



**aena**

Región de Murcia  
International Airport



airports for you

# Price Guide 2026

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.*

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This edition of the 2026 Price Guide modifies sections 2 y 6 respect of January 2026 edition

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## 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, as well as the concepts and amounts corresponding to commercial services and additional airport services approved by its Board of Directors.



## 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)	Flight type	Rate
	E.E.A	5,008477
	Intenational	5,008477
	Out of operational service time	36,169531
	Training and school flights	5,171623

(\*) 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)	Flight type	Rate
	E.E.A	5,379231
	Intenational	5,379231
	Out of operational service time	13,447097
	Training and school flights	6,186116

The amount to be paid for meteorological service will be 0,188789 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	
19,51 €	25,98 €	28,59 €	1,229794 €/ton
			Minimum charge: 28,59 €

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	
97,51 €	162,54 €	270,92 €	1,025444 €/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	
146,30 €	270,92 €	433,44 €	1,529655 €/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)	Flight type	Rate
	E.E.A	3,57
	Intenational	5,35

## 2.5 PRMs

### Definition

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

### Taxpayer

Airline companies, administrations, organizations and individuals carrying passengers who board at 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)	Flight type	Rate
	E.E.A	0,87
	International	0,87

## 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)	Flight type	Rate
	E.E.A	3,99
	International	3,99

## 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	0,003856
Aviation gasoline	EUR / Litre	0,006558
Lubricants	EUR / Litre	0,006558

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	69,85
a.2. Ramp handling services (Service group 5)	EUR / MTOW between 56 and 71 metric tons	22,19
b) Cleaning of the aircraft and aircraft services (Service group 6)	EUR / MTOW between 56 and 71 metric tons	12,19
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	3,30
d) Maintenance services assistance in line (Service group 8)	EUR / MTOW between 56 and 71 metric tons	3,30

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:

Catering services	Type of aircraft	Rate
e) Catering services assistance (Service group 11)		
E.E.A	EUR / MTOW between 56 and 71 metric tons	10,01
Intenational	EUR / MTOW between 56 and 71 metric tons	16,67

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

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

## 2.10 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	0,0486

## 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	164,36€ + 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	1.475,62	184,74	16,40

€/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.

	1 <sup>st</sup> HOUR OR PART THEREOF	ADDITIONAL PERIODS OF 15 MINUTES
With weighing conveyor	18,24 €	4,57 €

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	173,95

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	2.050,50
Kiosk with boarding pass printer and bag tag printer	2.118,93

##### 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	431,29	0,32

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	0,53

charge per authorized user

### 3.3 ELECTRIC VEHICLE CHARGING ON AIRSIDE.

**Definition:** Use of airport facilities for recharging electric vehicles on the airside.

#### Rates

CONCEPT	Price
Charging station use - fixed cost (1)	0,197298€/kWh (1)
Electricity energy - supply (2)	(2)
Penalty for excess recharging time	0,165771 €/min

(1) The fixed cost will be increased by a surcharge aimed at recovering the costs associated with the transformation and distribution of energy. This surcharge corresponds to the price of the low-voltage capacity charge generally established by Aena.

(2) The cost of electric energy will be updated monthly based on Aena's energy supply contracts.

Penalty for excess time is applied beyond 10 minutes from the end of the recharge.

Penalty will not apply when:

- recharge occurs out of operational service time according to AIP.
- for operational reasons, do not require that all or part of their Charging Stations be designated for shared use.

### 3.4 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)	1.662,64
Season Ticket (Monthly)	153,93
Access Fee Per Vehicle (Single access)	13,38

### **3.5 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	91,53 €
Per day	15,26 € /day

### **3.6 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	17,75	12,18

€/m<sup>2</sup>/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	22,28

€/m<sup>2</sup>/month

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	2,10	1,63

€ / 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	TOILETS / CHANGING ROOMS 1st CATEGORY	TOILETS / CHANGING ROOMS 2nd CATEGORY
Región de Murcia International Airport	17,75	12,18

€/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	0,63

€/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	0,82

€/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	2,79

€/m<sup>2</sup>/month

#### 4.4.4 Non Paved surfaces for Filming and Recording

**Definition:** Any land, whether developed or not, that, for the airport, is not considered to be building land, and has no paved infrastructures., that may be compatible with the support activities for Filming and/or Recording, with its used being limited to that purpose.

