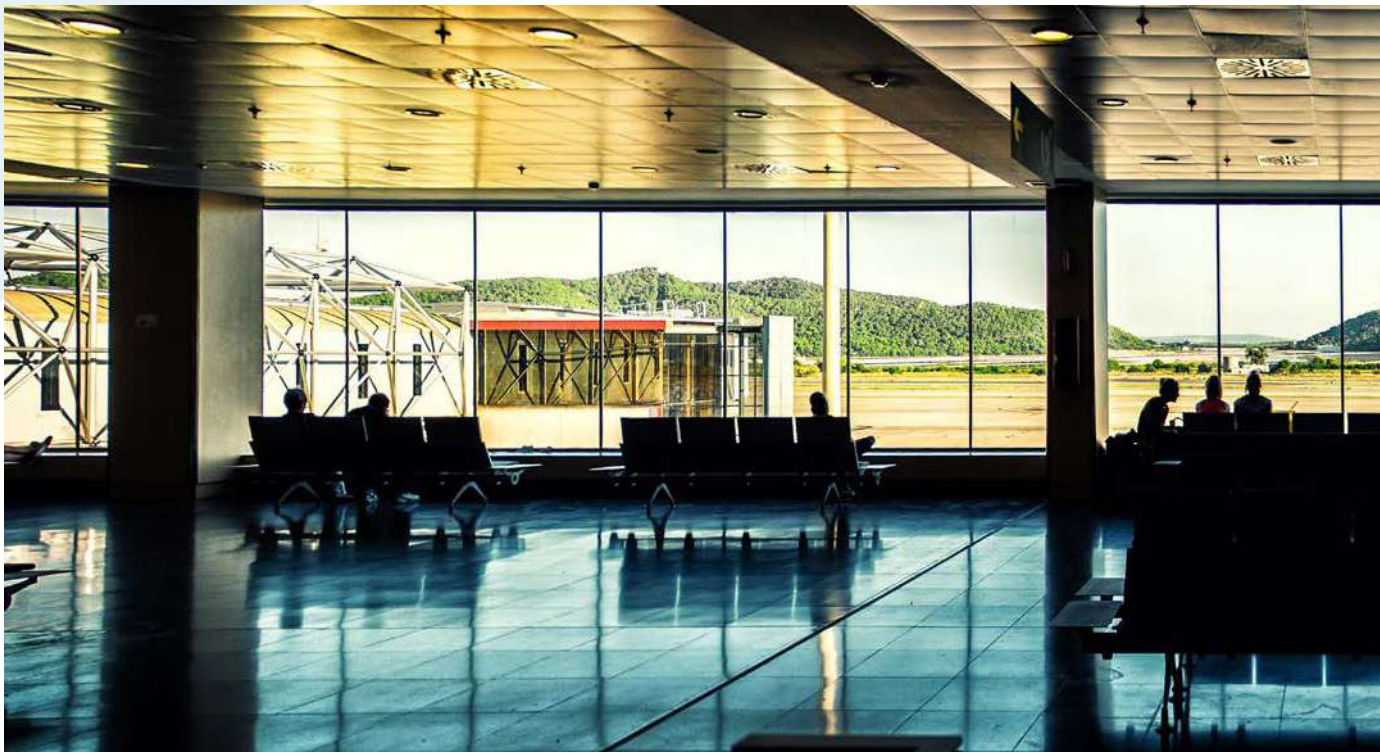
Component X is prospective in nature, so unless exceptional causes occur in accordance with the conditions set forth in Article 27, the sixth transitory provision of Act 18/2014 or the provisions of this DORA, its value cannot be modified during the 2022-2026 period.

## 6.4. Service costs and their contribution to the IMAP

Table 6.5 establishes the "costs for each basic airport service" and Table 6.6 establishes the "contribution of the costs that are recovered with each charge when determining the Annual Maximum Revenue per Passenger (IMAP)".

**Table 6.5. Costs for each basic airport service, 2022-2026**

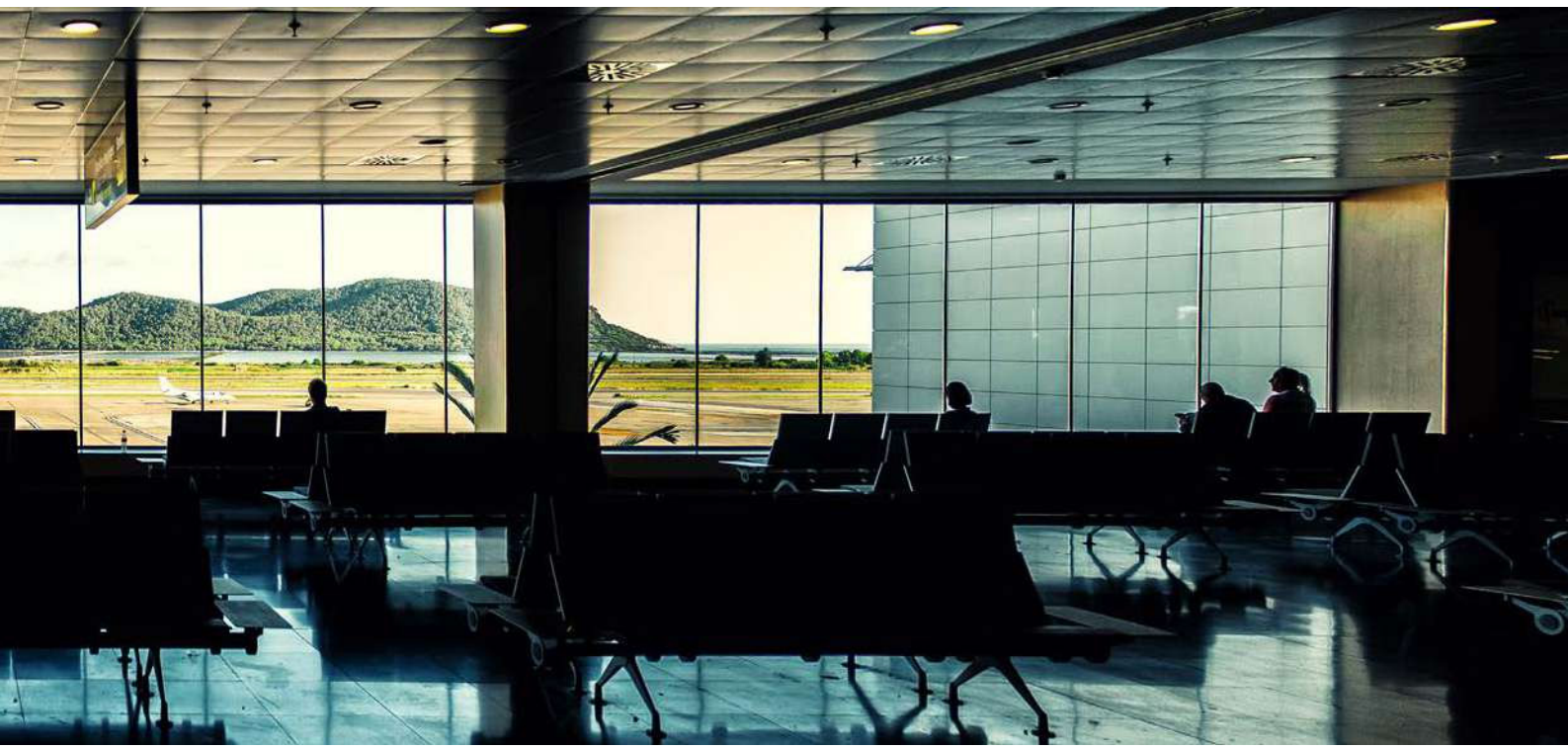
| Public Charges Costs (millions of euros) | 2022 | 2023 | 2024 | 2025 | 2026 |
|---|---|---|---|---|---|
| Passengers | 845.5 | 920.2 | 930.5 | 938.6 | 926.1 |
| Security | 332.2 | 387.9 | 422.1 | 445.6 | 460.5 |
| Services for PRMs | 59.6 | 73.0 | 79.5 | 87.6 | 87.5 |
| Landing | 476.7 | 525.1 | 535.6 | 551.1 | 552.7 |
| Meteorological services | 11.6 | 12.5 | 12.4 | 12.5 | 12.5 |
| Airfield transit service | 185.8 | 200.7 | 199.5 | 199.1 | 197.6 |
| Use of airbridges | 71.4 | 52.6 | 81.9 | 84.0 | 81.8 |
| Handling | 86.2 | 93.3 | 94.6 | 96.5 | 93.6 |
| Catering | 8.2 | 8.7 | 8.9 | 8.9 | 8.5 |
| Aviation fuel | 26.1 | 28.1 | 28.5 | 29.3 | 28.2 |
| Parking | 94.8 | 101.7 | 99.5 | 99.5 | 95.5 |
| Total $RRR_t$ | 2,197.9 | 2,403.9 | 2,492.9 | 2,552.6 | 2,544.5 |



## Table 6.6. Percentage of IMAP recovered with each charge, 2022-2026

| Public Charges | 2022 | 2023 | 2024 | 2025 | 2026 |
|---|---|---|---|---|---|
| Passengers | 39.7% | 39.7% | 39.7% | 39.7% | 39.7% |
| Security | 14.8% | 14.8% | 14.8% | 14.8% | 14.8% |
| Services for PRMs | 3.2% | 3.2% | 3.2% | 3.2% | 3.2% |
| Landing | 18.6% | 18.6% | 18.6% | 18.6% | 18.6% |
| Meteorological services | 0.5% | 0.5% | 0.5% | 0.5% | 0.5% |
| Airfield transit service | 8.9% | 8.9% | 8.9% | 8.9% | 8.9% |
| Use of airbridges | 4.4% | 4.4% | 4.4% | 4.4% | 4.4% |
| Handling | 3.9% | 3.9% | 3.9% | 3.9% | 3.9% |
| Catering | 0.4% | 0.4% | 0.4% | 0.4% | 0.4% |
| Aviation fuel | 1.0% | 1.0% | 1.0% | 1.0% | 1.0% |
| Parking | 4.6% | 4.6% | 4.6% | 4.6% | 4.6% |
| Expected revenue | 100.0% | 100.0% | 100.0% | 100.0% | 100.0% |

The values established in Table 6.5 and Table 6.6 are not binding during the five-year period because the annual procedure for setting individual charges per service operates with the autonomy of the DORA. However, the DORA does require that the revenue derived from the group of individual charges set for one year allows the IMAAJ for that year to be reached and that said IMAAJ is calculated under the terms established in Appendix 7.



# 7 Criteria for the annual setting of airport charges in the 2022-2026 period

## 7.1. Preparation of the IMAAJ

The Adjusted Annual Maximum Revenue per Passenger (IMAAJ [Ingreso Máximo Anual por Pasajero Ajustado]) will be the maximum revenue per passenger that links Aena during each year t of the regulatory period. It is the result of a series of adjustments to the estimated IMAP for year t, which will be calculated in the year prior to its application.

These adjustments are incentives and penalties for Aena's performance (in period t-2) as well as other non-foreseeable adjustments at the time of approving the DORA. In accordance with Appendix IX of Act 18/2014, the adjustment to establish the $IMAAJ_t$ will be estimated in year t-1 so that:

$$IMAAJ_t = IMAP_t + \frac{B_t}{100} \cdot IMAP_t - \frac{RI_t}{Q_t} - K_t + \frac{D_t}{Q_t} \qquad \text{(EQ.3)}$$

**Where:**

- $IMAAJ_t$ : is the adjusted annual maximum revenue per passenger (IMAAJ) for year t.
- $IMAP_t$ : is the annual maximum revenue per passenger (IMAP) for year t.
- $Q_t$ : are the passengers expected for year t[21].
- $B_t$ : is the incentive/penalty that is applied in year t for performance in service quality levels in t-2.
- $RI_t$ : is the penalty for a delay of certain investment projects that is applied in year t. It refers to delays in strategic investments that end in year t-2.
- $K_t$ : is the compliance factor at 100% of the annual maximum revenue per passenger adjusted in year t. This refers to the adjustment due to unforeseen modifications to the traffic structure occurring in period t-2, whose calculation methodology is determined in paragraph 2 of Appendix IX of Act 18/2014.
- $D_t$ : are the deviations from investments and operating expenses approved in year t-2 in exercising the monitoring powers set forth in article 31.5 of Act 18/2014. This is understood as the annual costs associated with these deviations[22].

21. The $Q_t$ value used to determine the $IMAAJ_t$ will not necessarily be the traffic forecast with which the $IMAP_t$ was calculated in this DORA. The best available traffic estimate may be used at the time of setting the $IMAAJ_t$, duly reasoned.
22. As derived from this article, parameter $D_t$ will take the value of "0" if said mechanism is not activated by the Secretary of State for Transport, Mobility and Urban Agenda.


Courtesy of Aena

When determining the IMAAJ and its limits for each year, it will be taken into account that the adjustments applicable in previous fiscal years do not prevent, where appropriate, the possibility of achieving the IMAP set forth in DORA 2022-2026, in accordance with the framework established in Act 18/2014.

In the determination of the annual IMAAJ, pursuant to the provisions of the First Additional Provision of Act 2/2021, of 29 March, on urgent prevention, containment and coordination measures to address the health crisis caused by COVID-19, the CNMC must conduct an analysis and supervision of the costs incurred for this concept in previous fiscal years and determine, if no agreement is reached between Aena and the representative user associations, the modality of its recovery within the framework of the supervision function of the annual consultation procedure and adjustment, to the IMAAJ, of Aena's airport charges referred to in section 2 of Article 10 of its Act of Incorporation.

The criteria for measuring parameters $B_t$, $RI_t$ and $D_t$ and the obligations to which Aena is subject with respect to them, are described in Appendix 7. This Appendix also contains details on the procedure for approving deviations in investments and operating expenses that affect $D_t$. For its part, the calculation of parameter $K_t$ is explained in Appendix IX of Act 18/2014.

## 7.2. The annual procedure for setting airport charges

The annual revisions of airport charges must respect the IMAAJ corresponding to each year. In any case, in accordance with the provisions of articles 32 to 41 of Act 18/2014, these revisions will remain subject to the three basic pillars emanating from Directive 2009/12/EC of 11 March 2009, *regarding airport charges*: the mandatory consultation procedure between the airport management entity and its users, transparency in consultation procedures and appeal to the independent supervisory authority, which in the case of Aena's airport charges, is the CNMC.

## 7.3. Incentives and commercial discounts

The incentives to be applied during the next five-year period will be established based on criteria of objectivity, non-discrimination and transparency, and will aim to guarantee territorial coordination and cohesion and promote the connectivity and internationalisation of the transportation of passengers and goods, mainly in non-mainland regions, in which air travel plays a fundamental and irreplaceable role to guarantee the mobility of its citizens.

These incentives will be governed by the provisions of Act 21/2003 and other applicable legislation and by the provisions of section 5 of Article 32 of Act 18/2014.

With regard to commercial discounts, given the special circumstances associated with the COVID-19 pandemic, the DORA 2022-2026 incorporates Aena's proposal on the possibility of introducing extraordinary commercial incentive schemes, which allow for the recovery of traffic and reduce connectivity restrictions.

### 7.3.1. Discounts for reasons of general interest for the 2022-2026 period

This section describes the discounts for reasons of general interest that are in force at the time of approving the DORA 2022-2026, which are the following:

**I.** Discounts to mainland and inter-island traffic for flights at airports in the Canary Islands, Balearic Islands, Ceuta and Melilla. This consists of a 70% discount on passenger departure, PRM, security and landing charges for inter-island flights and 15% for flights with the mainland[23].

This incentive seeks territorial coordination and cohesion and to promote the connectivity of passenger transportation, paying special attention to non-mainland regions in which air travel plays a fundamental and irreplaceable role to ensure the mobility of its citizens.

**II.** Grant for off-peak days at Canary Island airports. This applies to 50% of the landing and passenger departure charges corresponding to the operations carried out on days of the week with the lowest concentration of traffic, excluding inter-island flights[24].

This grant aims to increase traffic at airports in the Canary Islands, allowing them to make better use of airport facilities that optimise their management.

**III.** Discount for connecting passengers[25]. This consists of a 40% reduction in the amounts for passenger departure and security charges. The objective of this incentive is to enhance this type of traffic, important for promoting national connectivity[26].

**IV.** Discount for seasonal airports[27]in the Balearic Islands, Canary Islands, Ceuta and Melilla. During the lower traffic season, the amounts for passenger and security charges are discounted by 20%[28].

The expected revenue not received as a result of these discounts for reasons of general interest will be recovered by Aena, by increasing the revision percentage of the other charges that do not receive a discount.

### 7.3.2. Commercial incentives

In accordance with the provisions of Act 18/2014, during the five-year period of 2022-2026, Aena may establish commercial incentives that, without affecting the legal system and the amount of public charges for basic airport services, are set according to objective, transparent and non-discriminatory criteria and are in accordance with competition regulations.

These incentives, which may be articulated through multi-year schemes or as temporary extraordinary incentives if the market situation so requires, may be established for the purpose of stimulating demand, incentivising the recovery of passenger traffic or operations or their maintenance, establishing new routes, strengthening existing ones or promoting long-haul connectivity, among others. The incentives may be applied to the charge that optimises the effect of the incentive.

Likewise, as part of its sustainability strategy, Aena will be able to establish commercial incentives aimed at improving environmental sustainability at the network's airports.

23. Act 1/2011, of 4 March, which establishes the National Operational Safety Programme for Civil Aviation and amends Act 21/2003, of 7 July, on Aviation Safety.
24. Act 2/2012, of 29 June, on General State Budgets for the year 2012.
25. For this purpose, connecting passengers are defined as those who, disembarking at an airport managed by Aena on a flight, re-embark with the same ticket and at the same airport within a maximum period of 12 hours, in order to make a new journey with a different flight number and destination different from that of the origin.
26. Act 48/2015, of 29 October, on General State Budgets for the year 2016, amending Act 21/2003, of 7 July, on Aviation Safety.
27. According to legislation, a seasonal airport is defined as one in which, in the summer and winter seasons, immediately before and after, the monthly average of passenger traffic during one season with respect to the monthly average of the other season is at the ratio of 65/35 percent or higher.
28. Act 17/2012, of 27 December, on General State Budgets for the year 2013, amending Act 21/2003, of 7 July, on Aviation Safety.

# 8 Institutional coordination mechanisms during the application of the DORA 2022-2026

## 8.1. Provision of information by Aena

In accordance with Article 20.6 of Act 18/2014, Aena will provide or facilitate access, to AESA, the CNMC and the DGAC, to all data, reports and records that these bodies deem necessary in order to comply with the obligations arising from the powers attributed to them by law in relation to the DORA.

With regard to the strategic plans indicated in Section 3 of this DORA 2022-2026, Aena will provide the DGAC with regular information for monitoring their degree of progress, through the mechanisms and indicators established for this purpose.

Additionally, during the 2022-2026 period, Aena must continue to carry out regular surveys that allow it to obtain a characterisation of passengers, as well as their habits when using airport infrastructures. This information will be sent to the DGAC when required in order to carry out the monitoring set forth in Article 31 of Act 18/2014.

In exercising these powers, and in relation to the supervision process of the investment plan, both AESA and the DGAC may request from Aena any information on the development of the investment plan for the 2022-2026 period.

On the other hand, for the request for deviations in the investments set forth in Article 31.5 of Act 18/2014, the procedure contained in Appendix 7 will be followed.

With regard to capacity standards, Aena will annually provide both the DGAC and AESA with capacity studies prepared or updated as a result of the actions performed in the previous year or due to operational or demand changes. These studies will justifiably include the methodology used and the level of service, as well as the parameters necessary for its calculation.

In general, and in order to perform the functions that the Ministry of Transport, Mobility and Urban Agenda, through the DGAC, has attributed in the field of monitoring Aena's airport management, Aena will send the DGAC a copy of all information that is provided to the supervisors of the DORA.

## 8.2. Criteria for monitoring investments and application of the infringements system

AESA will monitor the investment programme in accordance with the conditions set forth in Section 5.5. The monitoring of compliance with strategic investments will be especially relevant, in terms of their purpose and completion date, as well as the amount executed at the end of the regulatory period if said investment does not end in 2026; of those relevant in terms of their scope and term; and of the regulations, in terms of the requirements and compliance periods established in the reference standards that cause them, according to the established programme.

For the purposes of applying the infringements system set forth in Article 43 of Act 18/2014, the conditions contained in Section 5.5.2 must be taken into account for identifying what constitutes breaches and delays of the planned investments.

## 8.3. Requirements for monitoring by AESA

Article 31 of Act 18/2014 establishes that the Spanish Aviation Safety and Security Agency (AESA) is responsible for monitoring compliance with the DORA within the scope of the powers attributed to it by law. The same article, in its sections 2, 3 and 5, determines the reports that AESA must make during the application of the DORA. In preparing these reports, AESA will take into account the criteria and procedures described in this section.

Notwithstanding the foregoing, AESA may develop its own monitoring methodologies in accordance with the authorisation set forth in the 2nd final provision of Act 18/2014, so long as they are consistent with the provisions established in this section. In order to provide certainty during the five-year period, these guides must be established at the beginning of the regulatory period, notifying both Aena and the DGAC, as well as their possible subsequent updates.

***On the advisory reports for the approval of deviations in investments***

These reports will cover investments not included in the DORA for which Aena has communicated a request for approval to the DGAC under Article 31.5 of Act 18/2014.

At the time of requesting the advisory reports from AESA, the DGAC will transfer the information received from Aena for the purposes of preparing said reports. AESA may also collect the additional information from Aena that is necessary for the preparation thereof.

AESA's advisory report will explicitly identify the investments included in Aena's request for which their approval is not recommended, including the justified reasons why this recommendation is issued.

***On the annual technical airport monitoring report***

The annual technical airport monitoring report will be prepared in each year of the regulatory period. The report for each year of the regulatory period will be prepared during the first four months of the year, will deal with the operation from the previous year and will have effects on determining the IMAAJ for the following year.

As a minimum, the report must provide information about the following:

1. The degree of compliance with the annual investment scheduled for the previous year, identifying, if any, the deviations between the recognised value and the executed value. It will be identified whether the deviation is positive or negative, and what part thereof, if any, comes from the approval of the Secretary of State for Transport, Mobility and Urban Agenda or, where appropriate, of the Council of Ministers, as set forth in Article 31.5 of Act 18/2014.
2. The value of parameter B of the formula for the adjusted annual maximum revenue per passenger (IMAAJ).
3. The value of parameter D of the formula for the adjusted annual maximum revenue per passenger (IMAAJ).

4. A delay in fulfilling the pre-established deadlines for strategic investments that end in the previous year, and the value of the associated penalties, RI, which will form part of the IMAAJ.
5. Compliance with the execution of relevant investments scheduled for the previous year.
6. Compliance with the execution of investments scheduled for the previous year based on the standards that support them.
7. The degree of compliance with quality standards, environmental standards, capacity standards and minimum service conditions of airport infrastructures.
8. The analysis of capacity standards and their variation due to the investment actions executed by Aena in that year or derived from operational or demand changes.

The annual reports for each year will also have an Appendix, in computer format, that allows the provisional deviations on the planned RAB and the grants with which new investments have been financed to be monitored.

***On the five-year technical airport monitoring report***

This report will be prepared in the first three months of the fifth year of the regulatory period, or the sixth in the event that the DORA is extended (hereinafter, the final year of the regulatory period), and will summarise the result of the annual reports on all investments made in the previous fiscal years of the regulatory period. The monitoring report corresponding to the DORA 2022-2026 will take into account the last fiscal year of the previous regulatory period.

Specifically, and as a minimum, the five-year report will contain the following:

- a proposal to adjust the value of the RAB on 1 January of the final year of the regulatory period, due to the deviations that occurred during the execution of the DORA;
- a summary of the differences between the value of non-financial fixed assets in Aena's accounting and the value thereof in the RAB set forth in the DORA, both on 1 January of the final year of the regulatory period;
- the value of assets financed with grants up to that time;
- a proposal on the accumulated value, as of 1 January of the final year of the regulatory period, of the compensation to be made through the RRRa parameter, due to net gains in the expected remuneration for capital costs; and
- a report on the degree of compliance with quality standards, environmental standards, capacity standards and minimum service conditions of airport infrastructures during the regulatory period.

The five-year report will also have an Appendix, in computer format, that allows the provisional value of the RAB on 1 January of the final year of the regulatory period to be monitored.

## 8.4. Requirements for monitoring airport management

In accordance with the provisions of Article 20 of Act 18/2014, it is the responsibility of the Ministry of Transport, Mobility and Urban Agenda, through the DGAC, to monitor Aena's airport management, including its environmental performance and management. To perform this monitoring, the measures and degree of progress included in the Sustainability Strategy and Aena's Climate Action Plan will be observed.

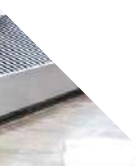
In order for the monitoring power attributed to the DGAC to be effectively carried out, AESA will communicate, to said management centre, the expected planning of all monitoring activities that are performed, as well as the result thereof, during the entire validity period of the DORA 2022-2026, without prejudice to the reports that may be requested during the period.


Check-in
Facturación




04


# Appendices



# Appendices


AEROPUERTO DE
MADRID-CUATRO VIENTOS


EL HIERRO

# Appendix 1

## Traffic


Check-in
Facturación

# Contents



# Tables list



# Figures list

## A1.1. Macroeconomic environment

The crisis caused by COVID-19 has significantly affected all economies worldwide. After the 2020 shock, a gradual recovery of the global economy is expected from 2021 onwards, however, the foreseeable recovery rate is not homogeneous and will depend on the characteristics of each country. According to the International Monetary Fund (IMF) in April 2021, forecasts for medium-term growth, by geographical area, are:

- **Domestic economy:** after experiencing a GDP drop of 10.8% in 2020, the Spanish economy is expected to grow 6.2% and 5.8% in 2021 and 2022 respectively (data from the IMF July 2021 review), which would mean recovering the levels of 2019 during 2023. Once this level is reached, the level of growth will slow down, with expectations for the 2023-2026 period being an average year-on-year growth of 2%, similar to the growth experienced by the Spanish economy in 2019. On the other hand, the Government's growth forecasts for July 2021 predict a growth of 6.5% for 2021 and 7% for 2022.
- **Economy of the main European passenger issuing/receiving countries (United Kingdom, Germany, Italy and France):** In 2019, the countries of the European Economic Area and the United Kingdom accounted for more than 58% of passengers in the airports of the Aena network, so the evolution of the economies of these countries is very important for traffic in Spanish airports. GDP of the Euro Zone fell by 6.6% in 2020 and according to IMF data, estimated growth is 4.43% for 2021, 3.82% for 2022 and 1.55% on average for the 2023-2026 period. It should be noted that the impact of the coronavirus on national budgets has not been homogeneous throughout Europe, with Greece, Portugal, the United Kingdom, Italy and France being the countries that, along with Spain, have seen their economies shrink the most in 2020.

  In this regard, as regards the economic perspectives of the main countries that send the most tourists to Spain, it is worth noting:

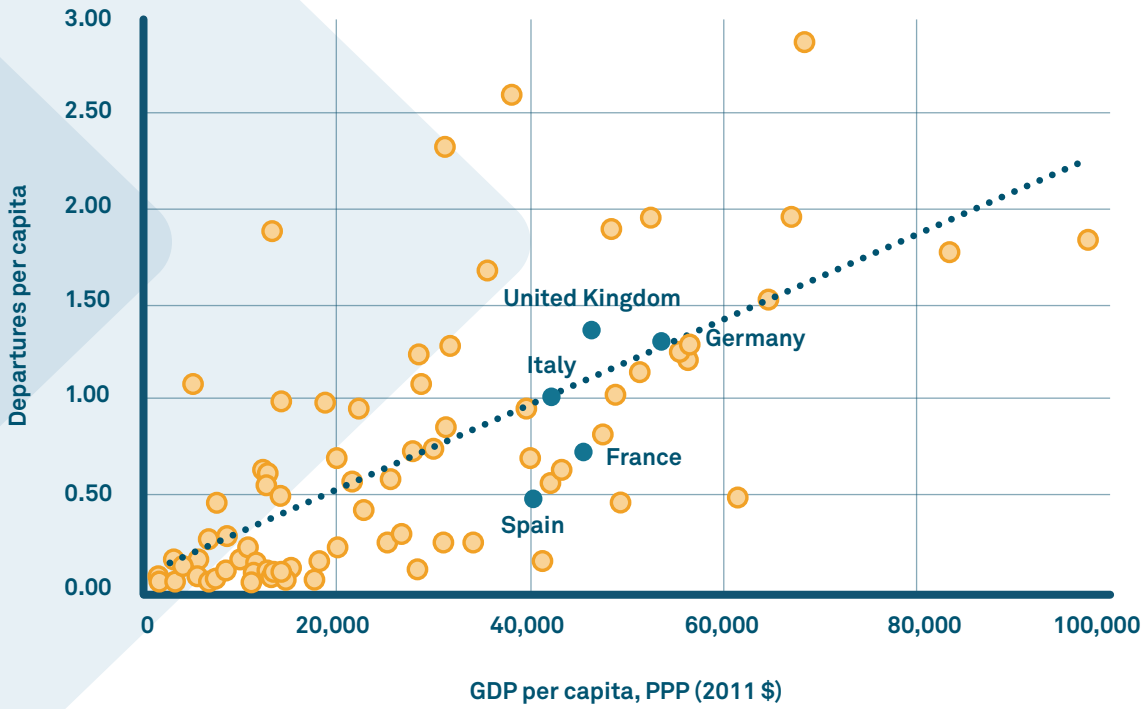
  - **United Kingdom:** After a strong drop in GDP in 2020 (-9.92%), it will experience a growth of 5.34% and 5.07% in 2021 and 2022 respectively, reaching the levels prior to the coronavirus crisis in 2023. For the 2023-2026 period, an average year-on-year growth of 1.7% is expected.
  - **Germany:** Of the so-called *Big Four European Countries*, Germany is the country whose economy has been least affected as a result of the coronavirus with a GDP drop in 2020 of just 4.90%. As a result, the rebound effect is also expected to be lower, although not insignificant (growth of 3.60% in 2021 and 3.43% in 2022). Following the general trend, growth is moderated in the 2023-2026 period (an average of 1.32% year-on-year).
  - **Italy:** With a drop of 8.87% in 2020, the Italian economy was one of the worst affected by the coronavirus crisis in Europe. In addition, according to IMF forecasts, a slower recovery is expected in this country with GDP growth of 4.15% in 2021, 3.60% in 2022 and 1.56% in 2023, which would mean not recovering the same GDP levels as in 2019 until 2024. In addition, the average expected growth for the 2024-2026 period is barely 0.86%.
  - **France:** Despite experiencing a drop in economic growth very similar to Italy (-8.23%), an expansive period much superior to the Italian period is expected in 2021-2026. With growth of 5.81% in 2021 and 4.22% in 2022, it is expected that at some point that year, France will recover its 2019 economic levels. Subsequently, in the 2023-2026 period the French economy will grow at 1.45% year-on-year on average.

