

# Price Guide

## 2024

March Edition



*This guide is issued exclusively for informative purposes, with the objective of providing information as regards the charges applied on Región of Murcia International Airport.*

## INDEX

This edition of the 2024 Price Guide modifies sections 2 and 6 of January,1 2024 edition

<b>1. INTRODUCTION</b>	<b>5</b>
<b>2. AERONAUTICAL PRICES</b>	<b>7</b>
2.1 LANDING .....	7
2.2 AERODROME SERVICE AND METEOROLOGICAL SERVICES .....	8
2.3 AIRCRAFT PARKING.....	8
2.4 PASSENGERS .....	9
2.5 PRMs .....	10
2.6 AIRPORT SECURITY CHARGE .....	10
2.7 FUEL AND LUBRICANT.....	11
2.8 USE OF INFRASTRUCTURES FOR PROVIDE GROUND HANDLING SERVICES .....	11
2.9 CATERING SERVICES ASSISTANCE .....	12
2.10 ASSISTANCE TO PASSENGERS .....	13
2.11 FIRE FIGHTING SERVICES .....	14
<b>3. OTHER AIRPORT SERVICES</b>	<b>14</b>
3.1 CHECK-IN DESKS .....	14
3.2 PASSENGER SELF-SERVICE CHECK- IN MACHINES.....	15
3.3 ACCESS OF VEHICLES TO RESTRICTED AREAS.....	16
3.4 WITHDRAWAL OF VEHICLES FOR SECURITY REASONS.....	17
3.5 SECURITY CARDS .....	17
<b>4. REAL ESTATE</b>	<b>18</b>
4.1 OFFICES AND PREMISES .....	18
4.2 COMMERCIAL DESKS .....	18
4.3 TOILETS / CHANGING ROOMS.....	19
4.4 SURFACES .....	19
4.5 GENERAL & SPECIAL STORES .....	20
4.6 AIRCRAFT HOUSING .....	21
<b>5. PRICES FOR COMMERCIAL SERVICES</b>	<b>21</b>
5.1 CAR PARK.....	21
5.2 NON-DELIMITED AREAS AND LOUNGES.....	21
5.3 SURVEYS.....	22
5.4 CINEMATOGRAPHIC FILMING AND RECORDING, ADVERTISING & PHOTOGRAPHIC INTERVIEWS .....	22
5.5 OTHER USES OF THE AIRPORT .....	23
5.6 SUPPLIES AND OTHER SERVICES.....	23
5.7 TELECOMMUNICATIONS .....	25
5.8 COMMERCIAL ACTIVITIES.....	27
<b>6. INCENTIVES</b>	<b>29</b>
<b>7. TAXES AND CHARGES OF ENTITIES DIFFERENT FROM AENA</b>	<b>35</b>
7.1 SAFETY & SECURITY TAX .....	35
7.2 CHARGE ON SLOT ALLOCATION.....	35
<b>8. HANDLING SERVICE</b>	<b>37</b>



## 1. INTRODUCTION

In the Order FOM 1252/2003, of May 21, the Ministry of Public Works authorized the construction of the Region de Murcia Airport, declared it of general interest for the State and determined the way to manage its services.

By March 18, 2004, the Governing Council, agreed the declaration of the Region de Murcia Airport of regional interest.

The Autonomous Community of the Region de Murcia is the owner of the aforementioned Airport, and is therefore the body awarding the concession contract for its management, operation, and maintenance, procedure carried out through the Department of Development and Infrastructure.

AENA SOCIEDAD CONCESIONARIA DEL AEROPUERTO INTERNACIONAL DE LA REGIÓN DE MURCIA, S.M.E., S.A awarded the concession and the contract between the Region of Murcia and the aforementioned company took place on February 24, 2018, with a term of 25 years.

This Guide includes the concepts and amounts of aeronautical prices proposed by AENA SOCIEDAD CONCESIONARIA DEL AEROPUERTO INTERNACIONAL DE LA REGIÓN DE MURCIA, S.M.E., S.A, approved by the Department of Development and Infrastructure of the Region of Murcia <sup>1</sup>, as well as the concepts and amounts corresponding to commercial services and additional airport services approved by its Board of Directors.

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<sup>1</sup> CARM Resolution pending issuance



## 2. AERONAUTICAL PRICES

Rates are shown without indirect taxes unless otherwise indicated.

### 2.1 LANDING

#### Definition:

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

#### Taxpayer:

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

#### Rates:

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

Landing prices are shown in the following table:

Landing Prices (€ per ton or part)	Fligh type	Rate
	E.E.A	4,444338
	Intenational	4,444338
	Out of operational service time	32,095512
	Training and school flights	4,589108

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

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

## 2.2 AERODROME SERVICE AND METEOROLOGICAL SERVICES

### Definition:

Aerodrome service and Meteorological services prices include the following aeronautical services:

- CNS - Communication, Navigation and Security
- ATS - Aerodrome Service
- AIS - Aeronautical Information Service
- Meteorological Services

### Taxpayer:

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

### Rates:

Aerodrome service prices are shown in the following table:

Aerodrome Services Prices (€ per ton or part)	Fligth type	Rate
	E.E.A	5,309438
	Intenational	5,309438
	Out of operational service time	13,272628
	Training and school flights	6,105854

The amount to be paid for meteorological service will be 0,188865 euros per ton.

## 2.3 AIRCRAFT PARKING

### Definition

The use of the authorized aircraft parking zones in the airport.  
This rate will not be applied when the aircraft is at an air bridge position or in a hangar. Parking time will be considered as the time in block time.  
This rate will not be applied between 00:00 and 6:00, local time.

