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# Price Guide 2026

August Edition

*This guide is issued exclusively for informative purposes, with the objective of providing information as regards the charges applied on Spanish Airports.*
*Aena SME S.A. should not be held responsible for such information, which may not be complete, updated or may contain errors.*

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**This edition of the 2026 Price Guide modifies section 4.6, 4.8 and 5.5 with respect to the July 2026 edition.**


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## 1. INTRODUCTION

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

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

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

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

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

Adolfo Suarez Madrid-Barajas and Josep Tarradellas Barcelona-El Prat.

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

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

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

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

## 1.1. PROCEDURE TO OPERATE

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

Information about requirements and authorizations needed to operate in Spain is available on the AIS website (https://www.enaire.es/services/ais).

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

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

Edificio de Servicios Generales
Avda. Central, 1 – Oficce 422 4th Floor.
Centro de Carga Aérea. Aeropuerto de Adolfo Suárez Madrid Barajas
28042 Madrid
Tf: +34-913 937 750
Fax: +34-913 937 751
E-mail: slot.coord.admin@aecfa.es
www.slotcoordination.es

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

**AIRPORT SERVICE TIMETABLE:**
Service times of Spanish airports are duly published and updated in de AD card of each airport of AIP Spain.

## 1.2. REVENUE MANAGEMENT PROCEDURE FOR AIRPORT CHARGES DETERMINED BY THE MTOW

### Definition of Maximum Take-Off Weight

Article 72.3 of Law 21/2003 defines the Maximum Take-Off Weight (MTOW) as the maximum certified take-off weight of the aircraft, expressed in metric tonnes, as appearing on the airworthiness certificate. In the event the weight is not known, the weight of the heaviest known aircraft of the same type will be used.

### Information to be provided regarding the MTOW of aircraft

In order to correctly calculate the airport charges, aircraft operators must send the documentation proving the MTOW of the aircraft to the following address: tablas.corporativas.flotas@aena.es

Such notification should be made at the time of the change in the characteristics of the aircraft, or at the issuance of the certificate in the case of an aircraft operating for the first time.

To demonstrate the validity of the MTOW or its changes, a copy of the airworthiness certificate or the flight manual of the aircraft may be submitted, and failing that, a copy of the official noise certificate in accordance with the provisions of Annex 16 to the Convention on International Civil Aviation, or document of similar characteristics and validity issued by the State of registration of the aircraft.

If the relevant MTOW data has not been provided, the highest known weight for the ICAO category of the aircraft will be charged. For this purpose, the reference will be the EASA database.

### Information to be provide regarding aircraft noise

Prior to the flight departure, air carriers shall submit a copy of the official noise certificate in accordance with the provisions of Annex 16 to the Convention on International Civil Aviation, or a document of similar characteristics and validity issued by the State of registration of the aircraft.

For the purposes of acoustic classification, those aircraft whose operators do not provide a noise certificate will be consider within the same category as an aircraft of the same manufacturer, model, type and number of engines for which a certificate is available until the corresponding certificate is accredited.

## 1.3. GOVERNING LAWS

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

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

This guide shows the basic airport services charges, that revenues generated by them are considered as public patrimonial benefits, prices for commercial services and charges of services provided by entities other than Aena (Aena has the duty of their invoicing but incomes collected are not part of Aena's revenues).

List of Laws that have amended Law 21/2003:
Law 2/2012 de 29 de junio de Presupuestos Generales del Estado para el año 2012.
Real Decreto-ley 20/2012, de 13 de julio.
Law 17/2012 de 27de diciembre de Presupuestos Generales del Estado para el año 2013.
Real Decreto-ley 11/2013 de 2 de agosto.
Law 22/2013 de 23 de diciembre de Presupuestos Generales del Estado para el año 2014.
Real Decreto-ley 8/2014 de 4 de julio, de aprobación de medidas urgentes para el crecimiento, la competitividad y la eficiencia.
Ley 18/2014, de 15 de octubre, de aprobación de medidas urgentes para el crecimiento, la competitividad y la eficiencia.
Real Decreto-ley 17/2014, de 26 de diciembre.
Law 36/2014, de 26 de diciembre, Presupuestos Generales del Estado para el año 2015.
Law 48/2015, de 29 de octubre, Presupuestos Generales del Estado para el año 2016
Law 3/2017, de 27 de junio, Presupuestos Generales del Estado para el año 2017.
Law 6/2018 de 3 de julio, Presupuestos Generales del Estado para el año 2018.
Real Decreto-ley 9/2019 de 29 de marzo.
Real Decreto-ley 38/2020 de 29 de diciembre.
Law 11/2020, de 30 de diciembre, Presupuestos Generales del Estado para el año 2021.
Law 22/2021, de 28 de diciembre, Presupuestos Generales del Estado para el año 2022.

Resolution CNMC de la supervisión de las tarifas de las PPP de Aena para el ejercicio 2026 (STP/DTSP/038/25)

**Legislation of charges for those services provided by entities other than Aena, although they are invoiced by Aena:**

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

# AERONAUTICAL CHARGES

## 2. AERONAUTICAL CHARGES

**Rates are shown without indirect taxes unless otherwise indicated.**

**The amounts of all aeronautical charges listed below do not include the surcharge for the recovery of costs arising from border controls.**

**This surcharge recognized by the CNMC in its Resolution on the Supervision of 2026 Charges (STP/DTSP/038/25), to be applied to all aeronautical charges, will be 0,12%.**

### 2.1 LANDING AND AERODROME SERVICE

**Definition:**

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

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

**Rates:**

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

Maximum Take-Off Weight (MTOW) as the maximum certified take-off weight of the aircraft, expressed in metric tonnes, as appearing on the airworthiness certificate. In the event the weight is not known, the weight of the heaviest known aircraft of the same type will be used.

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

#### 2.1.1 Flights within European Area and International flights

| | LANDING | | AERODROME SERVICE | |
|---|---|---|---|---|
| **Airport** | **€ per Ton** | **Minimum charge (€)** | **€ per Ton** | **Minimum charge (€)** |
| Adolfo Suarez Madrid-Barajas | 9,741122 | 176,57 | 3,266418 | 66,65 |
| Josep Tarradellas Barcelona-El Prat | 8,581766 | 155,53 | 3,246254 | 66,28 |
| Alicante-Elche, Gran Canaria, Tenerife Sur, Málaga-Costa del Sol and Palma de Mallorca | 8,140706 | 110,66 | 3,185764 | 47,47 |
| Bilbao, Fuerteventura, Girona, Ibiza, César Manrique-Lanzarote, Menorca, Santiago, Sevilla, Tenerife Norte and Valencia | 6,830127 | 15,96 | 2,923644 | 7,20 |
| Almería, Asturias, Coruña, FGL Granada-Jaén, Jerez, La Palma, Reus, Seve Ballesteros Santander, Vigo and Zaragoza | 5,002879 | 11,77 | 2,288510 | 5,69 |
| Albacete, Algeciras, Badajoz, Burgos, Ceuta, Córdoba, Madrid Cuatro Vientos, Hierro, Huesca, La Gomera, León, Logroño, Melilla, Sabadell, Salamanca, San Sebastián, Son Bonet, Pamplona, Vitoria and Valladolid. | 3,301648 | 6,39 | 1,945736 | 3,97 |

The minimum charge will not be applied in the case of helicopter regular commercial operations with origin at the heliports of Ceuta and Algeciras.

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

| | LANDING | | AERODROME SERVICE | |
|---|---|---|---|---|
| **Airport** | **€ per Ton** | **Minimum charge (€)** | **€ per Ton** | **Minimum charge (€)** |
| Gran Canaria, Tenerife Sur and Palma de Mallorca | 6,919600 | 94,06 | 3,185764 | 47,47 |
| Fuerteventura, Ibiza, César Manrique-Lanzarote, Menorca and Tenerife Norte | 5,805608 | 13,57 | 2,923644 | 7,20 |
| La Palma | 4,252447 | 10,00 | 2,288510 | 5,69 |
| Ceuta, Hierro, La Gomera, Melilla and Son Bonet. | 2,806401 | 5,43 | 1,945736 | 3,97 |

Rates for private flights will be the ones under paragraph 2.1.1

### 2.1.3 Inter-Islands flights in Canary and Balearic Islands

| | LANDING | | AERODROME SERVICE | |
|---|---|---|---|---|
| **Airport** | **€ per Ton** | **Minimum charge (€)** | **€ per Ton** | **Minimum charge (€)** |
| Gran Canaria, Tenerife Sur and Palma de Mallorca | 2,442212 | 33,20 | 3,185764 | 47,47 |
| Fuerteventura, Ibiza, César Manrique-Lanzarote, Menorca and Tenerife Norte | 2,049038 | 4,79 | 2,923644 | 7,20 |
| La Palma | 1,500864 | 3,53 | 2,288510 | 5,69 |
| Hierro, La Gomera and Son Bonet. | 0,990494 | 1,92 | 1,945736 | 3,97 |

Rates for private flights will be the ones under paragraph 2.1.1

### 2.1.4 Surcharges according to the noise level of the aircraft

At Alicante-Elche, Barcelona-El Prat, Bilbao, Gran Canaria, Ibiza, Adolfo Suarez Madrid-Barajas, Málaga-Costa del Sol, Palma de Mallorca, Sevilla, Tenerife North, Tenerife South and Valencia Airports, for civil subsonic jet airplanes, the amounts resulting from the application of the amounts referred to in points 2.1.1 to 2.1.3. of this section shall be increased by the following percentages according to the noise level of each aircraft and to the schedule of the landing or take off:

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

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

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

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

### 2.1.5 Training and school flights.

**Definition:**

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

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

**Rates:**

| | LANDING | AERODROME SERVICE |
|---|---|---|
| **Airport** | **€ per Ton** | **€ per Ton** |
| Adolfo Suarez Madrid-Barajas | 6,687374 | 3,619269 |
| Josep Tarradellas Barcelona-El Prat | 6,441965 | 3,599106 |
| Alicante-Elche, Gran Canaria, Tenerife Sur, Málaga-Costa del Sol and Palma de Mallorca | 5,779364 | 3,538617 |
| Bilbao, Fuerteventura, Girona, Ibiza, César Manrique-Lanzarote, Menorca, Santiago, Sevilla, Tenerife Norte and Valencia | 5,779364 | 3,246254 |
| Almería, Asturias, Coruña, FGL Granada-Jaén, Jerez, La Palma, Reus, Seve Ballesteros Santander, Vigo and Zaragoza | 5,165843 | 2,550627 |
| Albacete, Algeciras, Badajoz, Burgos, Ceuta, Córdoba, Madrid Cuatro Vientos, Hierro, Huesca, La Gomera, León, Logroño, Melilla, Sabadell, Salamanca, San Sebastián, Son Bonet, Pamplona, Vitoria and Valladolid. | 4,564591 | 2,157447 |

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.

| WEIGHT SECTIONS (Kg) | | Multiplier coefficient per 90 minutes or part thereof |
|---|---|---|
| From | To | |
| 1 | 4.999 | 2 |
| 5.000 | 40.000 | 6 |
| 40.001 | 100.000 | 5 |
| 100.001 | 250.000 | 4 |
| 250.001 | 300.000 | 3 |
| 300.001 | | 2 |

### 2.1.6 Out of operational service time

In airports with operational service time less than 24 hours, the amount corresponding to operations that take place out of operational service time published in the AD card for each airport in the AIP SPAIN, will be as follows. Notwithstanding, at airports whose operating schedule is the entire period between zero and six local time, the rates for flights out of operational service time will be the stated at paragraphs 2.1.1, 2.1.2 and 2.1.3:

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

| | LANDING | AERODROME SERVICE |
|---|---|---|
| **Airport** | **€ per Ton** | **€ per Ton** |
| Bilbao, Fuerteventura, Ibiza, César Manrique-Lanzarote, Menorca, Sevilla and Tenerife Norte | 36,129107 | 7,20 |
| Almería, Asturias, Coruña, FGL Granada-Jaén, Jerez, La Palma, Reus, Seve Ballesteros Santander, Vigo and Zaragoza | | 5,69 |
| Albacete, Algeciras, Badajoz, Burgos, Ceuta, Córdoba, Madrid Cuatro Vientos, Hierro, Huesca, La Gomera, León, Logroño, Melilla, Sabadell, Salamanca, San Sebastián, Son Bonet, Pamplona and Valladolid (*) | | 3,97 |

(*) The amounts established in section 2.1.1 will be applied to the cargo flights of these airports

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

| | LANDING | AERODROME SERVICE |
|---|---|---|
| **Airport** | **€ per Ton** | **€ per Ton** |
| Fuerteventura, Ibiza, César Manrique-Lanzarote, Menorca and Tenerife Norte | 30,709741 | 7,20 |
| La Palma | | 5,69 |
| Ceuta, Hierro, La Gomera, Melilla and Son Bonet (*) | | 3,97 |

(*) The amounts established in section 2.1.2 will be applied to the cargo flights of these airports

For private flights rates are the listed in paragraph 2.1.6.1.