- **Global economy.** The effect of the coronavirus crisis on the global economy has been lower than that experienced in Europe. In 2020, the world economy barely declined by 3.3%. The 6.0% growth forecast in 2021 means that the 2019 global GDP will be exceeded in 2022. In addition, the rate of global growth is expected to continue to be high in 2022 (4.4%) and in the following years (3.4% on average in the 2023-2026 period). These growth rates are mainly driven by the growth forecast for Asian economies, although growth in the group of developing countries in the 2022-2026 period will also be significant.

In short, it can be concluded that globally, after the shock of 2020 and the subsequent recovery in 2021, the world economy will continue to grow at a steady rate, similar to the last decade.

Knowledge of the evolution of the macroeconomic environment is essential when predicting the future development of air traffic as there is a direct relationship between GDP per capita versus journeys made per capita. However, due to the current situation caused by the pandemic, the degree of uncertainty is very high.

**Appendix Figure 1.1. Ratio between GDP per capita and travel per capita (Departures). Year 2018**




Source: Prepared in-house from World Data Bank data

The main international organisations and manufacturers in the aviation sector have made traffic forecasts for the coming decades, taking into account the effects caused by the pandemic in the long term. These organisations anticipate average traffic growth for the coming decades in Europe of around 3%, approximately one point below the expected worldwide average.

### Appendix Table 1.1. Passenger traffic growth forecasts from the main international organisations and manufacturers

| Region | Organisations[29] | | | | |
|---|---|---|---|---|---|
| | IATA 2021-2030 | ACI 2020-2040 | BOEING 2020-2039 | AIRBUS 2018-2038 | Oxford Economics 2020-2040 |
| **Europe** | 2.0% | 2.9% | 3.1% | 3.4% | - |
| **Spain** | - | - | - | - | 8.47% |
| **North America** | 1.7% | 2.1% | 2.7% | 2.5% | - |
| **Latin America** | 2.9% | 4.2% | 5.1% | 4.6% | - |
| **Middle East** | 3.6% | 5.2% | 4.3% | 5.6% | - |
| **Asia and Pacific** | 4.5% | 4.7% | 5.1% | 5.5% | - |
| **Africa** | 3.6% | 3.4% | 5.5% | 5.0% | - |
| **Worldwide** | **3.2%** | **3.7%** | **4.0%** | **4.3%** | **-** |

Source: IATA, ACI, Boeing, Airbus and Oxford Economics

## A1.2. Main hypotheses for traffic estimate of DORA 2022–2026

The forecasts for Spain from the European Union Aviation Safety Agency (Eurocontrol) have been used as the basis to predict operations in the 2022-2026 period, taking into account their recovery scenario 2[30].

Aena's operations forecasts are consistent with scenario 2 of the Eurocontrol forecasts.

For the passenger prediction, an analysis was carried out of the forecasts of the Aena proposal, concluding that they are suitable for international markets (EEA and non-EEA). However, in the case of the domestic market, it has been adjusted slightly taking into account the historical evolution of the number of passengers per aircraft.


29. IATA: IATA Traffic Forecast 2021-2039
BOEING: 2020_CMO_PDF_Download (Commercial Market Outlook 2019-2039). (Revenue per passenger/kilometre)
Airbus' Global Market Forecast (GMF). Cities, airports & aircraft 2019-2038. (Revenue per passenger/kilometre)
OXFORD ECONOMICS: APF20210428 (Air Passenger Forecasts April 2021. Country Report - Spain.

30. Eurocontrol establishes three possible scenarios with variations in the availability date of the COVID-19 vaccine and the recovery capacity of the sector once it is available. In particular, scenario 2, which is the intermediate one of the three, considers that the vaccine would be widely available by the summer of 2022 and that a rapid recovery of traffic would occur.

## A1.3. Air traffic forecast, 2022-2026

### Appendix Table 1.2. Passengers

| Airports | 2022 | 2026 | CAGR 2022-2026 | Fees 2026 | | |
|---|---|---|---|---|---|---|
| | | | | NAT | EEA | NON-EEA |
| **GROUP I** | **75,992,421** | **123,200,051** | **12.84%** | **25.61%** | **51.56%** | **22.70%** |
| Adolfo Suárez Madrid-Barajas Airport | 40,692,767 | 67,137,051 | 13.33% | 24.87% | 46.99% | 27.98% |
| Barcelona-El Prat Josep Tarradellas Airport | 35,299,654 | 56,063,000 | 12.26% | 26.50% | 57.02% | 16.39% |
| **GROUP II** | **70,365,483** | **104,803,891** | **10.47%** | **22.88%** | **75.43%** | **1.40%** |
| Palma de Mallorca Airport | 18,890,656 | 29,366,427 | 11.66% | 26.44% | 72.90% | 0.64% |
| Málaga-Costa del Sol Airport | 13,415,122 | 20,778,145 | 11.56% | 13.16% | 84.52% | 2.11% |
| Alicante-Elche Airport | 10,234,340 | 15,647,021 | 11.20% | 9.31% | 87.43% | 3.20% |
| Gran Canaria Airport | 9,021,914 | 13,140,190 | 9.86% | 44.73% | 53.31% | 1.26% |
| Tenerife Sur Airport | 7,203,564 | 10,612,728 | 10.17% | 7.94% | 89.63% | 1.54% |
| Ibiza Airport | 6,364,667 | 7,999,754 | 5.88% | 37.81% | 61.79% | 0.16% |
| César Manrique-Lanzarote Airport | 5,235,220 | 7,259,626 | 8.52% | 31.42% | 68.14% | 0.00% |
| **GROUP III** | **29,630,894** | **39,638,525** | **7.55%** | **50.90%** | **47.50%** | **1.22%** |
| Valencia Airport | 6,060,662 | 8,448,437 | 8.66% | 24.37% | 71.53% | 3.83% |
| Sevilla Airport | 5,568,649 | 7,213,855 | 6.69% | 51.57% | 47.13% | 0.96% |
| Fuerteventura Airport | 3,999,035 | 6,068,449 | 10.99% | 24.97% | 73.96% | 0.00% |
| Bilbao Airport | 4,453,784 | 5,949,782 | 7.51% | 56.91% | 42.08% | 0.86% |
| Tenerife Norte-Ciudad de La Laguna Airport | 4,798,584 | 5,936,186 | 5.46% | 98.39% | 0.99% | 0.49% |
| Menorca Airport | 2,705,668 | 3,385,808 | 5.77% | 52.07% | 47.62% | 0.00% |
| Santiago-Rosalía de Castro Airport | 2,044,512 | 2,636,008 | 6.56% | 71.81% | 27.43% | 0.38% |
| **GROUP IV** | **9,260,269** | **12,221,363** | **7.18%** | **53.44%** | **44.42%** | **1.38%** |
| Girona-Costa Brava Airport | 1,353,929 | 2,107,632 | 11.70% | 0.19% | 94.15% | 4.96% |
| La Palma Airport | 1,160,467 | 1,499,778 | 6.62% | 76.50% | 23.14% | 0.00% |
| Asturias Airport | 1,172,213 | 1,428,816 | 5.07% | 93.78% | 5.70% | 0.19% |
| F.G.L. Granada-Jaén Airport | 948,659 | 1,244,046 | 7.01% | 79.29% | 20.11% | 0.03% |
| Seve Ballesteros-Santander Airport | 869,145 | 1,178,324 | 7.91% | 56.62% | 39.56% | 3.43% |
| Jerez Airport | 859,281 | 1,144,044 | 7.42% | 50.07% | 49.39% | 0.00% |
| Reus Airport | 745,322 | 1,066,752 | 9.38% | 0.41% | 95.52% | 1.95% |
| Almería Airport | 694,811 | 999,493 | 9.52% | 39.95% | 58.84% | 0.00% |
| A Coruña Airport | 824,727 | 910,863 | 2.51% | 87.37% | 11.09% | 0.01% |
| Vigo Airport | 631,715 | 641,615 | 0.39% | 95.75% | 4.21% | 0.02% |
| **GROUP V** | **2,075,990** | **2,664,603** | **6.44%** | **75.87%** | **20.68%** | **0.48%** |
| Zaragoza Airport | 349,151 | 512,159 | 10.05% | 23.43% | 75.14% | 1.02% |
| Melilla Airport | 352,902 | 400,650 | 3.22% | 98.22% | 0.00% | 0.00% |
| San Sebastián Airport | 272,734 | 320,352 | 4.11% | 99.00% | 0.30% | 0.02% |
| El Hierro Airport | 242,571 | 298,792 | 5.35% | 99.83% | 0.00% | 0.00% |
| Valladolid Airport | 182,181 | 261,160 | 9.42% | 87.86% | 8.39% | 0.73% |
| Pamplona Airport | 180,676 | 233,184 | 6.59% | 74.99% | 23.38% | 0.55% |
| Vitoria Airport | 136,491 | 181,962 | 7.45% | 58.90% | 37.41% | 1.85% |
| Ceuta Heliport | 72,997 | 89,177 | 5.13% | 99.17% | 0.00% | 0.00% |
| La Gomera Airport | 67,894 | 83,638 | 5.35% | 99.76% | 0.00% | 0.00% |
| Badajoz Airport | 56,377 | 75,909 | 7.72% | 96.58% | 0.82% | 0.04% |
| León Airport | 46,161 | 66,233 | 9.45% | 82.32% | 15.91% | 0.84% |
| Algeciras Heliport | 35,739 | 40,764 | 3.34% | 99.69% | 0.00% | 0.00% |
| Burgos Airport | 27,157 | 29,379 | 1.99% | 45.34% | 0.40% | 0.02% |
| Logroño-Agoncillo Airport | 11,146 | 20,309 | 16.18% | 74.78% | 12.96% | 0.00% |
| Salamanca Airport | 13,288 | 18,759 | 9.00% | 57.59% | 30.91% | 1.63% |
| Córdoba Airport | 14,644 | 16,851 | 3.57% | 1.61% | 0.47% | 0.00% |
| Sabadell Airport | 4,813 | 5,211 | 2.01% | 0.40% | 0.19% | 0.00% |
| Son Bonet Airport | 3,730 | 4,460 | 4.57% | 0.00% | 0.00% | 0.00% |
| Madrid-Cuatro Vientos Airport | 3,553 | 3,695 | 0.98% | 16.64% | 5.68% | 0.27% |
| Albacete Airport | 1,583 | 1,727 | 2.20% | 24.15% | 37.06% | 0.58% |
| Huesca-Pirineos Airport | 202 | 232 | 3.52% | 22.41% | 25.86% | 4.31% |
| **TOTAL** | **187,325,057** | **282,528,433** | | | | |

## Appendix Table 1.3. Operations

| Airports | 2022 | 2026 | CAGR 2022-2026 | Fees 2026 | | |
|---|---|---|---|---|---|---|
| | | | | NAT | EEA | NON-EEA |
| **GROUP I** | **543,173** | **844,985** | **11.68%** | **34.03%** | **50.13%** | **15.43%** |
| Adolfo Suárez Madrid-Barajas Airport | 280,428 | 472,857 | 13.95% | 34.11% | 48.04% | 17.72% |
| Barcelona-El Prat Josep Tarradellas Airport | 262,745 | 372,128 | 9.09% | 33.93% | 52.78% | 12.51% |
| **GROUP II** | **572,250** | **791,950** | **8.46%** | **31.01%** | **64.60%** | **2.13%** |
| Palma de Mallorca Airport | 151,860 | 216,620 | 9.29% | 31.89% | 66.55% | 0.82% |
| Málaga-Costa del Sol Airport | 112,490 | 150,810 | 7.60% | 17.04% | 77.63% | 2.75% |
| Alicante-Elche Airport | 76,740 | 104,820 | 8.11% | 12.69% | 82.60% | 4.25% |
| Gran Canaria Airport | 90,000 | 122,240 | 7.95% | 59.10% | 33.54% | 3.68% |
| Tenerife Sur Airport | 40,700 | 68,050 | 13.71% | 11.09% | 83.76% | 2.20% |
| Ibiza Airport | 58,930 | 71,850 | 5.08% | 41.34% | 53.31% | 0.56% |
| César Manrique-Lanzarote Airport | 41,530 | 57,560 | 8.50% | 48.64% | 47.78% | 0.10% |
| **GROUP III** | **283,133** | **356,641** | **5.94%** | **55.31%** | **36.40%** | **1.60%** |
| Valencia Airport | 56,850 | 73,960 | 6.80% | 29.65% | 56.75% | 4.25% |
| Sevilla Airport | 50,246 | 60,543 | 4.77% | 45.32% | 40.99% | 1.46% |
| Fuerteventura Airport | 31,520 | 47,530 | 10.81% | 46.29% | 51.55% | 0.06% |
| Bilbao Airport | 38,887 | 50,508 | 6.76% | 51.84% | 42.37% | 0.86% |
| Tenerife Norte-Ciudad de La Laguna Airport | 65,000 | 74,500 | 3.47% | 92.62% | 1.34% | 1.34% |
| Menorca Airport | 24,530 | 29,400 | 4.63% | 60.27% | 37.82% | 0.03% |
| Santiago-Rosalía de Castro Airport | 16,100 | 20,200 | 5.84% | 64.36% | 24.75% | 0.99% |
| **GROUP IV** | **156,927** | **190,783** | **5.01%** | **34.40%** | **20.14%** | **0.66%** |
| Girona-Costa Brava Airport | 14,702 | 21,445 | 9.90% | 2.60% | 64.71% | 3.40% |
| La Palma Airport | 18,100 | 21,500 | 4.40% | 83.72% | 11.63% | 0.00% |
| Asturias Airport | 10,996 | 12,635 | 3.53% | 82.51% | 8.07% | 0.24% |
| F.G.L. Granada-Jaén Airport | 11,940 | 14,060 | 4.17% | 56.54% | 13.87% | 0.21% |
| Seve Ballesteros-Santander Airport | 9,695 | 11,742 | 4.91% | 48.66% | 26.13% | 2.04% |
| Jerez Airport | 45,680 | 50,770 | 2.68% | 9.10% | 7.72% | 0.06% |
| Reus Airport | 16,124 | 21,781 | 7.81% | 2.76% | 29.24% | 0.60% |
| Almería Airport | 8,660 | 11,100 | 6.40% | 42.88% | 36.31% | 0.18% |
| A Coruña Airport | 12,510 | 15,910 | 6.19% | 44.00% | 5.66% | 0.06% |
| Vigo Airport | 8,520 | 9,840 | 3.67% | 60.98% | 8.13% | 0.41% |
| **GROUP V** | **203,389** | **235,270** | **3.71%** | **19.07%** | **5.66%** | **1.72%** |
| Zaragoza Airport | 6,324 | 10,203 | 12.70% | 15.02% | 38.62% | 30.90% |
| Melilla Airport | 8,109 | 9,391 | 3.74% | 92.68% | 0.11% | 0.11% |
| San Sebastián Airport | 5,520 | 6,513 | 4.22% | 73.13% | 5.53% | 0.31% |
| El Hierro Airport | 4,800 | 5,900 | 5.29% | 93.22% | 0.00% | 0.00% |
| Valladolid Airport | 3,706 | 5,403 | 9.88% | 29.50% | 9.44% | 0.81% |
| Pamplona Airport | 4,614 | 6,018 | 6.87% | 42.85% | 12.94% | 0.30% |
| Vitoria Airport | 10,148 | 12,586 | 5.53% | 26.82% | 54.16% | 5.99% |
| Ceuta Heliport | 6,211 | 7,443 | 4.63% | 93.82% | 0.00% | 0.00% |
| La Gomera Airport | 2,400 | 2,900 | 4.84% | 68.97% | 0.00% | 0.00% |
| Badajoz Airport | 2,256 | 2,973 | 7.14% | 56.31% | 5.21% | 0.27% |
| León Airport | 1,972 | 2,371 | 4.71% | 34.46% | 5.78% | 0.30% |
| Algeciras Heliport | 3,070 | 3,442 | 2.90% | 94.04% | 0.00% | 0.00% |
| Burgos Airport | 14,355 | 15,955 | 2.68% | 5.00% | 0.18% | 0.01% |
| Logroño-Agoncillo Airport | 979 | 1,346 | 8.28% | 37.30% | 4.90% | 0.00% |
| Salamanca Airport | 8,514 | 9,665 | 3.22% | 1.01% | 1.16% | 0.05% |
| Córdoba Airport | 12,310 | 15,180 | 5.38% | 0.66% | 0.13% | 0.00% |
| Sabadell Airport | 42,370 | 46,530 | 2.37% | 0.09% | 0.04% | 0.00% |
| Son Bonet Airport | 11,290 | 13,350 | 4.28% | 0.00% | 0.00% | 0.00% |
| Madrid-Cuatro Vientos Airport | 47,830 | 50,840 | 1.54% | 0.87% | 0.30% | 0.02% |
| Albacete Airport | 530 | 570 | 1.84% | 15.79% | 35.09% | 3.51% |
| Huesca-Pirineos Airport | 6,081 | 6,691 | 2.42% | 0.45% | 0.30% | 0.01% |
| **TOTAL** | **1,758,872** | **2,419,629** | | | | |

## Appendix Table 1.4. Goods

| Airports | 2022 | 2026 | CAGR 2022-2026 |
|---|---|---|---|
| **GROUP I** | **660,185,408** | **761,464,486** | **3.63%** |
| Adolfo Suárez Madrid-Barajas Airport | 495,254,615 | 570,273,634 | 3.59% |
| Barcelona-El Prat Josep Tarradellas Airport | 164,930,793 | 191,190,852 | 3.76% |
| **GROUP II** | **31,663,200** | **37,982,800** | **4.65%** |
| Palma de Mallorca Airport | 7,663,000 | 9,385,000 | 5.20% |
| Málaga-Costa del Sol Airport | 1,090,000 | 2,645,000 | 24.81% |
| Alicante-Elche Airport | 3,279,000 | 4,069,000 | 5.54% |
| Gran Canaria Airport | 17,000,000 | 18,176,000 | 1.69% |
| Tenerife Sur Airport | 1,300,000 | 1,559,000 | 4.65% |
| Ibiza Airport | 781,200 | 1,162,800 | 10.46% |
| César Manrique-Lanzarote Airport | 550,000 | 986,000 | 15.71% |
| **GROUP III** | **36,180,879** | **41,907,725** | **3.74%** |
| Valencia Airport | 11,138,600 | 13,743,200 | 5.39% |
| Sevilla Airport | 11,257,000 | 11,751,000 | 1.08% |
| Fuerteventura Airport | 400,000 | 575,000 | 9.50% |
| Bilbao Airport | 621,979 | 1,200,375 | 17.87% |
| Tenerife Norte-Ciudad de La Laguna Airport | 9,200,000 | 10,500,000 | 3.36% |
| Menorca Airport | 720,300 | 1,125,150 | 11.80% |
| Santiago-Rosalía de Castro Airport | 2,843,000 | 3,013,000 | 1.46% |
| **GROUP IV** | **1,224,998** | **1,156,933** | **-1.42%** |
| Girona-Costa Brava Airport | 299,580 | 134,891 | -18.08% |
| La Palma Airport | 280,000 | 369,000 | 7.14% |
| Asturias Airport | 25,808 | 30,222 | 4.03% |
| F.G.L. Granada-Jaén Airport | 100 | 400 | 41.42% |
| Seve Ballesteros-Santander Airport | 110 | 120 | 2.20% |
| Jerez Airport | 100 | 300 | 31.61% |
| Reus Airport | 0 | 0 | 0.00% |
| Almería Airport | 300 | 1,000 | 35.12% |
| A Coruña Airport | 105,000 | 110,000 | 1.17% |
| Vigo Airport | 514,000 | 511,000 | -0.15% |
| **GROUP V** | **255,086,949** | **306,960,727** | **4.74%** |
| Zaragoza Airport | 190,404,132 | 236,195,081 | 5.54% |
| Melilla Airport | 119,952 | 138,916 | 3.74% |
| San Sebastián Airport | 2,768 | 3,274 | 4.29% |
| El Hierro Airport | 45,000 | 54,000 | 4.66% |
| Valladolid Airport | 7,415 | 19,332 | 27.07% |
| Pamplona Airport | 10,524 | 20,256 | 17.79% |
| Vitoria Airport | 64,495,513 | 70,527,707 | 2.26% |
| Ceuta Heliport | 0 | 0 | 0.00% |
| La Gomera Airport | 1,000 | 1,000 | 0.00% |
| Badajoz Airport | 0 | 0 | 0.00% |
| León Airport | 0 | 0 | 0.00% |
| Algeciras Heliport | 0 | 0 | 0.00% |
| Burgos Airport | 645 | 1,161 | 15.82% |
| Logroño-Agoncillo Airport | 0 | 0 | 0.00% |
| Salamanca Airport | 0 | 0 | 0.00% |
| Córdoba Airport | 0 | 0 | 0.00% |
| Sabadell Airport | 0 | 0 | 0.00% |
| Son Bonet Airport | 0 | 0 | 0.00% |
| Madrid-Cuatro Vientos Airport | 0 | 0 | 0.00% |
| Albacete Airport | 0 | 0 | 0.00% |
| Huesca-Pirineos Airport | 0 | 0 | 0.00% |
| **TOTAL** | **984,341,434** | **1,149,472,671** | |

Note: Goods expressed in kg of cargo.

## Appendix Table 1.5. ATU

| Airports | 2022 | 2026 | CAGR 2022-2026 |
|---|---|---|---|
| **GROUP I** | **136,911,575** | **215,313,196** | **11.98%** |
| Adolfo Suárez Madrid-Barajas Airport | 73,688,113 | 120,125,487 | 13.00% |
| Barcelona-El Prat Josep Tarradellas Airport | 63,223,462 | 95,187,709 | 10.77% |
| **GROUP II** | **127,907,115** | **184,378,719** | **9.57%** |
| Palma de Mallorca Airport | 34,153,286 | 51,122,277 | 10.61% |
| Málaga-Costa del Sol Airport | 24,675,022 | 35,885,595 | 9.82% |
| Alicante-Elche Airport | 17,941,130 | 26,169,711 | 9.90% |
| Gran Canaria Airport | 18,191,914 | 25,545,950 | 8.86% |
| Tenerife Sur Airport | 11,286,564 | 17,433,318 | 11.48% |
| Ibiza Airport | 12,265,479 | 15,196,382 | 5.50% |
| César Manrique-Lanzarote Airport | 9,393,720 | 13,025,486 | 8.51% |
| **GROUP III** | **58,306,003** | **75,721,702** | **6.75%** |
| Valencia Airport | 11,857,048 | 15,981,869 | 7.75% |
| Sevilla Airport | 10,705,819 | 13,385,665 | 5.74% |
| Fuerteventura Airport | 7,155,035 | 10,827,199 | 10.91% |
| Bilbao Airport | 8,348,704 | 11,012,586 | 7.17% |
| Tenerife Norte-Ciudad de La Laguna Airport | 11,390,584 | 13,491,186 | 4.32% |
| Menorca Airport | 5,165,871 | 6,337,060 | 5.24% |
| Santiago-Rosalía de Castro Airport | 3,682,942 | 4,686,138 | 6.21% |
| **GROUP IV** | **24,965,219** | **31,311,232** | **5.83%** |
| Girona-Costa Brava Airport | 2,827,125 | 4,253,481 | 10.75% |
| La Palma Airport | 2,973,267 | 3,653,468 | 5.29% |
| Asturias Airport | 2,272,071 | 2,692,618 | 4.34% |
| F.G.L. Granada-Jaén Airport | 2,142,660 | 2,650,050 | 5.46% |
| Seve Ballesteros-Santander Airport | 1,838,646 | 2,352,525 | 6.36% |
| Jerez Airport | 5,427,282 | 6,221,047 | 3.47% |
| Reus Airport | 2,357,722 | 3,244,852 | 8.31% |
| Almería Airport | 1,560,814 | 2,109,503 | 7.82% |
| A Coruña Airport | 2,076,777 | 2,502,963 | 4.78% |
| Vigo Airport | 1,488,855 | 1,630,725 | 2.30% |
| **GROUP V** | **24,965,759** | **29,261,210** | **4.05%** |
| Zaragoza Airport | 2,885,592 | 3,894,410 | 7.78% |
| Melilla Airport | 1,165,002 | 1,341,139 | 3.58% |
| San Sebastián Airport | 824,762 | 971,685 | 4.18% |
| El Hierro Airport | 723,021 | 889,332 | 5.31% |
| Valladolid Airport | 552,855 | 801,653 | 9.73% |
| Pamplona Airport | 642,181 | 835,187 | 6.79% |
| Vitoria Airport | 1,796,246 | 2,145,839 | 4.55% |
| Ceuta Heliport | 694,097 | 833,477 | 4.68% |
| La Gomera Airport | 307,904 | 373,648 | 4.96% |
| Badajoz Airport | 281,977 | 373,209 | 7.26% |
| León Airport | 243,361 | 303,333 | 5.66% |
| Algeciras Heliport | 342,739 | 384,964 | 2.95% |
| Burgos Airport | 1,462,663 | 1,624,891 | 2.66% |
| Logroño-Agoncillo Airport | 109,046 | 154,909 | 9.17% |
| Salamanca Airport | 864,688 | 985,259 | 3.32% |
| Córdoba Airport | 1,245,644 | 1,534,851 | 5.36% |
| Sabadell Airport | 4,241,813 | 4,658,211 | 2.37% |
| Son Bonet Airport | 1,132,730 | 1,339,460 | 4.28% |
| Madrid-Cuatro Vientos Airport | 4,786,553 | 5,087,695 | 1.54% |
| Albacete Airport | 54,583 | 58,727 | 1.85% |
| Huesca-Pirineos Airport | 608,302 | 669,332 | 2.42% |
| **TOTAL** | **373,055,671** | **535,986,060** | |

Note: ATU: passengers + (10 x tonnes of cargo) + (100 x operations).


217
A320
217
Gepäckaufgabe
Check-in
Facturación 43 to 87
Gepäckaufgabe
Check-in
Facturación 20
Toiletten
Toilets
Aseos
Tickets
Ticket sales
Venta de billetes
LA GOMERA



# Appendix 2

## Capacity


Terminal
Terminal
Terminal

# Contents



# Tables list

## A2.1. Aena network airport capacity tables

This Appendix presents the current capacity indicators and utilisation levels of the various subsystems (airfield, apron, passenger terminal and cargo terminal) foreseen for the Aena network airports during the regulatory period. These indicators are consistent with the traffic forecasts of this DORA 2022-2026.

In those airports where investments are expected to be made that will modify capacity during the 2022-2026 period, ratios are identified before and after the investment.

For the purposes of the parameters included in this section, the following considerations will be taken into account:

- The *capacity of the airfield* is expressed in aircraft per hour (AH) and is defined as the maximum number of operations per hour that the operator is able to manage with minimum acceptable levels of delays.
- The *capacity of the aircraft apron* is expressed in aircraft per hour (AH) and is defined as the number of aircraft per hour that can be accommodated as a maximum on the surfaces intended for this purpose in the airports. This capacity refers to the commercial aircraft parking apron, except in Madrid-Cuatro Vientos, Sabadell and Son Bonet airports whose capacity refers to the general aviation platform.
- The *capacity of the passenger terminal building* is expressed in passengers per hour (PH) and is defined as the number of passengers that can be managed in a one-hour time interval, with an appropriate level of quality of service and comfort.
- The *capacity of the cargo terminal building or the cargo area of an airport*, is expressed in tonnes per year (t/year) and is defined as the tonnes that can be processed throughout the year at the cargo facilities with an appropriate level of quality of service.
- Madrid-Cuatro Vientos, Sabadell and Son Bonet airports are airports intended mainly for general aviation.