**Rates:** (€/m<sup>2</sup>/month)

Airport	NON PAVED SURFACES
Region de Murcia International Airport	0,82

€/m<sup>2</sup>/month

#### 4.4.5 Paved surfaces for Filming and Recording

**Definition:** Any land, whether developed or not, that, for the airport, is not considered to be building land, and has paved infrastructures., that may be compatible with the support activities for Filming and/or Recording, with its used being limited to that purpose.

**Rates:** (€/m<sup>2</sup>/month)

Airport	PAVED SURFACES
Region de Murcia International Airport	1,05

€/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	4,49	3,97	18,15

€/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
0,44	15,64

€/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	328 €	278 €	187 €
ADITIONAL HOUR	80 €	61 €	48 €
DAY	729 €	583 €	429 €

### 5.3 SURVEYS

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

#### **Rates**

Surveys	Euros
Person/time/day (airside)	339 €
Person/time/day (landside)	204 €
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

Cinematographic filming and recording	Euros
Filming (up to 2 hours)	2.348 €
Additional hour	1.121 €
Photo reports (up to 2 horas)	560 €
Additional hour	265 €
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.

#### 5.4.4 Fees for surface area in support of filming and recording.

The current rate, plus 30%, shall apply to compatible surface areas in support of this activity, of those listed in the section "4.4 Surface areas".

Use of these surface areas shall likewise be restricted to those strictly related to filming and/or recording.

#### 5.4.5 Fees for the use of runway and/or platform for filming & recording or holding events.

A rate of 27.451€ will apply for a block of 3 hours, when the filming, recording or event involves the use (not just access) of the runway and/or platform. For each additional hour, a rate of 9.336€ will be charged. The support spaces to be hired, such as rooms, parking spaces, etc., will be contracted through separate contracts using the rates detailed in the previous sections.

### 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>3</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

- **Electricity supply:** The amount to be invoiced will be the amount corresponding to the sum of two concepts:
  - Consumption term: variable amount corresponding to the electrical energy consumption made.
  - Power term: monthly amount resulting from applying the fixed unit price for the use of the airport's electrical infrastructure to the consumption made.

The price of the consumption term will be calculated by dividing the amount of the periodic invoice from the service supplier by the number of units consumed throughout the airport network. The amount to be invoiced for this term will be determined by multiplying this value for the consumption made in the space.

The unit price of the power term will be calculated annually by dividing the costs associated with this service by the consumption in the spaces occupied by third parties throughout the airport network and taking into account whether the electricity supply of the space is in Low or High Voltage<sup>1</sup>. The amount to be invoiced for this term will be determined by multiplying this value for the consumption made in the space.

The values for 2026 are as follows:

Power term Low voltage price ( €/kWh)	Power term High voltage price ( €/kWh)
0,1029	0,0515

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<sup>1</sup> Low Voltage refers to a supply of 220-230 V. Above this High Voltage will be considered

- **Others 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:** Natural or legal persons who generate solid waste due to the development of their activity at the airport, and whose waste is managed in some way by the Airport services, are required to pay for this service.

This service will be invoiced for the actual amount of the cost of waste management, increased by 12.5% for the use of the airport premises.

## 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 (1)	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

(\*) Subject to service availability by operators

##### 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/SAI/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
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 maintenance	5% equipment value	Monthly
Printer	30% equipment value	Anual
Printer maintenance	8% equipment value	Monthly
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

### LINKING LINES OF VIDEO SIGNAL

PRODUCT/SERVICE	FEE (€)
Video signal fee	14,49

### 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

### OTROS SERVICIOS

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 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)

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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.

- 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)

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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	Kiev: IEV, KBP
Belfast: BFS, BHD	London: LCY, LGW, LHR, LTN, SEN, STN
Berlin: BER, SXF, TXL	Milan: BGY, LIN, MXP
Brussels: BRU, CRL	Moscow: DME, SVO, VKO
Bucharest: BBU, OTP	Oslo: OSL, RYG, TRF
Dusseldorf: NRN, DUS	Paris: BVA, CDG, ORY
Glasgow: GLA, PIK	Rome: CIA, FCO
Istanbul: SAW, IST	Stuttgart: STR, FKB
Stockholm: ARN, VST, NYO	Warsaw: WAW, WMI
Frankfurt: HHN, FRA	Venice: TSF, VCE
Gothenburg: GOT, GSE	Verona: VRN, VBS
Hamburg: HAM, LBC	New York: EWR, JFK, LGA

**Commercial Incentive for contribution to passenger growth on routes operated from airports with less than 3 million annual passengers 2024-2025-2026. Update for airports which have not recovered 2019 passenger traffic levels in 2025 – 2026.**

Airlines shall be entitled to the incentives explained under this heading. The incentive is applicable in the Summer and Winter seasons of 2024, 2025 and 2026 and the updated incentive for airports that have not recovered 2019 passenger traffic levels is applicable in the Summer and Winter seasons of 2025 and 2026. Seasons are defined in article 72.161 of Law 21/2003 of 7th July on Air Safety and they are considered independently.