### 2.1.6.3 Inter-Islands flights

| | LANDING | AERODROME SERVICE |
|---|---|---|
| **Airport** | **€ per Ton** | **€ per Ton** |
| Fuerteventura, Ibiza, César Manrique-Lanzarote, Menorca and Tenerife Norte | 10,838732 | 7,20 |
| La Palma | | 5,69 |
| Hierro, La Gomera and Son Bonet (*) | | 3,97 |

(*) The amounts established in section 2.1.3 will be applied to the cargo flights of these airports

For private flights rates are the listed in paragraph 2.1.6.1.

## 2.2 PASSENGERS, PRMs AND SECURITY

**Definition**:

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

Airlines, administrations, organizations and individuals carrying passengers who board at an airport managed by Aena, regardless of subsequent intermediate stages that the flight may perform and of its destination.
The amount of these charges may be passed on to passengers on the ticket price in a disaggregated way or not.

**Rates**:

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

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

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

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

| Airport | Passenger | | PRM | Security |
|---|---|---|---|---|
| | E.E.A. | International | | |
| Adolfo Suarez Madrid-Barajas | 14,06 | 19,91 | 0,87 | 3,99 |
| Josep Tarradellas Barcelona-El Prat | 13,09 | 16,02 | | |
| Alicante-Elche, Gran Canaria, Tenerife Sur, Málaga-Costa del Sol and Palma de Mallorca | 5,85 | 8,79 | | |
| Bilbao, Fuerteventura, Ibiza, César Manrique-Lanzarote, Menorca, Santiago, Sevilla, Tenerife Norte and Valencia | 4,98 | 7,47 | | |
| Almería, Asturias, Coruña, Girona, FGL Granada-Jaén, Jerez, La Palma, Reus, Seve Ballesteros Santander, Vigo and Zaragoza | 3,57 | 5,34 | | |
| Albacete, Algeciras, Badajoz, Burgos, Ceuta, Córdoba, Madrid Cuatro Vientos, Hierro, Huesca Pirineos, La Gomera, León, Logroño, Melilla, Sabadell, Salamanca, San Sebastián, Son Bonet, Pamplona, Vitoria and Valladolid. | 2,33 | 3,52 | | |

€ per departing passenger

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

| Airport | Passenger | PRM | Security |
|---|---|---|---|
| Gran Canaria, Palma de Mallorca and Tenerife Sur | 4,97 | 0,74 | 3,39 |
| Fuerteventura, Ibiza, César Manrique-Lanzarote, Menorca and Tenerife Norte | 4,23 | | |
| La Palma | 3,03 | | |
| Ceuta, Hierro, La Gomera, Melilla and Son Bonet | 1,98 | | |

€ per departing passenger

Rates for private flights will be the ones under paragraph 2.2.1

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

| Airport | Passenger | PRM | Security |
|---|---|---|---|
| Gran Canaria, Palma de Mallorca and Tenerife Sur | 1,76 | 0,26 | 0,60 |
| Fuerteventura, Ibiza, César Manrique-Lanzarote, Menorca and Tenerife Norte | 1,49 | | |
| La Palma | 1,07 | | |
| Hierro, La Gomera and Son Bonet | 0,70 | | |

€ per departing passenger

Rates for private flights will be the ones under paragraph 2.2.1

## 2.3 AIRCRAFT PARKING

**Definition**

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

**Taxpayer**

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

**Rates**

**2.3.1 At Adolfo Suarez Madrid Barajas, Josep Tarradellas Barcelona-El Prat, Alicante-Elche, Gran Canaria, Tenerife Sur, Málaga-Costa del Sol, Palma de Mallorca, Bilbao, Fuerteventura, Girona, Ibiza, César Manrique-Lanzarote, Menorca, Santiago, Sevilla, Tenerife Norte y Valencia airports,** this rate will be calculated with the following formula:

$E = e*Tm*F_t$, where:

E: total amount to pay for the service
e: unit rate
Tm: Maximum Take-Off Weight (MTOW) as the maximum certified take-off weight of the aircraft, expressed in metric tonnes, as appearing on the airworthiness certificate. In the event the weight is not known, the weight of the heaviest known aircraft of the same type will be used.
$F_t$: parking time per 15 minutes or part thereof.

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

| | | Maximum amount € | |
|---|---|---|---|
| Airport | € per quarter hour or part thereof | first 24 hours | maximum per 24 hours since 2nd day |
| Adolfo Suarez Madrid-Barajas | 0,176305 | 2.227,74 | 1.214,18 |
| Josep Tarradellas Barcelona-El Prat | 0,168178 | | |
| Alicante-Elche, Gran Canaria, Tenerife Sur, Málaga-Costa del Sol and Palma de Mallorca | 0,166644 | | |
| Bilbao, Fuerteventura, Girona, Ibiza, César Manrique-Lanzarote, Menorca, Santiago, Sevilla, Tenerife Norte and Valencia | 0,092597 | | |

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

### 2.3.2.1 General rates

| 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 | |
| A Coruña, Albacete, Algeciras, Almería, Asturias, Badajoz, Burgos, Ceuta, Córdoba, Madrid Cuatro Vientos, Hierro, Huesca-Pirineos, FGL Granada-Jaén, Jerez, La Gomera, La Palma, León, Logroño, Melilla, Pamplona, Reus, Sabadell, Salamanca, San Sebastián, Seve Ballesteros Santander, Son Bonet, Valladolid, Vigo, Vitoria and Zaragoza | 19,49 € | 25,95 € | 28,55 € | 1,228478 €/ton<br>Minimum charge: 28,55 € |
| Son Bonet (July & August) | 48,69 € | 64,91 € | 71,39 € | 3,071195 €/ton<br>Minimum charge: 71,39 € |
| | € / day or part thereof | | | € / ton per day or part thereof |

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

### 2.3.2.2 Rates for subscriptions per month

| | MTOW Aircraft up to 10 tonnes | | | MTOW Aircraft over 10 tonnes |
|---|---|---|---|---|
| | 0-1,5 Tm | 1,5-2,7 Tm | 2,7-10 Tm | |
| Monthly ticket<br>(for clients with contracts signed with the airport) | 97,40 € | 162,36 € | 270,61 € | 1,024346 €/ton*MTOW*30 |
| | €/month | | | €/month |

| | MTOW Aircraft up to 10 tonnes | | | MTOW Aircraft over 10 tonnes |
|---|---|---|---|---|
| | 0-1,5 Tm | 1,5-2,7 Tm | 2,7-10 Tm | |
| Monthly ticket<br>(for clients without contracts with the airport) | 146,13 € | 270,61 € | 432,95 € | 1,528018 €/ton*MTOW*30 |
| | €/month | | | €/month |

Subscription requests must be made in the first 5 days of the current month.

## 2.4 USE OF AIR BRIDGES

**Definition**:

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

**Taxpayer** The company that runs the aircraft.

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

$P = (p_1 + p_2*Tm)*F_t$, where:

P: Total amount to pay for the service.
$p_1$: unit rate for the time in position at air bridge.
$p_2$: unit rate for the aircraft's weight and time at the air bridge.

Tm: Maximum Take-Off Weight (MTOW) as the maximum certified take-off weight of the aircraft, expressed in metric tonnes, as appearing on the airworthiness certificate. In the event the weight is not known, the weight of the heaviest known aircraft of the same type will be used.
Ft : time that the aircraft remains at the air bridge, per 15 minutes or period.

Unit rates for $p_1$ and $p_2$ are shown in the table below:

| Airport | $p_1$ (€) | $p_2$ (€) |
|---|---|---|
| Adolfo Suárez Madrid-Barajas | 26,778200 | 0,00 |
| Josep Tarradellas Barcelona-El Prat | 24,278111 | 0,00 |
| Alicante-Elche, Gran Canaria, Tenerife Sur, Málaga-Costa del Sol and Palma de Mallorca | 21,351268 | 0,00 |
| Bilbao, Fuerteventura, Girona, Ibiza, César Manrique-Lanzarote, Menorca, Santiago, Sevilla, Tenerife Norte and Valencia | 20,530030 | 0,00 |
| Almería, Asturias, Coruña, FGL Granada-Jaén, Jerez, La Palma, Reus, Seve Ballesteros Santander, Vigo and Zaragoza | 20,530030 | 0,00 |
| Albacete, Algeciras, Badajoz, Burgos, Ceuta, Córdoba, Madrid Cuatro Vientos, Hierro, Huesca Pirineos, La Gomera, León, Logroño, Melilla, Sabadell, Salamanca, San Sebastián, Son Bonet, Pamplona, Vitoria and Valladolid. | 20,530030 | 0,00 |

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

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

## 2.5 FUEL AND LUBRICANT

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

**Taxpayer:** Product suppliers.

**Rates**

| | |
|---|---|
| Kerosene | 0,003851 |
| Aviation gasoline | 0,006551 |
| Lubricants | 0,006551 |

€/Litre

## 2.6 USE OF INFRAESTRUCTURES FOR PROVIDE GROUND HANDLING SERVICES

**Definition:**

Use of the airport property to provide ground assistance services.

**Taxpayer:**

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

**Rates**

### 2.6.1 Assistance to Aircraft:

**a) Ramp services.**

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

Rate per aircraft whose MTOW is between 56-71 metric tons of weight or fraction: 69,77 €.

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

Rate per aircraft whose MTOW is between 56 and 71 metric tons of weight or fraction: 22,17 €.

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

Rate per aircraft whose MTOW is between 56 and 71 metric tons of weight or fraction: 12,18 €.

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

Rate per aircraft whose MTOW is between 56 and 71 metric tons of weight or fraction: 3,30 €.

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

Rate per aircraft whose MTOW is between 56 and 71 metric tons of weight or fraction: 3,30 €.