### Taxpayer

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

### Rates

The following rates will be applied by day of parking or period of time higher than two hours, according to aircraft weight:



MTOW Aircraft up to 10 tonnes			MTOW Aircraft over 10 tonnes
0-1,5 Tm	1,5-2,7 Tm	2,7-10 Tm	
17,47 €	23,26 €	25,59 €	1,045042 €/ton
			Minimum charge: 25,59 €

Monthly tickets:

Monthly tickets (for clients with contracts signed with the airport)			
MTOW Aircraft up to 10 tonnes			MTOW Aircraft over 10 tonnes
0-1,5 Tm	1,5-2,7 Tm	2,7-10 Tm	
87,29 €	145,51 €	242,53 €	0,871392 €/ton*MTOW*30
€/mes			€/month

Monthly tickets (for clients without contracts signed with the airport)			
MTOW Aircraft up to 10 tonnes			MTOW Aircraft over 10 tonnes
0-1,5 Tm	1,5-2,7 Tm	2,7-10 Tm	
130,96 €	242,53 €	388,02 €	1,299855 €/ton*MTOW*30
€/mes			€/month

## 2.4 PASSENGERS

### Definition

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

### Taxpayer

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

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

### Rates

Rates are shown in the following table:

Passengers Prices (€ per departing passenger)	Fligth type	Rate
	E.E.A	3,52
	Intenational	5,28

## 2.5 PRMs

### Definition

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

### Taxpayer

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

### Rates

Rates are shown in the following table:

PRMs Prices (€ per departing passenger)	Fligth type	Rate
	E.E.A	0,74
	Intenational	0,74

## 2.6 AIRPORT SECURITY CHARGE

### Definition

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

### Taxpayer

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

### Rates

Rates are shown in the following table:

Security Prices (€ per departing passenger)	Flighth type	Rate
	E.E.A	3,54
	Intenational	3,54

## 2.7 FUEL AND LUBRICANT

### Definition

Use of the airport property to provide ground assistance services.

### Taxpayer

Product suppliers.

### Rates

Fuel and Lubricant Prices	Unit	Rate
Kerosena	EUR / Litre	0,003803
Aviation gasoline	EUR / Litre	0,006469
Lubricants	EUR / Litre	0,006469

Prices for surface use for storage and distribution	Unit	Rate
	EUR / m <sup>2</sup>	0,170000

## 2.8 USE OF INFRASTRUCTURES FOR PROVIDE GROUND HANDLING SERVICES

### Definition

Use of the airport property to provide ground assistance services.

### Taxpayer

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

## **Rates**

<b>Assistance to Aircraft</b>	<b>Type of aircraft</b>	<b>Rate</b>
Ramp services		
a) Ramp services		
a.1. Baggage handling services (Service group 3)	EUR / MTOW between 56 and 71 metric tons	68,90
a.2. Ramp handling services (Service group 5)	EUR / MTOW between 56 and 71 metric tons	21,89
b) Cleaning of the aircraft and aircraft services (Service group 6)	EUR / MTOW between 56 and 71 metric tons	12,02
c) Services for the removal of snow and ice and the de-icing from the aircraft. (Part of group 6.b.)	EUR / MTOW between 56 and 71 metric tons	3,25
d) Maintenance services assistance in line (Service group 8)	EUR / MTOW between 56 and 71 metric tons	3,25

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

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

## **2.9 CATERING SERVICES ASSISTANCE**

### **Definition**

Use of the airport property to provide catering services assistance.

## **Taxpayer**

Persons authorized to perform catering services assistance in their own aircrafts or in third parties' ones are required to pay.

## **Rates**

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

<b>Catering services</b>	<b>Type of aircraft</b>	<b>Rate</b>
e) Catering services assistance (Service group 11)		
E.E.A	EUR / MTOW between 56 and 71 metric tons	9,87
Intenational	EUR / MTOW between 56 and 71 metric tons	16,45

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

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

## **2.10 ASSISTANCE TO PASSENGERS**

### **Definition**

Use of the airport property to provide assistance to passenger services.

### **Taxpayer**

Persons authorized to perform catering services assistance in their own aircrafts or in third parties' ones are required to pay.

## Rates

Rates are shown in the following table:

Assistance to Passengers	Unit	Rate
Ground assistance services to passengers (Service group 2)	Euros per departing passenger	0,0479

## 2.11 FIRE FIGHTING SERVICES

### Definition

Presence of firefighting service, with their crew and equipment, at the request of airlines as well as for the cleaning of the aircraft parking apron for fuel spill while the supplying of the aircraft, or by expansion and spillage of fuel in the tanks, or for any other reason.

### Taxpayer

Airlines receiving the service.

### Rates

Presence of firefighting service	Unit	Rate
Presence of firefighting service (SEI)	Euros per service	158,44 € + the amount of the product used

## 3. OTHER AIRPORT SERVICES

Rates under this section do not include indirect taxes unless otherwise stated.

### 3.1 CHECK-IN DESKS

#### Definition

Use of weighing conveyor, with rear-mounted belt without weighing conveyor, and without belt.

Rates for contracted desks for annual periods:

AIRPORT	WITH WEIGHING CONVEYOR	WITH REAR-MOUNTED BELT WITHOUT WEIGHING CONVEYOR	WITHOUT BELT
Region de Murcia International Airport	1.422,50	178,09	15,81

€/month/desk

For season concessions (between 5-7 month periods) rates for check in desks will be the ones for the use of desks for annual periods plus an increase of 25%.

Exceptionally, the use of desks may be authorized for periods of one month and the rate to apply will be the amount established for the use of desks for annual periods increased by 50%.

In case of shortage of desks, the airport authority may revoke the annual term of rent when for two months the monthly occupancy is less than 25% of the airport's operating hours.

For check-in desks, within the space availability and at the discretion of the airport, which can be rented per hour or fraction, the longest time of the following times shall be considered as use time of the desk:

- Allocation time, meaning time that the lessee has reserved.
- Effective period of time of occupation.

For the purpose of computing the time of use, will be considered which occurs before, the scheduled time or the actual start of occupation. As the end of the period of use, will be considered which occurs after, the scheduled time or the actual start of occupation. Minimum period counted will be one hour.