The aim of the incentive is to contribute 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 is calculated as an amount equivalent to 100% of the average departure passenger charge (with two decimal figures) of the airline per route. The incentives 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 is 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 has the cap on the number of passengers that the airline has grown at the airport. In this case, their distribution by route is proportional to the contribution of the airline to the growth of each route.

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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.

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 is rounded to the nearest whole number.

The update of the incentive consists of adding to the previous incentive, and applicable during 2025 and 2026 seasons compared to its equivalent 2023 season, an additional refund of a 100% of the average airport security charge and PRM charge in those airports with less than 3 million annual passengers that have not recovered the passenger's traffic figures of 2019 (cumulative data as of August 2024, please refer to Annex II). It applies to the number of passengers eligible for the incentive described above. The growth must be on routes that do not overlap with routes operated by another airline in the same season.

For the purpose of this incentive, a route is defined as the set of commercial<sup>1</sup> passenger air transport operations, departing from 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, these are part of the same catchment area (Annex III).

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 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>>

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.

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<sup>1</sup> The service types considered are J - Scheduled Passenger Flight, G - Scheduled Additional Passenger Flight, C – Passenger Charter Flight, S - Airlift, B - Additional Airlift.

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-Cuatro Vientos	RGS-Burgos	VGO-Vigo
GRO-Girona-Costa Brava	MLN-Melilla	RJL-Logroño	VIT-Vitoria
GRX-FGL Granada-Jaén	ODB-Córdoba	RMU-AI Región Murcia	VLL-Valladolid
HSK-Huesca-Pirineos	OVD-Asturias	SBO-Son Bonet	XRY-Jerez
JCU-Ceuta	PNA-Pamplona	SDR-SB Santander	ZAZ-Zaragoza

**Annex II:** Airports in the Aena's network that have not recovered their passenger traffic figures compared to 2019 (cumulative data as of August 2024)

ABC-Albacete	LEI-Almería	RGS-Burgos	VLL-Valladolid
AEI-Algeciras	LEN-León	RJL-Logroño	XRY-Jerez
GRX-FGL Granada-Jaén	MCV-Madrid-Cuatro Vientos	AI Región de Murcia	
HSK-Huesca-Pirineos	ODB-Córdoba	SDR-SB Santander	
LCG-A Coruña	PNA-Pamplona	VGO-Vigo	

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

Basilea: BSL, MLH	Kiev: IEV, KBP
Belfast: BFS, BHD	London: LCY, LGW, LHR, LTN, SEN, STN
Berlin: BER, SXF, TXL	Milan: BGY, LIN, MXP
Brussels: BRU, CRL	Moscow: DME, SVO, VKO
Bucharest: BBU, OTP	Oslo: OSL, RYG, TRF
Dusseldorf: NRN, DUS	Paris: BVA, CDG, ORY
Glasgow: GLA, PIK	Rome: CIA, FCO
Istanbul: SAW, IST	Stuttgart: STR, FKB
Stockholm: ARN, VST, NYO	Warsaw: WAW, WMI
Frankfurt: HHN, FRA	Venice: TSF, VCE
Gothenburg: GOT, GSE	Verona: VRN, VBS
Hamburg: HAM, LBC	New York: EWR, JFK, LGA

### **Commercial incentive for training flights**

Airlines which operate training flights at Region of Murcia International Airport (AIRM), as indicated in its tariff guide, can benefit from the incentive detailed in this document. It applies during the winter 2024 and 2025 seasons, and summer 2025 and 2026 seasons, defined according to Article 72.16 of Law 21/2003, of July 7, on Air Safety, and seasons will be considered independently.

The incentive consists of a refund on the landing charge, applicable to training flights carried out each season during the period from the 1st of November 2024 to 31st of October 2026 at AIRM.

To qualify for this incentive, the airline must match or exceed 5 training flight operations throughout the season.