**e) Catering services assistance (Service group 11).**

Rates per aircraft (MTOW is between 56 and 71 tons of weight) are the following:

| Airport | EEA | International |
|---|---|---|
| Adolfo Suarez Madrid-Barajas | 28,53 | 47,55 |
| Josep Tarradellas Barcelona-El Prat | 19,97 | 33,29 |
| Alicante-Elche, Gran Canaria, Tenerife Sur, Málaga-Costa del Sol and Palma de Mallorca | 18,54 | 30,92 |
| Bilbao, Fuerteventura, Girona, Ibiza, César Manrique-Lanzarote, Menorca, Santiago, Sevilla, Tenerife Norte and Valencia | 14,27 | 23,78 |
| Almería, Asturias, Coruña, FGL Granada-Jaén, Jerez, La Palma, Reus, Seve Ballesteros Santander, Vigo and Zaragoza | 10,00 | 16,65 |
| Albacete, Algeciras, Badajoz, Burgos, Ceuta, Córdoba, Madrid Cuatro Vientos, Hierro, Huesca Pirineos, La Gomera, León, Logroño, Melilla, Sabadell, Salamanca, San Sebastián, Son Bonet, Pamplona, Vitoria and Valladolid | 5,71 | 9,51 |

€/aircraft

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

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

### 2.6.2 Assistance to Passengers:

Rates for use of the airport to provide ground assistance services to passengers (Service group 2): 0,0485€ per departing passenger.

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

## 2.7 METEOROLOGICAL SERVICES

**Definition**

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

**Tax payer**

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

**Rate**

The amount to be paid will be 0,202476 euros per ton.

# OTHER AIRPORT SERVICES

## 3. OTHER AIRPORT SERVICES

### 3.1. CHECK-IN DESKS

#### 3.1.1. Airports with check-in counters only on hourly rates

| Airports | First hour or part thereof | ADITIONAL quarter or part thereof | Maximum daily amount |
|---|---|---|---|
| A.S, Madrid Barajas, J.T. Barcelona El Prat, Palma de Mallorca, Alicante-Elche, Málaga-Costa del Sol, Ibiza, Santiago, Girona, Reus, César Manrique Lanzarote, Fuerteventura, Menorca, Bilbao, Sevilla, Jerez, La Palma, Tenerife Norte, Gran Canaria, Almería, Tenerife Sur, Valencia, FGL Granada-Jaén and Asturias. | 11,64 € | 2,91 € | 93,12 € |

#### 3.1.2. Airports with check-in counters leased on annual rates and/or on hourly rates

**Rates** for contracted desks for annual periods:

| AIRPORTS | WITH WEIGHING CONVEYOR | WITH REAR-MOUNTED BELT WITHOUT WEIGHING CONVEYOR | WITHOUT BELT |
|---|---|---|---|
| A Coruña and Vigo | 1.475,62 | 279,03 | 24,74 |
| Albacete, Algeciras, Badajoz, Burgos, Ceuta, Córdoba, Madrid Cuatro Vientos, Hierro, Huesca, La Gomera, León, Logroño, Melilla, Pamplona, Sabadell, Salamanca, San Sebastián, Seve Ballesteros Santander, Son Bonet, Valladolid, Vitoria and Zaragoza. | 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.

**Rates** for desks rented for hour or part thereof:

| Euros | 1st HOUR OR PART THEREOF | ADITIONAL QTH OR PART THEREOF |
|---|---|---|
| A Coruña, Vigo, Albacete, Algeciras, Badajoz, Burgos, Ceuta, Córdoba, Madrid Cuatro Vientos, Hierro, Huesca, La Gomera, León, Logroño, Melilla, Pamplona, Sabadell, Salamanca, San Sebastián, Seve Ballesteros Santander, Son Bonet, Valladolid, Vitoria and Zaragoza. | 18,24 | 4,57 |

For check-in desks rented per hour or fraction, within the space availability and at the discretion of the airport, the longest of the following shall be considered as time of use 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 considered will be one hour.

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. SELF BAG DROP

SBD kiosks used by passengers for self-service baggage drop-off.
This rate is linked to the use of a check-in desk.

**Rates**

| Unit rate for SBD | One step | Two steps |
|---|---|---|
| € / month / kiosk | 712,52 | 566,36 |
| € / per each BTP printing & per each baggage fed into the BHS / month / kiosk | 0,02 | 0,02 |

The fee for SBD kiosk will be divided among the number of airlines using the device. A variable amount will be additionally applied per transaction:

- In case of one step there is a transaction for baggage tap printed (BTP) and another one for each baggage fed into the system.
- In case of two steps the transaction is equivalent to each baggage dropped-off (BTP is printed in a self-service check-in kiosk (CUSS).

## 3.3. PASSENGER SELF-SERVICE CHECK- IN DEVICES (CUSS)

**Rates**

### 3.3.1. 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 |
|---|---|
| Alicante-Elche, Josep Tarradellas Barcelona-El Prat, Gran Canaria, Ibiza, César Manrique-Lanzarote, Adolfo Suarez Madrid Barajas, Málaga Costa del Sol, Palma de Mallorca, Tenerife Norte and Tenerife Sur | 241,54 |
| Bilbao, Fuerteventura, Menorca, Sevilla and Valencia | 241,54 |
| Almería, Asturias, Federico Gª Lorca Granada-Jaén, Jerez, La Coruña, La Palma, Santiago and Vigo | 173,95 |
| Albacete, Algeciras, Badajoz, Burgos, Ceuta, Córdoba, Madrid Cuatro Vientos, Girona, Hierro, Huesca, La Gomera, León, Logroño, Melilla, Pamplona, Reus, Sabadell, Salamanca, San Sebastián, Seve Ballesteros Santander, Son Bonet, Valladolid, Vitoria and Zaragoza | 120,77 |

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.

### 3.3.2. Machines owned by Aena SME, S.A.

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

#### 3.3.2.1. 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 |

**3.3.2.2. Machines used 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 to operate a particular machine:

| COMMON USE KIOSK | € / month / kiosk | € / printing / month / kiosk |
|---|---|---|
| For all type of kiosks | 431,29 | 0,32 |

- 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 |

## 3.4. 400 HZ ENERGY SYSTEM

**Definition:** Use of airport equipment and facilities to supply electric power converted into 400 Hz to aircrafts.

**Rates**

| AIRCRAFT MTOW | € per quarter hour or part thereof |
|---|---|
| Less than 40 Tons | 7,539689 |
| 40 Tons - less than 150 Tons | 7,931854 |
| 150 Tons - less than 250 Tons | 15,473905 |
| 250 Tons - 400 Tons | 17,193228 |
| Over 400 Tons | 34,386457 |

## 3.5. 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 | 0,197298 €/kWh (1) |
| Electricity energy - supply | (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 in the following cases:

- In those airports with a single concessionaire agent of ramp handling service (Albacete, Badajoz, San Sebastián, La Gomera, Huesca-Pirineos, León, Pamplona, Burgos, Logroño, Salamanca and El Hierro).

- Rest of the airports, when recharge occurs out of operational service time according to AIP.

- Airports which, for operational reasons, do not require that all or part of their Charging Stations be designated for shared use.

### 3.6. FIRE FIGHTING SERVICES

**Definition:**

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

**Taxpayer:**

Airlines receiving the service.

**Rates:** Per service: 164,36€ plus the amount of the product used.

For the purpose of computing the period of use, the scheduled hour or the starting real hour of occupation will be considered as the start if it occurs before the scheduled hour, and as the end of the period of use, the scheduled or real hour of occupation if it occurs after the scheduled hour. Regardless of the real or scheduled time of use of the desk, a minimum period of one hour will be considered.

## 3.7. 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 SME.

**Rates:**

| | € / vehicle |
|---|---|
| Season ticket (Annual) | 1.662,64 |
| Season ticket (Monthly) | 153,93 |
| Acces fee (each time) | 13,38 |

## 3.8. 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 | Rate per day (*) |

(*)
MAD and BCN airports: 30,51 €/day

PMI, ALC, AGP, BIO, VLC, SVQ, TFN, SCQ, IBZ, LPA and TFS airports: 25,43 €/day

OVD, MAH, ACE, EAS, FUE and SPC airports: 20,34 €/day

Rest of airports: 15,26 €/day

## 3.9. 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 €.

  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)

| | |
|---|---|
| Issuance and renewal of cards | 10,90 |
| Duplicates | 19,03 |
| Issuance of provisional cards | 7,99 |

€ per card

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.

### 3.10. AIRCRAFT ENGINES TEST FACILITY

**Definition**:

Aircraft engines test is a facility at the Adolfo Suárez Madrid-Barajas airport where aircraft engines are tested carrying out the following checks and operations:

- Fuel leaks
- Adjustment of motors
- Engine power loss tests
- Internal motor flushing

**Rates**:

| AIRCRAFT MTOW | 1st hour or part thereof | €/ additional quarter hour |
|---|---|---|
| Less than 90 Tons | 0,573272 €/Tm | 100 € |
| 90 Tons - less than 190 Tons | | 200 € |
| Over 190 tons | | 300 € |

### 3.11. BLOOD ALCOHOL LEVEL AND DRUG TEST AT RESTRICTED AREAS

**Definition**:

The fee will be paid by the person subject to blood alcohol and drugs tests requesting a counter-analysis. If the result is negative the amount will be refunded by Aena.

**Rate**: 240€

# REAL ESTATE SERVICES

## 4. REAL ESTATE SERVICES

### 4.1. OFFICES, PREMISES AND COMMERCIAL DESKS

**Definition:** Use of offices and premises surfaces of preferred or non- preferred nature and 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 | PREFERRED OFFICES | NON-PREFERRED OFFICES |
|---|---|---|
| Adolfo Suárez Madrid-Barajas, Josep Tarradellas Barcelona-El Prat | 27,73 | 19,06 |
| Alicante-Elche, Gran Canaria, Ibiza, César Manrique-Lanzarote, Málaga Costa del Sol, Palma de Mallorca, Tenerife Norte and Tenerife Sur | 27,47 | 18,87 |
| Bilbao, Fuerteventura, Menorca, Sevilla and Valencia | 24,35 | 18,87 |
| A Coruña, Asturias, Almeria, Federico Gª Lorca Granada-Jaén, Jerez, La Palma, Santiago and Vigo | 21,07 | 16,57 |
| Albacete, Algeciras, Badajoz, Ceuta, Córdoba, El Hierro, Girona-Costa Brava, Huesca-Pirineos, La Gomera, Madrid Cuatro Vientos, Melilla, Pamplona, Reus, San Sebastián, Sabadell, Salamanca, Seve Ballesteros Santander, Valladolid, Vitoria and Zaragoza | 17,75 | 12,18 |
| Burgos, Logroño-Agoncillo, León and Son Bonet | 17,40 | 11,94 |

€/m2/month

### 4.2. COMMERCIAL DESKS

**Definition:** Use 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 |
|---|---|
| Adolfo Suárez Madrid-Barajas, Josep Tarradellas Barcelona-El Prat | 66,65 |
| Alicante-Elche, Gran Canaria, Ibiza, César Manrique-Lanzarote, Málaga Costa del Sol, Palma de Mallorca, Tenerife Norte and Tenerife Sur | 65,99 |
| Bilbao, Fuerteventura, Menorca, Sevilla and Valencia | 54,99 |
| A Coruña, Almería, Asturias, Federico Gª Lorca Granada-Jaén, Jerez, La Palma, Santiago and Vigo | 32,72 |
| Albacete, Algeciras, Badajoz, Burgos, Ceuta, Cordoba, Cuatro Vientos, Girona-Costa Brava, El Hierro, Huesca-Pirineos, La Gomera, León, Logroño-Agoncillo, Melilla, Pamplona, Reus, Sabadell, Salamanca, San Sebastián, Seve Ballesteros Santander, Son Bonet, Valladolid, Vitoria and Zaragoza | 22,28 |