Courtesy of Aena

## Appendix Table 2.1. Current capacity, annual and hourly, of the Aena network airports

| Airports | Current airport capacity (Pax) | Airfield (AH) | Apron (AH) | Passenger terminal (PH) | Cargo terminal (t/year) |
|---|---|---|---|---|---|
| **GROUP I**[31] | | | | | |
| Adolfo Suárez Madrid-Barajas Airport | 70,000,000 | 120 | 130 | 20,000 | 870,000 |
| Barcelona-El Prat Josep Tarradellas Airport[32] | 55,000,000 | 90 | 124 | 15,000 | 337,000 |
| **GROUP II** | | | | | |
| Palma de Mallorca Airport | 34,000,000 | 79 | 130 | 12,300 | 33,000 |
| Málaga-Costa del Sol Airport | 30,000,000 | 65 | 104 | 9,800 | 27,000 |
| Alicante-Elche Airport | 19,000,000 | 39 | 58 | 6,900 | 25,200 |
| Gran Canaria Airport | 20,000,000 | 51 | 58 | 8,000 | 73,600 |
| Tenerife Sur Airport | 16,000,000 | 39 | 51 | 7,350 | 45,600 |
| Ibiza Airport | 10,000,000 | 38 | 45 | 4,800 | 20,000 |
| César Manrique-Lanzarote Airport | 9,000,000 | 32 | 27 | 4,100 | 24,600 |
| **GROUP III** | | | | | |
| Valencia Airport | 10,500,000 | 34 | 50 | 3,450 | 45,000 |
| Sevilla Airport | 7,700,000 | 34 | 41 | 2,750 | 47,600 |
| Fuerteventura Airport | 12,000,000 | 34 | 39 | 7,000 | 11,700 |
| Bilbao Airport | 6,400,000 | 30 | 23 | 2,100 | 21,000 |
| Tenerife Norte-Ciudad de La Laguna Airport | 6,500,000 | 30 | 28 | 2,050 | 14,500 |
| Menorca Airport | 4,000,000 | 28 | 31 | 3,500 | 10,000 |
| Santiago-Rosalía de Castro Airport | 5,000,000 | 35 | 30 | 2,200 | 14,600 |
| **GROUP IV** | | | | | |
| Girona-Costa Brava Airport | 5,700,000 | 26 | 18 | 2,700 | - |
| La Palma Airport | 2,500,000 | 18 | 20 | 1,200 | 7,900 |
| Asturias Airport | 2,300,000 | 20 | 14 | 1,150 | 1,900 |
| F.G.L. Granada-Jaén Airport[33] | 1,500,000 | 21 | 15 | 880 | 2,800 |
| Seve Ballesteros-Santander Airport | 1,800,000 | 21 | 18 | 1,000 | 5,100 |
| Jerez Airport | 2,400,000 | 20 | 16 | 1,600 | 4,400 |
| Reus Airport | 2,500,000 | 24 | 15 | 2,150 | - |
| Almería Airport | 1,650,000 | 13 | 18 | 1,400 | 7,700 |
| A Coruña Airport | 2,000,000 | 10 | 11 | 1,000 | 2,100 |
| Vigo Airport | 2,100,000 | 17 | 13 | 1,100 | 13,300 |
| **GROUP V** | | | | | |
| Zaragoza Airport[34] | 900,000 | 28 | 16 | 700 | 230,000 |
| Melilla Airport | 725,000 | 19 | 9 | 420 | 3,700 |
| San Sebastián Airport | 700,000 | 8 | 7 | 570 | 350 |
| El Hierro Airport | 350,000 | 11 | 8 | 350 | - |
| Valladolid Airport | 500,000 | 18 | 11 | 630 | - |
| Pamplona Airport | 850,000 | 9 | 18 | 740 | - |
| Vitoria Airport | 700,000 | 24 | 17 | 650 | 150,000 |
| Ceuta Heliport | 150,000 | 10 | 19 | 135 | - |
| La Gomera Airport | 300,000 | 13 | 8 | 340 | - |
| Badajoz Airport | 300,000 | 13 | 9 | 300 | - |
| León Airport | 600,000 | 13 | 9 | 460 | - |
| Algeciras Heliport | 100,000 | 8 | 8 | 112 | - |
| Burgos Airport | 300,000 | 8 | 7 | 250 | 2,100 |
| Logroño-Agoncillo Airport | 300,000 | 9 | 6 | 260 | 1,800 |
| Salamanca Airport | 300,000 | 13 | 7 | 230 | - |
| Córdoba Airport | 36,000 | 34 | 7 | 50 | - |
| Sabadell Airport | - | 52 | 62 | - | - |
| Son Bonet Airport | - | 40 | 53 | - | - |
| Madrid-Cuatro Vientos Airport | - | 50 | 81 | - | - |
| Albacete Airport | 300,000 | 14 | 7 | 140 | - |
| Huesca-Pirineos Airport | 300,000 | 8 | 6 | 300 | - |

31. According to current Development Plan.
32. After the actions in the passenger terminal security subsystem in 2023, terminal capacity value will become 17,000 PH. For C/D ratios, the change is effective from 2023.
33. Following the refurbishment of the passenger terminal, the capacity at the F.G.L. Granada-Jaén Airport will be 1,100 PH and around 2,000,000 pax/year. For C/D ratios, the change is effective from 2023.
34. After the commissioning of the new cargo terminal, capacity in Zaragoza Airport will become 272,000 t/year. For C/D ratios, the change is effective from 2023.

## Appendix Table 2.2. Airfield utilisation levels. DORA 2022-2026

| Airports | DORA Period 2022-2026 | | | | |
|---|---|---|---|---|---|
| | 2022 | 2023 | 2024 | 2025 | 2026 |
| **GROUP I**[35] | | | | | |
| Adolfo Suárez Madrid-Barajas Airport | 1.35 | 1.29 | 1.14 | 1.09 | 1.06 |
| Barcelona-El Prat Josep Tarradellas Airport | 1.25 | 1.18 | 1.13 | 1.11 | 1.10 |
| **GROUP II** | | | | | |
| Palma de Mallorca Airport | 1.25 | 1.14 | 1.11 | 1.08 | 1.07 |
| Málaga-Costa del Sol Airport | 1.44 | 1.35 | 1.33 | 1.30 | 1.30 |
| Alicante-Elche Airport | 1.22 | 1.15 | 1.08 | 1.08 | 1.05 |
| Gran Canaria Airport | 1.34 | 1.21 | 1.16 | 1.13 | 1.13 |
| Tenerife Sur Airport | 1.34 | 1.26 | 1.22 | 1.18 | 1.15 |
| Ibiza Airport | 1.27 | 1.23 | 1.19 | 1.15 | 1.15 |
| César Manrique-Lanzarote Airport | 1.52 | 1.39 | 1.33 | 1.28 | 1.28 |
| **GROUP III** | | | | | |
| Valencia Airport | 1.70 | 1.62 | 1.55 | 1.55 | 1.48 |
| Sevilla Airport | 1.70 | 1.62 | 1.55 | 1.55 | 1.55 |
| Fuerteventura Airport | 1.48 | 1.42 | 1.36 | 1.31 | 1.31 |
| Bilbao Airport | 2.00 | 1.76 | 1.67 | 1.67 | 1.58 |
| Tenerife Norte-Ciudad de La Laguna Airport | 1.30 | 1.25 | 1.20 | 1.20 | 1.20 |
| Menorca Airport | 1.40 | 1.33 | 1.27 | 1.27 | 1.22 |
| Santiago-Rosalía de Castro Airport | 3.50 | 3.18 | 3.18 | 3.18 | 3.18 |
| **GROUP IV** | | | | | |
| Girona-Costa Brava Airport | 2.60 | 2.36 | 2.17 | 2.17 | 2.17 |
| La Palma Airport | 1.64 | 1.64 | 1.64 | 1.50 | 1.50 |
| Asturias Airport | 2.50 | 2.50 | 2.50 | 2.50 | 2.50 |
| F.G.L. Granada-Jaén Airport | 3.00 | 3.00 | 2.63 | 2.63 | 2.63 |
| Seve Ballesteros-Santander Airport | 3.00 | 2.63 | 2.63 | 2.63 | 2.63 |
| Jerez Airport | 3.33 | 2.86 | 2.86 | 2.86 | 2.50 |
| Reus Airport | 2.67 | 2.40 | 2.18 | 2.18 | 2.18 |
| Almería Airport | 1.63 | 1.63 | 1.63 | 1.44 | 1.44 |
| A Coruña Airport | 2.00 | 2.00 | 1.67 | 1.67 | 1.67 |
| Vigo Airport | 3.40 | 2.83 | 2.83 | 2.83 | 2.83 |
| **GROUP V** | | | | | |
| Zaragoza Airport | 4.00 | 3.50 | 3.50 | 3.11 | 3.11 |
| Melilla Airport | 2.71 | 2.38 | 2.38 | 2.38 | 2.38 |
| San Sebastián Airport | 1.60 | 1.60 | 1.60 | 1.60 | 1.60 |
| El Hierro Airport | 1.83 | 1.83 | 1.83 | 1.83 | 1.83 |
| Valladolid Airport | 3.60 | 3.60 | 3.60 | 3.60 | 3.60 |
| Pamplona Airport | 1.80 | 1.80 | 1.80 | 1.80 | 1.80 |
| Vitoria Airport | 2.40 | 2.40 | 2.40 | 2.18 | 2.18 |
| Ceuta Heliport | 1.67 | 1.67 | 1.67 | 1.67 | 1.67 |
| La Gomera Airport | 3.25 | 3.25 | 3.25 | 3.25 | 3.25 |
| Badajoz Airport | 3.25 | 3.25 | 3.25 | 3.25 | 3.25 |
| León Airport | 3.25 | 3.25 | 3.25 | 3.25 | 3.25 |
| Algeciras Heliport | 1.60 | 1.33 | 1.33 | 1.33 | 1.33 |
| Burgos Airport | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Logroño-Agoncillo Airport | 3.00 | 3.00 | 3.00 | 3.00 | 3.00 |
| Salamanca Airport | 6.50 | 6.50 | 6.50 | 4.33 | 4.33 |
| Córdoba Airport | 17.00 | 17.00 | 17.00 | 17.00 | 17.00 |
| Sabadell Airport | 1.53 | 1.53 | 1.53 | 1.53 | 1.49 |
| Son Bonet Airport | 2.86 | 2.67 | 2.50 | 2.35 | 2.22 |
| Madrid-Cuatro Vientos Airport | 1.28 | 1.28 | 1.28 | 1.25 | 1.25 |
| Albacete Airport | 3.50 | 3.50 | 3.50 | 3.50 | 3.50 |
| Huesca-Pirineos Airport | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 |

35. According to current Development Plan.

## Appendix Table 2.3. Apron utilisation levels. DORA 2022-2026

| Airports | DORA Period 2022-2026 | | | | |
|---|---|---|---|---|---|
| | 2022 | 2023 | 2024 | 2025 | 2026 |
| **GROUP I** | | | | | |
| Adolfo Suárez Madrid-Barajas Airport | 1.46 | 1.40 | 1.24 | 1.18 | 1.15 |
| Barcelona-El Prat Josep Tarradellas Airport | 1.72 | 1.63 | 1.55 | 1.53 | 1.51 |
| **GROUP II** | | | | | |
| Palma de Mallorca Airport | 2.06 | 1.88 | 1.83 | 1.78 | 1.76 |
| Málaga-Costa del Sol Airport | 2.31 | 2.17 | 2.12 | 2.08 | 2.08 |
| Alicante-Elche Airport | 1.81 | 1.71 | 1.61 | 1.61 | 1.57 |
| Gran Canaria Airport | 1.53 | 1.38 | 1.32 | 1.29 | 1.29 |
| Tenerife Sur Airport | 1.76 | 1.65 | 1.59 | 1.55 | 1.50 |
| Ibiza Airport | 1.50 | 1.45 | 1.41 | 1.36 | 1.36 |
| César Manrique-Lanzarote Airport | 1.29 | 1.17 | 1.13 | 1.08 | 1.08 |
| **GROUP III** | | | | | |
| Valencia Airport | 2.50 | 2.38 | 2.27 | 2.27 | 2.17 |
| Sevilla Airport | 2.05 | 1.95 | 1.86 | 1.86 | 1.86 |
| Fuerteventura Airport | 1.70 | 1.63 | 1.56 | 1.50 | 1.50 |
| Bilbao Airport | 1.53 | 1.35 | 1.28 | 1.28 | 1.21 |
| Tenerife Norte-Ciudad de La Laguna Airport | 1.22 | 1.17 | 1.12 | 1.12 | 1.12 |
| Menorca Airport | 1.55 | 1.48 | 1.41 | 1.41 | 1.35 |
| Santiago-Rosalía de Castro Airport | 3.00 | 2.73 | 2.73 | 2.73 | 2.73 |
| **GROUP IV** | | | | | |
| Girona-Costa Brava Airport | 1.80 | 1.64 | 1.50 | 1.50 | 1.50 |
| La Palma Airport | 1.82 | 1.82 | 1.82 | 1.67 | 1.67 |
| Asturias Airport | 1.75 | 1.75 | 1.75 | 1.75 | 1.75 |
| F.G.L. Granada-Jaén Airport | 2.14 | 2.14 | 1.88 | 1.88 | 1.88 |
| Seve Ballesteros-Santander Airport | 2.57 | 2.25 | 2.25 | 2.25 | 2.25 |
| Jerez Airport | 2.67 | 2.29 | 2.29 | 2.29 | 2.00 |
| Reus Airport | 1.67 | 1.50 | 1.36 | 1.36 | 1.36 |
| Almería Airport | 2.25 | 2.25 | 2.25 | 2.00 | 2.00 |
| A Coruña Airport | 2.20 | 2.20 | 1.83 | 1.83 | 1.83 |
| Vigo Airport | 2.60 | 2.17 | 2.17 | 2.17 | 2.17 |
| **GROUP V** | | | | | |
| Zaragoza Airport | 2.29 | 2.00 | 2.00 | 1.78 | 1.78 |
| Melilla Airport | 1.29 | 1.13 | 1.13 | 1.13 | 1.13 |
| San Sebastián Airport | 1.40 | 1.40 | 1.40 | 1.40 | 1.40 |
| El Hierro Airport | 1.33 | 1.33 | 1.33 | 1.33 | 1.33 |
| Valladolid Airport | 2.20 | 2.20 | 2.20 | 2.20 | 2.20 |
| Pamplona Airport | 3.60 | 3.60 | 3.60 | 3.60 | 3.60 |
| Vitoria Airport | 1.70 | 1.70 | 1.70 | 1.55 | 1.55 |
| Ceuta Heliport | 3.17 | 3.17 | 3.17 | 3.17 | 3.17 |
| La Gomera Airport | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Badajoz Airport | 2.25 | 2.25 | 2.25 | 2.25 | 2.25 |
| León Airport | 2.25 | 2.25 | 2.25 | 2.25 | 2.25 |
| Algeciras Heliport | 1.60 | 1.33 | 1.33 | 1.33 | 1.33 |
| Burgos Airport | 1.75 | 1.75 | 1.75 | 1.75 | 1.75 |
| Logroño-Agoncillo Airport | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| Salamanca Airport | 3.50 | 3.50 | 3.50 | 2.33 | 2.33 |
| Córdoba Airport | 3.50 | 3.50 | 3.50 | 3.50 | 3.50 |
| Sabadell Airport | 1.82 | 1.82 | 1.82 | 1.82 | 1.77 |
| Son Bonet Airport | 3.79 | 3.53 | 3.31 | 3.12 | 2.94 |
| Madrid-Cuatro Vientos Airport | 2.08 | 2.08 | 2.08 | 2.03 | 2.03 |
| Albacete Airport | 1.75 | 1.75 | 1.75 | 1.75 | 1.75 |
| Huesca-Pirineos Airport | 3.00 | 3.00 | 3.00 | 3.00 | 3.00 |

## Appendix Table 2.4. Terminal building utilisation levels. DORA 2022-2026

| Airports | DORA Period 2022-2026 | | | | |
|---|---|---|---|---|---|
| | 2022 | 2023 | 2024 | 2025 | 2026 |
| **GROUP I** | | | | | |
| Adolfo Suárez Madrid-Barajas Airport | 1.49 | 1.37 | 1.28 | 1.22 | 1.18 |
| Barcelona-El Prat Josep Tarradellas Airport | 1.41 | 1.47 | 1.38 | 1.33 | 1.29 |
| **GROUP II** | | | | | |
| Palma de Mallorca Airport | 1.47 | 1.26 | 1.22 | 1.18 | 1.16 |
| Málaga-Costa del Sol Airport | 1.61 | 1.48 | 1.44 | 1.40 | 1.37 |
| Alicante-Elche Airport | 1.54 | 1.37 | 1.29 | 1.24 | 1.22 |
| Gran Canaria Airport | 1.64 | 1.50 | 1.45 | 1.41 | 1.38 |
| Tenerife Sur Airport | 1.67 | 1.56 | 1.48 | 1.47 | 1.47 |
| Ibiza Airport | 1.56 | 1.51 | 1.46 | 1.43 | 1.40 |
| César Manrique-Lanzarote Airport | 1.51 | 1.31 | 1.24 | 1.21 | 1.20 |
| **GROUP III** | | | | | |
| Valencia Airport | 1.60 | 1.52 | 1.44 | 1.38 | 1.34 |
| Sevilla Airport | 1.25 | 1.16 | 1.10 | 1.07 | 1.04 |
| Fuerteventura Airport | 2.43 | 2.16 | 2.05 | 2.00 | 1.98 |
| Bilbao Airport | 1.35 | 1.22 | 1.15 | 1.11 | 1.08 |
| Tenerife Norte-Ciudad de La Laguna Airport | 1.20 | 1.12 | 1.10 | 1.08 | 1.07 |
| Menorca Airport | 1.46 | 1.39 | 1.35 | 1.32 | 1.29 |
| Santiago-Rosalía de Castro Airport | 1.92 | 1.81 | 1.71 | 1.67 | 1.65 |
| **GROUP IV** | | | | | |
| Girona-Costa Brava Airport | 2.15 | 1.96 | 1.87 | 1.82 | 1.80 |
| La Palma Airport | 1.60 | 1.51 | 1.47 | 1.45 | 1.44 |
| Asturias Airport | 1.67 | 1.59 | 1.56 | 1.54 | 1.53 |
| F.G.L. Granada-Jaén Airport | 1.28 | 1.18 | 1.10 | 1.09 | 1.07 |
| *Ratios after performing investment action* | - | 1.48 | 1.38 | 1.36 | 1.34 |
| Seve Ballesteros-Santander Airport | 1.56 | 1.45 | 1.37 | 1.34 | 1.33 |
| Jerez Airport | 1.99 | 1.79 | 1.73 | 1.69 | 1.67 |
| Reus Airport | 1.67 | 1.46 | 1.35 | 1.31 | 1.28 |
| Almería Airport | 1.64 | 1.49 | 1.44 | 1.39 | 1.37 |
| A Coruña Airport | 2.04 | 1.92 | 1.79 | 1.77 | 1.74 |
| Vigo Airport | 2.44 | 2.34 | 2.20 | 2.18 | 2.16 |
| **GROUP V** | | | | | |
| Zaragoza Airport | 1.27 | 1.14 | 1.10 | 1.09 | 1.07 |
| Melilla Airport | 1.58 | 1.56 | 1.53 | 1.50 | 1.47 |
| San Sebastián Airport | 2.04 | 2.00 | 1.97 | 1.97 | 1.93 |
| El Hierro Airport | 1.40 | 1.30 | 1.27 | 1.27 | 1.25 |
| Valladolid Airport | 1.34 | 1.30 | 1.27 | 1.24 | 1.21 |
| Pamplona Airport | 3.29 | 3.15 | 3.08 | 3.02 | 3.02 |
| Vitoria Airport | 1.49 | 1.30 | 1.29 | 1.27 | 1.26 |
| Ceuta Heliport | 2.25 | 2.08 | 2.08 | 1.93 | 1.93 |
| La Gomera Airport | 1.89 | 1.84 | 1.79 | 1.79 | 1.74 |
| Badajoz Airport | 1.82 | 1.76 | 1.71 | 1.71 | 1.67 |
| León Airport | 2.63 | 2.56 | 2.49 | 2.42 | 2.36 |
| Algeciras Heliport | 2.24 | 2.04 | 2.04 | 2.04 | 2.04 |
| Burgos Airport | 2.94 | 2.63 | 2.50 | 2.38 | 2.27 |
| Logroño-Agoncillo Airport | 1.73 | 1.41 | 1.37 | 1.30 | 1.24 |
| Salamanca Airport | 1.24 | 1.21 | 1.18 | 1.18 | 1.18 |
| Córdoba Airport | 5.00 | 5.00 | 5.00 | 5.00 | 5.00 |
| Sabadell Airport | - | - | - | - | - |
| Son Bonet Airport | - | - | - | - | - |
| Madrid-Cuatro Vientos Airport | - | - | - | - | - |
| Albacete Airport | 2.80 | 2.80 | 2.80 | 2.55 | 2.55 |
| Huesca-Pirineos Airport | 3.53 | 3.53 | 3.53 | 3.33 | 3.33 |

## Appendix Table 2.5. Cargo terminal building utilisation levels. DORA 2022-2026

| Airports | DORA Period 2022-2026 | | | | |
|---|---|---|---|---|---|
| | 2022 | 2023 | 2024 | 2025 | 2026 |
| **GROUP I** | | | | | |
| Adolfo Suárez Madrid-Barajas Airport | 1.76 | 1.65 | 1.59 | 1.54 | 1.53 |
| Barcelona-El Prat Josep Tarradellas Airport | 2.04 | 1.94 | 1.86 | 1.80 | 1.76 |
| **GROUP II** | | | | | |
| Palma de Mallorca Airport | 4.31 | 3.96 | 3.71 | 3.58 | 3.52 |
| Málaga-Costa del Sol Airport | 24.77 | 17.10 | 13.15 | 11.59 | 10.21 |
| Alicante-Elche Airport | 7.69 | 6.97 | 6.53 | 6.29 | 6.19 |
| Gran Canaria Airport | 4.33 | 4.09 | 4.08 | 4.06 | 4.05 |
| Tenerife Sur Airport | 35.08 | 32.57 | 31.38 | 30.28 | 29.25 |
| Ibiza Airport | 25.60 | 21.47 | 19.05 | 18.01 | 17.20 |
| César Manrique-Lanzarote Airport | 44.73 | 41.00 | 33.74 | 28.70 | 24.95 |
| **GROUP III** | | | | | |
| Valencia Airport | 4.04 | 3.66 | 3.46 | 3.36 | 3.27 |
| Sevilla Airport | 4.23 | 4.18 | 4.14 | 4.09 | 4.05 |
| Fuerteventura Airport | 29.25 | 26.00 | 23.40 | 21.75 | 20.35 |
| Bilbao Airport | 33.76 | 26.45 | 23.43 | 21.33 | 17.49 |
| Tenerife Norte-Ciudad de La Laguna Airport | 1.58 | 1.49 | 1.45 | 1.41 | 1.38 |
| Menorca Airport | 13.88 | 12.11 | 10.59 | 9.65 | 8.89 |
| Santiago-Rosalía de Castro Airport | 5.14 | 5.06 | 4.99 | 4.91 | 4.85 |
| **GROUP V** | | | | | |
| Zaragoza Airport | 1.21 | 1.14 | 1.08 | 1.02 | 0.97 |
| *Ratios after performing investment action* | - | 1.35 | 1.28 | 1.21 | 1.15 |
| Vitoria Airport | 2.33 | 2.30 | 2.26 | 2.20 | 2.13 |

Note: The cargo utilisation levels have been calculated only for those airports where the demand for cargo is significant, i.e., greater than 550 tonnes per year. These centres move 99.9% of total air cargo traffic at Aena airports. After the commissioning of the new cargo terminal, capacity in Zaragoza Airport will become 272,000 t/year. For C/D ratios, the change is effective from 2023.


Abflug
Departures
Salidas


SALIDASS


2


# Appendix 3

## Quality

# Contents



# Tables list

## A3.1. Passenger satisfaction indicators

### Appendix Table 3.1. Indicator SPAX-01. General passenger satisfaction

| PERCEIVED SATISFACTION | |
|---|---|
| **SPAX-01. General passenger satisfaction** | |
| **DEFINITION** | Level of satisfaction shown by passengers with respect to the overall quality of the infrastructure and the services provided by the manager in the airport. |
| **PURPOSE OF THE INDICATOR** | Obtain information, in general, regarding passenger perception and level of satisfaction with respect to the airport and the services provided therein. |
| **SCOPE OF APPLICATION** | All Aena network airports with commercial passenger traffic. |
| **METRIC** | **Airports with traffic equal to or greater than 100,000 passengers per year[36]**<br>Percentage ratio between the assessment of item 1.- "Overall satisfaction with the airport" in the results of the ASQ programme during the measurement period and the mean of the assessments of said item in the airport during the reference period, calculating this reference average with an accuracy of 1 decimal place:<br>$$SPAX-01 = 100 \cdot \frac{OSA}{OSA_{ref}}$$<br>**Where:**<br>• **OSA:** Assessment of the item "Overall satisfaction with the airport" during the measurement period.<br>• **$OSA_{ref}$:** Average annual assessments of the "Overall satisfaction with the airport" item during the reference period (2018-2019).<br>**Airports with traffic below 100,000 passengers per year[37]**<br>Arithmetic mean of the result of the indicators for cleanliness, layout, physical security and comfort of the boarding areas, obtained for airports with traffic below 100,000 passengers per year with an accuracy of 2 decimal places:<br>$$SPAX-01_{<100,000} = \frac{SPAX-02_{<100,000} + SPAX-03_{<100,000} + SPAX-04_{<100,000} + SPAX-05_{<100,000}}{4}$$<br>**Where:**<br>• **$SPAX-02_{<100,000}$:** Result of the passenger satisfaction with cleanliness indicator in airports with traffic below 100,000 passengers per year.<br>• **$SPAX-03_{<100,000}$:** Result of the passenger satisfaction with the layout indicator in airports with traffic below 100,000 passengers per year.<br>• **$SPAX-04_{<100,000}$:** Result of the passenger satisfaction with physical security indicator in airports with traffic below 100,000 passengers per year.<br>• **$SPAX-05_{<100,000}$:** Result of the passenger satisfaction with boarding area comfort indicator in airports with traffic below 100,000 passengers per year. |
| **TARGET LEVEL** | **Airports with traffic equal to or greater than 100,000 passengers per year[36]**<br>**Historical average result (2018-2019) > Very good (4):** 100%, so that the airport maintains the perceived quality level during the DORA period.<br>**Historical average result (2018-2019) < Very good (4):** 100%+1% year-on-year until reaching the very good value (4).<br>**Airports with traffic below 100,000 passengers per year[37]**<br>100%, so that the airport maintains the perceived quality level during the DORA period. |
| **INCENTIVE/ PENALTY** | No |

36. Airports that have had traffic equal to or greater than 100,000 passengers per year in the average of 2018/2019.
37. Airports that have had traffic below 100,000 passengers per year in the average of 2018/2019.