For the purpose of this incentive, a training flight is defined as the use of the runway scheduled through a flight plan (including, where applicable, the set of take-off and landing maneuvers performed in that flight plan) by aircraft with an MTOW exceeding 10 tonnes, operated for the training or qualification of pilots with the aim of renewing and maintaining their licenses (service type "K" - training).

The refund will be based on the number of training flight operations as follows:

- If the number of training flight operations per season is between 5 and 20: 25% refund of the landing charge.
- If the number of training flight operations per season exceeds 20: 50% refund of the landing charge.

In any case, prior to each operation, the company must request authorization from the Operations Center (CEOPS) of the AIRM, at least 3 hours before the estimated time of arrival, providing the necessary information. The Operations Centre, considering the airport's congestion level, will authorize the requested operation or propose an alternative date and/or times.

Additionally, airlines must request the incentive through the incentive application form, available on the Aena website, before each season ends:

- **Winter 2024:** November 1, 2024, to March 31, 2025.
- **Summer 2025:** April 1, 2025, to October 31, 2025.
- **Winter 2025:** November 1, 2025, to March 31, 2026.
- **Summer 2026:** April 1, 2026, to October 31, 2026.

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AIRM will communicate to airlines if they are entitled to the incentive in the next month after each season is over.

The corresponding amount resulting from the application of this incentive will be compensated by AIRM with any amounts owed by the beneficiaries, or if it is not possible in whole or in part, through a cash payment.

To benefit from this incentive, the Financial Directorate of Aena SME, S.A. must issue a favourable report based on the overall account status of the company within Aena and AIRM network, its risk coverage, and its usual payment system compliance.

If, upon reviewing all the documentation and data provided by each company applying for the incentive, AIRM finds errors, omissions, or any type of inaccuracy in the application or any information or documentation provided, AIRM reserves the right to deny the incentive.

### **Commercial incentive for operational growth of airlines operating widebody cargo aircraft**

Airline companies operating widebody cargo aircraft<sup>1</sup> will be entitled to the incentive explained in this section, applicable for additional annual operations, from March 1, 2024, to February 28, 2027.

The incentive will consist of a refund on the average landing fare of each airline, applicable to the additional annual arrival operations, from 1 March, 2024, to 28 February, 2027, operated using widebody cargo aircraft from any airport in the Aena SME, SA network and at the International Airport in the Murcia Region (AIRM).

For each company, if the sum of operations operated with widebody cargo aircraft during the twelve-month period considered is greater than the sum of operations operated with widebody cargo aircraft in the previous twelve-month period at all the airports in the Aena SME, SA network, and at the International Airport in the Murcia Region (AIRM), it will be entitled to receive the incentive, for three consecutive periods as follows:

- **First period (March 1, 2024 – February 28, 2025):** The amount of the incentive is an amount equal to the number of additional widebody arrival operations for each airline, multiplied by 75% of the average landing fee for each eligible airline.

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<sup>1</sup> Aircraft with a maximum take-off weight of more than 191 tonnes will be considered widebody aircraft.

Once entitlement to the incentive has been acquired, if the company maintains or exceeds the number of operations in the second and third periods, the average landing fee in each of these two periods will be subsidised by 50% (second period) and 25% (third period). If the number of operations is not maintained with respect to the immediately preceding period, the airline will lose the right to continue receiving the incentive.

The additional operations run in period 1 with respect to period 0 are taken as the base reference for quantifying the amount of the incentive in periods 2 and 3.

- **Second period (March 1, 2025 - February 28, 2026):** The amount of the incentive is an amount equal to the number of additional widebody arrival operations for each airline, multiplied by 75% of the average landing fee for each eligible airline.

Once the right to the incentive has been acquired, if the airline maintains or exceeds the number of operations in the third and fourth periods, the average landing rate in each of these two periods will be subsidised by 50% (third period) and 25% (fourth period). If the number of operations is not maintained with respect to the immediately preceding period, the airline will lose the right to continue receiving the incentive.

The additional operations run in period 2 with respect to period 1 are taken as a base reference for quantifying the amount of the incentive in periods 3 and 4.

- **Third period (March 1, 2026 - February 28, 2027):** The amount of the incentive is an amount equal to the number of additional widebody arrival operations of each airline multiplied by 75% of the average landing fee of each eligible airline.