€/m2/month

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

| AIRPORT | Up to 2 hours | Aditional hour or part thereof |
|---|---|---|
| Adolfo Suárez Madrid-Barajas, Josep Tarradellas Barcelona-El Prat | 2,88 | 1,73 |
| Alicante-Elche, Bilbao, Fuerteventura, Gran Canaria, Ibiza, César Manrique-Lanzarote, Málaga Costa del Sol, Menorca, Palma de Mallorca, Sevilla, Tenerife Norte, Tenerife Sur and Valencia | 2,86 | 1,72 |
| A Coruña, Albacete, Algeciras, Almería, Asturias, Badajoz, Burgos, Ceuta, Cordoba, Cuatro Vientos, Federico Gª Lorca Granada-Jaén, Girona-Costa Brava, Hierro, Huesca-Pirineos, Jerez, La Gomera, La Palma, León, Logroño-Agoncillo, Melilla, Pamplona, Reus, Sabadell, Salamanca, San Sebastián, Seve Ballesteros Santander, Santiago, Son Bonet, Valladolid, Vigo, Vitoria and Zaragoza | 2,10 | 1,63 |

€ / $m^2$ / hour

## 4.3. SURFACES

### 4.3.1. 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 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 | NON PAVED SURFACES |
|---|---|
| Alicante-Elche, Josep Tarradellas Barcelona-El Prat, Gran Canaria, Ibiza, César Manrique-Lanzarote, Adolfo Suárez Madrid-Barajas, Málaga Costa del Sol, Palma de Mallorca, Tenerife Norte and Tenerife Sur | 0,95 |
| A Coruña, Albacete, Algeciras, Almería, Asturias, Badajoz, Bilbao, Burgos, Ceuta, Córdoba, El Hierro, Federico Gª Lorca Granada-Jaén, Fuerteventura, Girona-Costa Brava, Huesca-Pirineos, Jerez, La Gomera, La Palma, León, Logroño-Agoncillo, Madrid Cuatro Vientos, Melilla, Menorca, Pamplona, Reus, Sabadell, Salamanca, San Sebastián, Seve Ballesteros Santander, Santiago, Sevilla, Son Bonet, Valencia, Valladolid, Vigo, Vitoria and Zaragoza | 0,63 |

€/m2/month

### 4.3.2. 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 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 | PAVED SURFACES |
|---|---|
| Alicante-Elche, Josep Tarradellas Barcelona-El Prat, Gran Canaria, Ibiza, César Manrique-Lanzarote, Adolfo Suárez Madrid-Barajas, Málaga Costa del Sol, Palma de Mallorca, Tenerife Norte and Tenerife Sur | 1,28 |
| A Coruña, Albacete, Algeciras, Almería, Asturias, Badajoz, Bilbao, Burgos, Ceuta, Córdoba, Cuatro Vientos, El Hierro, Federigo Gª Lorca Granada-Jaén, Fuerteventura, Girona-Costa Brava, Huesca-Pirineos, Jerez, La Gomera, La Palma, León, Logroño-Agoncillo, Melilla, Menorca, Pamplona, Reus, Sabadell, Salamanca, San Sebastián, Seve Ballesteros Santander, Santiago, Sevilla, Son Bonet, Valencia, Valladolid, Vigo, Vitoria and Zaragoza | 0,82 |

€/m2/month

### 4.3.3. 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 |
|---|---|
| Alicante-Elche, Josep Tarradellas Barcelona-El Prat, Gran Canaria, Ibiza, César Manrique-Lanzarote, Adolfo Suárez Madrid-Barajas, Málaga Costa del Sol, Palma de Mallorca, Tenerife Norte and Tenerife Sur | 4,24 |
| A Coruña, Albacete, Algeciras, Almería, Asturias, Badajoz, Bilbao, Burgos, Ceuta, Córdoba, Cuatro Vientos, El Hierro, Federigo Gª Lorca Granada-Jaén, Fuerteventura, Girona-Costa Brava, Huesca-Pirineos, Jerez, La Gomera, La Palma, León, Logroño-Agoncillo, Melilla, Menorca, Pamplona, Reus, Sabadell, Salamanca, San Sebastián, Seve Ballesteros Santander, Santiago, Sevilla, Son Bonet, Valencia, Valladolid, Vigo, Vitoria and Zaragoza | 2,79 |

€/m2/month

### 4.3.4. 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:** (€/$m^2$/month)

| AIRPORT | NON PAVED SURFACES |
|---|---|
| Alicante-Elche, Josep Tarradellas Barcelona-El Prat, Gran Canaria, Ibiza, César Manrique-Lanzarote, Adolfo Suárez Madrid-Barajas, Málaga Costa del Sol, Palma de Mallorca, Tenerife Norte and Tenerife Sur | 1,23 |
| A Coruña, Albacete, Algeciras, Almería, Asturias, Badajoz, Bilbao, Burgos, Ceuta, Córdoba, El Hierro, Federico Gª Lorca Granada-Jaén, Fuerteventura, Girona-Costa Brava, Huesca-Pirineos, Jerez, La Gomera, La Palma, León, Logroño-Agoncillo, Madrid Cuatro Vientos, Melilla, Menorca, Pamplona, Reus, Sabadell, Salamanca, San Sebastián, Seve Ballesteros Santander, Santiago, Sevilla, Son Bonet, Valencia, Valladolid, Vigo, Vitoria and Zaragoza | 0,82 |

€/m2/month

### 4.3.5. 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:** (€/$m^2$/month)

| AIRPORT | PAVED SURFACES |
|---|---|
| Alicante-Elche, Josep Tarradellas Barcelona-El Prat, Gran Canaria, Ibiza, César Manrique-Lanzarote, Adolfo Suárez Madrid-Barajas, Málaga Costa del Sol, Palma de Mallorca, Tenerife Norte and Tenerife Sur | 1,62 |
| A Coruña, Albacete, Algeciras, Almería, Asturias, Badajoz, Bilbao, Burgos, Ceuta, Córdoba, Cuatro Vientos, El Hierro, Federigo Gª Lorca Granada-Jaén, Fuerteventura, Girona-Costa Brava, Huesca-Pirineos, Jerez, La Gomera, La Palma, León, Logroño-Agoncillo, Melilla, Menorca, Pamplona, Reus, Sabadell, Salamanca, San Sebastián, Seve Ballesteros Santander, Santiago, Sevilla, Son Bonet, Valencia, Valladolid, Vigo, Vitoria and Zaragoza | 1,05 |

€/m2/month

## 4.4. 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 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 | GENERAL STORE CATEGORY | | SPECIAL STORES |
|---|---|---|---|
| | 1st | 2nd | |
| Adolfo Suárez Madrid-Barajas, Josep Tarradellas Barcelona-El Prat | 13,54 | 10,27 | 34,36 |
| Gran Canaria, Ibiza, César Manrique-Lanzarote, Málaga Costa del Sol, Palma de Mallorca, Tenerife Norte and Tenerife Sur | 13,41 | 10,17 | 34,02 |
| Alicante-Elche | 13,15 | 9,98 | 33,34 |
| Bilbao, Fuerteventura, Menorca, Sevilla and Valencia | 12,41 | 10,17 | 31,77 |
| A Coruña, Almeria and Vigo | 10,17 | 8,46 | 26,08 |
| Federico Gª Lorca Granada-Jaén, Jerez and Santiago | 10,07 | 8,37 | 25,82 |
| Asturias and La Palma | 9,98 | 8,28 | 25,57 |
| Albacete, Algeciras, Badajoz, Burgos, Ceuta, El Hierro, Girona-Costa Brava, La Gomera, León, Madrid Cuatro Vientos, Melilla, Reus, Sabadell, San Sebastián, Seve Ballesteros Santander, Valladolid and Vitoria | 4,49 | 3,97 | 18,15 |
| Córdoba, Huesca-Pirineos, Logroño-Agoncillo, Pamplona, Salamanca, Son Bonet and Zaragoza | 4,40 | 3,88 | 17,80 |

€/m2/month

## 4.5. AIRCRAFT HOUSING

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

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

| Periods less than 1 month | Minimum per aircraft |
|---|---|
| 0,44 | 15,64 |
| € / day / m2 aircraft silohuette surface | €/day |

## 4.6. FUEL FACILITIES

**Definition**: Fuel facilities are delimited areas, urbanized or not, containing buildings or not, with equipment parking area or not, whose main characteristic or primary value consists of the disposal of the storage and distribution infrastructure of aviation fuel and whose use is the provision of aviation fuel storage and distribution assistance service at the airport.

**Rates:**

| AIRPORT | FUEL FACILITIES |
|---|---|
| A Coruña | 3.885,74 |
| Albacete | 595,54 |
| Almería | 10.716,37 |
| Asturias | 13.910,41 |
| Badajoz | 847,96 |
| JT Barcelona-El Prat | 124.544,36 |
| Burgos | 701,53 |
| Córdoba | 1.021,70 |
| FGL Granada-Jaén | 7.505,94 |
| Girona-Costa Brava | 20.682,04 |
| Gran Canaria | 65.939,52 |
| Ibiza | 33.205,79 |
| Jerez | 7.088,52 |
| La Palma | 16.281,63 |
| León | 1.175,03 |

| AIRPORT | FUEL FACILITIES |
|---|---|
| Logroño-Agoncillo | 3.572,37 |
| Melilla | 913,91 |
| Pamplona | 3.185,19 |
| Reus | 3.286,48 |
| Sabadell | 2.024,79 |
| Salamanca | 2.193,61 |
| San Sebastian | 1.871,73 |
| SB Santander | 1.646,62 |
| Santiago | 8.559,49 |
| Son Bonet | 1.938,13 |
| Tenerife Sur | 71.679,15 |
| Tenerife Norte | 50.343,00 |
| Valladolid | 1.724,28 |
| Zaragoza | 5.586,28 |

€/Facility/month

## 4.7. 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 |
|---|---|---|
| Adolfo Suárez Madrid-Barajas, Josep Tarradellas Barcelona-El Prat | 27,73 | 19,06 |
| Alicante-Elche, Gran Canaria, Ibiza, César Manrique-Lanzarote, Málaga Costa del Sol, Palma de Mallorca, Tenerife Norte and Tenerife Sur | 27,47 | 18,87 |
| Bilbao, Fuerteventura, Menorca, Sevilla and Valencia | 24,35 | 18,87 |
| A Coruña, Asturias, Almeria, Federico Gª Lorca Granada-Jaén, Jerez, La Palma, Santiago and Vigo | 21,07 | 16,57 |
| Albacete, Algeciras, Badajoz, Ceuta, Córdoba, El Hierro, Girona-Costa Brava, Huesca-Pirineos, La Gomera, Madrid Cuatro Vientos, Melilla, Pamplona, Reus, San Sebastián, Sabadell, Salamanca, Seve Ballesteros Santander, Valladolid, Vitoria and Zaragoza | 17,75 | 12,18 |
| Burgos, Logroño-Agoncillo, León and Son Bonet | 17,40 | 11,94 |

€/m2/month

## 4.8. SINGULAR ASSETS

**Definition:** For the purposes of this price guide, singular assets shall mean those properties, buildings, sections of buildings, or functional units which, due to their physical configuration, location, access conditions, security requirements, airport operations, or other specific constraints, are neither homogeneous nor comparable with the assets defined under the standard categories of this guide, thereby requiring an individualized assessment.