## Appendix Table 3.2. Indicator SPAX-02. Satisfaction of passengers with the cleanliness of the airport

| PERCEIVED SATISFACTION | |
|---|---|
| **SPAX-02. Satisfaction of passengers with the cleanliness of the airport** | |
| **DEFINITION** | Level of satisfaction shown by passengers with respect to the cleanliness of the airport, assessing aspects such as the cleanliness of the terminal building and public toilets. |
| **PURPOSE OF THE INDICATOR** | Obtain information regarding passenger perception and level of satisfaction regarding the level of cleanliness of the airport in its different areas (terminal building and public toilets). |
| **SCOPE OF APPLICATION** | All Aena network airports with commercial passenger traffic. |
| **METRIC** | **Airports with traffic equal to or greater than 100,000 passengers per year[36]**<br>Percentage ratio between the weighting of the assessments of items 30.- "Cleanliness of washrooms/toilets" (35%) and 32.- "Cleanliness of airport terminal" (65%) in the results of the ASQ programme during the measurement period and the mean weightings of the assessments of said items in the airport during the reference period, calculating this reference average with an accuracy of 1 decimal:<br>$$SPAX-02 = 100 \cdot \frac{0.35 \cdot CWT + 0.65 \cdot CAT}{0.35 \cdot CWT_{ref} + 0.65 \cdot CAT_{ref}}$$<br>**Where:**<br>• **CWT:** Assessment of the "Cleanliness of washrooms/toilets" item during the measurement period.<br>• **CAT:** Assessment of the "Cleanliness of airport terminal" item during the measurement period.<br>• **$CWT_{ref}$:** Average annual assessments of the "Cleanliness of washrooms/toilets" item during the reference period (2018-2019).<br>• **$CAT_{ref}$:** Average annual assessments of the "Cleanliness of airport terminal" item during the reference period (2018-2019).<br>**Airports with traffic below 100,000 passengers per year[37]**<br>In the event that surveys are carried out at the airport, and if they include questions about the cleanliness of the airport, their results will be used to calculate the indicator. At least 1,000 surveys will be carried out per year (or 5% of passengers will be surveyed if there are less than 20,000 passengers per year in the 2018-2019 period). In the event that no surveys of this type are carried out, it will be measured based on the answers to some questions regarding the cleaning service provided at the airport, the number of complaints related to the cleanliness of the terminal filed in the airport by passengers, the number of passengers in the current year and the increase in passengers in relation to the reference year.<br>The calculation of the indicator will be done based on the following formula:<br>$$SPAX-02_{<100,000} = 100 \cdot \frac{CT}{CT_{REF}}$$<br>With $CT_{REF} = 3.75$<br>**Model with surveys.**<br>CT is calculated as the arithmetic mean of the questions related to cleanliness.<br>**Model without surveys**<br>The CT parameter is calculated as a value that is measured from the scores assigned to the responses of the questions regarding the service obtained in the checklists.<br>The 2018-2019 period will be used as the reference year for these calculations. |
| **TARGET LEVEL** | **Airports with traffic equal to or greater than 100,000 passengers per year[36]**<br>**Historical average result (2018-2019) > Very good (4):** 100%, so that the airport maintains the perceived quality level during the DORA period.<br>**Historical average result (2018-2019) < Very good (4):** 100%+1% year-on-year until reaching the very good value (4).<br>**Airports with traffic below 100,000 passengers per year[37]**<br>100%, so that the airport maintains the perceived quality level during the DORA period. |
| **INCENTIVE/ PENALTY** | Yes |

## Appendix Table 3.3. Indicator SPAX-03. Satisfaction of passengers with the layout of the airport

| PERCEIVED SATISFACTION | |
|---|---|
| **SPAX-03. Satisfaction of passengers with the layout of the airport** | |
| **DEFINITION** | Level of satisfaction shown by passengers with respect to the layout of the airport, assessing aspects such as flight-related information, the ease in finding their way (signage effectiveness) and the friendliness of the airport staff. |
| **PURPOSE OF THE INDICATOR** | Obtain information regarding passenger perception and level of satisfaction regarding ease in guiding themselves and finding their way in the terminal building, about the friendliness of the staff of the different groups working in the airport and about the information about the flights provided by the airport manager through screens and panels or passenger information points. |
| **SCOPE OF APPLICATION** | All Aena network airports with commercial passenger traffic. |
| **METRIC** | **Airports with traffic equal to or greater than 100,000 passengers per year[36]**<br>Percentage ratio between the weighting of the assessments of items 17.- "Ease of finding your way through airport" (58%), 18.- "Flight information screens" (17%) and 21.- "Courtesy, helpfulness of airport staff" (25%) in the results of the ASQ programme during the measurement period and the mean weightings of the assessments of said items in the airport during the reference period, calculating this reference average with an accuracy of 1 decimal place:<br>$$SPAX-03 = 100 \cdot \frac{0.58 \cdot EFW + 0.17 \cdot FIS + 0.25 \cdot CHA}{0.58 \cdot EFW_{ref} + 0.17 \cdot FIS_{ref} + 0.25 \cdot CHA_{ref}}$$<br>**Where:**<br>• **EFW:** Assessment of the "Ease of finding your way through airport" item during the measurement period.<br>• **FIS:** Assessment of the "Flight information screens" item during the measurement period.<br>• **CHA:** Assessment of the "Courtesy, helpfulness of airport staff" item during the measurement period.<br>• **$EFW_{ref}$:** Average annual assessments of the "Ease of finding your way through airport" item during the reference period (2018-2019).<br>• **$FIS_{ref}$:** Average annual assessments of the "Flight information screens" item during the reference period (2018/2019).<br>• **$CHA_{ref}$:** Average annual assessments of the "Courtesy, helpfulness of airport staff" item during the reference period (2018-2019).<br>**Airports with traffic below 100,000 passengers per year[37]**<br>In the event that surveys are carried out at the airport, and if they include questions about the layout of the airport, their results will be used to calculate the indicator. At least 1,000 surveys will be carried out per year (or 5% of passengers will be surveyed if there are less than 20,000 passengers per year in the 2018-2019 period). In the event that no surveys of this type are carried out, it will be measured based on the answers to some questions regarding the measures available to guide passengers in the terminal, the number of complaints related to the layout of the terminal filed in the airport by passengers, the number of passengers in the current year and the increase in passengers in relation to the reference year.<br>The calculation of the indicator will be done based on the following formula:<br>$$SPAX-03_{<100,000} = 100 \cdot \frac{VO}{VO_{ref}}$$<br>With $VO_{ref}$= 3.80.<br>**Model with surveys**<br>VO is calculated as the arithmetic mean of the questions related to layout.<br>**Model without surveys**<br>The VO parameter is calculated as a value that is measured from the scores assigned to the responses of the questions regarding the availability of the information systems obtained in the checklists.<br>The 2018-2019 period will be used as the reference year for these calculations. |
| **TARGET LEVEL** | **Airports with traffic equal to or greater than 100,000 passengers per year[36]**<br>**Historical average result (2018-2019) > Very good (4):** 100%, so that the airport maintains the perceived quality level during the DORA period.<br>**Historical average result (2018-2019) < Very good (4):** 100%+1% year-on-year until reaching the very good value (4).<br>**Airports with traffic below 100,000 passengers per year[37]**<br>100%, so that the airport maintains the perceived quality level during the DORA period. |
| **INCENTIVE/ PENALTY** | Yes |

## Appendix Table 3.4. Indicator SPAX-04. Satisfaction of passengers with physical security at the airport

| PERCEIVED SATISFACTION | |
|---|---|
| **SPAX-04. Satisfaction of passengers with physical security at the airport** | |
| **DEFINITION** | Level of satisfaction shown by passengers with respect to the airport security service, appreciating aspects such as the friendliness of the security personnel, the thoroughness of the inspection of people and carry-on baggage and the feeling of feeling protected. |
| **PURPOSE OF THE INDICATOR** | Obtain information regarding passenger perception and level of satisfaction regarding physical security in the airport |
| **SCOPE OF APPLICATION** | All Aena network airports with commercial passenger traffic. |
| **METRIC** | **Airports with traffic equal to or greater than 100,000 passengers per year[36]**<br>Percentage ratio between the weighting of the assessments of items 13.- "Courtesy and helpfulness of security staff" (20%), 14.- "Thoroughness of security inspection" (10%), 15.- "Waiting time at Security inspection" (30%) and 16.- "Feeling of being safe and secure" (40%) in the results of the ASQ programme during the measurement period and the mean weightings of the assessments of said items in the airport during the reference period, calculating this reference average with an accuracy of 1 decimal:<br>$$SPAX-04 = 100 \cdot \frac{0.20 \cdot CHS + 0.10 \cdot TSI + 0.30 \cdot WTS + 0.40 \cdot FBS}{0.20 \cdot CHS_{ref} + 0.10 \cdot TSI_{ref} + 0.30 \cdot WTS_{ref} + 0.40 \cdot FBS_{ref}}$$<br>**Where:**<br>• **CHS:** Assessment of the "Courtesy, helpfulness of security staff" item during the measurement period.<br>• **TSI:** Assessment of the "Thoroughness of security inspection" item during the measurement period.<br>• **FBS:** Assessment of the "Feeling of being safe and secure" item during the measurement period.<br>• **WTS:** Assessment of the "Waiting time at security inspection" item during the measurement period.<br>• **$CHS_{ref}$:** Average annual assessments of the "Courtesy, helpfulness of security staff" item during the reference period (2018-2019).<br>• **$TSI_{ref}$:** Average annual assessments of the "Thoroughness of security inspection" item during the reference period (2018-2019).<br>• **$FBS_{ref}$:** Average of the annual assessments of the "Feeling of being safe and secure" item during the reference period (2018-2019).<br>• **$WTS_{ref}$:** Average annual assessments of the "Waiting time at security inspection" item during the reference period (2018-2019).<br>**Airports with traffic below 100,000 passengers per year[37]**<br>In the event that surveys are carried out at the airport, and if they include questions about security in the airport, their results will be used to calculate the indicator. At least 1,000 surveys will be carried out per year (or 5% of passengers will be surveyed if there are less than 20,000 passengers per year in the reference period (2018-2019). In the event that no surveys of this type are carried out, it will be measured based on the answers to some questions regarding the security checkpoint at the airport, the number of complaints related to the security control filed in the airport by passengers, the number of passengers in the current year and the increase in passengers in relation to the reference year. The calculation of the indicator will be done based on the following formula:<br>$$SPAX-04_{<100,000} = 100 \cdot \frac{SF}{SF_{ref}}$$<br>With $SF_{ref} = 3.00$<br>**Model with surveys**<br>SF is calculated as the arithmetic mean of the questions regarding the security checkpoint.<br>**Model without surveys**<br>The SF parameter is calculated as a value that is measured from the scores assigned to the responses of the questions regarding the security process obtained in the checklists.<br>The 2018-2019 period will be used as the reference year for these calculations. |
| **TARGET LEVEL** | **Airports with traffic equal to or greater than 100,000 passengers per year[36]**<br>**Historical average result (2018-2019) > Very good (4):** 100%, so that the airport maintains the perceived quality level during the DORA period.<br>**Historical average result (2018-2019) < Very good (4):** 100%+1% year-on-year until reaching the very good value (4).<br>**Airports with traffic below 100,000 passengers per year[37]**<br>100%, so that the airport maintains the perceived quality level during the DORA period. |
| **INCENTIVE/ PENALTY** | No |

## Appendix Table 3.5. Indicator SPAX-05. Satisfaction of passengers with the comfort of the boarding areas

| PERCEIVED SATISFACTION | |
|---|---|
| **SPAX-05. Satisfaction of passengers with the comfort of the boarding areas** | |
| **DEFINITION** | Level of satisfaction shown by passengers with respect to the comfort of the waiting areas prior to boarding. |
| **PURPOSE OF THE INDICATOR** | Obtain information regarding passenger perception and level of satisfaction regarding the comfort and convenience of the airport boarding areas. |
| **SCOPE OF APPLICATION** | All Aena network airports with commercial passenger traffic. |
| **METRIC** | **Airports with traffic equal to or greater than 100,000 passengers per year[36]**<br>Percentage ratio between the assessment of item 31.- "Comfort of waiting/gate areas" in the results of the ASQ programme during the measurement period and the mean of the assessments of said item in the airport during the reference period, calculating this reference average with an accuracy of 1 decimal:<br>$$SPAX-05 = 100 \cdot \frac{CWA}{CWA_{ref}}$$<br>**Where:**<br>• **CWA:** Assessment of the "Comfort of waiting/gate areas" item during the measurement period.<br>• **$CWA_{ref}$:** Average annual assessments of the "Comfort of waiting/gate areas" item during the reference period (2018-2019).<br>**Airports with traffic below 100,000 passengers per year[37]**<br>In the event that surveys are carried out at the airport, and if they include questions about comfort at the airport, their results will be used to calculate the indicator. At least 1,000 surveys will be carried out per year (or 5% of passengers will be surveyed if there are less than 20,000 passengers per year in the 2018-2019 period). In the event that no surveys of this type are carried out, it will be measured based on the answers to some questions regarding the passengers' comfort in the terminal, the number of complaints related to comfort filed in the airport by passengers, the number of passengers in the current year and the increase in passengers in relation to the reference year. The calculation of the indicator will be done based on the following formula:<br>$$SPAX-05_{<100.000} = 100 \cdot \frac{CE}{CE_{REF}}$$<br>With $CE_{ref}$= 3.75.<br>**Model with surveys**<br>CE is calculated as the arithmetic mean of the questions related to comfort.<br>**Model without surveys**<br>The CE parameter is calculated as a value that is measured from the scores assigned to the responses of the questions regarding comfort obtained in the checklists.<br>The 2018-2019 period will be used as the reference year for these calculations. |
| **TARGET LEVEL** | **Airports with traffic equal to or greater than 100,000 passengers per year[36]**<br>**Historical average result (2018-2019) > Very good (4):** 100%, so that the airport maintains the perceived quality level during the DORA period.<br>**Historical average result (2018-2019) < Very good (4):** 100%+1% year-on-year until reaching the very good value (4).<br>**Airports with traffic below 100,000 passengers per year[37]**<br>100%, so that the airport maintains the perceived quality level during the DORA period. |
| **INCENTIVE/ PENALTY** | Yes |

## Appendix Table 3.6. Indicator SPAX-06. Satisfaction of passengers with reduced mobility (PRM)

| PERCEIVED SATISFACTION | |
|---|---|
| **SPAX-06. Satisfaction of passengers with reduced mobility (PRM)** | |
| **DEFINITION** | Level of satisfaction shown by passengers with reduced mobility regarding the airport's assistance service for persons with reduced mobility, taking into account the users' direct assessment and the number of complaints related to the service. |
| **PURPOSE OF THE INDICATOR** | Obtain information regarding reduced mobility passenger perception and level of satisfaction regarding the assistance service for persons with reduced mobility. |
| **SCOPE OF APPLICATION** | All Aena network airports with commercial passenger traffic. |
| **METRIC** | Percentage ratio between the weighting of the survey assessments and complaints relating to the assistance service for persons with reduced mobility during the measurement period and the mean weightings of the survey assessments and complaints during the reference period, calculating this reference average with an accuracy of 1 decimal:<br>$$SPAX-06 = 100 \cdot \frac{IND_j}{IND\ MEAN}$$<br>**Where:**<br>• **$IND_j$:** Numerical assessment obtained from the following formula. The value of $IND_j$ cannot be less than 1, therefore if due to the penalty for claims, said level is exceeded, the value of the result must be adjusted 1.<br>$$IND_j = 1.25 + 0.75 \frac{\sum_{i=1}^{AR} PRM_i}{ER} - MINIMUM\left(\frac{REC \cdot 1000}{2 \cdot AR}; 1\right)$$<br>• **$PRM_i$:** Assessment of the assistance service for persons with reduced mobility included in survey i, performed during the measurement period.<br>• **ER:** Number of surveys carried out during the measurement period.<br>• **AR:** Number of assistance services carried out during the measurement period.<br>• **REC:** No. of complaints related to the service for PRM received by the airport during the measurement period.<br>• **IND MEAN:** Arithmetic mean of the IND numerical values obtained throughout the years of the reference period (2018-2019).<br>There are situations that, if they occur, will be associated with the use of other assessments instead of the mean:<br>• If in either 2018 or 2019 no value was obtained for the indicator, instead of the average, the value of the year in which data are available will be considered.<br>• If, after calculating the annual average or valuation, the resulting value is greater than 4.9, then 4.9 will be used as a reference. |
| **TARGET LEVEL** | **Historical average result (2018-2019) > Very good (4):** 100%, so that the airport maintains the perceived quality level during the DORA period.<br>**Historical average result (2018-2019) < Very good (4):** 100%+1% year-on-year until reaching the very good value (4). |
| **INCENTIVE/ PENALTY** | Yes |

## A3.2. Processing points waiting time indicators

The description of each of these waiting time indicators is detailed below, as well as the methodology applying them during the five-year period.

### Appendix Table 3.7. Indicator WTPP-01. Passenger waiting times at security control

| WAITING TIME AT PROCESSING POINTS | |
|---|---|
| **WTPP-01. Passenger waiting times at security checkpoint** | |
| **DEFINITION** | Ratio between the number of passengers whose waiting time to be inspected at security control is less than a predetermined amount of time and the total number of passengers for whom the time is measured. |
| **PURPOSE OF THE INDICATOR** | Obtain information regarding the efficiency of the passenger and carry-on baggage security screening process at the airport, using the passenger waiting times in the queues for security controls prior to inspection. |
| **SCOPE OF APPLICATION** | All Aena network airports with commercial passenger traffic. |
| **METRIC** | The percentage of passengers who take more than 10 minutes to be inspected will be calculated for each of the terminals and passenger and carry-on baggage security controls at the airport. In the case of airports with more than one terminal building and/or control checkpoint, the values obtained will be weighted according to the number of departing passengers that use each terminal building and/or control checkpoint to obtain a single indicator value throughout the airport.<br>$$\text{WTPP} - 01 = 100 \cdot \left(1 - \frac{\text{N}^0\ \text{PAX}_{t>10\ \text{min}}}{\text{N}^0\ \text{PAX MEASURED}}\right)$$<br>**Airports without simultaneous operations, with short and medium-haul aircraft and with a boarding lounge without commercial activities (and access with minimum advance time):**<br>the measurements will be made on all flights using the average time per flight.<br>**Airports that meet any of the above conditions, but not all:**<br>the measurements will be obtained by random sampling of flights and passengers by measurement blocks.<br>**Other Airports (do not meet any of the conditions of the first group):**<br>the measurements will be made continuously over time, either by random sampling or by measurement with an automatic measurement system if the circumstances for the latter exist. |
| **TARGET LEVEL** | 98% of passengers with a wait time of less than 10 minutes. |
| **INCENTIVE/ PENALTY** | Yes |

## Appendix Table 3.8. Indicator WTPP-02. Waiting time until delivery of the final suitcase

| WAITING TIME AT PROCESSING POINTS | |
|---|---|
| **WTPP-02. Waiting time until delivery of the final suitcase** | |
| **DEFINITION** | Ratio between the number of flights whose delivery time for the last bag in the corresponding baggage claim area is less than a predetermined amount of time and the total number of arrival flights with baggage delivery service. |
| **PURPOSE OF THE INDICATOR** | Obtain information regarding about the efficiency of the baggage delivery process, using the time that elapses between the arrival of the aircraft and the delivery of baggage to passengers. |
| **SCOPE OF APPLICATION** | All Aena network airports that have baggage collection areas |
| **METRIC** | Arrival aircraft that have used the baggage delivery service will be classified and counted according to the number of seats, the percentage of flights whose last bag takes more than a pre-established amount of time to be delivered for each of the aircraft categories will be calculated, weighted according to the number of arrival aircraft of each category:<br>$$WTPP-02 = 100 \cdot \left[1 - \frac{VEH^{>T1}_{<A1} + VEH^{>T2}_{A1-A2} + VEH^{>T3}_{A2-A3} + VEH^{>T4}_{A3-A4} + VEH^{>T5}_{>A4}}{VEH}\right]$$<br>**Where:**<br>• $VEH^{>T_i}_{A_j - A_{j+1}}$ **:** No. of arrival flights that use the baggage delivery service whose aircraft has between $A_j$ and $A_{j+1}$ seats that have taken more than a pre-established time $T_i$ to deliver the last bag to the corresponding baggage area.<br>• VEH**:** Total number of arrival flights using the baggage delivery service. |
| **TARGET LEVEL** | In certain airports, the previously defined and common facility time for all baggage that makes use of the airport facility will be taken into account. This is the time between the moment the baggage is deposited on the airport facility by the agent, until such baggage is available for the passenger to pick it up in the baggage claim lounge. Installation times are set out in the airport-specific local Appendix.<br>The target level for all airports in the network will be 98%.<br>The following table shows the times used by airport and aircraft type, as well as the levels of compliance with the indicator, individually for each airport. It shows the groups of airports with common time levels, in addition to those that, due to their complexity, require zoning that adjusts these levels to their specific case. |

## WAITING TIME AT PROCESSING POINTS

### WTPP-02. Waiting time until delivery of the final suitcase

## ZONED AIRPORTS

**DORA 2022-2026**

| Airport/s | Zones | Delivery time of last bag based on the number of seats on the aircraft | | | |
|---|---|---|---|---|---|
| | | 0-165 | 166-260 | 261-350 | >350 |
| MAD | 1 | 0:45:00 | 1:00:00 | 1:10:00 | 1:17:00 |
| | 2 | 0:48:00 | 1:03:00 | 1:13:00 | 1:20:00 |
| | 3 | 0:49:00 | 1:04:00 | 1:14:00 | 1:21:00 |
| | 4 | 0:56:00 | 1:11:00 | 1:21:00 | 1:28:00 |
| BCN | 1 | 0:48:00 | 1:03:00 | 1:10:00 | 1:15:00 |
| | 2 | 0:53:00 | 1:08:00 | 1:15:00 | 1:20:00 |
| | 3 | 0:58:00 | 1:13:00 | 1:20:00 | 1:25:00 |
| PMI | 1 | 0:44:00 | 0:56:00 | 0:59:00 | 1:07:00 |
| | 2 | 0:49:00 | 1:04:00 | 1:13:00 | 1:18:00 |
| | 3 | 0:55:00 | 1:07:00 | 1:18:00 | 1:22:00 |
| | 4 | 1:01:00 | 1:13:00 | 1:22:00 | 1:24:00 |
| | 5 | 1:05:00 | 1:18:00 | 1:27:00 | 1:28:00 |
| AGP | 1 | 0:45:00 | 0:55:00 | 1:00:00 | 1:05:00 |
| | 2 | 0:50:00 | 1:00:00 | 1:05:00 | 1:10:00 |
| ALC | 1 | 0:45:00 | 0:55:00 | 1:00:00 | 1:05:00 |
| | 2 | 0:50:00 | 1:00:00 | 1:05:00 | 1:10:00 |
| TFS | 1 | 0:45:00 | 0:55:00 | 1:00:00 | 1:05:00 |
| | 2 | 0:50:00 | 1:00:00 | 1:05:00 | 1:10:00 |
| | 3 | 0:55:00 | 1:05:00 | 1:10:00 | 1:15:00 |
| LPA | 1 | 0:50:00 | 0:55:00 | 1:00:00 | 1:05:00 |
| | 2 | 0:55:00 | 1:00:00 | 1:05:00 | 1:10:00 |
| | 3 | 1:00:00 | 1:05:00 | 1:10:00 | 1:15:00 |

## NON-ZONED AIRPORTS

**DORA 2022-2026**

| Airport/s | Delivery time of last bag based on the number of seats on the aircraft | | | |
|---|---|---|---|---|
| | 0-165 | 166-260 | 261-350 | >350 |
| BIO, GRO, IBZ, ACE, MAH, SVQ, TFN, VLC, REU | 0:45:00 | 0:50:00 | 0:55:00 | 1:00:00 |
| LCG, LEI, OVD, GRX, FUE, XRY, SPC, SCQ, SDR, VGO, ZAZ | 0:40:00 | 0:45:00 | 0:50:00 | 0:55:00 |
| ABC, BJZ, RGS, ODB, VDE, HSK, GMZ, LEN, RJL, MLN, PNA, SLM, EAS, VLL, VIT | 0:30:00 | 0:40:00 | 0:45:00 | 0:50:00 |

| | |
|---|---|
| **INCENTIVE/ PENALTY** | Yes |

## A3.3. Processing point waiting time indicators

### Appendix Table 3.9. Indicator AETB-01. Availability of electro-mechanical equipment, baggage carrousels and Baggage Handling Systems (BHS)

| AVAILABILITY OF FACILITIES IN THE TERMINAL BUILDING | |
|---|---|
| **AETB-01. Availability of electro-mechanical equipment, baggage carrousels and Baggage Handling Systems (BHS)** | |
| **DEFINITION** | Ratio between the time during which the electro-mechanical equipment used by the passengers (lifts, moving walkways and escalators), baggage collection areas and Baggage Handling Systems (BHS) is available and the time it must be available. |
| **PURPOSE OF THE INDICATOR** | Obtain information regarding the availability of the electro-mechanical equipment that the airport makes available to passengers, baggage reclaim areas and Baggage Handling Systems (BHS), using the time during which they are available for use. |
| **SCOPE OF APPLICATION** | All Aena network airports that have any of this equipment. |
| **METRIC** | For each of the airport's terminals, the percentage of time during which the equipment installed in it is available will be calculated:<br>$$AETB-01 = 100 \cdot \left[1 - \frac{\sum_{i=1}^{EI} TND_i}{\sum_{i=1}^{EI} TT_i}\right]$$<br>**Where:**<br>• **$TND_i$:** Time element i was not available.<br>• **EI:** No. of elements that were unavailable.<br>• **$TT_i$:** Total time that element i should have been operational.<br>• **ET:** Number of elements to take into account in the indicator.<br>In the case of airports with more than one terminal building, the values obtained will be weighted according to the number of total passengers that use each terminal building to obtain a single indicator value throughout the airport. |
| **TARGET LEVEL** | 99% of operating time. |
| **INCENTIVE/ PENALTY** | Yes |

## Appendix Table 3.10. Indicator AETB-02. Availability of the Automatic Baggage Handling System (ABHS)

| AVAILABILITY OF FACILITIES IN THE TERMINAL BUILDING | |
|---|---|
| **AETB-02. Availability of the Automatic Baggage Handling System (ABHS)** | |
| **DEFINITION** | Ratio between the operating time of the Automatic Baggage Handling System (ABHS) during which there are delays in the baggage processing time due to the system being in "degraded" or "out of service" mode and the total time during which the system must be operational without incidents. |
| **PURPOSE OF THE INDICATOR** | Obtain information regarding the availability of the Automatic Baggage Handling System (ABHS), using the effect on the baggage handling time. |
| **SCOPE OF APPLICATION** | All Aena network airports that have an Automatic Baggage Handling System (ABHS). |
| **METRIC** | For each of the Automatic Baggage Handling Systems (ABHS) installed at the airport, the percentage of time during which it is available will be calculated:<br>$$AETB - 02 = 100 \cdot \left[1 - \frac{TND}{TT}\right]$$<br>**Where:**<br>• **TND:** The time the measured ABHS was unavailable.<br>• **TT:** The total time that the ABHS subject to measurement should have been operational.<br>In the case of airports with more than one Automatic Baggage Handling System, the values obtained will be weighted according to the number of pieces of baggage processed by each system, to obtain a single indicator value throughout the airport. |
| **TARGET LEVEL** | 99% of operating time. |
| **INCENTIVE/ PENALTY** | No |

## Appendix Table 3.11. Indicator AETB-03. Availability of the automatic connection system between terminals (APM)

| AVAILABILITY OF FACILITIES IN THE TERMINAL BUILDING | |
|---|---|
| **AETB-03. Availability of the automatic connection system between terminals (APM)** | |
| **DEFINITION** | Ratio between the time the automatic connection system between terminals (APM) is operational and the time during which it should be available. The indicator distinguishes between the time it operates normally, the time it operates degradedly, and the time the service is interrupted. |
| **PURPOSE OF THE INDICATOR** | Obtain information regarding the availability of the APM system, using the time during which a minimum number of belts capable of meeting demand are available to be used. |
| **SCOPE OF APPLICATION** | All Aena network airports that have an automatic connection system between terminals (APM). The only airport that currently has this system is Adolfo Suárez Madrid-Barajas Airport. |
| **METRIC** | Operation with 2 or more trains in operation (normal operation):<br>$$AETB-03A = 100 \cdot \left[1 - \frac{TIS + TFD}{TT}\right]$$<br>1 train in operation (degraded operation):<br>$$AETB-03B = 100 \cdot \left[1 - \frac{TIS}{TT}\right]$$<br>**Where:**<br>• **TIS:** Service interruption time (no operation).<br>• **TFD:** Time that the system operated in degraded operation (operation with 1 train).<br>• **TT:** Total time that the full system should have been operational. |
| **TARGET LEVEL** | 97% of "normal operation" time, with at least 2 trains.<br>99% of "degraded operation" time, with at least 1 train. |
| **INCENTIVE/ PENALTY** | No |

## A3.4. Availability of airside facility indicators

### Appendix Table 3.12. Indicator AEAS-01. Availability of parking spaces

| AVAILABILITY OF AIRSIDE FACILITIES | |
|---|---|
| **AEAS-01. Availability of parking spaces** | |
| **DEFINITION** | Ratio between the time during which the aircraft parking spaces are operational and the time during which they must be available. |
| **PURPOSE OF THE INDICATOR** | Obtain information regarding the availability of the parking spaces where the aircraft stop for passenger boarding/disembarking and to receive ground handling, using the time during which they are available to be used. |
| **SCOPE OF APPLICATION** | All Aena network airports. |
| **METRIC** | The percentage of time during which the parking spaces are available will be calculated:<br>$$AEAS-01 = 100 \cdot \left[1 - \frac{\sum_{i=1}^{STI} TND_i}{\sum_{i=1}^{STT} TT_i}\right]$$<br>**Where:**<br>• **$TND_i$:** Time that the parking space i was not available.<br>• **STI:** No. of parking spaces that were unavailable.<br>• **$TT_i$:** Total time that the parking space i should have been operational.<br>• **STT:** Number of parking spaces to be taken into account in the indicator. |
| **TARGET LEVEL** | 99% of operating time. |
| **INCENTIVE/ PENALTY** | Yes |

## Appendix Table 3.13. Indicator AEAS-02. Availability of boarding bridges

| AVAILABILITY OF AIRSIDE FACILITIES | |
|---|---|
| **AEAS-02. Availability of boarding bridges** | |
| **DEFINITION** | Ratio between the time during which the boarding bridges are in operation and the time they should be available. |
| **PURPOSE OF THE INDICATOR** | Obtain information regarding the availability of the boarding bridges used for passenger boarding/disembarking, using the time they are available to be used. |
| **SCOPE OF APPLICATION** | All Aena network airports that have boarding bridges. |
| **METRIC** | For each of the airport's terminals, the percentage of time during which the bridges installed in it are available will be calculated:<br>$$AEAS-02 = 100 \cdot \left[1 - \frac{\sum_{i=1}^{PI} TND_i}{\sum_{i=1}^{PT} TT_i}\right]$$<br>**Where:**<br>• **$TND_i$:** Time the bridge i was not available.<br>• **PI:** No. of bridges that were unavailable.<br>• **$TT_i$:** Total time that the bridge i should have been operational.<br>• **PT:** Number of bridges to be taken into account in the indicator.<br>In the case of airports with more than one terminal building, the values obtained will be weighted according to the number of total passengers that use each terminal building to obtain a single indicator value throughout the airport. |
| **TARGET LEVEL** | 99% of operating time. |
| **INCENTIVE/ PENALTY** | Yes |

## Appendix Table 3.14. Indicator AEAS-03 Availability and continuity of services associated with Communications, Navigation and Surveillance (CNS) systems and Air Traffic Service (ATS) systems

| AVAILABILITY OF AIRSIDE FACILITIES | |
|---|---|
| **AEAS-03. Availability and continuity of services associated with Communications, Navigation and Surveillance (CNS) systems and Air Traffic Service (ATS) systems** | |
| **DEFINITION** | Arithmetic mean of the indicators for availability and continuity in services associated with the different CNS/ATS systems derived from the agreements between the airport manager and the air navigation service (ANS) provider. |
| **PURPOSE OF THE INDICATOR** | Obtain information regarding the degree of compliance with fundamental aspects of the CNS and ATS systems, in particular, availability and continuity[38]. |
| **SCOPE OF APPLICATION** | All Aena network airports that have CNS and/or ATS systems. |
| **METRIC** | The average of the percentage indicators for availability (A) and continuity (C') will be calculated for each airport.<br>$AEAS-03 = \frac{(A + C')}{2}$<br>**Availability**<br>$A = (1 - \frac{TOA}{TT})\ 100$<br>**Where:**<br>• **TOA:** Time during which the operation of the airport was affected by a failure in the CNS systems or the facilities related to ATS. In the quantification of this time, real effect criteria will be taken into account, and therefore failures will be weighted based on possible redundancies, real effect, etc., on the services subject to failure.<br>• **TT:** Total time that the airport should have been fully operational.<br>**Continuity**<br>$C = \left(\frac{TT - TOA_{NP}}{N_{crit} + 1}\right)$<br>**Where:**<br>• **$TOA_{NP}$:** Time during which airport operations were affected, due to unscheduled circumstances.<br>• **$N_{crit}$:** Number of times the airport was not operating within its normal operating hours, due to reasons related to the provision of CNS services or facilities related to the ATS.<br>To be able to perform the arithmetic mean between availability (which by definition will be given as a percentage) and continuity, it is necessary to correct the value of the second (which will be given in number of hours) to dimension it as a percentage. In addition, the continuity indicator becomes half its value as soon as there is a single unavailability. Therefore, in order to assimilate the behaviour of the continuity indicator with that of availability, a *dimensionless* continuity value of C' is calculated by applying some adjustments on c:<br>If $N_{crit} > 0$<br>If $N_{crit} = 0$;<br>• $C' = 0.0024449 \cdot C \cdot 100$<br>• $If\ \frac{C}{TT} \geq 0.9635 \rightarrow C' = 100 \cdot \frac{C}{TT}$<br>• $If\ \frac{C}{TT} \geq 0.9635 \rightarrow C' = 94.157 + 3.0596 \cdot 10^{-3} \cdot C$ |
| **TARGET LEVEL** | 100% compliance with goals. |
| **INCENTIVE/ PENALTY** | Yes |

38. This indicator does not condition the operational security requirements that must be met by the airport manager and its CNS and ATS service providers.