Euros	1 <sup>st</sup> HOUR OR PART THEREOF	ADDITIONAL PERIODS OF 15 MINUTES
With weighing conveyor	17,59	4,40

The allocation of desks in any of the above ways of use shall be provided by the airport authority in terms of the operational capacity of the airport.

The aforementioned prices include electricity supply. Any other expenditure for consumption, services or supplies resulting from this lease, which are provided by Aena, will be invoiced according to its current prices.

### 3.2 PASSENGER SELF-SERVICE CHECK- IN MACHINES

#### Rates

#### 3.2.1. Airlines' and Handling agents' self-service check in machines

Authorization for the installation and operation of self-service check-in devices owned by airlines or handling agents that provide third passenger with assistance services. This authorization will not apply when the airport installs self-service check-in machines owned by Aena.

AIRPORT	€ / month / kiosk
Region de Murcia International Airport	167,69

If the company requires space for an additional machine within the same zone, the rate per machine will increase by 10% successively. Machines are in the same zone if they are separated by a distance fewer than 10 meters.

### 3.2.2. Machines owned by Aena

Rent for shared use of check-in machines, owned by Aena assigned to airlines or handling agents that are authorized to provide third passenger with assistance services.

**3.2.2.1. Machines for customer use only: The devices are assigned to the sole and exclusive exploitation by a single client without any possibility of giving other customers access.**

SOLE AGENT KIOSK	€ / month / kiosk
Kiosk with boarding pass printer	1.976,69
Kiosk with boarding pass printer and bag tag printer	2.042,66

**3.2.2.2. Machines for shared use by multiple clients: The devices are assigned to the use of one or more clients. In this case one of two following ways can be used.**

- One or more clients are assigned to operate a particular machine:

COMMON USE KIOSK	€ / month / kiosk	€ / printing / month / kiosk
For all type of kiosks	415,76	0,30

charge per authorized user

- Customers operate a set of machines determined by the airport for the widespread use of passengers:

COMMON USE KIOSK	€ / printing / month / kiosk
For all type of kiosks	0,51

charge per authorized user

### 3.3 ACCESS OF VEHICLES TO RESTRICTED AREAS

#### **Definition**

It includes the use and access of vehicles to load/unload restricted area, apron area, movement area and, in general, to the access restricted to public use.

#### **Taxpayer**

User or authorized people. Concessionaires or contractors that need to have access to those restricted area are exempt from this rates as a result of its contractual obligations with Aena Sociedad Concesionaria del Aeropuerto Internacional de la Región de Murcia, S.M.E., S.A.U.



## **Rates**

	€ / vehicle
Season Ticket (Annual)	1.602,79
Season Ticket (Monthly)	148,39
Access Fee Per Vehicle (Single access)	12,90

### **3.4 WITHDRAWAL OF VEHICLES FOR SECURITY REASONS**

#### **Definition:**

Use of the withdrawal of vehicles services for security reasons, provided by Aena directly or indirectly.

#### **Rates:**

	€ / Service
Per vehicle withdrawn	50,00
Per day	Maximum per day rate in force for parking

### **3.5 SECURITY CARDS**

#### **Definition:**

It includes security cards and any other credentials issued for non-occasional access of persons to restricted areas of the airports directly or indirectly provided by the airport.

#### **Rates:**

- **Driving license in Apron (PCP)**

- Emission, renewal and duplicate: 5,20 Euros.

People not subject to payment of the service:

- Aena staff.
- The staff at the service of the State, autonomous communities or municipality where the airport is located.

- **Security cards issue** to identify people in the airport. The card includes the clamping device (pin, ribbon or other accessories)

	€ per card
Card emission and renewal	10,90
Duplicate	19,03
Provisional card emission	7,99

People not subject to payment of the service:

- Aena staff.
- The staff at the service of the State, autonomous communities or municipality where the airport is located.
- People, both visitors and workers, which must be accompanied by certified personnel of the airport.
- In the case of temporary cards per day, the diplomatic staff or consul, who due to their duties, needs access to the security restricted area.

In case of loss or deterioration, all staff must be subject.

## 4. REAL ESTATE

### 4.1 OFFICES AND PREMISES

**Definition:** Use of offices and premises of preferential or non-preferential nature

**Rates:** For contracts with a term equal or longer than six months. For contracts less than six months' term, rates will be increased by 25%. The minimum contractual period is one month.

AIRPORT	PREFERENTIAL OFFICES	NON-PREFERENTIAL OFFICES
Región de Murcia International Airport	16,73	11,48

€/m2/month

### 4.2 COMMERCIAL DESKS

**Definition:** Use of commercial desks different from the check-in ones.

**Rates:** For contracts with a term equal or longer than six months. For contracts less than six months' term, rates will be increased by 25%. The minimum contractual period is one month.

AIRPORT	COMMERCIAL DESKS
Región de Murcia International Airport	21,00

€/month/m<sup>3</sup>

Exceptionally for commercial desks contracted per hours the following prices will be apply:

AIRPORT	Up to 2 hours	Additional hour or part thereof
Región de Murcia International Airport	1,98	1,53

euros/m<sup>2</sup>/hour

### 4.3 TOILETS / CHANGING ROOMS

**Definition:** Changing room / toilet premises are understood to be that premises that are equipped with the minimum and specific infrastructures and facilities for use as changing rooms and toilets together.

It is understood by toilet when the premises have at least the facilities of a sink or a shower.

**Rates:** For contracts with a term equal or longer than six months. For contracts less than six months' term, rates will be increased by 25%. The minimum contractual period is one month.

AIRPORT	TOLILETS / CHANGING ROOMS 1st CATEGORY	TOLILETS / CHANGING ROOMS 2nd CATEGORY
Región de Murcia International Airport	16,73	11,48

€/m<sup>2</sup>/month

### 4.4 SURFACES

#### 4.4.1 Non paved surfaces

**Definition:** Non paved surfaces are considered as such lands, developed or not, that does not have paved infrastructure with slabs, asphalt spraying or similar material, and whose preferred use is the installation of removable modules. Build is not allowed.