**Amounts:** For contracts with a duration of 6 months or more. For contracts of less than six months, the price will increase by 25%. The minimum contract period is one month.

| ASSET | Airport | Classification | €/m²/month | Specific Terms and Conditions | Duration | Location |
|---|---|---|---|---|---|---|
| Unit T400DC21<br>Surface: 24,44 m² | Adolfo Suárez Madrid Barajas | Preferred Office | 16,37 €/m² | Minimum required investment: 16.376,35€ | 5 years | T4<br>Floor 0 |
| Unit T402PD21B<br>Surface: 39 m² | Adolfo Suárez Madrid Barajas | 1st Category | 1,00 €/m² | Minimum required investment: 14.180€ | 2 years | T4<br>Floor 2 |
| Unit T400DC22<br>Surface: 23,77 m² | Adolfo Suárez Madrid Barajas | Preferred Office | 16,37 €/m² | Minimum required investment: 15.927,41€ | 5 years | T4<br>Floor 0 |
| Unit T4S1SDN07<br>Surface: 102,38 m² | Adolfo Suárez Madrid Barajas | 1st Category | 7,65 €/m² | Minimum required investment: 48.246,83€ | 6 years | T4S<br>Basement 1 |
| Unit T41SFD01<br>Surface: 102,38 m² | Adolfo Suárez Madrid Barajas | 1st Category | 1,00 €/m² | Minimum required investment: 13.095€ | 4 years | T4<br>Floor 1 |
| Unit 11113<br>Surface: 102,38 m² | Adolfo Suárez Madrid Barajas | Preferred Office / Unit | 16,84 €/m² | Minimum required investment: 18.311,18€ | 5 years | T1<br>Floor 1 |
| Unit T4S1SDN01A<br>Surface: 196,25 m² | Adolfo Suárez Madrid Barajas | 1st Category | 7,15 €/m² | Minimum required investment: 75.251,80 € | 5 years | T4S<br>Basement 1 |
| Unit T4S1SDN01B<br>Surface: 102,46 m² | Adolfo Suárez Madrid Barajas | 1st Category | 1,30 €/m² | Minimum required investment: 39.288,15 € | 5 years | T4S<br>Basement 1 |
| Unit 70018<br>Surface: 40,76 m² | Adolfo Suárez Madrid Barajas | 1st Category | 1,00 €/m² | Minimum required investment: 38.801,62 € | 5 years | T3 Floor 0 |
| Unit 4096<br>Surface: 42,05 m² | Adolfo Suárez Madrid Barajas | 1st Category | 1,00 €/m² | Minimum required investment: 45.695,59 € | 5 years | T1 Floor 0 |
| Unit T41SFD72V<br>Surface: 135,68 m² | Adolfo Suárez Madrid Barajas | Toilet / Changing room | 22,98 €/m² | Minimum required investment: 38.699,55 € | 5 years | T4<br>Basement 1 |
| Unit 10100<br>Surface: 206,94 m² | Adolfo Suárez Madrid Barajas | Toilet / Changing room | 8,31 €/m² | Minimum required investment: 241.181,60 € | 5 years | T1 South Dike Floor 0 |
| Unit 52308<br>Surface: 132,00 m² | Adolfo Suárez Madrid Barajas | Preferred Office | 21,86 €/m² | Minimum required investment: 46.483,57 € | 5 years | T2 Floor 1 |

| ASSET | AIRPORT | €/m²/month | Specific Terms and Conditions |
|---|---|---|---|
| Former Tower Office Building (E02B) | Josep Tarradellas Barcelona-El Prat | 11,71€/m² | Minimun area: 100 m² |
| INSCAT shed with associated area | Fuerteventura | 4,82€/m² | Contract surface area: 1.590 m² |
| Surface parking lots "Playa el Prat de Llobregat" | Josep Tarradellas Barcelona-El Prat | 2,79€/m² | Minimun area: 18.560,97 m² |

| ASSET | AIRPORT | €/column/month |
|---|---|---|
| ULD's shed (*) | Adolfo Suárez Madrid Barajas | 266,02 |

(*) Facility dedicated to the storage of containers or ULDs for loading luggage and cargo

# PRIVATE PRICES

## 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 SME, S.A.

**Rates:** Available at each airport website. They may be checked at www.aena.es

### 5.2. NON-DELIMITED AREAS AND LOUNGES

**Definition**

Use of non-delimited areas and lounges that are not rented.

#### 5.2.1. VIP Lounges

##### 5.2.1.1. Prices for direct access to lounge, online sale or App sale.

Unique access products:

| DIRECT SALES (except MAD, BCN, PMI & AGP) | | | |
|---|---|---|---|
| **Península and Baleares** | **Price** | **Canarias** | **Price** |
| Adult | 37,98 € | Adult | 42,94 € |
| Children 6-10 years | 17,56 € | Children 6-10 years | 19,86 € |
| Children < 6 years | Free | Children < 6 years | Free |

| DIRECT SALES (MAD, BCN, PMI & AGP) | | | | | |
|---|---|---|---|---|---|
| **Type 1 Lounges (*)** | **Price** | **Type 2 Lounges (**)** | **Price** | **Type 3 Lounges (***)** | **Price** |
| Adult | 39,67 € | Adult | 42,36 € | Adult | 67,36 € |
| Children 6-10 years | 18,35 € | Children 6-10 years | 20,29 € | Children 6-10 years | 45,29 € |
| Children < 6 years | Free | Children < 6 years | Free | Children < 6 years | Free |

(*) Adolfo Suárez Madrid-Barajas Airport: Puerta del Sol, Puerta de Alcalá, Plaza Mayor and Retiro.
Josep Tarradellas Barcelona-El Prat Airport: Colomer, Canudas and Pau Casals.
Son Sant Joan Palma de Mallorca Airport: Formentor, Valldemossa, Mediterráneo and Mestral.
Málaga-Costa del Sol Airport : Málaga-Costa del Sol and Málaga-Relax&Go

(**) Adolfo Suárez Madrid-Barajas Airport: Neptuno and Cibeles.
Josep Tarradellas Barcelona-El Prat Airport: Miró.
Son San Joan Palma de Mallorca Airport: Llevant.

(***) Salas Segmentadas

**Additional services:**

- Additional hour VIP Lounges

**VIP LOUNGES - Additional hour (except MAD, BCN, PMI & AGP)**

| Península and Baleares | Price |
|---|---|
| Adult | 12,85 € |
| Children 6-10 years | 5,00 € |
| Children < 6 years | Free |

| Canarias | Price |
|---|---|
| Adult | 14,53 € |
| Children 6-10 years | 5,65 € |
| Children < 6 years | Free |

**VIP LOUNGES - Additional hour (MAD, BCN, PMI & AGP)**

| Type 1 Lounges (*) | Price |
|---|---|
| Adult | 13,39 € |
| Children 6-10 years | 5,17 € |
| Children < 6 years | Free |

| Type 2 Lounges (**) | Price |
|---|---|
| Adult | 13,76 € |
| Children 6-10 years | 5,29 € |
| Children < 6 years | Free |

| Salas Tipo 3 (***) | Price |
|---|---|
| Adult | 21,90 € |
| Children 6-10 years | 11,82 € |
| Children < 6 years | Gratis |

(*) Adolfo Suárez Madrid-Barajas Airport: Puerta del Sol, Puerta de Alcalá, Plaza Mayor and Retiro.
Josep Tarradellas Barcelona-El Prat Airport: Colomer, Canudas and Pau Casals.
Son Sant Joan Palma de Mallorca Airport: Formentor, Valldemossa, Mediterráneo and Mestral.
Málaga-Costa del Sol Airport: Málaga-Costa del Sol and Málaga-Relax&Go.

(**) Adolfo Suárez Madrid-Barajas Airport: Neptuno and Cibeles.
Josep Tarradellas Barcelona-El Prat Airport: Miró.
Son San Joan Palma de Mallorca Airport: Llevant.

(***) Salas Segmentadas

- Altitude Lounge upgrade price for individual customers who already have access to a standard VIP lounge (non-Altitude) by paying the corresponding surcharge at the lounge counter

**UPGRADE MOSTRADOR SALA ALTITUDE**

| | Rate |
|---|---|
| Adult | 27,27 € |

### 5.2.1.2. Companies

## Model A: rates for access to VIP lounge and ticket packed

**Alicante**

| Adult Rate | |
|---|---|
| Pax | Price |
| Up to 600 | 30,80 € |
| Up to 1.300 | 28,75 € |
| Up to 1.900 | 26,85 € |
| Up to 2.500 | 25,10 € |
| > 2.500 | 23,45 € |

| Child Rate | |
|---|---|
| < 6 years | Free |
| 6 -10 years | Adult rate |

**Málaga**

| Adult Rate | |
|---|---|
| Pax | Price |
| Up to 900 | 32,30 € |
| Up to 1.800 | 30,15 € |
| Up to 2.600 | 28,15 € |
| Up to 3.200 | 26,30 € |
| > 3.200 | 24,55 € |

| Child Rate | |
|---|---|
| < 6 years | Free |
| 6 -10 years | Adult rate |

**Bilbao**

| Adult Rate | |
|---|---|
| Pax | Price |
| Up to 1.500 | 30,80 € |
| Up to 2.200 | 28,75 € |
| Up to 2.700 | 26,85 € |
| Up to 3.200 | 25,10 € |
| > 3.200 | 23,45 € |

| Child Rate | |
|---|---|
| < 6 years | Free |
| 6 -10 years | Adult rate |

**Gran Canaria**

| Adult Rate | |
|---|---|
| Pax | Price |
| Up to 800 | 30,80 € |
| Up to 1.500 | 28,75 € |
| Up to 2.500 | 26,85 € |
| Up to 3.100 | 25,10 € |
| > 3.100 | 23,45 € |

| Child Rate | |
|---|---|
| < 6 years | Free |
| 6 -10 years | Adult rate |

**Asturias**

| Adult Rate | |
|---|---|
| Pax | Price |
| Up to 600 | 30,80 € |
| Up to 1.400 | 28,75 € |
| Up to 1.900 | 26,85 € |
| Up to 2.200 | 25,10 € |
| > 2.200 | 23,45 € |

| Child Rate | |
|---|---|
| < 6 years | Free |
| 6 -10 years | Adult rate |

**Tenerife Sur**

| Adult Rate | |
|---|---|
| Pax | Price |
| Up to 800 | 30,80 € |
| Up to 1.600 | 28,75 € |
| Up to 2.300 | 26,85 € |
| Up to 3.000 | 25,10 € |
| > 3.000 | 23,45 € |

| Child Rate | |
|---|---|
| < 6 years | Free |
| 6 -10 years | Adult rate |

**Valencia**

| Adult Rate | |
|---|---|
| Pax | Price |
| Up to 800 | 30,80 € |
| Up to 1.600 | 28,75 € |
| Up to 2.300 | 26,85 € |
| Up to 3.000 | 25,10 € |
| > 3.000 | 23,45 € |

| Child Rate | |
|---|---|
| < 6 years | Free |
| 6 -10 years | Adult rate |

**Sevilla**

| Adult Rate | |
|---|---|
| Pax | Price |
| Up to 600 | 30,80 € |
| Up to 1.300 | 28,75 € |
| Up to 1.900 | 26,85 € |
| Up to 2.500 | 25,10 € |
| > 2.500 | 23,45 € |

| Child Rate | |
|---|---|
| < 6 years | Free |
| 6 -10 years | Adult rate |

**A Coruña**

| Adult Rate | |
|---|---|
| Pax | Price |
| Up to 600 | 30,80 € |
| Up to 1.300 | 28,75 € |
| Up to 1.900 | 26,85 € |
| Up to 2.400 | 25,10 € |
| > 2.400 | 23,45 € |

| Child Rate | |
|---|---|
| < 6 years | Free |
| 6 -10 years | Adult rate |

**Lanzarote**

| Adult Rate | |
|---|---|
| Pax | Price |
| Up to 600 | 30,80 € |
| Up to 1.300 | 28,75 € |
| Up to 1.900 | 26,85 € |
| Up to 2.400 | 25,10 € |
| > 2.400 | 23,45 € |