## A3.5. Other key area indicators

The description of the rest of indicators is detailed below, as well as the methodology for applying them during the five-year period.

### Appendix Table 3.15. Indicator OTKA-01. Airport management response time to complaints

| OTHER KEY AREAS | |
|---|---|
| **OTKA-01. Airport management response time to complaints** | |
| **DEFINITION** | Ratio between the number of airport management complaints that are answered by the manager before a predetermined time limit and the total number of airport management complaints that the airport receives. |
| **PURPOSE OF THE INDICATOR** | Obtain information regarding the efficiency of the quality management system in terms of complaint handling, using the time that the airport manager spends on analysing a claim and issuing a conclusive response to the sender. |
| **SCOPE OF APPLICATION** | All Aena network airports. |
| **METRIC** | The percentage of complaints that are answered conclusively in less than 5 business days will be calculated.<br>$$\text{OTKA} - 01 = 100 \cdot \left[1 - \frac{QRR_{>5}}{\text{QRT}}\right]$$<br>**Where:**<br>• **$QRR_{>5}$:** No. of airport management claims/complaints for which the airport has taken a position in their regard and answered the interested party within a period of 5 or more business days from receipt.<br>• **QRT:** Total number of complaints/claims related to airport management.<br>It shall be understood that the response is conclusive if the submitted complaint is answered or resolved or if the claimant is informed of all steps for effective resolution. |
| **TARGET LEVEL** | 98% of complaints must be answered within 5 business days of receipt. If the complaint is answered on the same day or the day after receipt, the response time will be counted as 1 in both cases. |
| **INCENTIVE/ PENALTY** | Yes |

## Appendix Table 3.16. Indicator OTKA-02. Delay due to the airport infrastructure

| OTHER KEY AREAS | |
|---|---|
| **OTKA-02. Delay due to the airport infrastructure** | |
| **DEFINITION** | Average delay in minutes classified as code 87 (airport infrastructure) according to IATA's Airport Handling Manual for each IFR departure operation. |
| **PURPOSE OF THE INDICATOR** | Obtain information regarding the efficiency in the management of operations by the airport manager, using the delays caused by airport facilities in the departure operations. |
| **SCOPE OF APPLICATION** | All airports in the Aena network with commercial passenger traffic for which delay data is provided by the Central Office for Delay Analysis (CODA), of Euro-control. |
| **METRIC** | The average number of minutes of delay classified as code 87 for each IFR departure flight will be calculated.<br>$$OTKA - 02 = \frac{\sum_{i=1}^{VID} MIN_i^{87}}{DEP_{IFR}}$$<br>**Where:**<br>• VID: No. of IFR flights with delay classified with code 87.<br>• $MIN_i^{87}$: Delay minutes classified as code 87 in the departure operation i.<br>• $DEP_{IFR}$: Total number of IFR departure operations. |
| **TARGET LEVEL** | For all airports in which data on the considered delay is available, obtained from the Central Office for Delay Analysis (CODA) of Eurocontrol, the worst annual delay result obtained during the reference period (2018 and 2019) will be taken as the target delay level. |
| **INCENTIVE/ PENALTY** | No |

## Appendix Table 3.17. Indicator OTKA-03. Additional time on the taxiway

| OTHER KEY AREAS | |
|---|---|
| **OTKA-03. Additional time on the taxiway** | |
| **DEFINITION** | Average differences between the actual average taxi-out time from the parking position to take-off and the standard Unimpeded Taxi-out Time. |
| **PURPOSE OF THE INDICATOR** | Obtain information regarding the efficiency of the airport operations management by the tower service, once the limit values for the additional taxi-out time at each airport have been agreed. |
| **SCOPE OF APPLICATION** | For airports with >50,000 annual IFR movements. |
| **METRIC** | The average of the difference between the actual taxi-out times from chocks off to take-off and the standard unimpeded taxi-out time, expressed in minutes and with an accuracy of 1 decimal, will be calculated:<br>$OTKA\text{-}03 = \text{Mean}\,[\text{Taxi-out Time } G_i - \text{Unimpeded Taxi-out Time } G_i]$<br>**Where:**<br>• **$G_i$:** Take-off Group (ACFT. Const. Runway).<br>• **Taxi-out time:** Actual taxi-out time from chocks off to take-off, expressed in minutes.<br>• **Unimpeded taxi-out time:** Unimpeded taxi-out time expressed in minutes. |
| **TARGET LEVEL** | Average of the reference values according to those set in the DORA 2017-2021 and the result of the 2018/2019 historical average. |
| **INCENTIVE/ PENALTY** | No |

## A3.6. Exceptional Circumstances

This DORA 2022-2026 establishes the following as exceptional circumstances for the purposes of calculating the compliance times of the indicators and/or the possibility of partial or total annulment of any indicator:

- Terrorism.
- Natural disasters.
- Pandemics or health crisis.
- Special public events of a national nature that involve high concentrations of passengers upon acceptance by the Spanish aviation safety and security agency (AESA). (e.g., Olympic Games).
- Changes in the level of national security that are decreed by the Competent Authority.
- Scheduled maintenance, whose total annual calculation will be deducted from the available time base for the equipment or parking spaces that will be used for calculating their respective indicators, except for the availability and continuity indicator for services associated with Communications, Navigation and Surveillance (CNS) systems and Air Traffic Services (ATS) systems.

However, AESA, ex officio, and in a justified manner, or at the request of Aena, may consider as an exception, other possible circumstances during the execution of the DORA that are not foreseen within the ones included in the previous list. In the event that the request is made ex officio, AESA will study each case in an individual manner and will determine whether or not it is possible to consider it an exception.

These exceptional causes are not in principle related, nor do they necessarily correspond, to those provided for in Article 27 for the purpose of justifying a review of the DORA, which does not prevent any of them from being considered for these purposes if the conditions provided for in said Article are met.

Courtesy of Aena


Arrivals
Llegadas


AEROPUERTO DE CORDOBA

# Appendix 4

## Environment


P
Ticket vending machine
Caja pago automático

# Contents



# Tables list

# A4.1. Environmental Indicators

Each of the environmental indicators incorporated into the DORA 2022-2026 are described in detail below, as well as the methodology for their application during the five-year period.

## Appendix table 4.1. ENV-01 Indicator. Absolute emissions of $CO_2$

| ENVIRONMENT | |
|---|---|
| **ENV-01. Absolute emissions of $CO_2$** | |
| **DEFINITION** | Direct (Scope 1[39], A1) and indirect (Scope 2[40], A2) emissions of $CO_2$ generated as a result of airport activity with respect to the reference year. |
| **PURPOSE OF THE INDICATOR** | To know the reduction of direct (A1) and indirect (A2) emissions of $CO_2$ generated as a result of airport activity. |
| **SCOPE OF APPLICATION** | Aena airport network. |
| **METRIC** | $$ENV-01 = 100 \cdot \left(\frac{A1 + A2}{A_{ref}} - 1\right)$$ **Where:** • **A1:** Emissions of $CO_2$ generated Scope 1 (equivalent tonnes of $CO_2$). • **A2:** Emissions of $CO_2$ generated Scope 2 (equivalent tonnes of $CO_2$). • **$A_{ref}$:** Emissions of $CO_2$ generated from Scopes 1 and 2 (equivalent tonnes of $CO_2$) in the reference year: 2019. • **$A_{ref}$=** 136,467 t $CO_2$ eq |

| TARGET LEVEL | 2022 | 2023 | 2024 | 2025 | 2026 |
|---|---|---|---|---|---|
| | -60% | -61% | -62% | -72% | -82% |

| | |
|---|---|
| **INCENTIVE/ PENALTY** | No |

39. Scope 1: Direct emissions of $CO_2$ from sources that are owned or controlled by Aena, for example, combustion emissions in boilers, generators, firefighting service activities (SEI [Servicio de Extinción de Incendios]), vehicles, etc.
40. Scope 2 "Market Based": Indirect emissions of $CO_2$ due to the generation of electricity, heat or refrigeration purchased or consumed by Aena. The scope 2 emissions come from the facilities where the purchased electricity or thermal energy is generated.

## Appendix Table 4.2. ENV-02 Indicator. Energy efficiency

| ENVIRONMENT | |
|---|---|
| **ENV-02. Energy efficiency** | |
| **DEFINITION** | Relationship between energy consumed (consumption of electricity, climate control and fuels) by passenger traffic with respect to the reference year. |
| **PURPOSE OF THE INDICATOR** | To know the energy savings achieved in the network's airports. |
| **SCOPE OF APPLICATION** | Aena airport network. |
| **METRIC** | $$ENV-02 = 100 \cdot \left(\frac{EC}{EC_{ref}} - 01\right)$$<br>**Where:**<br>• **EC:** Energy consumption due to passenger traffic (in kWh/person).<br>• **$EC_{ref}$:** Energy consumption due to passenger traffic (in kWh/person) for the reference year: 2019.<br>• **$EC_{ref}$:** 4.32 kWh/person |

| TARGET LEVEL | 2022 | 2023 | 2024 | 2025 | 2026 |
|---|---|---|---|---|---|
| | -[41] | -[41] | -0.0% | -1.6% | -2.3% |
| **INCENTIVE/ PENALTY** | No | | | | |

41. Given the evolution of passenger demand and fixed consumption of airport infrastructures, this ratio will only apply when passenger volumes comparable to those from 2019 are reached.

## Appendix Table 4.3. ENV-03 Indicator. Zero carbon

| ENVIRONMENT | |
|---|---|
| **ENV-03. Zero carbon** | |
| **DEFINITION** | Direct (Scope 1[42], A1) and indirect (Scope 2[43], A2) emissions of $CO_2$ generated and offset emissions as a result of airport activity with respect to the reference year. |
| **PURPOSE OF THE INDICATOR** | To know the level of progress in the airport manager's carbon neutrality. |
| **SCOPE OF APPLICATION** | Aena airport network. |
| **METRIC** | $$ENV-03 = 100 \cdot (\frac{G - C}{GC_{ref}} - 1)$$ **Where:** • **G:** Emissions of $CO_2$ generated Scope 1 and 2 (equivalent tonnes of $CO_2$). • **C:** Compensated $CO_2$ emissions (equivalent tonnes of $CO_2$). • **$GC_{ref}$:** Emissions of $CO_2$ generated from Scopes 1 and 2 compensated (equivalent tonnes of $CO_2$) in the reference year: 2019. • **$GC_{ref}$ =** 136,467 t $CO_2$ eq |

| **TARGET LEVEL** | 2022 | 2023 | 2024 | 2025 | 2026 |
|---|---|---|---|---|---|
| | -60% | -69% | -70% | -80% | -100% |
| **INCENTIVE/ PENALTY** | No | | | | |

42. Scope 1: Direct emissions of $CO_2$ from sources that are owned or controlled by Aena, for example, combustion emissions in boilers, generators, firefighting service activities (SEI [Servicio de Extinción de Incendios]), vehicles, etc.
43. Scope 2 "Market Based": Indirect emissions of $CO_2$ due to the generation of electricity, heat or refrigeration purchased or consumed by Aena. The scope 2 emissions come from the facilities where the purchased electricity or thermal energy is generated.

## Appendix Table 4.4. ENV-04 Indicator. Water consumed

| ENVIRONMENT | |
|---|---|
| **ENV-04. Water consumed** | |
| **DEFINITION** | Ratio between the total volume of water consumed, excluding reused water, regenerated water or rainwater and the activity parameter (ATU). |
| **PURPOSE OF THE INDICATOR** | To know and track the yearly volume of water consumed as a result of the airport activity. |
| **SCOPE OF APPLICATION** | Aena airport network. |
| **METRIC** | $$ENV-04 = 100 \cdot \frac{CW}{\text{ATU}}$$<br>**Where:**<br>• **CW:** Total yearly water consumed (in $m^3$).<br>• **ATU:** Activity parameter[44].<br>The calculation of the volume of water consumed excludes reused or regenerated water and rainwater, since it is non-potable water. |

| TARGET LEVEL | 2022 | 2023 | 2024 | 2025 | 2026 |
|---|---|---|---|---|---|
| | 99%<br>Compared to 2021 | 98% | 97% | 96% | 95% |

| | |
|---|---|
| **INCENTIVE/ PENALTY** | No |

44. ATU = passengers + (10 x tonnes of cargo) + (100 x operations)

## Appendix Table 4.5. ENV-05 Indicator. Noise levels

| ENVIRONMENT | |
|---|---|
| **ENV-05. Noise levels** | |
| **DEFINITION** | Evolution of yearly noise levels for day, afternoon and night periods. |
| **PURPOSE OF THE INDICATOR** | To know the evolution of noise in the airports of the Aena network. |
| **SCOPE OF APPLICATION** | Aena Airports with a system for monitoring noise and flight paths. |
| **METRIC** | **Day and afternoon period**<br>$ENV-05_{DT} = \begin{cases} Average\ (\Delta L_d, \Delta L_e) = \frac{\sum(\Delta L_d, \Delta L_e)}{No.\ of\ values} \\ \text{Max}\ (\Delta L_d, \Delta L_e) = Maximum\ value\ of\ the\ increments\ of\ L_d\ and\ l_e \end{cases}$<br>**Night period**<br>$ENV-05_{N} = \begin{cases} Average\ (\Delta L_n) = \frac{\sum \Delta L_n}{No.\ of\ values} \\ Max\ (\Delta L_n) = Maximum\ value\ of\ L_{n\ increments} \end{cases}$<br>**Where:**<br>• $\Delta L_d = L_{d_n} - L_{d_{n-1}}$<br>• $\Delta L_e = L_{e_n} - L_{e_{n-1}}$<br>• $\Delta L_n = L_{n_n} - L_{n_{n-1}}$<br>• **n:** Is the year of evaluation and n-1 is the previous year.<br>• **$L_d$, $L_e$ and $L_n$:** These are the annual indicators of day, afternoon and night periods defined in accordance with Royal Decree 1513/2005, of 16 December.<br>For the calculation of the values $AL_d$, $AL_e$ and $AL_n$, the TMRs located outside the airport premises will be used exclusively, and the $L_{Aeq}$ yearly aeroplane data that comply with $L_d$, $L_e$ >50 dBA and $zL_n$>40 dBA will be used. |
| **TARGET LEVEL** | **Average** of the differences ($L_d$ and $L_e$)<1 dB and of the differences ($L_n$)<1 dB.<br>**The maximum value** of the differences ($L_d$ and $L_e$)<2 dB and the differences ($L_n$)<2 dB.<br>Compared to the previous year. |
| **INCENTIVE/ PENALTY** | No |

## Appendix Table 4.6. ENV-06 Indicator. Non-hazardous waste collected

| ENVIRONMENT | |
|---|---|
| **ENV-06. Non-hazardous waste collected** | |
| **DEFINITION** | Relationship between the non-hazardous waste collected and representative of all sites and the total amount of non-hazardous waste managed at the airports. |
| **PURPOSE OF THE INDICATOR** | To know the amount of non-hazardous waste that is recovered. |
| **SCOPE OF APPLICATION** | Aena Airport Network. |
| **METRIC** | $$ENV-06 = 100 \cdot \frac{NHWC}{\mathrm{NHWM}}$$ **Where:** • **NHWC:** Non-hazardous waste collected (in kg). • **NHWM:** Non-hazardous waste managed (in kg).[45] |

| TARGET LEVEL | 2022 | 2023 | 2024 | 2025 | 2026 |
|---|---|---|---|---|---|
| | 101% Compared to 2021 | 102% | 103% | 104% | 105% |
| **INCENTIVE/ PENALTY** | No | | | | |

45. End-of-life vehicles that are managed as waste are not included among the waste generated at airports.

# Appendix 5

## Minimum service conditions


Arrivals
Llegadas
Check-in
Facturación
1 to 7
Shopping area
Zona comercial
Gates
Puertas

# Contents



# Tables list

## A5.1. Operating hours

### Appendix Table 5.1. Operating hours (in UTC)

| Airports | Summer Season | | Winter Season | | Notes |
|---|---|---|---|---|---|
| | Opening | Closure | Opening | Closure | |
| **GROUP I** | | | | | |
| Adolfo Suárez Madrid-Barajas Airport | 24 hours | | 24 hours | | |
| Barcelona-El Prat Josep Tarradellas Airport | 24 hours | | 24 hours | | |
| **GROUP II** | | | | | |
| Palma de Mallorca Airport | 24 hours | | 24 hours | | |
| Málaga-Costa del Sol Airport | 24 hours | | 24 hours | | |
| Alicante-Elche Airport | 24 hours | | 24 hours | | |
| Gran Canaria Airport | 24 hours | | 24 hours | | |
| Tenerife Sur Airport | 24 hours | | 24 hours | | |
| Ibiza Airport | 24 hours | | 06:30 | 23:00 | |
| César Manrique-Lanzarote Airport | 6:00 | 0:00 | 7:00 | 1:00 | |
| **GROUP III** | | | | | |
| Valencia Airport | 24 hours | | 24 hours | | |
| Sevilla Airport | 4:30 | 23:00 | 5:30 | 0:00 | 6 |
| Fuerteventura Airport | 6:00 | 21:30 | 7:00 | 22:30 | 5 |
| Bilbao Airport | 4:45 | 21:30 | 5:45 | 22:30 | 4 |
| Tenerife Norte-Ciudad de La Laguna Airport | 6:00 | 22:00 | 7:00 | 23:00 | 3 |
| Menorca Airport | 5:00 | 22:30 | 6:00 | 21:00 | 0 |
| Santiago-Rosalía de Castro Airport | 24 hours | | 24 hours | | |
| **GROUP IV** | | | | | |
| Girona-Costa Brava Airport | 24 hours | | 24 hours | | |
| La Palma Airport | 7:00 | 20:30 | 8:00 | 21:30 | 6 |
| Asturias Airport | 4:40 | 21:45 | 5:40 | 22:45 | 10 |
| F.G.L. Granada-Jaén Airport | 4:30 | 21:15 | 5:30 | 22:15 | 6 |
| Seve Ballesteros-Santander Airport | 5:30 | 21:00 | 6:30 | 22:00 | 6 |
| Jerez Airport | 4:45 | 21:00 | 5:45 | 22:00 | 3 |
| Reus Airport | 6:00 | 22:00 | 7:00 | 21:00 | 3 |
| Almería Airport | 5:10 | 20:45 | 6:10 | 21:45 | 1 |
| A Coruña Airport | 4:30 | 22:30 | 5:30 | 23:30 | 3 |
| Vigo Airport | 4:30 | 22:30 | 5:30 | 23:30 | 16 |
| **GROUP V** | | | | | |
| Zaragoza Airport | 4:45 | 21:00 | 5:45 | 22:00 | 17 |
| Melilla Airport | 5:50 | 18:30 | 7:00 | 17:30 | 3 |
| San Sebastián Airport | 5:30 | 19:30 | 6:30 | 20:30 | 1 |
| El Hierro Airport | 7:10 | 17:00 | 8:10 | 18:00 | 15 |
| Valladolid Airport | 6:30 | 19:15 | 7:30 | 20:15 | |
| Pamplona Airport | 4:30 | 21:45 | 5:30 | 22:45 | 2 |
| Vitoria Airport | 24 hours | | 24 hours | | |
| Ceuta Heliport | 5:25 | 20:10 | 6:25 | 21:10 | 20 |
| La Gomera Airport | 7:00 | 17:00 | 8:00 | 18:00 | 7 |
| Badajoz Airport | 6:30 | 18:00 | 7:30 | 19:00 | |
| León Airport | 7:30 | 19:00 | 8:30 | 20:00 | |
| Algeciras Heliport | 5:25 | 20:10 | 6:25 | 21:10 | 19 |
| Burgos Airport | 7:30 | 17:00 | 8:30 | 18:00 | 12 |
| Logroño-Agoncillo Airport | 5:00-11:00 | 17:00-20:00 | 06:00-12:00 | 18:00-21:00 | 13 |
| Salamanca Airport | 9:00 | 15:30 | 10:00 | 16:30 | |
| Córdoba Airport | 10:00 | 13:00 | 11:00 | 14:00 | |
| Sabadell Airport | 7:00 | SS | 8:00 | SS | 11 |
| Son Bonet Airport | 6:15 | 16:45 | 8:15 | 15:45 | 8 |
| Madrid-Cuatro Vientos Airport | 7:00 | SS | 8:00 | SS | 18 |
| Albacete Airport | 7:00 | 12:30 | 8:00 | 13:30 | |
| Huesca-Pirineos Airport | 7:00 | 17:00 | 8:00 | 16:00 | |

## Note:

**Summer.** Last Sunday in March / Saturday before last Sunday in October.
Canary Islands, local time = UTC + 1 HOUR
Rest of Spain, local time = UTC + 2 HOURS

**Winter.** Last Sunday in October / Saturday before last Sunday in March.
Canary Islands, local time = UTC
Rest of Spain, local time = UTC + 1 HOUR

## NOTES:

| | |
|---|---|
| 0 | Summer: Plus 25 minutes PPR.<br>Winter: Plus 45 minutes PPR. |
| 1 | Plus 30 minutes PPR. |
| 2 | Plus 45 minutes PPR. |
| 3 | Plus 1 hour PPR. |
| 4 | Plus 1 hour 10 minutes PPR. |
| 5 | Plus 1 hour 30 minutes PPR. |
| 6 | Plus 2 hours PPR. |
| 7 | Plus PPR until sunset. |
| 8 | Plus PPR from sunrise (or from 5:00, whichever is later) until sunset. |
| 9 | Winter: Plus 1 hour PPR. 24 hours until 31 October. |
| 10 | Summer: Plus 2 hours PPR.<br>From 20 May to 10 October: 04:40 - 23:30. Plus 1 hour PPR.<br>Winter: Plus 2 hours PPR. |
| 11 | Opening at sunrise when it is later than the indicated time. |
| 12 | Summer: Mondays and Thursdays: 06:00 - 18:00. Saturdays: 07:30 - 16:30.<br>Winter: Mondays and Thursdays: 07:00 - 19:00. Saturdays: 08:30 - 17:30.<br>Commercial flights subject to operating hours restrictions. |
| 13 | Summer: Saturdays: 06:30 - 10:30. Sundays: 16:00 - 19:30. Plus 1 hour PPR (except Saturdays).<br>From the penultimate Saturday of July to the first Sunday of September:<br>Mondays to Fridays: 06:30 - 17:00.<br>Saturdays: 06:30 - 10:30.<br>Sundays: 12:00 - 16:00.<br>Winter: Saturdays: 07:30 - 11:30. Sundays: 17:00 - 20:30. Plus 1 hour PPR (except Saturdays). |
| 14 | Summer: Saturdays and Sundays: 06:30 - 20:30. Plus 1 hour PPR.<br>Winter: Saturdays and Sundays: 07:30 - 21:30. Plus 1 hour PPR. |
| 15 | Summer: From 1 July to 30 September: 07:10 - 18:00. Plus 1 hour 30 minutes PPR.<br>Winter: Plus 1 hour 30 minutes PPR. |
| 16 | Plus 2 hour 30 minutes PPR. |
| 17 | Open 24 hours for freighters all year round. 24-hour PPR for passenger flights. |
| 18 | Closed on the first Sunday of each month except January and August with the following opening times:<br>Summer: 11:00 - 12:00.<br>Winter: 12:00 - 13:00.<br>Except for state aircraft, hospital flights and emergencies. |
| 19 | Summer: Mondays to Fridays: 05:25 - 20:10. Saturdays: closed. Sundays: 12:55 - 20:10.<br>Winter: Mondays to Fridays: 06:25 - 21:10. Saturdays: closed. Sundays: 13:55 - 21:10.<br>Except state aircraft, hospital flights and emergencies. |
| 20 | Summer: Saturdays: 14:15 - 15:50. Sundays: 12:55 - 20:10.<br>Winter: Saturdays: 15:15 - 16:50. Sundays: 13:55 - 21:10. |

## A5.2. Air Transit Service

Detailed below are the Air Transit Services and their opening hours for the airports that make up the Aena network at the time of approving the DORA 2022-2026.

### Appendix Table 5.2. Air Transit Services and opening hours

| Airports | ATS Service | |
|---|---|---|
| | Service | Opening hours |
| **GROUP I** | | |
| **Adolfo Suárez Madrid-Barajas Airport** | APP, TWR, SDP, ATIS, D-ATIS | 24 hours |
| **Barcelona-El Prat Josep Tarradellas Airport** | APP, TWR, ATIS, D-ATIS | 24 hours |
| **GROUP II** | | |
| **Palma de Mallorca Airport** | APP, TAR, SSR/SER, TWR, ATIS, D-ATIS, OPS | 24 hours |
| **Málaga-Costa del Sol Airport** | APP, TWR, ATIS, D-ATIS | 24 hours |
| **Alicante-Elche Airport** | APP, TWR, ATIS, D-ATIS | 24 hours |
| **Gran Canaria Airport** | APP, TWR, ATIS, D-ATIS | 24 hours |
| **Tenerife Sur Airport** | APP, TWR, ATIS, D-ATIS | 24 hours |
| **Ibiza Airport** | APP | 24 hours |
| | TWR, VDF, ATIS, D-ATIS | AD |
| **César Manrique-Lanzarote Airport** | APP, TWR, ATIS, D-ATIS | AD |
| **GROUP III** | | |
| **Valencia Airport** | APP, TWR, ATIS, D-ATIS | 24 hours |
| **Sevilla Airport** | APP | 24 hours |
| | TWR, VDF, ATIS, D-ATIS | Airport opening hours |
| **Fuerteventura Airport** | APP, TWR, ATIS, D-ATIS | Airport opening hours |
| **Bilbao Airport** | APP, TWR, GMC, ATIS, D-ATIS | **Summer:** 04:30-21:50<br>**Winter:** 05:30-22:50<br>**In case of extended hours:**<br>**Summer:** 04:30-23:00<br>**Winter:** 05:30-23:59 |
| **Tenerife Norte-Ciudad de La Laguna Airport** | APP, TWR, ATIS, D-ATIS | **Summer:** 05:45-22:20<br>**Winter:** 06:45-23:20<br>**In case of PPR activation:**<br>**Summer:** 05:45-23:20<br>**Winter:** 06:45-00:20 |
| **Menorca Airport** | APP, TWR, ATIS, D-ATIS | **Summer:** 04:45-22:50<br>**Winter:** 05:45-21:20<br>**In case of PPR activation:**<br>**Summer:** 04:45-23:15<br>**Winter:** 05:45-22:05 |
| **Santiago-Rosalía de Castro Airport** | APP, TWR | 24 hours |
| **GROUP IV** | | |
| **Girona-Costa Brava Airport** | APP, TWR, VDF, ATIS, D-ATIS | Airport opening hours |
| **La Palma Airport** | APP, TWR | Airport opening hours |
| **Asturias Airport** | APP, TWR | **Summer:**<br>Last Sunday of March - 19 May:<br>04:25-22:05, Plus 2 hours PPR<br>20 May - 10 October:<br>04:25-23:50, Plus 1 hour PPR<br>11 October - Saturday before the last Sunday in October:<br>04:25-22:05, Plus 2 hours PPR<br>**Winter:** 05:25-23:05, Plus 2 hours PPR |
| **F.G.L. Granada-Jaén Airport** | APP, TWR, VDF | **Summer:** 04:15-21:35<br>**Winter:** 05:15-22:35<br>**In case of PPR activation:**<br>**Summer:** 04:15-22:35<br>**Winter:** 05:15-23:35 |
| **Seve Ballesteros-Santander Airport** | APP, TWR | **Summer:** 05:15-21:20<br>**Winter:** 06:15-22:20<br>**In case of PPR activation:**<br>**Summer:** 05:15-23:20<br>**Winter:** 06:15-00:20 |
| **Jerez Airport** | APP | 24 hours |
| | TWR, VDF, ATIS, D-ATIS | Airport opening hours |
| **Reus Airport** | APP, TWR, VDF | **Summer:** 05:45-22:20<br>**Winter:** 06:45-21:20<br>**In case of PPR activation:**<br>**Summer:** 05:45-23:20<br>**Winter:** 06:45-22:20 |
| **Almería Airport** | APP, TWR, VDF | **Summer:** 04:55-21:05<br>**Winter:** 05:55-22:05<br>**In case of PPR activation:**<br>**Summer:** 04:55-21:35<br>**Winter:** 05:55-22:35 |

| Airports | ATS Service | |
|---|---|---|
| | Service | Opening hours |
| **A Coruña Airport** | APP, TWR, VDF | Airport opening hours |
| **Vigo Airport** | APP, TWR, VDF | Airport opening hours |
| **GROUP V** | | |
| **Zaragoza Airport** | APP, TWR | 24 hours |
| | GCA (ASR/PAR) | **Summer:** Monday to Friday: 06:00 -12:30 (exc. public holidays)<br>**Winter:** Monday to Friday 07:00 -13:30 (exc. public holidays) |
| **Melilla Airport** | TWR, VDF | **Summer:** 05:35-18:50<br>**Winter:** 06:45-17:50<br>**In case of PPR activation:**<br>**Summer:** 05:35-19:50<br>**Winter:** 06:45-18:50 |
| **San Sebastián Airport** | APP, TWR | **Summer:** 05:15-19:50<br>**Winter:** 06:15-20:50<br>**In case of PPR activation:**<br>**Summer:** 05:15-20:20<br>**Winter:** 06:15-21:20 |
| **El Hierro Airport** | APP | 24 hours |
| | TWR | **HR TWR:** AD from Monday to Friday<br>Plus 90 min. PPR |
| | AFIS | **HR AFIS:** AD from Saturdays to Sundays<br>Plus 90 min. PPR. HR AD EMERG |
| **Valladolid Airport** | APP, TWR | Airport opening hours |
| **Pamplona Airport** | APP, TWR | **Summer:** 04:15-22:05<br>**Winter:** 05:15-23:05<br>**In case of PPR activation:**<br>**Summer:** 04:15-22:50<br>**Winter:** 05:15-23:50 |
| **Vitoria Airport** | APP, TWR | 24 hours |
| **Ceuta Heliport** | No | - |
| **La Gomera Airport** | AFIS | Airport opening hours |
| **Badajoz Airport** | APP, TWR | Airport opening hours |
| **León Airport** | APP, TWR | Airport opening hours |
| **Algeciras Heliport** | No | - |
| **Burgos Airport** | APP, AFIS | Airport opening hours |
| **Logroño-Agoncillo Airport** | APP, TWR | **From the penultimate Saturday in July to the first Sunday in September, both included:**<br>**Summer:** Mondays to Fridays: 06:15-17:20<br>Saturdays: 06:15-17:50<br>Sunday: 08:15-11:20 and 11:45-18:50<br>**Rest of the year:**<br>**Summer:** Mondays to Fridays: 04:45-11:20 and 16:45-20:20<br>Saturdays: 06:15-17:50<br>Sundays: 08:15-13:35 and 14:00-19:50<br>**Winter:** Mondays to Fridays: 05:45-12:20 and 17:45-21:20<br>Saturdays: 07:15-18:50<br>Sundays: 09:15-14:35 and 15:00-20:50<br>**In case of PPR activation:**<br>**Summer:** Mondays to Fridays: 04:45-11:20 and 16:45-21:20<br>Saturdays: 06:15-09:20 and 09:45-17:50<br>Sundays: 08:15-13:35 and 14:00-20:50<br>**Winter:** Mondays to Fridays: 05:45-12:20 and 17:45-22:20<br>Saturdays: 07:15-10:20 and 10:45-18:50<br>Sundays: 09:15-14:35 and 15:00-21:50 |
| **Salamanca Airport** | APP, TWR | **Military airport opening hours:**<br>**Winter:** Mondays to Fridays: 06:30-17:00<br>Saturdays, Sundays and holidays: 09:30-17:00<br>**Summer:** Mondays to Fridays: 05:30-16:00<br>Saturdays, Sundays and holidays: 08:30-16:00 |
| **Córdoba Airport** | AFIS | **Summer:** Monday to Friday from 10:00-13:00<br>**Winter:** Mondays to Fridays from 11:00-14:00 |
| **Sabadell Airport** | TWR, VDF, A/G | Airport opening hours |
| **Son Bonet Airport** | No | - |
| **Madrid-Cuatro Vientos Airport** | TWR, ATIS, D-ATIS, VDF | Airport opening hours |
| **Albacete Airport** | CTA/APP, TWR, GND | 24 hours |
| | GCA/ASR, GCA/PAR | **Summer:** Mondays to Fridays: 07:00 -12:30<br>**Winter:** Mondays to Fridays: 08:00-14:00 |
| **Huesca-Pirineos Airport** | APP | 24 hours |
| | AFIS | **Summer:** Mondays, Tuesdays and Wednesdays: 07:00-12:00<br>**Winter:** Mondays, Tuesdays and Wednesdays: 08:00-13:00 Throughout the year, commercial flights will be served upon request, upon prior request at least 7 days in advance |