**Rates.** For contracts of period equal or higher than six months. For less than six months' period contracts, rates will be increased by 25%. The minimum contractual period is one month.

Airport	NON PAVED SURFACES
Region de Murcia International Airport	0,60

€/m<sup>2</sup>/month

Additionally, in case non paved surfaces fully or partially place over them temporarily removable facilities, the resultant amount of applying the above rates will be increased by the amount obtained by multiplying the total area by the 25% of the rates above.

#### 4.4.2 Paved surfaces

**Definition:** Paved surfaces are considered as such lands, developed or not, that are not buildable to the airport whose primary feature or value consists in the provision of paved infrastructure with slabs, asphalt spraying or similar material, and whose preferred use is parking general vehicles, stairs, forks and other tools for handling or installing removable modules of miscellaneous uses.

**Rates.** For contracts of period equal or higher than six months. For less than six months period contracts, rates will be increased by 25%. The minimum contractual period is one month.

AIRPORT	PAVED SURFACES
Region de Murcia International Airport	0,77

€/month/m<sup>2</sup>

Additionally, in case paved surfaces fully or partially place over them temporarily removable facilities, the resultant amount of applying the above rates will be increased by the amount obtained by multiplying the total area by the 25% of the rates above.

#### 4.4.3 Dismountable installations on paved / non paved surfaces

**Definition:** Temporarily dismountable installations and/or infrastructures, which are installed by tenants on leased paved/non paved surfaces.

**Rates:** the price applied to the entire constructed area of the dismountable and temporary installation located on a paved / non paved surface will be as follows:

Airport	TEMPORARILY DISMOUNTABLE INSTALLATIONS ON PAVED / NON PAVED SURFACES
Region de Murcia International Airport	2,63

€/m<sup>2</sup>/month

#### 4.5 GENERAL & SPECIAL STORES

**Definition:** Use of surfaces or premises designed for general storage, premises for special storage.

Special store means a place equipped with cold storage or conservation, enclosed structure or any other device or complementary facilities which mean an additional investment.

**Rates.** For contracts of period equal or higher than six months. For less than six months period contracts, rates will be increased by 25%. The minimum contractual period is one month.

AIRPORT	GENERAL STORE		SPECIAL STORES
	1 <sup>st</sup>	2 <sup>nd</sup>	
Region de Murcia International Airport	4,23	3,74	17,11

€/month/m<sup>2</sup>

## 4.6 AIRCRAFT HOUSING

**Definition:** Use of hangars to house authorized aircraft.

### Rates

PERIODS LOWER THAN ONE MONTH	MINIMUM PER AIRCRAFT
0,41	14,74

€/day/m<sup>2</sup> aircraft silhouette surface

€/day

For periods over one month, please ask for the charge available.

## 5. PRICES FOR COMMERCIAL SERVICES

Rates under this section do not include indirect taxes unless otherwise stated.

### 5.1 CAR PARK

#### Definition

Use of car park areas in the airport operated directly by Aena

**Rates:** Available at each airport website. They may be checked at [www.aena.es](http://www.aena.es)

### 5.2 NON-DELIMITED AREAS AND LOUNGES

**Definition:** For any lounges prices will be applied according to its size, equipment and location in three different types:

- ✦ Type 1: Lounge with stage, conference table, rear, integrated projection. Cinema or auditorium configuration.
- ✦ Type 2: Modular meeting lounge, without different heights and multifunctional character.
- ✦ Type 3: Small lounge with a meeting table and a maximum capacity of 15 people.

	TYPE 1	TYPE 2	TYPE 3
2 HOURS	309,00 €	262,00 €	176,00 €
ADDITIONAL HOUR	76,00 €	58,00 €	46,00 €
DAY	687,00 €	550,00 €	405,00 €

### 5.3 SURVEYS

**Definition:** Use of the airport property and its facilities to carry out surveys.

#### Rates

Region de Murcia International Airport	
Surveys	Euros
Person/time/day (airside)	320,00 €
Person/time/day (landside)	192,00 €
Airlines and airport operators	50% discount
Collaborative projects with shared results and being of the interest for the airport	100% discount

### 5.4 CINEMATOGRAPHIC FILMING AND RECORDING, ADVERTISING & PHOTOGRAPHIC INTERVIEWS

#### **Definition:**

Use of certain areas of an airport to film, record or to make advertising interviews and photographs. When these activities involve the use of other services, supplies or consumptions, they will be additionally invoiced.

#### 5.4.1 Rates

Region de Murcia International Airport	2024
Cinematographic filming and recording	Euros
Filming (up to 2 hours)	2.213 €
Additional hour	1.056 €
Photo reports (up to 2 horas)	528 €
Additional hour	250 €
Recordings for the purpose of releasing operational processes at the Airport, internal communication, communication with the press, made by Airlines or Commercial Operators with mention to the airport	100% discount
Recordings for communication and promotion of new routes at the Airport without direct price promotion and mentioning the Airport	100% discount
Campaign to promote routes together with the Airport and in which both airlines, destinations and the Airport are promoted. Without price or product communication. Subject to approval of the design of the action	100% discount
Commercial promotion oriented to the sale of the products (usually route) of the Airline mentioning the Airport and the destination. Subject to approval of the design of the action by the Airport.	50% discount
Projects of joint collaboration with the Airport by third parties (operators or not in the Airport) with mention of the participation of the Airport in an active way	50% discount
Filming and reports at runway or apron	300 % surcharge

Prior to the start of filming and/or recording, a minimum deposit guarantee of €300 will be requested, which will be deducted from the total budget if the work is accepted.

#### 5.4.2 Fees for the use of rooms in support of filming and recording.

The current rate, plus 50%, shall apply to compatible rooms in support of this activity, of those listed in the section "5.2 Non-Delimited Areas and Lounges".

#### 5.4.3 Fees for parking spaces in support of filming & recording.

Three times the current rate shall apply to parking spaces, without prior booking, listed in the section "5.1 Car park".