| Child Rate | |
|---|---|
| < 6 years | Free |
| 6 -10 years | Adult rate |

**Tenerife Norte**

| Adult Rate | |
|---|---|
| Pax | Price |
| Up to 700 | 30,80 € |
| Up to 1.500 | 28,75 € |
| Up to 2.200 | 26,85 € |
| Up to 2.700 | 25,10 € |
| > 2.700 | 23,45 € |

| Child Rate | |
|---|---|
| < 6 years | Free |
| 6 -10 years | Adult rate |

**Santiago**

| Adult Rate | |
|---|---|
| Pax | Price |
| Up to 500 | 30,80 € |
| Up to 1.200 | 28,75 € |
| Up to 1.600 | 26,85 € |
| Up to 2.000 | 25,10 € |
| > 2.000 | 23,45 € |

| Child Rate | |
|---|---|
| < 6 years | Free |
| 6 -10 years | Adult rate |

**Ibiza**

| Adult Rate | |
|---|---|
| Pax | Price |
| Up to 700 | 30,80 € |
| Up to 1.500 | 28,75 € |
| Up to 2.000 | 26,85 € |
| Up to 2.500 | 25,10 € |
| > 2.500 | 23,45 € |

| Child Rate | |
|---|---|
| < 6 years | Free |
| 6 -10 years | Adult rate |

**Menorca**

| Adult Rate | |
|---|---|
| Pax | Price |
| Up to 500 | 30,80 € |
| Up to 1.100 | 28,75 € |
| Up to 1.700 | 26,85 € |
| Up to 2.200 | 25,10 € |
| > 2.200 | 23,45 € |

| Child Rate | |
|---|---|
| < 6 years | Free |
| 6 -10 years | Adult rate |

**Fuerteventura**

| Adult Rate | |
|---|---|
| Pax | Price |
| Up to 600 | 30,80 € |
| Up to 1.400 | 28,75 € |
| Up to 1.900 | 26,85 € |
| Up to 2.200 | 25,10 € |
| > 2.200 | 23,45 € |

| Child Rate | |
|---|---|
| < 6 years | Free |
| 6 -10 years | Adult rate |

**Vigo**

| Adult Rate | |
|---|---|
| Pax | Price |
| Up to 600 | 30,80 € |
| Up to 1.400 | 28,75 € |
| Up to 1.900 | 26,85 € |
| Up to 2.200 | 25,10 € |
| > 2.200 | 23,45 € |

| Child Rate | |
|---|---|
| < 6 years | Free |
| 6 -10 years | Adult rate |

| Adolfo Suárez Madrid Barajas<br>Josep Tarradellas Barcelona El Prat<br>Palma de Mallorca | | | |
|---|---|---|---|
| **Adult Rate** | | | |
| **Pax** | **Type 1 Lounges (*)** | **Type 2 Lounges (**)** | **Type 3 Lounges (***)** |
| Up to 1.400 | 32,30 € | 34,80 € | 59,80 € |
| Up to 3.500 | 30,15 € | 32,65 € | 57,65 € |
| Up to 5.500 | 28,15 € | 30,65 € | 55,65 € |
| Up to 7.800 | 26,30 € | 28,80 € | 53,80 € |
| > 7.800 | 24,55 € | 27,05 € | 52,05 € |

| **Child Rate** | |
|---|---|
| < 6 years | Free |
| 6-10 years | Adult rate |

(*) Adolfo Suárez Madrid-Barajas Airport: Puerta del Sol, Puerta de Alcalá, Plaza Mayor and Retiro.
Josep Tarradellas Barcelona-El Prat Airport: Colomer, Canudas and Pau Casals.
Son Sant Joan Palma de Mallorca Airport: Formentor, Valldemossa, Mediterráneo and Mestral.

(**) Adolfo Suárez Madrid-Barajas Airport: Neptuno and Cibeles.
Josep Tarradellas Barcelona-El Prat Airport: Miró.
Son Sant Joan Palma de Mallorca Airport: Llevant.

(***) Salas Segmentadas.

**VIP Lounge reservation**

| User | Price |
|---|---|
| Adult | 11,69 € |

## Model B: rates for access to VIP lounge not included in ticket

### Alicante

| Adult Rate | |
|---|---|
| **Pax** | **Price** |
| Up to 1.900 | 32,35 € |
| Up to 3.700 | 30,30 € |
| Up to 6.000 | 28,40 € |
| Up to 15.000 | 26,60 € |
| > 15.000 | 24,90 € |

| Child Rate | |
|---|---|
| < 6 years | Free |
| 6 -10 years | Adult rate |

### Bilbao

| Adult Rate | |
|---|---|
| **Pax** | **Price** |
| Up to 1.000 | 32,35 € |
| Up to 2.800 | 30,30 € |
| Up to 4.000 | 28,40 € |
| Up to 6.200 | 26,60 € |
| > 6.200 | 24,90 € |

| Child Rate | |
|---|---|
| < 6 years | Free |
| 6 -10 years | Adult rate |

### Gran Canaria

| Adult Rate | |
|---|---|
| **Pax** | **Price** |
| Up to 1.200 | 32,35 € |
| Up to 2.400 | 30,30 € |
| Up to 4.500 | 28,40 € |
| Up to 11.500 | 26,60 € |
| > 11.500 | 24,90 € |

| Child Rate | |
|---|---|
| < 6 years | Free |
| 6 -10 years | Adult rate |

### Sevilla

| Adult Rate | |
|---|---|
| **Pax** | **Price** |
| Up to 1.000 | 32,35 € |
| Up to 2.000 | 30,30 € |
| Up to 4.500 | 28,40 € |
| Up to 6.500 | 26,60 € |
| > 6.500 | 24,90 € |

| Child Rate | |
|---|---|
| < 6 years | Free |
| 6 -10 years | Adult rate |

### Asturias

| Adult Rate | |
|---|---|
| **Pax** | **Price** |
| Up to 600 | 32,35 € |
| Up to 800 | 30,30 € |
| Up to 1.000 | 28,40 € |
| Up to 1.200 | 26,60 € |
| > 1.200 | 24,90 € |

| Child Rate | |
|---|---|
| < 6 years | Free |
| 6 -10 years | Adult rate |

### Tenerife Sur

| Adult Rate | |
|---|---|
| **Pax** | **Price** |
| Up to 1.900 | 32,35 € |
| Up to 3.200 | 30,30 € |
| Up to 4.400 | 28,40 € |
| Up to 9.700 | 26,60 € |
| > 9.700 | 24,90 € |

| Child Rate | |
|---|---|
| < 6 years | Free |
| 6 -10 years | Adult rate |

### Valencia

| Adult Rate | |
|---|---|
| **Pax** | **Price** |
| Up to 1.200 | 32,35 € |
| Up to 2.400 | 30,30 € |
| Up to 3.400 | 28,40 € |
| Up to 8.500 | 26,60 € |
| > 8.500 | 24,90 € |

| Child Rate | |
|---|---|
| < 6 years | Free |
| 6 -10 years | Adult rate |

### Santiago

| Adult Rate | |
|---|---|
| **Pax** | **Price** |
| Up to 700 | 32,35 € |
| Up to 1.000 | 30,30 € |
| Up to 1.300 | 28,40 € |
| Up to 1.800 | 26,60 € |
| > 1.800 | 24,90 € |

| Child Rate | |
|---|---|
| < 6 years | Free |
| 6 -10 years | Adult rate |

### A Coruña

| Adult Rate | |
|---|---|
| **Pax** | **Price** |
| Up to 600 | 32,35 € |
| Up to 800 | 30,30 € |
| Up to 1.000 | 28,40 € |
| Up to 1.200 | 26,60 € |
| > 1.200 | 24,90 € |

| Child Rate | |
|---|---|
| < 6 years | Free |
| 6 -10 years | Adult rate |

### Lanzarote

| Adult Rate | |
|---|---|
| **Pax** | **Price** |
| Up to 900 | 32,35 € |
| Up to 1.400 | 30,30 € |
| Up to 2.000 | 28,40 € |
| Up to 2.800 | 26,60 € |
| > 2.800 | 24,90 € |

| Child Rate | |
|---|---|
| < 6 years | Free |
| 6 -10 years | Adult rate |

### Tenerife Norte

| Adult Rate | |
|---|---|
| **Pax** | **Price** |
| Up to 900 | 32,35 € |
| Up to 1.400 | 30,30 € |
| Up to 2.000 | 28,40 € |
| Up to 2.800 | 26,60 € |
| > 2.800 | 24,90 € |

| Child Rate | |
|---|---|
| < 6 years | Free |
| 6 -10 years | Adult rate |

### Vigo

| Adult Rate | |
|---|---|
| **Pax** | **Price** |
| Up to 600 | 32,35 € |
| Up to 800 | 30,30 € |
| Up to 1.000 | 28,40 € |
| Up to 1.200 | 26,60 € |
| > 1.200 | 24,90 € |

| Child Rate | |
|---|---|
| < 6 years | Free |
| 6 -10 years | Adult rate |

### Ibiza

| Adult Rate | |
|---|---|
| **Pax** | **Price** |
| Up to 1.900 | 32,35 € |
| Up to 7.000 | 30,30 € |
| Up to 15.000 | 28,40 € |
| Up to 19.500 | 26,60 € |
| > 19.500 | 24,90 € |

| Child Rate | |
|---|---|
| < 6 years | Free |
| 6 -10 years | Adult rate |

### Menorca

| Adult Rate | |
|---|---|
| **Pax** | **Price** |
| Up to 900 | 32,35 € |
| Up to 1.400 | 30,30 € |
| Up to 1.800 | 28,40 € |
| Up to 2.600 | 26,60 € |
| > 2.600 | 24,90 € |

| Child Rate | |
|---|---|
| < 6 years | Free |
| 6 -10 years | Adult rate |

### Fuerteventura

| Adult Rate | |
|---|---|
| **Pax** | **Price** |
| Up to 900 | 32,35 € |
| Up to 1.400 | 30,30 € |
| Up to 2.000 | 28,40 € |
| Up to 2,800 | 26,60 € |
| > 2.800 | 24,90 € |

| Child Rate | |
|---|---|
| < 6 years | Free |
| 6 -10 years | Adult rate |

| Adolfo Suárez Madrid Barajas<br>Josep Tarradellas Barcelona El Prat<br>Palma de Mallorca<br>Málaga - Costa del Sol | | | |
|---|---|---|---|
| **Adult Rate** | | | |
| Pax | Type 1 Lounges (*) | Type 2 Lounges (**) | Type 3 Lounges (***) |
| Up to 1.900 | 33,80 € | 36,30 € | 61,30 € |
| Up to 5.200 | 31,60 € | 34,10 € | 59,10 € |
| Up to 9.000 | 29,50 € | 32,00 € | 57,00 € |
| Up to 45.000 | 27,55 € | 30,05 € | 55,05 € |
| > 45.000 | 25,75 € | 28,25 € | 53,25 € |

| **Child Rate** | |
|---|---|
| < 6 years | Free |
| 6-10 years | Adult rate |

(*) Adolfo Suárez Madrid-Barajas Airport: Puerta del Sol, Puerta de Alcalá, Plaza Mayor and Retiro.
Josep Tarradellas Barcelona-El Prat Airport: Colomer, Canudas and Pau Casals.
Son Sant Joan Palma de Mallorca Airport: Formentor, Valldemossa, Mediterráneo and Mestral.
Málaga - Costa del Sol Airport: Málaga- Costa del Sol and Málaga Relax&Go.

(**) Adolfo Suárez Madrid-Barajas Airport: Neptuno and Cibeles.
Josep Tarradellas Barcelona-El Prat Airport: Miró.
Son Sant Joan Palma de Mallorca Airport: Llevant.