## A5.3. Adverse weather conditions

### *Period affected by reduced visibility*

A flight is considered to be affected by reduced visibility when:

- For airports that have specific systems and procedures that allow operations under reduced visibility conditions (LVP) or the stoppage of operations due to visual ranges on the runway that are lower than a certain limit (PPOAM [Procedimiento de Paralización de las Operaciones en el Área de Movimiento]), the flight will be considered to be affected by reduced visibility conditions when the airport applies any of these procedures.
- In the case of airports that do not have these procedures, it may be considered that a flight is affected by these conditions when visibility is less than 5,000 m for airports with a visual flight runway or 800 m for airports with a CAT I precision flight runway[46].

### *Reporting of the diverted, delayed or cancelled operations, due to reduced visibility, to the Ministry of Transport, Mobility and Urban Agenda*

In order for the studies submitted to the Ministry of Transport, Mobility and Urban Agenda to be impartial and objective, contemplating the features of each airport, Aena must take into account the following aspects in their preparation:

- The number of operations affected, that is, those that have suffered delays, diversions or cancellations, must be reported in relative terms over the number of operations managed per year for each airport.
- It must be specified whether the delay refers exclusively to low visibility or other adverse weather conditions. It should be mentioned that there are IATA causes of delay regarding adverse weather, but there are no IATA causes of delay that refer exclusively to reduced visibility. A flight is considered delayed when it exceeds 15 minutes regarding the scheduled time.

## A5.4. Planning the implementation of new technologies in passenger security checks

The following table shows the implementation schedule for new security check technologies by installing automated hand luggage management systems and EDS-CB inspection equipment in accordance with standard C3.

**Appendix Table 5.3. Planning the implementation of new technologies in passenger security checks, 2022-2026**

| Airport | Year |
|---|---|
| Adolfo Suárez Madrid-Barajas Airport, Barcelona-El Prat Josep Tarradellas Airport and Sevilla Airport. | 2024 |
| Palma de Mallorca Airport and Málaga-Costa del Sol Airport. | 2025 |
| Gran Canaria Airport, Tenerife Sur Airport, César Manrique-Lanzarote Airport, Fuerteventura Airport, Alicante-Elche Airport, Ibiza Airport, Valencia Airport, Bilbao Airport and Menorca Airport. | 2026 |

46. CAT I precision runway: runway served by an ILS and/or MLS installation and visual aids that enable operations with a DH of no less than 200 ft and a VIS of no less than 800 m, as well as a RVR of no less than 550 m.


A CORUÑA

# Appendix 6

## Planned investments


R51
R52

# Contents



# Tables list



# Figures list

## A6.1. Planned investments

This section presents the 2022-2026 investment plan broken down by autonomous community/city and airport. Strategic investments (Estratégicas, E in the table), Regulations (Normativas, N in the table), Relevant (R in the table) and Other (O in the table) are also identified.

### Appendix Table 6.1. Financial volume of the investment plan by airport, 2022-2026

| Community/Site/Category/Project | | (Millions of euros) | | | | | |
|---|---|---|---|---|---|---|---|
| | | 2022 | 2023 | 2024 | 2025 | 2026 | Total |
| **ANDALUSIA** | | **54.403** | **44.838** | **22.652** | **20.951** | **13.009** | **155.853** |
| **ALGECIRAS HELIPORT** | | **0.034** | **0.030** | **0.030** | **0.030** | **0.030** | **0.153** |
| (O) | Support and replacement investments | 0.034 | 0.030 | 0.030 | 0.030 | 0.030 | 0.153 |
| **ALMERÍA AIRPORT** | | **1.205** | **1.349** | **0.242** | **0.232** | **0.629** | **3.656** |
| (N) | Improvement of people and facility security | 0.049 | 0.000 | 0.000 | 0.000 | 0.000 | 0.049 |
| (N) | Increased operational security | 0.920 | 0.115 | 0.000 | 0.000 | 0.400 | 1.435 |
| (O) | Increased operational security | 0.000 | 0.973 | 0.001 | 0.001 | 0.001 | 0.975 |
| (O) | Support and replacement investments | 0.235 | 0.261 | 0.241 | 0.231 | 0.229 | 1.198 |
| **CÓRDOBA AIRPORT** | | **0.246** | **0.169** | **0.231** | **0.068** | **0.044** | **0.758** |
| (N) | Support and replacement investments | 0.000 | 0.110 | 0.000 | 0.000 | 0.000 | 0.110 |
| (O) | Improvement of people and facility security | 0.000 | 0.010 | 0.189 | 0.000 | 0.000 | 0.199 |
| (O) | Support and replacement investments | 0.246 | 0.049 | 0.042 | 0.068 | 0.044 | 0.449 |
| **F.G.L. GRANADA-JAÉN AIRPORT** | | **4.155** | **1.806** | **0.360** | **4.598** | **3.944** | **14.862** |
| (R) | Terminal Adaptation | 1.253 | 0.000 | 0.000 | 0.000 | 0.000 | 1.253 |
| (R) | Improvement of the drainage network | 1.761 | 0.000 | 0.000 | 0.000 | 0.000 | 1.761 |
| (N) | Increased operational security | 0.000 | 0.000 | 0.000 | 4.200 | 3.570 | 7.770 |
| (N) | Improvement of people and facility security | 0.803 | 0.062 | 0.000 | 0.000 | 0.000 | 0.865 |
| (O) | Increased operational security | 0.002 | 1.334 | 0.007 | 0.007 | 0.007 | 1.357 |
| (O) | Support and replacement investments | 0.335 | 0.411 | 0.353 | 0.391 | 0.367 | 1.856 |
| **JEREZ AIRPORT** | | **5.185** | **3.536** | **0.937** | **0.902** | **0.402** | **10.961** |
| (N) | Increased operational security | 2.867 | 1.144 | 0.000 | 0.000 | 0.000 | 4.011 |
| (N) | Improvement of people and facility security | 1.470 | 1.400 | 0.000 | 0.000 | 0.000 | 2.870 |
| (N) | Renovation and improvement of electrical systems | 0.210 | 0.000 | 0.000 | 0.000 | 0.000 | 0.210 |
| (O) | Development and improvement of traffic aids | 0.128 | 0.000 | 0.000 | 0.000 | 0.000 | 0.128 |
| (O) | Increased operational security | 0.001 | 0.001 | 0.003 | 0.003 | 0.003 | 0.009 |
| (O) | Renovation and improvement of electrical systems | 0.189 | 0.000 | 0.000 | 0.000 | 0.000 | 0.189 |
| (O) | Environmental sustainability | 0.000 | 0.050 | 0.605 | 0.554 | 0.000 | 1.209 |
| (O) | Support and replacement investments | 0.320 | 0.940 | 0.330 | 0.345 | 0.399 | 2.334 |
| **MÁLAGA-COSTA DEL SOL AIRPORT** | | **36.804** | **28.664** | **12.314** | **5.504** | **5.059** | **88.346** |
| (R) | RWY-30 Start-up | 0.894 | 0.836 | 0.000 | 0.000 | 0.000 | 1.730 |
| (N) | Actions in the airfield and apron | 1.527 | 7.537 | 5.139 | 0.000 | 0.000 | 14.204 |
| (N) | Terminal Adaptation | 0.000 | 0.000 | 0.000 | 0.000 | 0.122 | 0.122 |
| (N) | Increased operational security | 5.936 | 0.067 | 0.000 | 0.000 | 0.000 | 6.003 |
| (N) | Improvement of people and facility security | 19.129 | 11.948 | 3.005 | 0.107 | 0.000 | 34.188 |

| | Community/Site/Category/Project | (Millions of euros) | | | | | |
|---|---|---|---|---|---|---|---|
| | | 2022 | 2023 | 2024 | 2025 | 2026 | Total |
| (N) | RWY-30 Start-up | 0.196 | 0.364 | 0.000 | 0.000 | 0.000 | 0.560 |
| (N) | Environmental sustainability | 0.046 | 0.087 | 0.085 | 0.101 | 0.101 | 0.420 |
| (N) | Support and replacement investments | 0.104 | 0.000 | 0.000 | 0.000 | 0.000 | 0.104 |
| (O) | Actions in the airfield and apron | 0.000 | 0.150 | 0.345 | 0.000 | 0.000 | 0.495 |
| (O) | Terminal Adaptation | 1.945 | 0.115 | 0.275 | 0.000 | 0.000 | 2.336 |
| (O) | Development and improvement of traffic aids | 0.345 | 0.461 | 0.555 | 0.528 | 0.000 | 1.888 |
| (O) | Increased operational security | 1.619 | 0.008 | 0.035 | 0.035 | 1.118 | 2.815 |
| (O) | Innovation for process improvement | 0.000 | 0.000 | 0.000 | 0.000 | 0.270 | 0.270 |
| (O) | Improvement of people and facility security | 0.568 | 0.000 | 0.000 | 0.000 | 0.000 | 0.568 |
| (O) | Environmental sustainability | 0.421 | 0.689 | 0.000 | 0.000 | 0.000 | 1.110 |
| (O) | Support and replacement investments | 4.075 | 6.403 | 2.875 | 4.733 | 3.448 | 21.534 |
| **SEVILLA AIRPORT** | | **6.774** | **9.285** | **8.539** | **9.618** | **2.901** | **37.116** |
| (R) | Actions in the airfield and apron | 0.622 | 0.568 | 2.873 | 2.772 | 0.000 | 6.834 |
| (N) | Terminal Adaptation | 0.132 | 0.000 | 0.000 | 0.000 | 0.000 | 0.132 |
| (N) | Improvement of people and facility security | 2.048 | 3.483 | 0.000 | 0.000 | 0.000 | 5.530 |
| (N) | Environmental sustainability | 0.292 | 0.083 | 0.122 | 0.101 | 0.101 | 0.700 |
| (O) | Terminal Adaptation | 1.091 | 3.222 | 2.219 | 0.888 | 0.000 | 7.420 |
| (O) | Development and improvement of traffic aids | 0.073 | 0.000 | 0.000 | 0.350 | 0.280 | 0.703 |
| (O) | Increased operational security | 0.008 | 0.179 | 0.036 | 1.134 | 0.036 | 1.393 |
| (O) | Innovation for process improvement | 0.006 | 0.068 | 0.062 | 0.000 | 0.000 | 0.135 |
| (O) | Improvement of people and facility security | 0.136 | 0.000 | 1.136 | 1.136 | 0.000 | 2.408 |
| (O) | Improvement of urbanisation, accesses and connections | 0.317 | 0.176 | 0.238 | 0.047 | 0.000 | 0.778 |
| (O) | Renovation and improvement of electrical systems | 0.869 | 0.000 | 0.584 | 1.518 | 0.991 | 3.962 |
| (O) | Support and replacement investments | 1.179 | 1.507 | 1.270 | 1.672 | 1.493 | 7.120 |
| **ARAGON** | | **2.781** | **5.396** | **11.824** | **0.461** | **0.504** | **20.966** |
| **HUESCA-PIRINEOS AIRPORT** | | **0.079** | **0.052** | **0.830** | **0.040** | **0.122** | **1.124** |
| (N) | Increased operational security | 0.000 | 0.000 | 0.000 | 0.000 | 0.082 | 0.082 |
| (O) | Increased operational security | 0.000 | 0.000 | 0.630 | 0.000 | 0.000 | 0.630 |
| (O) | Renovation and improvement of electrical systems | 0.000 | 0.011 | 0.160 | 0.000 | 0.000 | 0.171 |
| (O) | Support and replacement investments | 0.079 | 0.041 | 0.040 | 0.040 | 0.040 | 0.240 |
| **ZARAGOZA AIRPORT** | | **2.702** | **5.344** | **10.994** | **0.421** | **0.382** | **19.842** |
| (R) | Adaptation of surfaces | 0.000 | 0.050 | 2.439 | 0.000 | 0.000 | 2.489 |
| (N) | Increased operational security | 0.384 | 3.411 | 6.336 | 0.000 | 0.000 | 10.131 |
| (N) | Improvement of people and facility security | 0.267 | 0.000 | 0.000 | 0.000 | 0.000 | 0.267 |
| (N) | Support and replacement investments | 0.487 | 0.000 | 0.000 | 0.000 | 0.000 | 0.487 |
| (O) | Adaptation of surfaces | 0.000 | 0.165 | 1.687 | 0.000 | 0.000 | 1.852 |
| (O) | Increased operational security | 0.899 | 1.083 | 0.011 | 0.011 | 0.011 | 2.017 |
| (O) | Improvement of people and facility security | 0.152 | 0.000 | 0.000 | 0.000 | 0.000 | 0.152 |
| (O) | Support and replacement investments | 0.513 | 0.635 | 0.521 | 0.409 | 0.371 | 2.449 |
| **ASTURIAS AIRPORT** | | **3.786** | **2.610** | **0.245** | **0.257** | **0.249** | **7.147** |
| **ASTURIAS AIRPORT** | | **3.786** | **2.610** | **0.245** | **0.257** | **0.249** | **7.147** |
| (N) | Actions in the airfield and apron | 0.043 | 0.000 | 0.000 | 0.000 | 0.000 | 0.043 |

| | Community/Site/Category/Project | (Millions of euros) | | | | | |
|---|---|---|---|---|---|---|---|
| | | 2022 | 2023 | 2024 | 2025 | 2026 | Total |
| (N) | Improvement of people and facility security | 2.429 | 0.000 | 0.000 | 0.000 | 0.000 | 2.429 |
| (N) | Support and replacement investments | 0.089 | 1.185 | 0.000 | 0.000 | 0.000 | 1.274 |
| (O) | Actions in the airfield and apron | 0.393 | 0.000 | 0.000 | 0.000 | 0.000 | 0.393 |
| (O) | Increased operational security | 0.001 | 0.973 | 0.002 | 0.002 | 0.002 | 0.981 |
| (O) | Renovation and improvement of electrical systems | 0.642 | 0.190 | 0.000 | 0.000 | 0.000 | 0.832 |
| (O) | Support and replacement investments | 0.190 | 0.262 | 0.242 | 0.255 | 0.247 | 1.196 |
| **CANTABRIA** | | **0.475** | **0.943** | **2.334** | **0.647** | **0.457** | **4.856** |
| **SEVE BALLESTEROS-SANTANDER AIRPORT** | | **0.475** | **0.943** | **2.334** | **0.647** | **0.457** | **4.856** |
| (R) | Renovation and improvement of electrical systems | 0.000 | 0.615 | 1.475 | 0.123 | 0.000 | 2.213 |
| (N) | Support and replacement investments | 0.118 | 0.000 | 0.000 | 0.000 | 0.000 | 0.118 |
| (O) | Adaptation of surfaces | 0.000 | 0.000 | 0.551 | 0.000 | 0.000 | 0.551 |
| (O) | Support and replacement investments | 0.357 | 0.328 | 0.307 | 0.524 | 0.457 | 1.974 |
| **CASTILE AND LEÓN** | | **1.639** | **0.950** | **0.209** | **0.314** | **0.393** | **3.504** |
| **BURGOS AIRPORT** | | **0.950** | **0.786** | **0.049** | **0.052** | **0.050** | **1.887** |
| (N) | Increased operational security | 0.878 | 0.732 | 0.000 | 0.000 | 0.000 | 1.610 |
| (O) | Increased operational security | 0.000 | 0.000 | 0.001 | 0.001 | 0.001 | 0.002 |
| (O) | Support and replacement investments | 0.071 | 0.054 | 0.048 | 0.052 | 0.050 | 0.275 |
| **LEÓN AIRPORT** | | **0.155** | **0.039** | **0.038** | **0.039** | **0.038** | **0.309** |
| (O) | Support and replacement investments | 0.155 | 0.039 | 0.038 | 0.039 | 0.038 | 0.309 |
| **SALAMANCA AIRPORT** | | **0.092** | **0.037** | **0.036** | **0.135** | **0.218** | **0.518** |
| (O) | Support and replacement investments | 0.092 | 0.037 | 0.036 | 0.135 | 0.218 | 0.518 |
| **VALLADOLID AIRPORT** | | **0.443** | **0.088** | **0.085** | **0.088** | **0.086** | **0.790** |
| (O) | Renovation and improvement of electrical systems | 0.342 | 0.000 | 0.000 | 0.000 | 0.000 | 0.342 |
| (O) | Support and replacement investments | 0.101 | 0.088 | 0.085 | 0.088 | 0.086 | 0.448 |
| **CASTILLA-LA MANCHA** | | **0.030** | **0.026** | **0.656** | **0.026** | **0.026** | **0.764** |
| **ALBACETE AIRPORT** | | **0.030** | **0.026** | **0.656** | **0.026** | **0.026** | **0.764** |
| (O) | Increased operational security | 0.000 | 0.000 | 0.630 | 0.000 | 0.000 | 0.630 |
| (O) | Support and replacement investments | 0.030 | 0.026 | 0.026 | 0.026 | 0.026 | 0.134 |
| **CATALONIA** | | **65.177** | **51.286** | **51.278** | **63.017** | **62.368** | **293.125** |
| **GIRONA-COSTA BRAVA AIRPORT** | | **6.367** | **4.363** | **1.059** | **6.310** | **6.225** | **24.324** |
| (E) | Actions for airport development | 0.000 | 0.000 | 0.000 | 5.309 | 5.309 | 10.619 |
| (N) | Increased operational security | 6.053 | 1.944 | 0.497 | 0.000 | 0.000 | 8.494 |
| (O) | Development and improvement of traffic aids | 0.000 | 0.490 | 0.000 | 0.000 | 0.196 | 0.686 |
| (O) | Increased operational security | 0.001 | 1.144 | 0.004 | 0.004 | 0.004 | 1.156 |
| (O) | Improvement of people and facility security | 0.000 | 0.245 | 0.050 | 0.400 | 0.200 | 0.895 |
| (O) | Support and replacement investments | 0.313 | 0.539 | 0.509 | 0.597 | 0.516 | 2.473 |
| **BARCELONA-EL PRAT JOSEP TARRADELLAS AIRPORT** | | **51.125** | **38.158** | **48.300** | **51.859** | **55.511** | **244.954** |
| (R) | Actions in the airfield and apron | 0.000 | 0.000 | 0.000 | 3.618 | 12.532 | 16.150 |
| (R) | Adaptation of terminal T1 | 0.693 | 3.511 | 12.555 | 20.104 | 28.603 | 65.466 |
| (R) | Environmental sustainability | 0.264 | 3.524 | 7.523 | 7.613 | 2.476 | 21.400 |
| (N) | Actions in the airfield and apron | 8.642 | 0.000 | 0.000 | 0.000 | 0.000 | 8.642 |
| (N) | Increased operational security | 3.377 | 1.410 | 0.000 | 0.000 | 2.567 | 7.354 |

| | Community/Site/Category/Project | (Millions of euros) | | | | | |
|---|---|---|---|---|---|---|---|
| | | 2022 | 2023 | 2024 | 2025 | 2026 | Total |
| (N) | Improvement of people and facility security | 13.384 | 8.055 | 3.224 | 2.579 | 0.000 | 27.242 |
| (N) | Support and replacement investments | 0.158 | 0.000 | 0.000 | 0.000 | 0.000 | 0.158 |
| (O) | Adaptation of terminal T2 | 0.706 | 2.973 | 0.933 | 0.447 | 0.456 | 5.516 |
| (O) | Development and improvement of traffic aids | 0.168 | 0.315 | 1.001 | 0.896 | 1.959 | 4.339 |
| (O) | Increased operational security | 0.040 | 1.048 | 0.133 | 0.178 | 0.178 | 1.577 |
| (O) | Innovation for process improvement | 0.926 | 1.206 | 1.740 | 1.260 | 0.000 | 5.133 |
| (O) | Improvement of people and facility security | 4.537 | 0.723 | 8.362 | 4.461 | 0.537 | 18.619 |
| (O) | Improvement of urbanisation, accesses and connections | 0.751 | 2.383 | 1.484 | 0.944 | 0.000 | 5.562 |
| (O) | Renovation and improvement of electrical systems | 1.523 | 2.162 | 1.835 | 2.230 | 0.077 | 7.827 |
| (O) | Environmental sustainability | 0.099 | 1.037 | 1.463 | 0.660 | 0.413 | 3.672 |
| (O) | Support and replacement investments | 15.856 | 9.813 | 8.047 | 6.870 | 5.713 | 46.298 |
| **REUS AIRPORT** | | **5.770** | **8.040** | **1.781** | **4.708** | **0.495** | **20.796** |
| (N) | Increased operational security | 0.307 | 3.378 | 0.410 | 4.151 | 0.000 | 8.246 |
| (N) | Improvement of people and facility security | 3.931 | 0.000 | 0.000 | 0.000 | 0.000 | 3.931 |
| (O) | Adaptation of surfaces | 0.000 | 1.022 | 0.599 | 0.000 | 0.000 | 1.621 |
| (O) | Drainage Adaptation | 0.323 | 1.114 | 0.000 | 0.000 | 0.000 | 1.437 |
| (O) | Development and improvement of traffic aids | 0.000 | 0.898 | 0.292 | 0.000 | 0.000 | 1.190 |
| (O) | Increased operational security | 0.003 | 0.546 | 0.014 | 0.014 | 0.014 | 0.591 |
| (O) | Support and replacement investments | 1.206 | 1.082 | 0.468 | 0.543 | 0.481 | 3.780 |
| **SABADELL AIRPORT** | | **1.915** | **0.724** | **0.138** | **0.140** | **0.136** | **3.052** |
| (N) | Increased operational security | 0.275 | 0.337 | 0.000 | 0.000 | 0.000 | 0.613 |
| (N) | Support and replacement investments | 0.000 | 0.004 | 0.004 | 0.000 | 0.000 | 0.008 |
| (O) | Increased operational security | 0.000 | 0.000 | 0.001 | 0.001 | 0.001 | 0.004 |
| (O) | Strengthening and Containment of Slope | 1.422 | 0.241 | 0.000 | 0.000 | 0.000 | 1.663 |
| (O) | Support and replacement investments | 0.218 | 0.142 | 0.132 | 0.139 | 0.135 | 0.765 |
| **CEUTA** | | **1.666** | **0.044** | **0.038** | **0.042** | **0.040** | **1.829** |
| **CEUTA HELIPORT** | | **1.666** | **0.044** | **0.038** | **0.042** | **0.040** | **1.829** |
| (R) | Increased operational security | 1.550 | 0.000 | 0.000 | 0.000 | 0.000 | 1.550 |
| (O) | Increased operational security | 0.000 | 0.000 | 0.001 | 0.001 | 0.001 | 0.002 |
| (O) | Support and replacement investments | 0.116 | 0.043 | 0.038 | 0.041 | 0.039 | 0.277 |
| **VALENCIA COMMUNITY** | | **25.124** | **24.520** | **16.718** | **13.429** | **9.923** | **89.713** |
| **ALICANTE-ELCHE AIRPORT** | | **16.905** | **12.503** | **11.753** | **6.895** | **8.243** | **56.300** |
| (E) | Actions in the airfield and apron | 0.103 | 0.000 | 0.000 | 2.303 | 3.930 | 6.336 |
| (N) | Increased operational security | 1.676 | 4.852 | 5.823 | 0.000 | 0.000 | 12.351 |
| (N) | Improvement of people and facility security | 7.225 | 0.408 | 0.000 | 0.000 | 0.000 | 7.633 |
| (N) | Environmental sustainability | 0.777 | 0.207 | 0.175 | 0.338 | 0.338 | 1.834 |
| (O) | Terminal Adaptation | 1.182 | 0.306 | 0.885 | 0.000 | 0.000 | 2.372 |