When no rate is listed for a given car park, the rotation rate applicable at that time at the airport shall apply.

### 5.5 OTHER USES OF THE AIRPORT

#### Definition

Use of the airport property and its outdoor facilities, for non-aeronautical trials, shows, and exhibitions, and other uses different from those specified in the above mentioned rates.

#### Rates

General	Installation of Equipment
246,772219	148,072119
€ hectare/day or part thereof	€/ month for each gadget up to 4 m <sup>2</sup>

### 5.6 SUPPLIES AND OTHER SERVICES

#### Definition

It includes supplies, services, materials and products including security cards and any other credentials issued for non-occasional access of persons to restricted areas of the airports directly or indirectly provided by the airport, and the use of the airport property in the facilities and equipment needed to provide them.

#### Rates

- **Supplies measured by meter** the rate unit will be calculated dividing the amount of the periodic invoice from the service supplier by the number of units consumed, applying an increase of 12.5% for the use of the airport property.

- **Rest of the supplies provided by the airport**, the rate unit will be calculated dividing the total amount of the service cost by the square meters of the airport surface affected by such service, applying an increase of 12.5% for the use of the airport property. In the case of electricity, the price applied will be the same as that used for metered supplies.
- **Services, materials and products provided by the airport**, they will be invoiced for the real amount of their cost, increasing a 12.5% for the use of airport property.
- **Service of management of urban solid waste**: It includes the collection and transport to the Transfer Station, storage, separation in Sorting Plant and later transport to end operators of the waste for their recovery or energetic use. Those that produce urban solid waste by developing its activity at the airport are required to pay for this service.
  - Basic rate due to the space occupied, applicable to all renting companies, depending on the space contracted at the airport:  $0,1125 \times n^{\circ}$  of  $m^2$  rented per month.
  - Additional rate, applicable to the receivers of the service that generate urban solid waste over 20 Tm annually, on a percentage of separation basis.

Percentage of waste segregation	€ per ton
0 – 5 %	31,05 €
>5 – 10 %	20,70 €
>10 – 15 %	15,53 €
>15 – 20 %	10,35 €
>20 %	5,18 €



## 5.7 TELECOMMUNICATIONS

### Definition

Provision of connecting lines and interconnection systems, communications equipment rental, video signal connecting lines and other services requested by the user.

### Rates

#### 5.7.1 Provision of connecting lines and interconnection systems

##### VOICE BASIC SERVICE

PRODUCT/SERVICE	FEE (€)
Analogical connection (provider)	193,28
Analogical connection (Aena)	232,79
Digital connection (Aena)	232,79
Connection DECT phone Aena	170,32
IP connection (Aena)	232,79
IP/WIFI wireless connection Aena	232,79
FTTH connection (provider)	193,28
Use of Aena's telephonic pairs <sup>(1)</sup>	25,47
Use of Aena's analogical/digital switchboard	32,50
Use of FTTH (Fiber to the home)	33,00
Connection to Aena's switchboard (VoIP) (€/month)	28,13
Connection to Aena's switchboard (VoIP/WIFI) (€/month)	20,92
Trunking service connection	139,73
Trunking terminal configuration	139,73
Trunking service use: basic: voice+data (€/month)	21,69
Trunking service use advanced: voice+data+phone services (€/month)	33,90
Consumptions	Provider charges

(1) Terminal fee will not be applied for contracts in force on 2003, January, 1st

##### DATA BASIC SERVICE

PRODUCT/SERVICE	FEE (€)
Telephone pair	103,63
Use of point to point line through low speed copper	32,50 Monthly
Fibre pair	103,63 Per transition
Use of point to point line through monomode/multimode optics fibre (per pair)	155,70 Km/month
Local network: join connection to multiservice network	103,63
Local network: use of digital connection line to Aena's multiservice network (10/100 Mbps)	49,20 Monthly
Television: join TV signal reception through RMS	219,62
Use of TV signal line through RMS	32,50 Monthly
UPS: supply of energy: UPS/SA/USI up to 1100 W.	70,27 Monthly
Connection to Aena's multiservice network through WIFI (no WIFI card)	14,58 Monthly
Join Aena's info system through RMS or intranet	0,00 Monthly
SIMA / eSIA	34,46 Monthly
SIPA 32" screen	137,12 Monthly
SIPA 40" screen	165,98 Monthly
OTHERS	Depends on specific project
Multi-access to Aena's info system - SIMA / ESIA	175,42 Monthly

## 5.7.2 Communications equipment rental, video signal connecting lines and other services requested by the user

### EQUIPMENT

PRODUCT/SERVICE	FEE (€)	
Walkie Talkie: Rent of Radio Trunking terminal	20,16	Monthly
DECT phone: internal wireless phone	7,58	Monthly
Analogic phone	25,47	Monthly
Additional analogic phone	6,16	Monthly
Digital phone	44,81	Monthly
Data transmission equipment (modem, router...)	35% equipment value	Anual
Computer	35% equipment value	Anual
Computer maintenance	5% equipment value	Monthly
Printer	30% equipment value	Anual
Printer maintenance	8% equipment value	Monthly
Printer supplies	Coste + 12,5%	
Rent of IP phone	14,62	Monthly
Rent of WIFI phone	17,13	Monthly
Rent of TV receiver through RMS	10,29	Monthly

### MISCELLANEOUS

PRODUCT/SERVICE	FEE (€)
Line removal, extension, change....	Depends on specific project

### TELEFAX

PRODUCT/SERVICE	FEE (€)
Dispatches:	Provider charges + 12,5%
Reception (per page)	1,76

### LINKING LINES OF VIDEO SIGNAL

PRODUCT/SERVICE	FEE (€)
Signal connection	219,62
Video signal fee	14,49
Video conference service (per hour)	823,58

### SESSION OF EQUIPMENT WITH CONNECTION TO PROVIDERS NETWORK

PRODUCT/SERVICE	FEE (€ / month)
Computer with connection to checking in and embarking systems	443,77
ATB printer	225,52
BTP printer	146,27
DCP printer	110,95
Advanced boarding card reader (with bar-code reader)	699,12
Roller feeder medium	105,97
Multifunction desktop reader (optical reader/magnetic reader)	11,35
Keyboard with built-in mouse	54,35
15" TFT slim screen	185,58

### OTHER SERVICES

PRODUCT/SERVICE	FEE (€)
Use of 1U rack housing hardware (without support services)	27,97
Use of 1U rack housing hardware (with support services)	67,25

## 5.8 COMMERCIAL ACTIVITIES

Use of airport facilities and services to conduct commercial activities of any nature.