(***) Salas Segmentadas

**Model C: Prices for access to VIP lounges in prepaid mode.**

Unique access products:

| Access to VIP lounge (except MAD, BCN, PMI & AGP) | | | |
|---|---|---|---|
| **Península and Baleares** | **Price** | **Canarias** | **Price** |
| Adult | 32,31 € | Adult | 36,54 € |
| Children 6-10 years | 14,96 € | Children 6-10 years | 16,92 € |
| Children < 6 years | Free | Children < 6 years | Free |

| Access to VIP lounge (MAD, BCN, PMI & AGP) | | | | | |
|---|---|---|---|---|---|
| **Type 1 Lounges (*)** | **Price** | **Type 2 Lounges (**)** | **Price** | **Type 3 Lounges (***)** | **Price** |
| Adult | 33,72 € | Adult | 36,03 € | Adult | 57,27 € |
| Children 6-10 years | 15,62 € | Children 6-10 years | 17,27 € | Children 6-10 years | 38,51 € |
| Children < 6 years | Free | Children < 6 years | Free | Children < 6 years | Free |

(*) Adolfo Suárez Madrid-Barajas Airport: Puerta del Sol, Puerta de Alcalá, Plaza Mayor and Retiro.
Josep Tarradellas Barcelona-El Prat Airport: Colomer, Canudas and Pau Casals.
Son Sant Joan Palma de Mallorca Airport: Formentor, Valldemossa, Mediterráneo and Mestral.
Málaga-Costa del Sol Airport: Málaga-Costa del Sol and Málaga-Relax&Go.

(**) Adolfo Suárez Madrid-Barajas Airport: Neptuno and Cibeles.
Josep Tarradellas Barcelona-El Prat Airport: Miró.
Son San Joan Palma de Mallorca Airport: Llevant.

(***) Salas Segmentadas

### 5.2.2. Unlimited Commercial Use Spaces

Rented desks or surfaces without commercial or advertising purposes.

| All Airports | Rate without taxes |
|---|---|
| Full-time | 518,38 € |
| 2h | 226,07 € |
| 1h | 58,32 € |

A day is 8 hours of use of lounge (2 hours + 6 x additional hour), with a discount of 10%

### 5.2.3. General Meeting Lounges

| | CONFERENCE & MEETING LOUNGES | | | | | |
|---|---|---|---|---|---|---|
| | Manzanares (MAD) | Guadarrama (MAD) | Navacerrada (MAD) | Henares (MAD) | Jarama (MAD) | Lozoya (MAD) |
| 2 HOURS | 187 € | 187 € | 187 € | 278 € | 278 € | 328 € |
| ADITIONAL HOUR | 48 € | 48 € | 48 € | 61 € | 61 € | 80 € |
| DAY | 429 € | 429 € | 429 € | 583 € | 583 € | 729 € |

| | CONFERENCE & MEETING LOUNGES | | | | | |
|---|---|---|---|---|---|---|
| | Auditorio (MAD) | Alberche (MAD) | Business (MAD) | Prensa (MAD) | Conferencias I y III (PMI) | Conferencias II (PMI) |
| 2 HOURS | 328 € | 555 € | 555 € | 905 € | 187 € | 328 € |
| ADITIONAL HOUR | 80 € | 120 € | 120 € | 214 € | 48 € | 80 € |
| DAY | 729 € | 1.146 € | 1.146 € | 1.971 € | 429 € | 729 € |

| | CONFERENCE & MEETING LOUNGES | | | | | |
|---|---|---|---|---|---|---|
| | Sala Babor (PMI) | Sala Babor + media Dársena (PMI) | Sala Babor + Dársena completa (PMI) | Media Dársena eventos solo de estacionamiento (PMI) | Dársena eventos solo de estacionamiento (PMI) | Reuniones (SBO) |
| 2 HOURS | 424 € | 637 € | 852 € | 530 € | 736 € | 75 € |
| ADITIONAL HOUR | 106 € | 371 € | 530 € | 159 € | 366 € | 18 € |
| DAY | 955 € | 2.652 € | 3.819 € | 1.114 € | 2.874 € | 159 € |

| | CONFERENCE & MEETING LOUNGES | | | | | |
|---|---|---|---|---|---|---|
| | Catalunya (BCN) | Formación Vip I y II (LPA) | Conferencias y Sala I (LPA) | Prensa (LPA) | Conferencias (SVQ) | Multifuncional (LCG) |
| 2 HOURS | 187 € | 278 € | 127 € | 134 € | 328 € | 89 € |
| ADITIONAL HOUR | 48 € | 63 € | 23 € | 29 € | 80 € | 23 € |
| DAY | 429 € | 589 € | 239 € | 276 € | 729 € | 200 € |

| | CONFERENCE & MEETING LOUNGES | | | | |
|---|---|---|---|---|---|
| | Multifuncional (VIT) | Business (SCQ) | Prensa (SCQ) | Reuniones (SCQ) | Formación (SCQ) |
| 2 HOURS | 89 € | 351 € | 134 € | 134 € | 73 € |
| ADITIONAL HOUR | 23 € | 86 € | 24 € | 24 € | 19 € |
| DAY | 200 € | 779 € | 253 € | 253 € | 167 € |

| | MEETING LOUNGES (FORMER CLASA) - GENERAL RATES | | | | | | |
|---|---|---|---|---|---|---|---|
| | BARCELONA | | | | MADRID | | VALENCIA |
| | TYPE I (20-30 attendant) | TYPE II (24-40 attendant) | TYPE III (30-50 attendant) | TYPE IV (40-80 attendant) | Type A (16-18 attendant) | Type B (52 attendant) | Lounge (25 attendant) |
| 2 HOURS | 79 € | 148 € | 197 € | 296 € | 112 € | 231 € | 72 € |
| ADICIONAL HOUR | 16 € | 27 € | 40 € | 61 € | 22 € | 51 € | 16 € |
| FULL-TIME | 178 € | 313 € | 434 € | 665 € | 244 € | 534 € | 171 € |
| COCKTAIL | 115 € | 115 € | 115 € | 159 € | - | - | - |

| | MEETING LOUNGES (FORMER CLASA) - CLIENT RATES | | | | | | |
|---|---|---|---|---|---|---|---|
| | BARCELONA | | | | MADRID | | VALENCIA |
| | TYPE I (20-30 attendant) | TYPE II (24-40 attendant) | TYPE III (30-50 attendant) | TYPE IV (40-80 attendant) | Type A (16-18 attendant) | Type B (52 attendant) | Lounge (25 attendant) |
| 2 HOURS | 71 € | 137 € | 181 € | 269 € | 104 € | 209 € | 66 € |
| ADICIONAL HOUR | 16 € | 27 € | 38 € | 60 € | 22 € | 49 € | 16 € |
| FULL-TIME | 170 € | 302 € | 412 € | 631 € | 236 € | 505 € | 165 € |
| COCKTAIL | 104 € | 104 € | 104 € | 148 € | - | - | - |

| | TRAINING COURSES IN MEETINGS ROOMS (FORMER CLASA) | | | |
|---|---|---|---|---|
| | GENERAL RATE | | CLIENT RATE | |
| | BARCELONA | MADRID | BARCELONA | MADRID |
| Up to 10 horas | 356 € | 412 € | 320 € | 371 € |
| Up to 20 horas | 578 € | 669 € | 520 € | 602 € |
| Up to 30 horas | 889 € | 1.029 € | 800 € | 926 € |
| Up to 40 horas | 1.155 € | 1.339 € | 1.040 € | 1.205 € |
| 100 or more (€/hour) | 14,27 € /hora | 15,91 € /hora | 12,83 € /hora | 14,33 € /hora |

For any other 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.

| | MEETING LOUNGES - GENERAL RATES | | |
|---|---|---|---|
| | TYPE 1 | TYPE 2 | TYPE 3 |
| 2 HOURS | 328 € | 278 € | 187 € |
| ADITIONAL HOUR | 80 € | 61 € | 48 € |
| DAY | 729 € | 583 € | 429 € |

The 'FULL DAY' rate applies to 8 hours.

Companies or individuals who, in the same application and in a single payment, reserve one or more full-time lounges for at least 5 consecutive or alternate days in the same month, will be granted with a 20% discount.

## 5.3. FAST TRACK & FAST LANE

Fast Lane: Preferred access routes to security controls.
Fast Track: independent fast track of security controls.

### 5.3.1. Private Access

| | Rate Peninsula and Balearic Islands (except MAD, BCN and Canary Islands) | AS Madrid Barajas / JT Barcelona El Prat | Canary Islands |
|---|---|---|---|
| FAST LANE | 9,17 € | 10,21 € | 10,37 € |

| | All airports |
|---|---|
| FAST TRACK | 13,68 € |

### 5.3.2. Postpaid companies

| | | Rate Peninsula and Balearic Islands (except MAD, BCN and Canary Islands) | AS Madrid Barajas / JT Barcelona El Prat |
|---|---|---|---|
| FAST LANE | Rates for access ticket packed | 4,00 € | 4,49 € |
| | Rates for access independent of ticket | 7,34 € | 8,17 € |

| | | All airports |
|---|---|---|
| FAST TRACK | Rates for access ticket packed | 7,66 € |
| | Rates for access independent of ticket | 12,31 € |

### 5.3.3. Prepaid companies

| | Rate Peninsula and Balearic Islands (except MAD, BCN and Canary Islands) | AS Madrid Barajas / JT Barcelona El Prat | Canary Islands |
|---|---|---|---|
| FAST LANE | 6,90 € | 7,69 € | 7,80 € |

| | All airports |
|---|---|
| FAST TRACK | 11,65 € |

## 5.4. MEET & ASSIST

**Meet & Assist Departures and Transfer**

| | Rate | Canary Islands |
|---|---|---|
| 1 user | 206,03 € | 232,99 € |
| 2 users | 253,26 € | 286,40 € |
| 3 users | 301,36 € | 340,79 € |
| 4 users | 348,51 € | 394,11 € |

**Meet & Assist Arrivals**

| | Rate | Canary Islands |
|---|---|---|
| 1 user | 123,51 € | 139,67 € |
| 2 users | 151,57 € | 171,40 € |
| 3 users | 180,66 € | 204,30 € |
| 4 users | 208,76 € | 236,07 € |