| | Community/Site/Category/Project | (Millions of euros) | | | | | |
|---|---|---|---|---|---|---|---|
| | | 2022 | 2023 | 2024 | 2025 | 2026 | Total |
| (O) | Development and improvement of traffic aids | 0.000 | 0.035 | 0.315 | 0.280 | 0.000 | 0.630 |
| (O) | Increased operational security | 0.547 | 0.976 | 0.107 | 0.017 | 0.017 | 1.663 |
| (O) | Innovation for process improvement | 0.000 | 0.000 | 0.000 | 0.000 | 0.200 | 0.200 |
| (O) | Improvement of people and facility security | 0.500 | 1.700 | 1.446 | 0.100 | 0.000 | 3.746 |
| (O) | Environmental sustainability | 0.124 | 0.625 | 0.275 | 0.000 | 0.000 | 1.025 |
| (O) | Support and replacement investments | 4.771 | 3.395 | 2.728 | 3.857 | 3.759 | 18.511 |
| **VALENCIA AIRPORT** | | **8.218** | **12.016** | **4.965** | **6.534** | **1.680** | **33.414** |
| (R) | Development and improvement of traffic aids | 0.000 | 0.299 | 0.878 | 0.000 | 0.000 | 1.177 |
| (N) | Increased operational security | 0.689 | 1.901 | 0.000 | 0.000 | 0.000 | 2.590 |
| (N) | Improvement of people and facility security | 2.350 | 6.000 | 0.000 | 0.000 | 0.000 | 8.350 |
| (N) | Environmental sustainability | 1.164 | 1.152 | 1.138 | 0.676 | 0.676 | 4.806 |
| (N) | Support and replacement investments | 0.058 | 0.000 | 0.000 | 0.000 | 0.000 | 0.058 |
| (O) | Terminal Adaptation | 0.348 | 0.260 | 0.273 | 0.000 | 0.000 | 0.881 |
| (O) | Development and improvement of traffic aids | 0.132 | 0.263 | 0.000 | 0.000 | 0.000 | 0.394 |
| (O) | Increased operational security | 0.182 | 1.254 | 0.016 | 1.114 | 0.016 | 2.583 |
| (O) | Improvement of the drainage network | 0.000 | 0.000 | 0.690 | 3.449 | 0.000 | 4.139 |
| (O) | Improvement of people and facility security | 2.226 | 0.160 | 0.525 | 0.000 | 0.000 | 2.911 |
| (O) | Environmental sustainability | 0.229 | 0.039 | 0.540 | 0.000 | 0.000 | 0.808 |
| (O) | Support and replacement investments | 0.839 | 0.689 | 0.905 | 1.295 | 0.988 | 4.716 |
| **EXTREMADURA** | | **0.156** | **0.036** | **0.035** | **0.035** | **0.035** | **0.297** |
| **BADAJOZ AIRPORT** | | **0.156** | **0.036** | **0.035** | **0.035** | **0.035** | **0.297** |
| (O) | Support and replacement investments | 0.156 | 0.036 | 0.035 | 0.035 | 0.035 | 0.297 |
| **GALICIA** | | **22.685** | **15.724** | **5.378** | **4.619** | **4.443** | **52.849** |
| **A CORUÑA AIRPORT** | | **10.374** | **2.690** | **0.864** | **2.243** | **0.501** | **16.672** |
| (N) | Increased operational security | 9.956 | 1.040 | 0.435 | 1.595 | 0.000 | 13.026 |
| (N) | Support and replacement investments | 0.031 | 0.031 | 0.042 | 0.135 | 0.135 | 0.374 |
| (O) | Increased operational security | 0.001 | 0.974 | 0.006 | 0.006 | 0.006 | 0.994 |
| (O) | Support and replacement investments | 0.385 | 0.646 | 0.380 | 0.507 | 0.360 | 2.278 |
| **SANTIAGO-ROSALÍA DE CASTRO AIRPORT** | | **6.219** | **9.135** | **4.187** | **1.609** | **1.418** | **22.567** |
| (R) | Development and improvement of traffic aids | 0.063 | 0.630 | 0.252 | 0.000 | 0.000 | 0.945 |
| (R) | Actions in the airfield and apron | 0.000 | 0.000 | 0.462 | 0.728 | 0.840 | 2.030 |
| (N) | Actions in the airfield and apron | 1.960 | 0.000 | 0.000 | 0.000 | 0.000 | 1.960 |
| (N) | Increased operational security | 1.577 | 4.287 | 3.105 | 0.000 | 0.000 | 8.969 |
| (N) | Improvement of people and facility security | 1.928 | 1.400 | 0.000 | 0.000 | 0.000 | 3.328 |
| (N) | Renovation and improvement of electrical systems | 0.255 | 0.000 | 0.000 | 0.000 | 0.000 | 0.255 |
| (N) | Environmental sustainability | 0.000 | 0.004 | 0.000 | 0.000 | 0.000 | 0.004 |
| (O) | Development and improvement of traffic aids | 0.113 | 0.000 | 0.000 | 0.000 | 0.000 | 0.113 |
| (O) | Increased operational security | 0.002 | 1.145 | 0.008 | 0.008 | 0.008 | 1.171 |
| (O) | Improvement of people and facility security | 0.017 | 0.000 | 0.000 | 0.000 | 0.000 | 0.017 |
| (O) | Renovation and improvement of electrical systems | 0.000 | 0.000 | 0.000 | 0.000 | 0.102 | 0.102 |
| (O) | Environmental sustainability | 0.000 | 1.243 | 0.000 | 0.000 | 0.000 | 1.243 |
| (O) | Support and replacement investments | 0.304 | 0.426 | 0.360 | 0.873 | 0.468 | 2.430 |

| Community/Site/Category/Project | | (Millions of euros) | | | | | |
|---|---|---|---|---|---|---|---|
| | | 2022 | 2023 | 2024 | 2025 | 2026 | Total |
| **VIGO AIRPORT** | | **6.093** | **3.898** | **0.32** | **0.767** | **2.523** | **13.609** |
| (R) | Development and improvement of traffic aids | 0.831 | 0.005 | 0.000 | 0.000 | 0.000 | 0.836 |
| (N) | Increased operational security | 0.991 | 0.991 | 0.000 | 0.076 | 2.064 | 4.121 |
| (N) | Improvement of people and facility security | 3.438 | 1.426 | 0.000 | 0.000 | 0.000 | 4.864 |
| (N) | Environmental sustainability | 0.092 | 0.091 | 0.090 | 0.135 | 0.135 | 0.544 |
| (O) | Increased operational security | 0.001 | 0.973 | 0.004 | 0.004 | 0.004 | 0.985 |
| (O) | Improvement of people and facility security | 0.530 | 0.150 | 0.000 | 0.300 | 0.080 | 1.060 |
| (O) | Support and replacement investments | 0.210 | 0.263 | 0.233 | 0.253 | 0.240 | 1.199 |
| **BALEARIC ISLANDS** | | **58.181** | **69.716** | **85.553** | **68.492** | **79.471** | **361.413** |
| **IBIZA AIRPORT** | | **10.850** | **15.653** | **1.215** | **2.171** | **5.935** | **35.824** |
| (N) | Increased operational security | 0.621 | 1.671 | 0.000 | 0.000 | 0.000 | 2.292 |
| (N) | Improvement of people and facility security | 3.094 | 10.341 | 0.114 | 0.000 | 0.000 | 13.550 |
| (N) | Environmental sustainability | 0.027 | 0.099 | 0.097 | 0.169 | 0.169 | 0.561 |
| (N) | Support and replacement investments | 0.068 | 0.000 | 0.000 | 0.000 | 0.000 | 0.068 |
| (O) | Actions in the airfield and apron | 0.770 | 0.108 | 0.000 | 0.000 | 0.000 | 0.879 |
| (O) | Terminal Adaptation | 0.000 | 0.000 | 0.000 | 0.788 | 2.820 | 3.609 |
| (O) | Increased operational security | 2.405 | 2.196 | 0.013 | 0.013 | 1.096 | 5.722 |
| (O) | Innovation for process improvement | 0.270 | 0.000 | 0.000 | 0.000 | 0.270 | 0.540 |
| (O) | Improvement of people and facility security | 0.021 | 0.000 | 0.000 | 0.142 | 0.502 | 0.666 |
| (O) | Improvement of urbanisation, accesses and connections | 1.654 | 0.000 | 0.000 | 0.000 | 0.000 | 1.654 |
| (O) | Environmental sustainability | 0.709 | 0.188 | 0.000 | 0.000 | 0.000 | 0.897 |
| (O) | Support and replacement investments | 1.210 | 1.050 | 0.991 | 1.059 | 1.077 | 5.387 |
| **MENORCA AIRPORT** | | **2.995** | **2.304** | **3.252** | **2.948** | **0.879** | **12.378** |
| (R) | Development and improvement of traffic aids | 1.164 | 0.025 | 0.000 | 0.000 | 0.000 | 1.189 |
| (R) | Actions in the airfield and apron | 0.000 | 0.255 | 2.587 | 1.365 | 0.000 | 4.207 |
| (N) | Support and replacement investments | 0.062 | 0.005 | 0.000 | 0.000 | 0.000 | 0.067 |
| (N) | Improvement of people and facility security | 0.125 | 0.000 | 0.000 | 0.000 | 0.000 | 0.125 |
| (O) | Terminal Adaptation | 0.326 | 0.361 | 0.076 | 0.114 | 0.000 | 0.877 |
| (O) | Development and improvement of traffic aids | 0.360 | 0.359 | 0.000 | 0.000 | 0.000 | 0.719 |
| (O) | Innovation for process improvement | 0.220 | 0.000 | 0.000 | 0.000 | 0.160 | 0.380 |
| (O) | Support and replacement investments | 0.739 | 1.298 | 0.588 | 1.469 | 0.719 | 4.814 |
| **PALMA DE MALLORCA AIRPORT** | | **44.191** | **51.672** | **80.993** | **63.148** | **72.593** | **312.597** |
| (E) | Remodelling of terminal area | 2.421 | 18.610 | 34.871 | 31.874 | 32.330 | 120.105 |
| (R) | Environmental sustainability | 0.000 | 0.000 | 0.000 | 0.000 | 12.659 | 12.659 |
| (R) | Increased operational security | 2.208 | 2.923 | 0.000 | 0.000 | 0.000 | 5.131 |
| (N) | Increased operational security | 0.787 | 2.673 | 12.565 | 4.132 | 3.944 | 24.101 |
| (N) | Improvement of people and facility security | 18.550 | 12.435 | 20.609 | 11.426 | 5.075 | 68.094 |
| (N) | Environmental sustainability | 0.914 | 0.849 | 0.818 | 0.540 | 0.540 | 3.662 |
| (O) | Development and improvement of traffic aids | 0.892 | 1.220 | 0.105 | 0.000 | 0.000 | 2.217 |

| | Community/Site/Category/Project | (Millions of euros) | | | | | |
|---|---|---|---|---|---|---|---|
| | | 2022 | 2023 | 2024 | 2025 | 2026 | Total |
| (O) | Development and improvement of information and communication systems | 1.144 | 0.886 | 0.886 | 0.591 | 0.438 | 3.945 |
| (O) | Increased operational security | 1.911 | 0.394 | 0.170 | 0.163 | 1.246 | 3.885 |
| (O) | Innovation for process improvement | 0.540 | 0.840 | 1.065 | 0.000 | 0.600 | 3.045 |
| (O) | Improvement of people and facility security | 3.868 | 3.076 | 0.500 | 1.068 | 3.200 | 11.712 |
| (O) | Renovation and improvement of electrical systems | 1.951 | 0.066 | 0.891 | 0.528 | 0.000 | 3.436 |
| (O) | Environmental sustainability | 0.000 | 0.000 | 0.110 | 1.048 | 0.578 | 1.735 |
| (O) | Support and replacement investments | 9.004 | 7.702 | 8.403 | 11.778 | 11.982 | 48.868 |
| **SON BONET AIRPORT** | | **0.145** | **0.087** | **0.094** | **0.225** | **0.064** | **0.615** |
| (O) | Support and replacement investments | 0.145 | 0.087 | 0.094 | 0.225 | 0.064 | 0.615 |
| **CANARY ISLANDS** | | **68.524** | **59.365** | **19.167** | **11.074** | **12.999** | **171.130** |
| **CÉSAR MANRIQUE-LANZAROTE AIRPORT** | | **6.353** | **7.107** | **1.902** | **0.858** | **3.314** | **19.534** |
| (E) | Actions in the airfield and apron | 0.000 | 0.000 | 0.000 | 0.000 | 0.611 | 0.611 |
| (R) | Terminal Adaptation | 0.210 | 0.000 | 0.000 | 0.000 | 0.000 | 0.210 |
| (N) | Increased operational security | 2.076 | 0.707 | 0.000 | 0.000 | 0.000 | 2.783 |
| (N) | Improvement of people and facility security | 1.881 | 4.000 | 0.000 | 0.000 | 0.000 | 5.881 |
| (O) | Terminal Adaptation | 0.334 | 0.734 | 0.000 | 0.000 | 0.784 | 1.852 |
| (O) | Development and improvement of traffic aids | 0.455 | 0.000 | 0.000 | 0.000 | 0.000 | 0.455 |
| (O) | Increased operational security | 0.001 | 0.974 | 1.086 | 0.007 | 1.090 | 3.158 |
| (O) | Improvement of people and facility security | 0.123 | 0.000 | 0.000 | 0.000 | 0.000 | 0.123 |
| (O) | Support and replacement investments | 1.274 | 0.692 | 0.816 | 0.852 | 0.829 | 4.463 |
| **EL HIERRO AIRPORT** | | **1.229** | **1.606** | **0.810** | **0.156** | **0.152** | **3.953** |
| (N) | Increased operational security | 0.721 | 1.401 | 0.000 | 0.000 | 0.000 | 2.122 |
| (O) | Increased operational security | 0.000 | 0.000 | 0.631 | 0.001 | 0.001 | 0.634 |
| (O) | Support and replacement investments | 0.508 | 0.205 | 0.179 | 0.155 | 0.151 | 1.197 |
| **FUERTEVENTURA AIRPORT** | | **9.858** | **6.309** | **1.483** | **0.885** | **0.846** | **19.381** |
| (N) | Increased operational security | 1.594 | 2.961 | 0.000 | 0.000 | 0.000 | 4.555 |
| (N) | Improvement of people and facility security | 7.409 | 0.000 | 0.000 | 0.000 | 0.000 | 7.409 |
| (O) | Terminal Adaptation | 0.000 | 2.110 | 0.573 | 0.000 | 0.000 | 2.684 |
| (O) | Increased operational security | 0.001 | 0.001 | 0.006 | 0.006 | 0.006 | 0.019 |
| (O) | Support and replacement investments | 0.854 | 1.236 | 0.904 | 0.879 | 0.840 | 4.714 |
| **GRAN CANARIA AIRPORT** | | **26.034** | **19.301** | **3.171** | **2.494** | **1.994** | **52.994** |
| (N) | Increased operational security | 1.903 | 3.472 | 0.000 | 0.000 | 0.000 | 5.375 |
| (N) | Improvement of people and facility security | 18.291 | 12.050 | 0.000 | 0.000 | 0.000 | 30.342 |
| (N) | Environmental sustainability | 0.038 | 0.046 | 0.055 | 0.135 | 0.135 | 0.409 |
| (O) | Terminal Adaptation | 0.041 | 0.917 | 1.487 | 0.000 | 0.000 | 2.445 |
| (O) | Increased operational security | 1.613 | 0.147 | 0.013 | 0.013 | 0.013 | 1.801 |
| (O) | Improvement of people and facility security | 2.005 | 0.414 | 0.000 | 0.350 | 0.170 | 2.938 |
| (O) | Environmental sustainability | 0.000 | 0.000 | 0.000 | 0.248 | 0.248 | 0.495 |
| (O) | Support and replacement investments | 2.144 | 2.255 | 1.615 | 1.748 | 1.428 | 9.189 |
| **LA GOMERA AIRPORT** | | **0.148** | **0.190** | **0.426** | **0.300** | **1.939** | **3.004** |
| (N) | Increased operational security | 0.000 | 0.000 | 0.000 | 0.000 | 1.766 | 1.766 |
| (O) | Increased operational security | 0.001 | 0.001 | 0.003 | 0.003 | 0.003 | 0.010 |
| (O) | Support and replacement investments | 0.147 | 0.190 | 0.423 | 0.297 | 0.171 | 1.228 |

| Community/Site/Category/Project | | (Millions of euros) | | | | | |
|---|---|---|---|---|---|---|---|
| | | 2022 | 2023 | 2024 | 2025 | 2026 | Total |
| **LA PALMA AIRPORT** | | **4.877** | **4.509** | **0.214** | **1.742** | **0.184** | **11.526** |
| (N) | Terminal Adaptation | 0.000 | 0.000 | 0.000 | 0.450 | 0.000 | 0.450 |
| (N) | Increased operational security | 1.542 | 0.998 | 0.000 | 0.000 | 0.000 | 2.540 |
| (N) | Improvement of people and facility security | 2.910 | 3.000 | 0.000 | 0.000 | 0.000 | 5.910 |
| (N) | Environmental sustainability | 0.004 | 0.004 | 0.004 | 0.000 | 0.000 | 0.013 |
| (O) | Increased operational security | 0.001 | 0.001 | 0.003 | 1.101 | 0.003 | 1.107 |
| (O) | Improvement of people and facility security | 0.080 | 0.000 | 0.000 | 0.000 | 0.000 | 0.080 |
| (O) | Environmental sustainability | 0.046 | 0.279 | 0.000 | 0.000 | 0.000 | 0.325 |
| (O) | Support and replacement investments | 0.293 | 0.228 | 0.207 | 0.190 | 0.182 | 1.101 |
| **TENERIFE NORTE-CIUDAD DE LA LAGUNA AIRPORT** | | **6.585** | **10.815** | **7.679** | **2.190** | **2.160** | **29.429** |
| (R) | Development and improvement of traffic aids | 0.000 | 0.525 | 0.000 | 0.000 | 0.000 | 0.525 |
| (N) | Increased operational security | 2.814 | 4.521 | 4.083 | 0.000 | 0.000 | 11.418 |
| (N) | Improvement of people and facility security | 0.000 | 0.556 | 1.127 | 0.120 | 0.000 | 1.804 |
| (N) | Environmental sustainability | 0.767 | 0.901 | 0.936 | 0.845 | 0.845 | 4.293 |
| (O) | Development and improvement of traffic aids | 0.000 | 0.105 | 0.455 | 0.000 | 0.053 | 0.613 |
| (O) | Increased operational security | 0.006 | 0.150 | 0.027 | 0.027 | 0.027 | 0.238 |
| (O) | Improvement of people and facility security and adaptation to functional design | 0.701 | 2.635 | 0.000 | 0.000 | 0.000 | 3.337 |
| (O) | Support and replacement investments | 2.297 | 1.422 | 1.050 | 1.198 | 1.235 | 7.201 |
| **TENERIFE SUR AIRPORT** | | **13.440** | **9.529** | **3.481** | **2.449** | **2.410** | **31.309** |
| (R) | Terminal building renovation | 0.000 | 0.164 | 0.164 | 0.286 | 0.409 | 1.022 |
| (N) | Improvement of people and facility security | 7.198 | 3.000 | 0.000 | 0.000 | 0.000 | 10.198 |
| (N) | Renovation and improvement of electrical systems | 1.465 | 2.262 | 0.933 | 0.000 | 0.000 | 4.660 |
| (O) | Improvement of people and facility security | 0.523 | 0.600 | 0.200 | 0.100 | 0.050 | 1.473 |
| (O) | Terminal building renovation | 0.863 | 1.420 | 0.164 | 0.000 | 0.000 | 2.447 |
| (O) | Support and replacement investments | 3.392 | 2.084 | 2.020 | 2.063 | 1.951 | 11.510 |
| **LA RIOJA** | | **0.231** | **1.314** | **1.079** | **0.183** | **0.157** | **2.965** |
| **LOGROÑO-AGONCILLO AIRPORT** | | **0.231** | **1.314** | **1.079** | **0.183** | **0.157** | **2.965** |
| (O) | Ebro River containment actions | 0.000 | 1.094 | 0.398 | 0.000 | 0.000 | 1.492 |
| (O) | Development and improvement of traffic aids | 0.000 | 0.021 | 0.539 | 0.000 | 0.000 | 0.560 |
| (O) | Support and replacement investments | 0.231 | 0.198 | 0.142 | 0.183 | 0.157 | 0.912 |
| **MADRID** | | **68.234** | **80.724** | **86.964** | **76.214** | **92.386** | **404.522** |
| **ADOLFO SUÁREZ MADRID-BARAJAS AIRPORT** | | **68.181** | **80.477** | **86.177** | **75.892** | **92.246** | **402.973** |
| (E) | T4 and T4S Extension | 3.852 | 3.132 | 27.205 | 33.852 | 61.023 | 129.064 |
| (E) | New processor in T123 | 0.000 | 0.000 | 0.000 | 1.725 | 2.650 | 4.375 |
| (R) | Environmental sustainability | 0.000 | 2.476 | 2.476 | 10.274 | 2.386 | 17.611 |
| (R) | Adaptation of terminals T1, T2 and T3 | 0.000 | 2.873 | 1.045 | 0.000 | 0.000 | 3.917 |
| (R) | Renovation and improvement of electrical systems | 11.316 | 3.297 | 0.000 | 0.000 | 0.000 | 14.613 |
| (R) | Development and improvement of traffic aids | 0.018 | 0.403 | 1.134 | 0.000 | 0.000 | 1.554 |
| (R) | Actions in the airfield and apron | 3.253 | 19.118 | 3.151 | 0.000 | 4.651 | 30.173 |
| (N) | Adaptation of terminals T4 and T4S | 0.000 | 0.026 | 0.195 | 0.000 | 0.000 | 0.222 |
| (N) | Increased operational security | 2.911 | 6.342 | 17.988 | 0.298 | 0.000 | 27.540 |
| (N) | Support and replacement investments | 3.346 | 6.032 | 0.000 | 0.000 | 0.000 | 9.378 |

| | Community/Site/Category/Project | (Millions of euros) | | | | | |
|---|---|---|---|---|---|---|---|
| | | 2022 | 2023 | 2024 | 2025 | 2026 | Total |
| (N) | Improvement of people and facility security | 21.255 | 8.443 | 1.936 | 1.615 | 0.000 | 33.249 |
| (N) | Environmental sustainability | 0.000 | 0.000 | 0.000 | 0.917 | 0.596 | 1.513 |
| (O) | Adaptation of terminals T1, T2 and T3 | 0.000 | 4.231 | 5.506 | 5.344 | 2.752 | 17.834 |
| (O) | Adaptation of terminals T4 and T4S | 0.942 | 0.540 | 0.612 | 2.617 | 0.505 | 5.216 |
| (O) | Development and improvement of traffic aids | 0.000 | 0.195 | 1.450 | 0.700 | 0.000 | 2.345 |
| (O) | Increased operational security | 0.279 | 3.034 | 0.420 | 0.243 | 1.056 | 5.032 |
| (O) | Innovation for process improvement | 1.000 | 1.100 | 1.500 | 0.800 | 0.000 | 4.400 |
| (O) | (Improvement of people and facilities security) | 4.019 | 1.668 | 1.864 | 5.531 | 4.000 | 17.082 |
| (O) | Improvement of urbanisation, accesses and connections | 0.261 | 0.551 | 2.303 | 2.886 | 5.373 | 11.373 |
| (O) | Renovation and improvement of electrical systems | 0.941 | 2.647 | 2.236 | 0.617 | 0.173 | 6.613 |
| (O) | Environmental sustainability | 0.125 | 0.854 | 1.151 | 0.413 | 0.413 | 2.955 |
| (O) | Support and replacement investments | 14.663 | 13.515 | 14.005 | 8.061 | 6.668 | 56.912 |
| **MADRID-CUATRO VIENTOS AIRPORT** | | **0.054** | **0.247** | **0.786** | **0.321** | **0.140** | **1.549** |
| (O) | Development and improvement of traffic aids | 0.000 | 0.105 | 0.595 | 0.000 | 0.000 | 0.700 |
| (O) | Support and replacement investments | 0.054 | 0.142 | 0.191 | 0.321 | 0.140 | 0.849 |
| **MELILLA AIRPORT** | | **0.328** | **3.114** | **2.066** | **0.207** | **0.143** | **5.859** |
| **MELILLA AIRPORT** | | **0.328** | **3.114** | **2.066** | **0.207** | **0.143** | **5.859** |
| (N) | Increased operational security | 0.000 | 1.358 | 0.294 | 0.000 | 0.000 | 1.652 |
| (N) | Environmental sustainability | 0.016 | 0.027 | 0.019 | 0.000 | 0.000 | 0.063 |
| (O) | Adaptation of surfaces | 0.103 | 1.345 | 0.000 | 0.000 | 0.000 | 1.448 |
| (O) | Development and improvement of traffic aids | 0.021 | 0.210 | 0.329 | 0.000 | 0.000 | 0.560 |
| (O) | Increased operational security | 0.000 | 0.000 | 0.632 | 0.002 | 0.002 | 0.636 |
| (O) | Environmental sustainability | 0.000 | 0.000 | 0.154 | 0.000 | 0.000 | 0.154 |
| (O) | Support and replacement investments | 0.188 | 0.173 | 0.638 | 0.206 | 0.141 | 1.346 |
| **NAVARRE** | | **0.121** | **1.660** | **0.371** | **0.698** | **1.672** | **4.522** |
| **PAMPLONA AIRPORT** | | **0.121** | **1.660** | **0.371** | **0.698** | **1.672** | **4.522** |
| (R) | Development and improvement of traffic aids | 0.000 | 0.000 | 0.088 | 0.438 | 0.000 | 0.525 |
| (N) | Increased operational security | 0.000 | 1.208 | 0.000 | 0.000 | 0.000 | 1.208 |
| (N) | Support and replacement investments | 0.000 | 0.000 | 0.004 | 0.000 | 0.000 | 0.005 |
| (O) | Adaptation of surfaces | 0.000 | 0.171 | 0.181 | 0.155 | 0.171 | 0.677 |
| (O) | Increased operational security | 0.000 | 0.200 | 0.001 | 0.001 | 1.084 | 1.288 |
| (O) | Improvement of people security | 0.000 | 0.000 | 0.000 | 0.000 | 0.300 | 0.300 |
| (O) | Support and replacement investments | 0.121 | 0.082 | 0.096 | 0.104 | 0.117 | 0.520 |
| **BASQUE COUNTRY** | | **11.618** | **9.463** | **23.739** | **9.906** | **5.013** | **59.740** |
| **BILBAO AIRPORT** | | **9.112** | **5.182** | **5.132** | **2.765** | **3.480** | **25.672** |
| (E) | Construction of a new technical block and remodelling of the terminal building | 3.635 | 0.024 | 0.750 | 0.729 | 0.566 | 5.704 |
| (N) | Increased operational security | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 |
| (N) | Improvement of people and facility security | 2.250 | 0.000 | 0.000 | 0.000 | 0.000 | 2.250 |
| (N) | Environmental sustainability | 0.422 | 0.418 | 0.412 | 0.507 | 0.507 | 2.265 |
| (O) | Development and improvement of information and communication systems | 0.486 | 0.000 | 0.000 | 0.000 | 0.000 | 0.486 |
| (O) | Increased operational security | 0.441 | 2.519 | 2.610 | 0.027 | 0.027 | 5.624 |

| | Community/Site/Category/Project | (Millions of euros) | | | | | |
|---|---|---|---|---|---|---|---|
| | | 2022 | 2023 | 2024 | 2025 | 2026 | Total |
| (O) | Improvement of people and facility security | 0.140 | 0.423 | 0.000 | 0.000 | 0.000 | 0.563 |
| (O) | Renovation and improvement of electrical systems | 0.395 | 0.220 | 0.000 | 0.000 | 0.000 | 0.616 |
| (O) | Environmental sustainability | 0.092 | 0.000 | 0.000 | 0.000 | 0.683 | 0.774 |
| (O) | Support and replacement investments | 1.000 | 1.579 | 1.360 | 1.503 | 1.697 | 7.139 |
| **SAN SEBASTIÁN AIRPORT** | | **2.312** | **3.529** | **10.292** | **4.769** | **0.264** | **21.167** |
| (R) | Actions in the airfield and apron | 0.000 | 0.000 | 3.500 | 0.000 | 0.000 | 3.500 |
| (N) | Increase in operational security | 1.186 | 2.985 | 6.327 | 4.500 | 0.000 | 14.997 |
| (O) | Terminal Adaptation | 0.816 | 0.258 | 0.241 | 0.000 | 0.000 | 1.315 |
| (O) | Increased operational security | 0.002 | 0.002 | 0.008 | 0.008 | 0.008 | 0.029 |
| (O) | Support and replacement investments | 0.309 | 0.284 | 0.216 | 0.261 | 0.256 | 1.325 |
| **VITORIA AIRPORT** | | **0.193** | **0.753** | **8.315** | **2.371** | **1.269** | **12.901** |
| (N) | Increased operational security | 0.000 | 0.543 | 8.138 | 2.170 | 0.000 | 10.850 |
| (O) | Increased operational security | 0.001 | 0.001 | 0.004 | 0.004 | 1.087 | 1.098 |
| (O) | Support and replacement investments | 0.192 | 0.209 | 0.173 | 0.197 | 0.182 | 0.953 |
| **SEVERAL AIRPORTS** | | **63.351** | **88.066** | **117.561** | **166.936** | **173.030** | **608.945** |
| **CENTRAL SERVICES** | | **22.008** | **31.879** | **32.931** | **29.192** | **28.154** | **144.165** |
| (R) | Innovation for process improvement | 2.962 | 6.458 | 4.276 | 4.029 | 5.249 | 22.974 |
| (N) | Improvement of people and facility security | 0.082 | 0.082 | 0.082 | 0.061 | 0.000 | 0.306 |
| (O) | Licence and Application Developments | 7.548 | 14.232 | 19.107 | 18.054 | 16.500 | 75.441 |
| (O) | Improvement of people and facility security | 2.470 | 3.620 | 3.674 | 1.254 | 0.328 | 11.346 |
| (O) | Replacement and improvement of communication systems and networks | 8.291 | 6.831 | 5.136 | 5.136 | 5.858 | 31.251 |
| (O) | Public information system | 0.437 | 0.437 | 0.437 | 0.437 | 0.000 | 1.750 |
| (O) | Support and replacement investments | 0.219 | 0.219 | 0.219 | 0.219 | 0.219 | 1.096 |
| **SEVERAL AIRPORTS (CENTRALISED ACQUISITIONS)** | | **41.343** | **56.187** | **84.630** | **137.744** | **144.876** | **464.780** |
| (E) | Renewable energies and sustainability | 0.878 | 8.075 | 33.483 | 80.418 | 79.489 | 202.343 |
| (R) | Automation of apron and airfield | 0.500 | 0.500 | 4.400 | 4.624 | 4.625 | 14.648 |
| (R) | Digitisation | 2.451 | 7.346 | 11.451 | 13.765 | 17.400 | 52.413 |
| (R) | Efficient infrastructure for air conditioning at various airports | 0.000 | 0.000 | 0.730 | 1.095 | 1.460 | 3.285 |
| (R) | Environmental sustainability | 2.490 | 2.337 | 1.524 | 5.603 | 6.611 | 18.565 |
| (N) | Increased operational security | 5.313 | 1.466 | 1.334 | 0.142 | 0.000 | 8.256 |
| (N) | Support and replacement investments | 3.578 | 5.495 | 5.538 | 3.269 | 4.995 | 22.874 |
| (N) | Improvement of people and facility security | 1.042 | 4.850 | 2.924 | 0.000 | 0.000 | 8.817 |
| (N) | Environmental sustainability | 0.840 | 0.827 | 0.746 | 8.733 | 9.128 | 20.273 |
| (O) | Development and improvement of traffic aids | 1.158 | 0.000 | 0.000 | 0.000 | 0.000 | 1.158 |
| (O) | Development and improvement of information and communication systems | 11.441 | 5.960 | 0.871 | 0.551 | 0.283 | 19.107 |
| (O) | Increased operational security | 1.405 | 2.704 | 2.807 | 3.838 | 0.564 | 11.317 |
| (O) | Innovation for process improvement | 1.103 | 0.617 | 1.357 | 0.000 | 0.000 | 3.077 |
| (O) | Improvement of people and facility security | 3.244 | 7.579 | 7.620 | 7.637 | 13.650 | 39.730 |
| (O) | Drafting of projects and management of works | 2.007 | 2.626 | 3.186 | 4.364 | 4.835 | 17.019 |
| (O) | Environmental sustainability | 0.977 | 0.977 | 0.977 | 0.977 | 0.977 | 4.886 |
| (O) | Support and replacement investments | 2.916 | 4.829 | 5.681 | 2.729 | 0.858 | 17.013 |
| | **Total** | 448.51 | 459.79 | 447.87 | 437.51 | 456.32 | 2,250.00 |

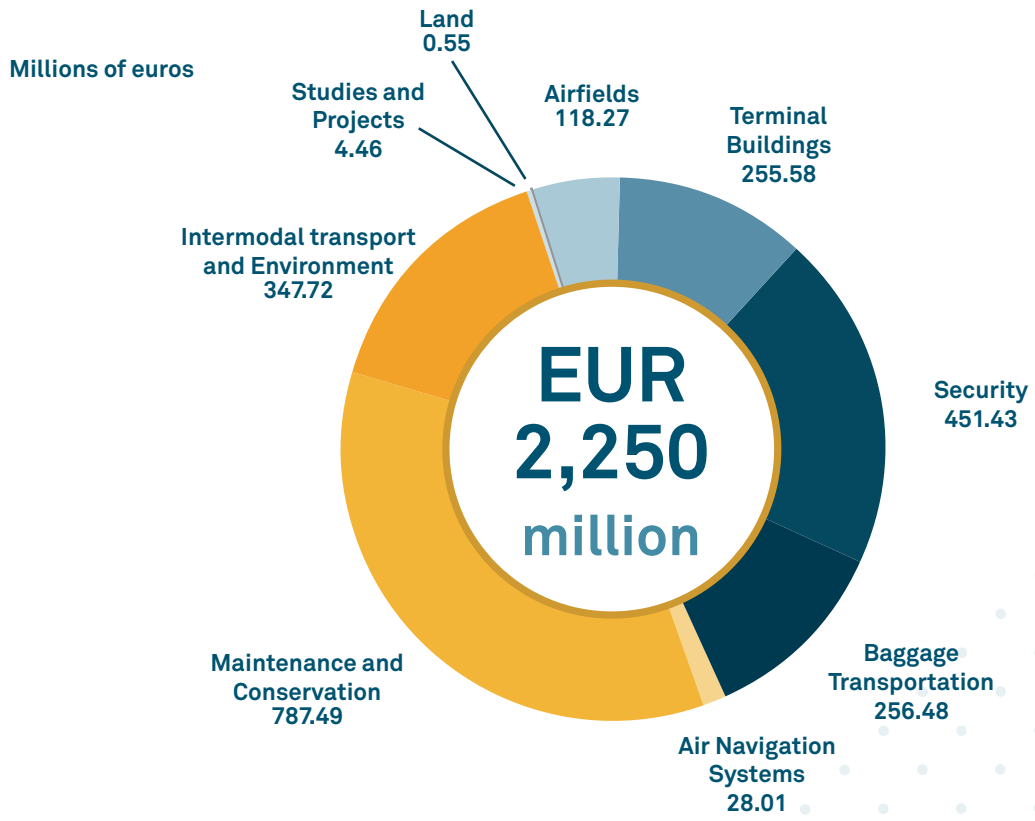
Note. (E) Strategic Investment. (R) Relevant Investment. (N) Regulatory Investment. (O) Other investments.