Once entitlement to the incentive has been acquired, if the airline maintains or exceeds the number of operations in the fourth and fifth periods, the average landing fee in each of these two periods will be reimbursed by 50% (fourth period) and 25% (fifth period). If the number of operations is not maintained with respect to the immediately preceding period, the airline will lose the right to continue receiving the incentive.

The additional operations run in period 3 with respect to period 2 are taken as a base reference for quantifying the amount of the incentive in periods 4 and 5.

Periods 4 and 5 are those between March 1, 2027 and February 29, 2028, and between March 1, 2028 and February 28, 2029, respectively.

For the purpose of calculating this incentive, the average landing fee for the corresponding period is the sum of the amount invoiced for the landing fee for widebody cargo aircraft, divided by the total number of arrival operations run using widebody cargo aircraft.

To access this incentive, the airline must equal or exceed 12 widebody arrival operations per period and the type of service must be one of the following: A – Regular additional cargo aircraft, F – Regular cargo aircraft, H – Charter cargo aircraft

New frequencies at JT Barcelona - El Prat airport during congested slots, which are from 17:00 to 22:59 hours (LT), will not be taken into account when applying the incentive. The congested slots may, where appropriate, be revised annually by Aena before the start of each period (1 March, 2025, and 1 March, 2026).

In addition, airlines must apply for the incentive through the incentive application form, available on the Aena website, before the end of each period.

- Period 1 (March 2024 to February 2025): from March 1, 2024 to February 28, 2025.
- Period 2 (March 2025 to February 2026): from March 1, 2025 to February 28, 2026.
- Period 3 (March 2026 to February 2027): from March 1, 2026 to February 28, 2027.

#### [Commercial Incentives | Summer and Winter Season | Aena](#)

Aena SME, SA will communicate whether the airline is entitled to the incentive in the following May for each period defined in this section, and will detail the amount for each of the corresponding periods.

The corresponding amount resulting from the application of this incentive will be compensated by AIRM with any amounts owed by the beneficiaries, or if it is not possible in whole or in part, through a cash payment.

To benefit from this incentive, the Financial Directorate of Aena SME, S.A. must issue a favourable report based on the overall account status of the company within Aena and AIRM network, its risk coverage, and its usual payment system compliance.

The airline will not be entitled to the incentive if, for the purpose of benefiting from the incentive or having an effect on the incentive amount, the airline is the recipient of an assignment or transfer of operations between itself and airlines in the same group or with other airlines with which it could share its programme or align strategies.

In any case, if the aforementioned situations arise as a result of purely operational aspects of the activity of companies within the same group that may share their programme, or in the event of mergers, acquisitions or any other modification of ownership of airlines that could affect the result of this incentive, Aena and AIRM network reserves the right to reduce the amount corresponding to the incentive in proportion to the effect of the transfer of activity carried out or to treat these companies as a single airline.

If the review carried out by Aena and AIRM network of all the documentation and data provided by each company applying for the incentive shows that the application, as well as any information or documentation provided is false, erroneous, incomplete or inaccurate in any way, Aena and AIRM network reserves the right to refuse the incentive, without prejudice to any other responsibilities that may apply.

To illustrate the application of the incentive, some examples are presented below:

	<b>Period 0</b> 01/03/2023 – 29/02/2024	<b>Period 1</b> 01/03/2024 – 28/02/2025	<b>Period 2</b> 01/03/2025 – 28/02/2026	<b>Period 3</b> 01/03/2026 – 28/02/2027
<b>Operations run</b>	100	150	180	150
<b>Incentivised operations</b>		50	50	50
<b>Incentive reimbursement rate</b>		75%	50%	25%

Total Incentive Period 1:

$$\text{TIP 1} = (50 \times 75\%) + (50 \times 50\%) + (50 \times 25\%)$$

(Period 1) (Period 2) (Period 3)

	<b>Period 1</b> 01/03/2024 – 28/02/2025	<b>Period 2</b> 01/03/2025 – 28/02/2026	<b>Period 3</b> 01/03/2026 – 28/02/2027	<b>Period 4</b> 01/03/2027 – 29/02/2028
<b>Operations run</b>	150	180	170	200
<b>Incentivised operations</b>		30	0	0
<b>Incentive reimbursement rate</b>		75%	50%	25%

Total Incentive Period 2:

$$\text{TIP 2} = (30 \times 75\%) + (0 \times 50\%) + (0 \times 25\%)$$

(Period 2) (Period 3) (Period 4)