The services shown below are regulated by contractual agreements:

1. Installation and operation of vending machines
2. Installation and operation of bank self-service terminal equipment
3. Use of advertising areas and installations
4. Tax-free shops
5. Bars and restaurants
6. Bank offices
7. Vending machines
8. Car rent
9. Retail.
10. Mobile phone
11. Other



## 6. INCENTIVES

### **Commercial Incentive for 2023 Summer and Winter season**

Airlines shall be entitled to the incentives explained under this heading. The incentives are applicable in the Summer and Winter seasons of 2023. Seasons are defined in article 72.161 of Law 21/2003 of 7th July on Air Safety and are considered independently.

Incentive for **launching routes to new destinations**.

Incentive for **contribution to passenger growth on routes operated from airports in the network with less than 3 million annual passengers in 2022** (Annex I)

Incentive for **contribution to passenger growth on routes to Asia** (Annex II) operated from all airports in the network.

The incentives of the previous paragraphs will be calculated as an amount equivalent to 100% of the average departure passenger charge (with two decimal figures) of the airline per route. The incentives shall apply exclusively to the number of additional departure passengers on the route concerned compared to the previous equivalent season that the airline carried at each airport of the Aena S.M.E., S.A 's network and Murcia Region International Airport (AIRM).

The incentive will be proportional to the contribution to the growth generated in that route by each of the airlines operating it.

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

Additionally, for each airline, the number of passengers considered at route level will not be higher than its growth in the network of Aena S.M.E., S.A and AIRM. In this case, the distribution per route will be proportional to the passengers referred to in the previous paragraph.

To calculate the incentive, the number of passengers eligible for the incentive shall be rounded to the nearest whole number.

For the purpose of this incentive, a route is defined as the set of commercial<sup>2</sup> passenger air transport operations, departing from an Aena, S.M.E., S.A airport and/or AIRM and destined to

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<sup>1</sup> Season: Summer season is considered as months between April to October and Winter season as months between November to March.

<sup>2</sup> The service types considered are J - Scheduled Passenger Flight, G - Scheduled Additional Passenger Flight, C - Passenger Charter Flight, S - Airlift, B - Additional Airlift.

another airport. It will be considered as the same route to the same destination, the one that even when operated to different airports, these are part of the same catchment area (Annex III).

Additionally, to qualify for this incentive, airlines must meet all and each of the following conditions:

- To transport at least 1500 departure commercial passengers during the Summer season, meaning between April 2023 to October 2023, and at least 1000 departure commercial passengers during Winter season, meaning between November 2023 to March 2024.
- Apply for the incentive before the end of October 2023 for the Summer 2023 season and before the end of March 2024 for the Winter 2023 season through the incentive application form available on Aena's Website:

<https://www.aena.es/en/airlines/incentives-and-marketing-support/incentives.html>

For the purpose of this incentive, it is considered that a route to a destination has not been operated in the previous equivalent season if it did not exceed 1000 departing passengers in the Winter season or 1500 in the Summer season. In this sense, to be considered a route operated in a Season, the route to a certain destination must exceed 1000 departing passengers in the Winter season and 1.500 in the Summer.

AIRM will inform if the airline is entitled to the incentive in December 2023 for the Summer 2023 season and in May 2024 for the Winter 2023 season.

AIRM shall compensate the corresponding amount with any sums due by the beneficiaries. If there were no sums to be compensated, the amount shall be paid to the airline by AIRM

To receive the incentive, the airline must be up to date with all payments with AIRM

AIRM shall not proceed to a refund of the average departure passenger charge if, in order to benefit from this incentive or to have an effect on its amount, the airline would have been the recipient of an assignment or transfer of operations between itself and companies in the same group or with other companies with which it could share its flying program or align strategies.

In any case, if the situations described above arise as a result of purely operational aspects of the activity of airlines in the same group or which could share their flying programme, the corresponding amount of the incentive could be reduced in proportion to the effect of the transfer of operations carried out.

In the event of mergers, acquisitions or any other ownership changes of airlines that may affect this incentive, AIRM reserves the right of treating those airlines as a single airline.

AIRM reserves the right to refuse to apply the incentive if during the revision of the data and documents provided by airlines that have applied to it, it emerges that the application, any information or documentation provided is affected by errors, misleading information, omissions, or any type of inaccuracy.

**Annex I:** Airports of the Network with less than 3 million passengers in 2022:

ABC-Albacete	QGZ-La Gomera
AEI-Algeciras	QSA-Sabadell
BJZ-Badajoz	REU-Reus
EAS-San Sebastián	RGS-Burgos
GRO-Girona-Costa Brava	RJL-Logroño
GRX-FGL Granada-Jaén	RMU-AI Región de Murcia
HSK-Huesca-Pirineos	SBO-Son Bonet
JCU-Ceuta	SDR-SB Santander
LCG-A Coruña	SLM-Salamanca
LEI-Almería	SPC-La Palma
LEN-León	VDE-EI Hierro
MCV-Madrid-Cuatro Vientos	VGO-Vigo
MLN-Melilla	VIT-Vitoria
ODB-Córdoba	VLL-Valladolid
OVD-Asturias	XRY-Jerez
PNA-Pamplona	ZAZ-Zaragoza

**Annex II:** For the purpose of this incentive, the following are considered destinations in Asia:

Afganistán	India	Pakistán
Bangladesh	Indonesia	Singapur
Bhután	Japón	Sri Lanka
Birmania	Kazajistán	Tailandia
Brunéi	Kirguistán	Taiwán
Camboya	Laos	Tayikistán
China	Macao	Timor Oriental
Corea del Norte	Malasia	Turkmenistán
Corea del Sur	Maldivas	Uzbekistán
Filipinas	Mongolia	Vietnam
Hong Kong	Nepal	

## **Commercial Incentive for contribution to passenger growth on routes operated from airports with less than 3 million annual passengers**

Airlines shall be entitled to the incentives explained under this heading. The incentives are applicable in the Summer and Winter seasons of 2024, Summer and Winter 2025 and Summer and Winter 2026. Seasons are defined in article 72.16<sup>1</sup> of Law 21/2003 of 7<sup>th</sup> July on Air Safety and they are considered independently.