## A6.2. Investment plan by asset category

### Appendix Table 6.2. Investment plan by asset category to be developed, 2022-2026

| Asset category (Millions of euros) | Total period 2022-2026 | |
|---|---|---|
| Land | 0.55 | 0.0% |
| Airfield | 118.27 | 5.3% |
| Terminal Buildings | 255.58 | 11.3% |
| Security | 451.43 | 20.1% |
| Baggage Transportation | 256.48 | 11.4% |
| Air Navigation Systems | 28.01 | 1.2% |
| Maintenance and Conservation | 787.49 | 35.0% |
| Intermodal transport and Environment | 347.72 | 15.5% |
| Studies and Projects | 4.46 | 0.2% |
| **Total DORA Period** | **2,250** | **100%** |

### Appendix Figure 6.1. Investment plan by asset category to be developed, 2022-2026



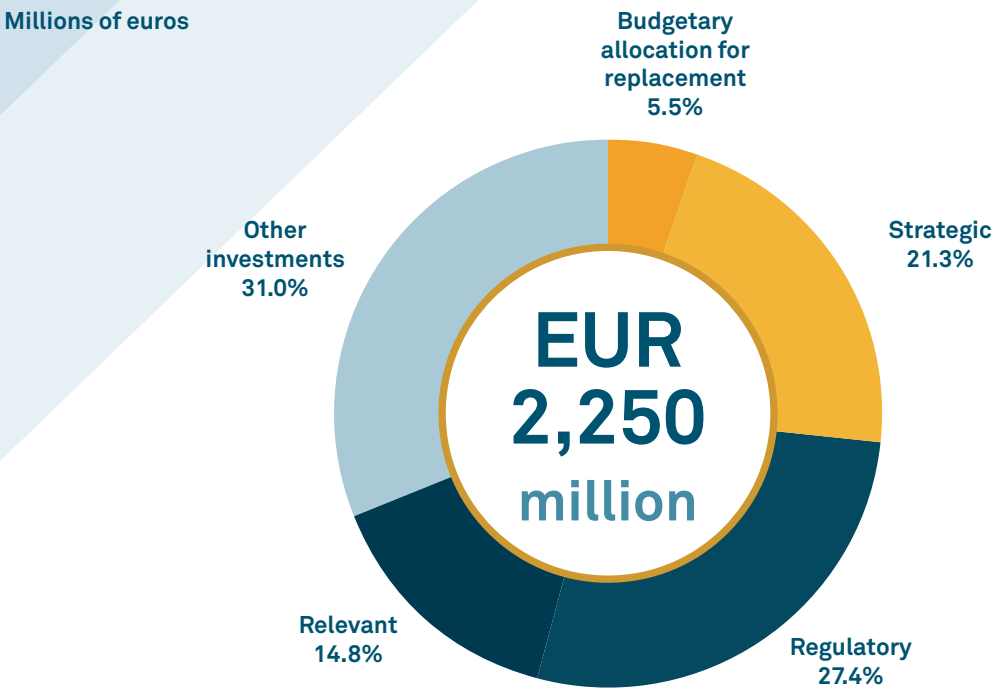
## A6.3. Investment plan by investment type

Based on its regulatory nature, scheduled investments are classified as shown in Appendix Table 6.3.

### Appendix Table 6.3. Investment plan by investment type, 2022-2026

| Type of Investment (Millions of euros) | Total period 2022-2026 | |
|---|---|---|
| Strategic | 479.16 | 21.3% |
| Regulatory | 615.90 | 27.4% |
| Relevant | 334.55 | 14.8% |
| Other investments | 697.29 | 31.0% |
| Budgetary allocation for replacement | 123.10 | 5.5% |
| Total DORA Period | 2,250 | 100% |

### Appendix Figure 6.2. Investment plan by investment type, 2022-2026



## A6.4. Strategic investments

The 2022-2026 DORA identifies as strategic investments those that are necessary to comply with the established capacity standards, as well as those that due to their scope have an extraordinary impact on the strategic lines for the second regulated five-year period in terms of sustainability, innovation and economic and process efficiency. Of particular relevance are the capacity actions that will be needed in future regulatory periods but which need to be started during the five-year period of 2022-2026.

The list of investments classified as strategic in the DORA 2022-2026, with completion date and minimum investment to be executed during the five-year period, in the event that they end after 30 December 2026, are shown in the following table:

### Appendix Table 6.4. Strategic investments of the airports in the Aena network, 2022-2026

| Airport | Title of the investment | Minimum investment to be executed before the end of 2026 (Millions of euros) | Completion date |
|---|---|---|---|
| Alicante-Elche Airport | Actions in the airfield and apron | 4.5 | 12/2027 |
| Adolfo Suárez Madrid-Barajas Airport | T4 and T4S Extension | 90 | 12/2029 |
| | New processor in T123 | 3 | 02/2031 |
| Bilbao Airport | Construction of a new technical block and remodelling of the terminal building (Phase II) | N/A[47] | 06/2026 |
| César Manrique-Lanzarote Airport | Actions in the airfield and apron | 0.6 | 09/2028 |
| Girona-Costa Brava Airport | Actions for airport development | N/A[47] | 07/2026 |
| Palma de Mallorca Airport | Remodelling of terminal area | 90 | 12/2027 |
| Several airports | Renewable energies and sustainability | 141 | 12/2027 |

47. Not applicable, as the investment ends prior to the closing of 2026 and the completion date established in the table is applicable.

## A6.5. Criteria and procedure for the supervision and monitoring of investments

### *Regarding strategic investments*

With regard to delays in the execution of strategic investments derived from the permits or authorisations of other public administrations, Aena must inform both the DGAC and AESA as soon as possible of the circumstances that make it impossible to comply with the established deadlines, as well as the resumption of the deadlines once the corresponding procedure has been completed.

### *Modification of relevant investments*

For the adequate supervision and monitoring of the relevant investments described in Section 5.5.2, Aena will send, in the first quarter of each year, a specific monitoring report on the development of these investments during the previous fiscal year. Said report shall include its progress in the execution of the investments, possible duly justified deviations from the deadline and scope, as well as the updating of their planning when applicable.

In the event that total cancellation or replacement by another investment of a similar amount is foreseen after approving the DORA, Aena must send a request along with the supporting documentation for its consideration and approval by the DGAC, if applicable, no later than 30 November of the previous year, after consulting with the representative user associations.

### *Deviations from the yearly investment volume per airport by the Ministry of Transport, Mobility and Urban Agenda*

Aena will notify the Ministry of Transport, Mobility and Urban Agenda, through the DGAC, of any deviation foreseen in the execution of the annual investment volume per airport that implies a reduction of more than 20% with respect to the volume of investment planned in the DORA, for that year and airport, as set out in Section 5.5.1. In this case, the DGAC will evaluate and approve, where appropriate, the deviations corresponding to each airport and for that specific year, communicating the approved list of deviations to both Aena and AESA.

The requests must have been submitted before 30 November of the previous year along with the necessary documentation that justifies the deviations and the information of the process in which these deviations have been consulted with the representative user associations. Any deviation that occurs during the current year that is greater than 20% or greater than what is established in the approval of the DGAC and that could not have been planned prior to the dates established to make the consequent request to the DGAC must be duly justified by Aena to AESA, as the authority responsible for monitoring the DORA.

The request for deviation greater than 20% with respect to the yearly volume of investment planned per airport must also include its impact on the overall volume planned for that same fiscal year in the Autonomous Community or City to which each site belongs.

The requests for modifications submitted by Aena will reflect, for each investment, at least the following information:

- Situation approved by the DORA.
- Proposal for modification, with details of expected yearly amounts and changes in the established dates.
- Reason and justification for the modification or cancellation.
- Relationship with the modifications requested and approved in previous fiscal years, if any.

- Any incorporation of a new investment, not approved by the DORA 2022-2026, must be perfectly defined, providing the same information required for the investments approved for the regulatory period.

The requests will also have an Appendix in computer format that allows the proposed variations to the schedule to be monitored, as well as those related to modifications approved in previous fiscal years, if any.

It will not proceed to send a request, to the DGAC, to make modifications to investments already in execution. If these deviations occur during the execution phase, Aena must inform AESA of this circumstance, as supervisor of the DORA, at the end of the fiscal year. AESA will evaluate whether this deviation can be justified considering, at least, the following criteria: that the investment conditions established in Section 5 for the total recognised investment for the period and the specific conditions required by each type of investment are respected, that there is no effect on the operation, quality, security or capacity of the service and that said deviations could not have been planned prior to the dates established to make the subsequent communication to the DGAC and to the representative user associations.

### *Supervision and monitoring of investments by the Spanish Aviation Safety and Security Agency and the Ministry of Transport, Mobility and Urban Agenda*

At the end of each quarter, and in order to facilitate the supervision and monitoring of investments, Aena will send AESA and the DGAC a report, along with an appendix in computer format, with the data of the investments actually executed/certified and the forecast for the closing of the fiscal year of each investment, indicating the asset category (Article 29.1.f) of Act 18/2014, the DORA typology, the nature of their need, the regulated investment percentage, as well as the other information contained in Appendix Table 6.1 of this Appendix, broken down by each of the centres and justified with respect to what was planned for that year.

Moreover, Aena will prepare an annual report at the close of each year of the 2022-2026 regulatory period, under the same terms as those established in the previous paragraph for the quarterly reports, which, as in the previous case, it will send to the DGAC and AESA.

Courtesy of Aena

ON TIME
SELF-SERVICE


# Appendix 7

## Definition of the components of the IMAAJ


to
a
Portes
Gates
Puertas
9 to 13
14:15

# Contents



# Tables list



# Figures list

## A7.1. Calculation of parameter B

The following table shows the **11 indicators** that will be considered within the incentives/ penalties system:

**Appendix Table 7.1. Indicators included in the incentives/penalties system**

| | Name of the Indicator |
|---|---|
| SPAX-02 | Satisfaction of passengers with the cleanliness of the airport |
| SPAX-03 | Satisfaction of passengers with the layout of the airport |
| SPAX-05 | Satisfaction of passengers with the comfort of the boarding areas |
| SPAX-06 | Satisfaction of passengers with reduced mobility (PRM) |
| WTPP-01 | Passenger waiting times at security control |
| WTPP-02 | Waiting time until delivery of the final suitcase |
| AETB-01 | Availability of electro-mechanical equipment, baggage carrousels and Baggage Handling Systems (BHS) |
| AEAS-01 | Availability of parking spaces |
| AEAS-02 | Availability of boarding bridges |
| AEAS-03 | Availability and continuity of services associated with Communications, Navigation and Surveillance (CNS) systems and Air Traffic Service (ATS) systems |
| OTKA-01 | Airport management response time to complaints |

The definition of the incentives/penalties system is set with the following elements applicable to each of the 11 indicators: a target level that represents the standard value of minimum quality required, a neutral band in which there is no incentive or penalty and maximum incentive and penalty levels.

In accordance with Article 33 of Act 18/2014, the maximum range of incentives or penalties for quality of the service provided (Parameter B) will be maintained between +2% and -2% of the annual maximum revenue per passenger (IMAP). This limit on incentives or penalties for the quality of the service provided will be applicable across the network. For its individual calculation, that is, for each of the airports that make up the network, a limit of 2% for bonuses will be maintained and a higher level of -5% for penalties will be set[48].

The value of the incentive/penalty for each airport will be the sum of the contributions of each indicator, taking into account that they all have the same specific weight, and the deviation of said indicator with respect to the target level.

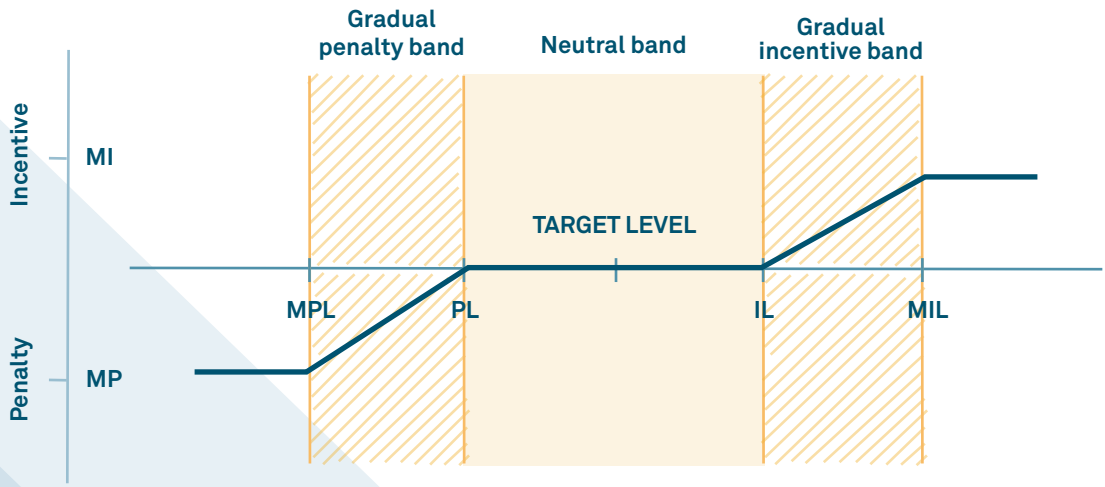
The target value set for this regulatory period, in the case of indicators not incorporated into the incentives and penalties system, will be monitored as part of the DORA monitoring activities. In the event of non-compliance regarding the established values, Aena will define corrective actions to improve its results.

48. The limits established, both across the network and individually, will be applied only in the process of calculating parameter B. A particular IMAP will not be calculated per airport.

### A7.1.1. Calculation of parameter B of airport k

For the determination of parameter B of airport k ($B_k$) the general diagram shown below will be followed.

**Appendix Figure 7.1. General incentives/penalties scheme**




**PL:** Level from which the penalty is applied
**IL:** Level from which the incentive is applied
**MPL:** Level from which the maximum penalty is applied
**MIL:** Level from which the maximum incentive is applied
**MP:** Maximum penalty
**MI:** Maximum Incentive

- If $I_i \geq MIL$

$$INC_i = MI$$

$$PEN_i = 0$$

- If $IL<I_i<MIL$

$$INC_i = MI \cdot \frac{I_i - IL}{MIL - IL}$$

$$PEN_i = 0$$

- If $PL<I_i<IL$

$$INC_i = 0$$

$$PEN_i = 0$$

- If $MPL<I_i<PL$

$$INC_i = 0$$

$$PEN_i = MP \cdot \frac{PL - I_i}{PL - MPL}$$

- If $I_i \leq MPL$

$$INC_i = 0$$

$$PEN_i = MP$$

**Where:**

- $I_i$ : Value of the measurement of indicator i.
- $INC_i$ : Value of the incentive for indicator i (applicable only to indicators susceptible to generating incentives).
- $PEN_i$ : Value of the penalty for indicator i.
- $MPL$ : Level from which the maximum penalty is applied.
- $PL$ : Level from which the penalty is applied.
- $IL$ : Level from which the incentive is applied.
- $MIL$ : Level from which the maximum incentive is applied.
- $MI$ : Maximum incentive (2%).
- $MP$ : Maximum penalty (-5%).

Each of the 11 indicators included in the system will have the same weighting for the purpose of calculating parameter B for each airport. In airports where there is a certain infrastructure subject to the measurement of an indicator, the weighting will be made on the number of indicators measured.

Thus, the total incentive/penalty calculation ($B_k$) for each airport will be the sum of the incentives minus the sum of the penalties of the indicators, divided by the total number of indicators included in the incentives and penalties system.

$$B_k = \frac{\sum_{i=1}^{IND} (INC_i - PEN_i)}{IND} \qquad \text{(EQ.4)}$$

**Where:**

- $B_k$ : Parameter B of airport k.
- $INC_i$ : Value of the incentive for indicator i.
- $PEN_i$ : Value of the penalty for indicator i.
- $IND_i$ : Number of indicators included in the incentives and penalties system measured at airport k.

### A7.1.2. Calculation of parameter B of the airport network

Parameter B* for the entire network is obtained as the minimum value resulting from weighting the value of $B_k$ according to the yearly passenger traffic expected at the airport in question with respect to the total for the network (method 1), or by assigning the same weight to all airports in the network (method 2). This parameter will be expressed as one, so the resulting minimum value must be multiplied by 100. Finally, to obtain the value of $B_t$, it will be applied to the restriction imposed by Article 33 of Act 18/2014 on the maximum range of incentives or penalties for quality of service provided to the entire network ±2 (expressed as a percentage of one).

$$B^* = 100 \cdot MIN \left\{ \sum_{k=1}^{n} \frac{PAX_k}{PAX} \cdot B_k ; \frac{\sum_{k=1}^{n} B_k}{n} \right\} \qquad \text{(EQ.5)}$$

$$B_t = \begin{cases} B^* & if \quad -2 \le B^* \le 2 \\ -2 & if \quad B^* < -2 \end{cases}$$

**Where:**

- $B_k$ : Parameter B of airport k.
- $n$ : Number of airports and heliports in the Aena network (47 at the time of approving this DORA). Value of the penalty for indicator i.
- $PAX_k$ : Annual passenger traffic planned in the DORA for airport k for year t-2, with t being the year for which the incentive/penalty is calculated.
- $PAX$ : Annual passenger traffic planned in the DORA for the entire Aena airport network for year t-2, with t being the year for which the incentive/penalty is calculated.
- $B^*$ : Parameter B of the airport network without applying restriction (maximum penalty and incentive of 2%). This value will never exceed 2%, given the maximum incentive range established per airport (+2%).
- $B_t$ : Parameter B of the airport network once the restriction has been applied and expressed as a percentage of one. This value will be calculated by the supervisor in the yearly technical airport monitoring report and will be incorporated into the determination formula of the IMAAJ included in section 7 of this DORA.

  The value of parameter Bt will be calculated by the supervisor in the yearly technical airport monitoring report and will be incorporated into the determination formula of the IMAAJ.

This way, according to the established formulation, three case studies that can be presented for the calculation of parameter B are collected as an example.

### Appendix Table 7.2. Calculation of parameter $B_t$. Case 1

| Case 1<br>Values expressed as a percentage of one | | B* | B*<br>(Min Method 1 and Method 2) | $B_t$<br>Restriction imposed by Act 18/2014 |
|---|---|---|---|---|
| **Method 1** | Traffic weighting | -3.00 | -3.00 | **-2.00** |
| **Method 2** | Same weighting for all airports | -1.50 | | |

### Appendix Table 7.3. Calculation of parameter $B_t$. Case 2

| Case 2<br>Values expressed as a percentage of one | | B* | B*<br>(Min Method 1 and Method 2) | $B_t$<br>Restriction imposed by Act 18/2014 |
|---|---|---|---|---|
| **Method 1** | Traffic weighting | -1.50 | -1.50 | **-1.50** |
| **Method 2** | Same weighting for all airports | +1.00 | | |

### Appendix Table 7.4. Calculation of parameter $B_t$. Case 3

| Case 3<br>Values expressed as a percentage of one | | B* | B*<br>(Min Method 1 and Method 2) | $B_t$<br>Restriction imposed by Act 18/2014 |
|---|---|---|---|---|
| **Method 1** | Traffic weighting | +2.50 | +2.00 | **+2.00** |
| **Method 2** | Same weighting for all airports | +2.00 | | |

## A7.2. Calculation of parameter RI

Act 18/2014 establishes a penalty for strategic investments for delays in the fulfilment of the deadline set for their completion. This penalty is articulated by means of the RI parameter that is included as an adjustment of the IMAAJ in the yearly technical airport monitoring report, depending on the monthly delay produced.

The penalty for each strategic investment will be activated when there is a delay of more than 3 months with respect to the completion date set in Appendix Table 7.5. or for not reaching the minimum investment to be executed before 31 December 2026 if the investment ends outside of this regulated five-year period.

### Appendix Table 7.5. Strategic investments for the 2022-2026 period

| Airport | Title of the investment | Minimum investment to be executed before the end of 2026<br>(Millions of euros) | Completion date | Penalty start date | Monthly penalty amount<br>(thousands of euros) |
|---|---|---|---|---|---|
| Alicante-Elche Airport | Actions in the airfield and apron | 4.5 | 12/2027 | Per minimum investment 04/2027 | 25 |
| Adolfo Suárez Madrid-Barajas Airport | T4 and T4S Extension | 90 | 12/2029 | Per minimum investment 04/2027 | 397.1 |
| | New processor in T123 | 3 | 02/2031 | Per minimum investment 04/2027 | 23.7 |
| Bilbao Airport | Construction of a new technical block and remodelling of the terminal building (Phase II) | N/A[49] | 06/2026 | 10/2026 | 11.3 |
| César Manrique-Lanzarote Airport | Actions in the airfield and apron | 0.6 | 09/2028 | Per minimum investment 04/2027 | 7.5 |
| Girona-Costa Brava Airport | Actions for airport development | N/A[49] | 07/2026 | 11/2026 | 83.8 |
| Palma de Mallorca Airport | Remodelling of terminal area | 90 | 12/2027 | Per minimum investment 04/2027 | 201.5 |
| Several airports | Renewable energies and sustainability | 141 | 12/2027 | Per minimum investment 04/2027 | 440.6 |

49. Not applicable, as the investment ends prior to the closing of 2026 and the completion date established in the table is applicable.

In accordance with Article 33.a.2 of Act 18/2014, *a maximum value of the penalty for delay in the execution of strategic investments is established, which will not exceed 2% of the total amount of the yearly scheduled amount of all investments in the network, although the maximum yearly individual penalty limit for each strategic investment will be up to 5% of its yearly schedule.*

The yearly scheduled amount of a strategic investment is the value of the average annuity for an investment, the duration of which is longer than 12 months. For investments of a duration of less than one year, the yearly scheduled amount will be the total amount of its investment. All of this is applied within this regulatory five-year period.

Once the 3 month grace period has expired, in the event that the investment completion certificate has not been signed, the penalty amounts for delay will begin to be effectively counted for a maximum period of 4 months, provided that the grace period has not been justifiably interrupted if the delay in the execution of some of the strategic investments is caused by stoppages or delays additional to those from the established procedure attributable to permits or authorisations that must be obtained from other public administrations.

The monthly penalty amount to be applied to each investment, indicated in Appendix Table 7.5. is one quarter of 5% of the annual scheduled amount of said investment. Once the 4 months of the penalty period have been exceeded, the maximum penalty of 5% of the yearly schedule would have been reached, and therefore greater delays would not increase the amount to be penalised.

The calculation of the penalty will take into account the day of the month in which the Investment Completion Certificate is finally signed, making the amount of the penalty associated with that month proportional to the number of days in arrears over the total thereof.

For the purposes of determining the amount of penalties, the RI parameter will be the sum of the penalties of all strategic investments of which the actual delay occurs between 1 January and 31 December of the year prior to the preparation of the yearly monitoring report. In the event that the delay exceeds 31 December, the penalty corresponding to the excess produced will be applied in the following fiscal year.

## A7.3. Calculation of parameter D

For the purposes of enabling the recognition by the Secretary of State of the deviations set forth in Article 31.5[50] of Act 18/2014 (parameter $D_t$), Aena will communicate the deviations that are foreseen for a given year of the period, no later than 1 November of the previous year, so that they can be taken into account in the yearly supervision report. This deviation will be recovered during the second year after it is requested through the IMAAJ. Deviations will be considered to exist when there is a variation in the total yearly amount with respect to what is scheduled by DORA 2022-2026.

For this reason and to collect the gain or loss in the expected remuneration, the IMAAJ formula will be adjusted through parameter $D_t$. Thus, the value $D_t$ will be composed of the sum of the yearly costs, including amortisation/depreciation and capital costs, associated with deviations (positive or negative) that have been approved within the regulatory period until the second year prior to the application of the IMAAJ.

For this purpose, Aena will communicate to the DGAC the deviations with regard to the investments planned by the DORA as follows:

50. Article 31.5 of Act 18/2014, establishes the processing of positive or negative deviations to the investments approved in the DORA, provided that such deviations are not derived from the application of regulatory changes, do not affect investments defined as strategic, are of an unforeseeable and urgent nature and are, in any case, non-significant deviations that do not involve a deviation greater than 3% of the total volume of investments scheduled for each five-year period in the Airport Regulation Document (DORA). The DORA interprets that said variation refers to the overall amount of planned yearly investment and not to variations in particular investments.

- It will group all investments in a single request, which will include an individualised list of all investments for which it requests approval, justifying the origin of its modification, taking into account the criteria and procedure for the supervision and monitoring of the investments contemplated in Appendix 6.

- It will justify the urgent and unforeseeable nature of each of the proposed investments and their possible impact on the capacity and/or quality of the service.

- It will justify the overall amount of the changes in investments not representing a deviation greater than 3% of the total yearly volume of investments scheduled for the entire airport network.

The DGAC, after analysing the documentation referred to in the preceding paragraphs and after receiving the mandatory reports, will explicitly and justifiably identify the list of investments or deviations denied and will submit the other deviations to the Secretary of State for approval. The decision will be subject to the following criteria:

**I.** Any deviation/modification affecting strategic investments will be rejected.

**II.** All deviations due to an unanticipated regulatory change at the time of approving the DORA, up to a limit of EUR 450 million, will be generally approved.

**III.** All other investments shall be generally approved, provided that:

a) they do not affect investments defined as strategic,

b) they are not derived from the application of regulatory changes,

c) they are urgent and unpredictable,

d) they do not exceed the maximum deviation limit of 3% per year.

In accordance with the Sixth Transitional Provision of Act 18/2014, the DORA may not exceed the yearly average maximum investment level for the period of EUR 450 million, in nominal terms and including all deviations from the plan recognised in the DORA, unless they are due to regulatory requirements described in said Provision. Investments greater than EUR 450 million may be authorised for other exceptional reasons considered by the Council of Ministers.

Courtesy of Aena


07:01

# DORA

## 2022-2026

GOBIERNO DE ESPAÑA

MINISTERIO DE TRANSPORTES, MOVILIDAD Y AGENDA URBANA