	<b>Period 2</b> 01/03/2025 – 28/02/2026	<b>Period 3</b> 01/03/2026 – 28/02/2027	<b>Period 4</b> 01/03/2027 – 29/02/2028	<b>Period 5</b> 01/03/2028 – 28/02/2029
<b>Operations run</b>	180	200	210	190
<b>Incentivised operations</b>		20	20	0
<b>Incentive reimbursement rate</b>		75%	50%	25%

Total Incentive Period 3:

$$\text{TIP 3} = (20 \times 75\%) + (20 \times 50\%) + (0 \times 25\%)$$

(Period 3) (Period 4) (Period 5)

## 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** (effective from 26/10/2025)

0,50 € per slot allocated and 0,25 € 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>	IBERIA

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>	<i>Euros</i>
CESSNA SINGLE POSITION	<b>4A</b>	25,59	27,64	27,64	12,29
CESSNA CITATION	<b>4B</b>	77,79	83,93	83,93	37,87
EMBRAER 120	<b>4C</b>	154,56	168,89	166,85	75,75
ATR 42	<b>31</b>	206,76	225,19	222,11	101,33
ATR 72	<b>41</b>	330,62	359,28	356,20	161,73
BOEING 717 (DC-9)	<b>51</b>	802,48	874,13	989,80	394,08
BOEING 737-400	<b>61</b>	1.030,75	1.122,86	1.271,29	505,65
AIRBUS 320	<b>71</b>	1.240,57	1.351,13	1.529,22	608,01
BOEING 727	<b>72</b>	1.395,13	1.518,99	1.719,61	683,75
AIRBUS 310	<b>81</b>	1.549,69	1.686,86	1.910,00	759,50
BOEING 767-300	<b>82</b>	1.849,60	2.014,40	2.279,50	906,89
AIRBUS 340-200	<b>83</b>	2.088,10	2.273,37	2.573,27	1.023,58
BOEING 777-300	<b>91</b>	2.729,88	2.973,49	3.364,50	1.337,82
BOEING 747-400	<b>92</b>	3.243,72	3.533,39	3.998,09	1.589,62

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>	15,35	<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>	11,26	<i>Per unit / half an hour</i>
<i>Conventional hydraulic stairs:</i>	15,35	<i>Per unit / half an hour</i>
<i>W.B. hydraulic stairs.:</i>	29,68	<i>Per unit / half an hour</i>
<i>To provide and to handle appropriate means of communication between terminal and aircraft</i>	7,17	<i>Per flight</i>
<i>To provide transport at ramp:</i>		
<i>Passengers (bus):</i>	34,80	<i>Per service</i>
<i>Passengers (microbus):</i>	22,52	<i>Per service</i>
<i>Crew (microbus):</i>	22,52	<i>Per service</i>
<i>Classes 4A-4B-4C (microbús):</i>	9,21	<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>	22,52	<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>	23,55	<i>Per service</i>
<i>Vehicle included, up to 7 passengers</i>	40,94	<i>Per service</i>
<i>To provide ballast sacks</i>	1,03	<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>	19,44	<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>	42,99	<i>Per hour / person</i>
<i>To provide the suitable equipment to start up engines</i>		
<i>Common airplanes:</i>	65,51	<i>Per start up</i>
<i>Airplanes W.B.:</i>	153,53	<i>Per start up</i>
<i>To provide power unit</i>	37,87	<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>	7,17	<i>Per service</i>
<i>To provide the communications between aircraft and land during the push back, star up engines and other situations</i>	7,17	<i>Per service</i>
<i>To provide the rail to drag the aircraft</i>	19,44	<i>Per service</i>
<i>To perform push back or push out service</i>		
<i>Aircrafts class 4A-4B</i>	22,52	<i>Per service</i>
<i>Aircrafts class 4C-31-41-51</i>	56,29	<i>Per service</i>
<i>Aircrafts class 61-71-72-81</i>	73,70	<i>Per service</i>
<i>Aircrafts class 82-83-91-92</i>	166,85	<i>Per service</i>
<i>To identify luggage next to the flight</i>		
<i>Aircrafts class 4A-4B</i>	14,33	<i>Per flight</i>
<i>Aircrafts class 4C-31-41-51</i>	35,82	<i>Per flight</i>
<i>Aircrafts class 61-71-72-81</i>	107,48	<i>Per flight</i>
<i>Aircrafts class 82-83-91-92</i>	180,15	<i>Per flight</i>