The incentive is for contributing to the growth in the number of passengers on routes operated from airports in the network with less than 3 million passengers annually in 2023 (Annex I), applicable in the summer and winter seasons of 2024, 2025, and 2026.

The incentive will be calculated as an amount equivalent to 100% of the average departure passenger charge (with two decimal figures) of the airline per route. The incentives shall apply exclusively to the number of additional departure passengers on the route concerned compared to the 2023 equivalent season that the airline carried at each airport of the Aena S.M.E., S.A 's network and Murcia Region International Airport (AIRM).

The incentive will be proportional to the contribution to the growth generated in that route by each of the airlines operating it.

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

Additionally, for each airline, the number of passengers considered at route level will not be higher than its growth in the network of Aena S.M.E., S.A and AIRM. In this case, the distribution per route will be proportional to the passengers referred to in the previous paragraph.

To calculate the incentive, the number of passengers eligible for the incentive shall be rounded to the nearest whole number.

For the purpose of this incentive, a route is defined as the set of commercial<sup>2</sup> passenger air transport operations, departing from an Aena, S.M.E., S.A airport and/or AIRM airport and destined to another airport. It will be considered as the same route to the same destination, the one that even when operated to different airports, they are part of the same catchment area (Annex II).

Furthermore, airlines must request the incentive through the incentive application form, available on the Aena website, at the beginning of each season and before the following months end:

- October 2024 for the summer season 2024 (from April 2024 to October 2024)
  - October 2025 for the summer season 2025 (from April 2025 to October 2025)
  - October 2026 for the summer season 2026 (from April 2026 to October 2026)
  - March 2025 for the winter season 2024 (from November 2024 to March 2025)
  - March 2026 for the winter season 2025 (from November 2025 to March 2026)
  - March 2027 for the winter season 2026 (from November 2026 to March 2027)
- <<https://www.aena.es/en/airlines/incentives-and-marketing-support/incentives.html>>

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<sup>1</sup> Season: Summer season is considered as months between April to October and Winter season as months between November to March

<sup>2</sup> The service types considered are J - Scheduled Passenger Flight, G - Scheduled Additional Passenger Flight, C – Passenger Charter Flight, S - Airlift, B - Additional Airlift.



To be considered an operated route for the season the route to a specific destination must exceed 1000 departing commercial passengers in the winter season and 1500 in the summer season.

AIRM will communicate whether the airline is eligible for the incentive in December for the summer seasons and in May of the following year for the winter seasons.

AIRM shall compensate the corresponding amount with any amounts owed by the beneficiaries. If it is not possible in whole or in part, it will be paid in cash.

To benefit from the incentive, the Financial Directorate must issue a favourable report based on the overall situation of the company's account with Aena, its risk coverage, and the regular compliance with its payment system.

The airline will not be entitled to the incentive if, with the intention of benefiting from it or influencing its amount, the company had been the recipient of the assignment or transfer of operations between itself and companies within the same group or with other companies with which it may share its program or align strategies.

If the situations described above arise as a result of purely operational aspects of the activity of companies within the same group that may share their program, or mergers, acquisitions, or changes in ownership of airlines that could affect the outcome of this incentive, AIRM reserves the right to reduce the amount corresponding to the incentive. This will be made in proportion to the impact of the activity transfer carried out or to treat such companies as a single airline.

AIRM reserves the right to refuse to apply the incentive if during the revision of the data and documents provided by companies that have applied to it, it emerges that the application or any information or documentation provided is affected by errors, misleading information, omissions, or any type of inaccuracy.

**Annex I: Airports of the network with less than 3 million passengers in 2023:**

ABC-Albacete	LCG-A Coruña	QGZ-La Gomera	SLM-Salamanca
AEI-Algeciras	LEI-Almería	QSA-Sabadell	SPC-La Palma
BJZ-Badajoz	LEN-León	REU-Reus	VDE-EI Hierro
EAS-San Sebastián	MCV-Madrid-C.Vientos	RGS-Burgos	VGO-Vigo
GRO-Girona-Costa Brava	MLN-Melilla	RJL-Logroño	VIT-Vitoria
GRX-FGLGranada-Jaén	ODB-Córdoba	RMU-AI Región de Murcia	VLL-Valladolid
HSK-Huesca-Pirineos	OVD-Asturias	SBO-Son Bonet	XRY-Jerez
JCU-Ceuta	PNA-Pamplona	SDR-SB Santander	ZAZ-Zaragoza

**Annex II:** For the purpose of this incentive, airports considered in the same catchment area are:

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

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

## 7. TAXES AND CHARGES OF ENTITIES DIFFERENT FROM AENA

### 7.1 SAFETY & SECURITY TAX

#### **Definition:**

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

#### **Taxpayer:**

Passengers boarding at the airport, regardless of subsequent intermediate stages that the flight may perform and of its destination.

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

**Rates:** are shown in the following table

<b>Airport</b>	<b>International &amp; EEA</b>
Aeropuerto Internacional Región de Murcia	0,63

€ per departing passenger

### 7.2 CHARGE ON SLOT ALLOCATION

#### **Definition**

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

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

#### **Taxpayer**

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

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

#### **Rates**

0,45 € per slot allocated and 0,23 € per Schedule facilitated.



## 8. HANDLING SERVICE

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

### CONCESSIONAIRE AGENTS OF RAMP HANDLING SERVICE

<b>AIRPORT</b>	<b>AGENT</b>
<b>REGION DE MURCIA INTERNATIONAL AIRPORT</b>	<b>SWISSPORT</b>

For the purposes of application of the amounts by the agents regarding ground handling services provided to third parties for ramp categories, is established the following classification of aircraft, pointing out some of the most representative ones of each category.

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

## 8.1 BASIC RAMP HANDLING MAXIMUM PRICES

<i>Type of aircrafts for illustrative purpose</i>	<i>AIRCRAFT CLASS</i>	<i>COMMERCIAL STOP</i>			<i>TECHNICAL STOP (Passenger flight)</i>
		<i>Passenger flight</i>	<i>Mixed flight</i>	<i>Cargo flight</i>	
		<i>Euros</i>	<i>Euros</i>	<i>Euros</i>	
CESSNA SINGLE POSITION	<b>4A</b>	25,25	27,27	27,27	12,12
CESSNA CITATION	<b>4B</b>	76,76	82,82	82,82	37,37
EMBRAER 120	<b>4C</b>	152,51	166,65	164,63	74,74
ATR 42	<b>31</b>	204,02	222,20	219,17	99,99
ATR 72	<b>41</b>	326,23	354,51	351,48	159,58
BOEING 717 (DC-9)	<b>51</b>	791,84	862,54	976,67	388,85
BOEING 737-400	<b>61</b>	1.017,07	1.107,97	1.254,42	498,94
AIRBUS 320	<b>71</b>	1.224,12	1.333,20	1.508,94	599,94
BOEING 727	<b>72</b>	1.376,63	1.498,84	1.696,80	674,68
AIRBUS 310	<b>81</b>	1.529,14	1.664,48	1.884,66	749,42
BOEING 767-300	<b>82</b>	1.825,07	1.987,68	2.249,27	894,86
AIRBUS 340-200	<b>83</b>	2.060,40	2.243,21	2.539,14	1.010,00
BOEING 777-300	<b>91</b>	2.693,67	2.934,05	3.319,87	1.320,07
BOEING 747-400	<b>92</b>	3.200,69	3.486,52	3.945,06	1.568,53

Charges of technical stops for mixed and cargo flights will be 50% of the commercial stop ones.

## 8.2 MAXIMUM CHARGES OF THE MAIN COMPLEMENTARY ACTIVITIES OF HANDLING

The maximum prices for complementary ramp services are the following:

<b>Services</b>	<b>Maximum charge (€)</b>	<b>Units of charge</b>
<i>To handle special luggage</i>	15,27	<i>Per service</i>
<i>To provide, to put and to put away passenger and cabin stairs, for those scales longer than the standard one defined for each type of aeroplane (75 minutes conventional aeroplane and 90 minutes W.B.)</i>		
<i>Fixed stairs:</i>	11,20	<i>Per unit / half an hour</i>
<i>Conventional hydraulic stairs:</i>	15,27	<i>Per unit / half an hour</i>
<i>W.B. hydraulic stairs.:</i>	29,62	<i>Per unit / half an hour</i>
<i>To provide and to handle appropriate means of communication between terminal and aircraft</i>	7,13	<i>Per flight</i>
<i>To provide transport at ramp:</i>		
<i>Passengers (bus):</i>	34,31	<i>Per service</i>
<i>Passengers (microbus):</i>	22,40	<i>Per service</i>
<i>Crew (microbus):</i>	22,40	<i>Per service</i>
<i>Classes 4A-4B-4C (microbús):</i>	9,16	<i>Per service</i>
<i>To provide special equipment, facilities and training people to carry special passengers like people with handicaps, children, VIP, etc. between aircraft and terminal.</i>	22,40	<i>Per service</i>
<i>To provide special equipment, facilities and training people to provide whole assistance to Authorities at Aena airports, except at Mad and BCN</i>		
<i>With out vehicle</i>	23,42	<i>Per service</i>
<i>Vehicle included, up to 7 passengers</i>	40,72	<i>Per service</i>
<i>To provide ballast sacks</i>	1,02	<i>Per sack</i>
<i>To take care of protection the entire load when it is loading and unloading or connecting with the terminal</i>	19,34	<i>Per service</i>

<b>Services</b>	<b>Maximum charge (€)</b>	<b>Units of charge</b>
<i>To provide personal of security to the aircraft.</i>	42,76	<i>Per hour / person</i>
<i>To provide the suitable equipment to start up engines</i>		
<i>Common airplanes:</i>	65,16	<i>Per start up</i>
<i>Airplanes W.B.:</i>	152,71	<i>Per start up</i>
<i>To provide power unit</i>	37,67	<i>Per one hour</i>
<i>To provide the suitable equipment to communicate aircraft and land during the push back, star up engines and other situations.</i>	7,13	<i>Per service</i>
<i>To provide the communications between aircraft and land during the push back, star up engines and other situations</i>	7,13	<i>Per service</i>
<i>To provide the rail to drag the aircraft</i>	19,34	<i>Per service</i>
<i>To perform push back or push out service</i>		
<i>Aircrafts class 4A-4B</i>	22,40	<i>Per service</i>
<i>Aircrafts class 4C-31-41-51</i>	55,99	<i>Per service</i>
<i>Aircrafts class 61-71-72-81</i>	73,30	<i>Per service</i>
<i>Aircrafts class 82-83-91-92</i>	165,95	<i>Per service</i>
<i>To identify luggage next to the flight</i>		
<i>Aircrafts class 4A-4B</i>	14,25	<i>Per flight</i>
<i>Aircrafts class 4C-31-41-51</i>	35,63	<i>Per flight</i>
<i>Aircrafts class 61-71-72-81</i>	106,90	<i>Per flight</i>
<i>Aircrafts class 82-83-91-92</i>	179,18	<i>Per flight</i>