Children under 6 years accompanied – Free

Non accompanied children - surcharge of 25%

10% discount is established for agencies and / or resellers of these services

**Meet & Assist Departures and Transfer (aditional hour)**

| Rate | Canary Islands |
|---|---|
| 45,45 € | 51,40 € |

**Meet & Assit Dep and Transfer (porterage of luggage-per piece)**

| Rate | Canary Islands |
|---|---|
| 27,27 € | 30,84 € |

**Meet & Assist Arrivals (aditional hour)**

| Rate | Canary Islands |
|---|---|
| 45,45 € | 51,40 € |

**Meet & Assit Arrivals (porterage of luggage-per piece)**

| Rate | Canary Islands |
|---|---|
| 27,27 € | 30,84 € |

## 5.5. PREMIUM SERVICES

### 5.5.1. Premium Services

| PREMIUM SERVICE with handling | | | | | | |
|---|---|---|---|---|---|---|
| | Common lounge | | Private lounge | | Meeting Lounges | |
| | Rate | Canary Islands | Rate | Canary Islands | Rate | Canary Islands |
| 1 user | 476,49 € | 538,83 € | 595,58 € | 673,50 € | 476,49 € | 538,83 € |
| 2 users | 714,71 € | 808,22 € | 893,22 € | 1.010,09 € | 714,71 € | 808,22 € |
| 3 users | 952,93 € | 1.077,62 € | 1.190,87 € | 1.346,68 € | 952,93 € | 1.077,62 € |
| 4 users | 1.191,12 € | 1.346,96 € | 1.488,51 € | 1.683,27 € | 1.191,12 € | 1.346,96 € |
| 5 users | 1.429,34 € | 1.616,36 € | 1.786,16 € | 2.019,86 € | 1.429,34 € | 1.616,36 € |
| 6 users | 1.667,56 € | 1.885,75 € | 2.083,76 € | 2.356,40 € | 1.667,56 € | 1.885,75 € |

| PREMIUM SERVICE without handling | | | | | | |
|---|---|---|---|---|---|---|
| | Common lounge | | Private lounge | | Meeting Lounges | |
| | Rate | Canary Islands | Rate | Canary Islands | Rate | Canary Islands |
| 1 user | 376,65 € | 425,93 € | 470,83 € | 532,43 € | 376,65 € | 425,93 € |
| 2 users | 564,96 € | 638,88 € | 706,07 € | 798,46 € | 564,96 € | 638,88 € |
| 3 users | 753,26 € | 851,82 € | 941,36 € | 1.064,53 € | 753,26 € | 851,82 € |
| 4 users | 941,57 € | 1.064,77 € | 1.176,61 € | 1.330,56 € | 941,57 € | 1.064,77 € |
| 5 users | 1.129,88 € | 1.277,71 € | 1.411,90 € | 1.596,64 € | 1.129,88 € | 1.277,71 € |
| 6 users | 1.318,22 € | 1.490,70 € | 1.647,15 € | 1.862,66 € | 1.318,22 € | 1.490,70 € |

| PREMIUM SERVICE without handling and without luggage management for Group II airports (*) | |
|---|---|
| | Common lounge |
| 1 user | 244,83 € |
| 2 users | 367,23 € |
| 3 users | 489,63 € |
| 4 users | 612,02 € |
| 5 users | 734,42 € |
| 6 users | 856,86 € |

(*) Group II airports: Girona, Asturias. A Coruña, Reus, Granada, Santander, Vigo, Jerez, Almería and Zaragoza.

Non accompanied children - surcharge of 25%.

10% discount is established for agencies and / or resellers of these services

| | Rate | Canary Islands |
|---|---|---|
| Rent additional parking (hour) | 9,46 € | 10,70 € |

### 5.5.2. Premium Service in transfer or transit.

This service for customers with transfer flights or flights in transit that includes the following:

- Transfer from the aircraft to the Premium lounge.
- Use of Common Premium lounge, Private Premium lounge or Meeting lounge, depending on the client's needs.
- Transfer from the Premium lounge to the aircraft.
- Use of the Premium security control.

**TRANSFER PREMIUM SERVICE**

| | Common lounge | | Private lounge | | Meeting Lounges | |
|---|---|---|---|---|---|---|
| | Rate | Canary Islands | Rate | Canary Islands | Rate | Canary Islands |
| 1 user | 714,71 € | 808,22 € | 893,35 € | 1.010,23 € | 714,71 € | 808,22 € |
| 2 users | 1.072,02 € | 1.212,29 € | 1.339,96 € | 1.515,28 € | 1.072,02 € | 1.212,29 € |
| 3 users | 1.429,34 € | 1.616,36 € | 1.786,65 € | 2.020,42 € | 1.381,03 € | 1.561,73 € |
| 4 users | 1.786,65 € | 2.020,42 € | 2.233,31 € | 2.525,51 € | 1.786,65 € | 2.020,42 € |
| 5 users | 2.143,97 € | 2.424,49 € | 2.679,88 € | 3.030,51 € | 2.143,97 € | 2.424,49 € |
| 6 users | 2.501,28 € | 2.828,55 € | 3.126,53 € | 3.535,61 € | 2.501,28 € | 2.828,55 € |

**TRANSIT PREMIUM SERVICE**

| | Common lounge | | Private lounge | | Meeting Lounges | |
|---|---|---|---|---|---|---|
| | Rate | Canary Islands | Rate | Canary Islands | Rate | Canary Islands |
| 1 user | 809,96 € | 915,93 € | 1.012,44 € | 1.144,91 € | 809,96 € | 915,93 € |
| 2 users | 1.214,96 € | 1.373,93 € | 1.518,68 € | 1.717,38 € | 1.214,96 € | 1.373,93 € |
| 3 users | 1.619,88 € | 1.831,82 € | 2.024,83 € | 2.289,77 € | 1.619,88 € | 1.831,82 € |
| 4 users | 2.024,83 € | 2.289,77 € | 2.531,07 € | 2.862,24 € | 2.024,83 € | 2.289,77 € |
| 5 users | 2.429,79 € | 2.747,71 € | 3.037,19 € | 3.434,58 € | 2.429,79 € | 2.747,71 € |
| 6 users | 2.834,75 € | 3.205,65 € | 3.543,39 € | 4.007,01 € | 2.834,75 € | 3.205,65 € |

### 5.5.3. Premium Service in Express Arrivals.

This service consists of transferring customers from the aircraft to the Premium security control and using it. This type of service does not imply the use of the Premium lounge.

| PREMIUM SERVICE IN EXPRESS ARRIVALS | | |
|---|---|---|
| | Rate | Canary Islands |
| 1 user | 382,36 € | 432,38 € |
| 2 users | 573,51 € | 648,55 € |
| 3 users | 764,63 € | 864,67 € |
| 4 users | 955,70 € | 1.080,75 € |
| 5 users | 1.146,86 € | 1.296,92 € |
| 6 users | 1.338,02 € | 1.513,08 € |

### 5.5.4. Meeting lounges

This service consists solely of reserving the meeting rooms exclusively with a maximum occupancy of 10 users. Users who are not going to enjoy another Premium Service may have access to the meeting lounge.

| MEETING LOUNGE RESERVATION | | |
|---|---|---|
| | Price | Canary Islands |
| Price meeting lounge reservation (per hour) | 796,16 € | 900,33 € |

## 5.6. CINEMATOGRAPHIC FILMING AND RECORDING, ADVERTISING & PHOTOGRAPHIC INTERVIEWS

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.

### 5.6.1 Rates

| Madrid, Barcelona, Gran Canaria, Málaga*, Palma de Mallorca* and Tenerife Sur | |
|---|---|
| **FILMING & RECORDING** | **RATES** |
| Filming (up to 2 hours) | 4.368 € |
| Aditional hour | 2.097 € |
| Photo reports (up to 2 horas) | 1.048 € |
| Aditional hour photo reports | 507 € |
| 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 |

| Alicante*, Bilbao, Fuerteventura, Ibiza*, Lanzarote, Menorca*, Tenerife Norte, Santiago , Sevilla and Valencia. | |
|---|---|
| **FILMING & RECORDING** | **RATES** |
| Filming (up to 2 hours) | 3.099 € |
| Aditional hour | 1.484 € |
| Photo reports (up to 2 horas) | 744 € |
| Aditional hour photo reports | 359 € |
| 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 |

| Rest of airports (Girona *) | |
|---|---|
| FILMING & RECORDING | RATES |
| Filming (up to 2 hours) | 2.348 € |
| Aditional hour | 1.121 € |
| Photo reports (up to 2 horas) | 560 € |
| Aditional hour photo reports | 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 |

(*) charges will be reduced 20% in off peak season (31th October to 31th March)

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.

### 5.6.2 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 “5.2.3 Meeting rooms”.

### 5.6.3 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 Vehicle parking”.

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

### 5.6.4 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 “4.3 Surface areas”.

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

### 5.6.5 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.

## 5.7. SURVEYS

| Madrid, Barcelona, Palma de Mallorca, Ibiza, Menorca, Gran Canaria, Lanzarote, Fuerteventura, Tenerife Norte and Tenerife Sur | |
|---|---|
| **Surveys** | **RATES** |
| Person/time/day (airside) | 1.091 € |
| Person/time/day (landside) | 650 € |
| Collaborative projects, airlines and other airport operators | 50% Discount |
| Collaborative projects with shared results and being of the interest for the airport | 100% Discount |

| Alicante, Bilbao, Málaga, Santiago, Sevilla and Valencia | |
|---|---|
| **Surveys** | **RATES** |
| Person/time/day (airside) | 684 € |
| Person/time/day (landside) | 407 € |
| Collaborative projects, airlines and other airport operators | 50% Discount |
| Collaborative projects with shared results and being of the interest for the airport | 100% Discount |

| Rest of airports | |
|---|---|
| **Surveys** | **RATES** |
| Person/time/day (airside) | 339 € |
| Person/time/day (landside) | 204 € |
| Collaborative projects, airlines and other airport operators | 50% Discount |
| Collaborative projects with shared results and being of the interest for the airport | 100% Discount |

## 5.8. LEFT LUGGAGE OFFICE

### Rates

| | Euros | Big locker | Medium locker | Small locker |
|---|---|---|---|---|
| Day or part thereof | General | 5,80 | 5,07 | 4,45 |
| | Canary Islands | 5,59 | 4,97 | 4,35 |
| | Ceuta and Melilla | 5,49 | 4,86 | 4,35 |
| Transfer from left luggage to warehouse | General | 45,95 | 45,95 | 45,95 |
| | Canary Islands | 44,92 | 44,92 | 44,92 |
| | Ceuta and Melilla | 44,09 | 44,09 | 44,09 |
| Warehousing (€/day or part thereof) | General | 2,28 | 2,28 | 2,28 |
| | Canary Islands | 2,28 | 2,28 | 2,28 |
| | Ceuta and Melilla | 2,17 | 2,17 | 2,17 |

Rates not applicable at JT Barcelona-El Prat airport: please contact with the Airport to ask for conditions.

## 5.9. ADVERTISING STANDS

### Definition

Use of advertising zones and facilities inside the airport directly used by Aena.

### Rates

- Alicante, Barcelona-El Prat, Gran Canaria, Ibiza, Lanzarote, Adolfo Suarez Madrid Barajas, Málaga-Costa del Sol, Palma de Mallorca, Tenerife North and Tenerife South:

| TYPE OF STAND | FEE (€) | UNITS |
|---|---|---|
| Outside hoarding 8x3 m., maximum | 38,12 € | $m^2$/month |
| Electronic outside hoarding 4x3 m., maximum | 84,97 € | $m^2$/month |
| Banderole in a lamppost 1,2x0,8 m. maximum | 119,56 € | banderole/month |
| Exposing platform | 5,29 € | $m^2$/day |
| Luggage trolleys | 13,21 € | trolley/month |

Non-electronic hoardings with light have a surcharge of 35%.

- Rates for other airports:

| TYPE OF STAND | FEE (€) | UNITS |
|---|---|---|
| Outside hoarding 8x3 m., maximum | 30,53 € | $m^2$/month |
| Exposing platform | 4,10 € | $m^2$/day |
| Exposing platform | 10,17 € | trolley/month |

Non-electronic hoardings with light have a surcharge of 25%.

## 5.10. ADDITIONAL ADVERTISING SPACES AND SUPPORTS

Use of advertising zones and facilities inside the airport at Palma de Mallorca Airport (PMI).

### 5.10.1 Supports and advertising spaces

| TYPE OF STAND | LOCATION | FEE (€) |
|---|---|---|
| Panoramic elevator | Check-in area | 3.000 €/month |
| Panoramic elevator | Arrivals | 5.000 €/month |
| Corridor "corralito" | Arrivals | 5.000 €/month |
| Automatic gates (per gate) | Arrivals & check in | 5.000 €/month |
| Columns and/or banners in Columns | Arrivals | 2.000 €/month |
| Columns and/or banners in Columns | All locations (except arrivals) | 1.000 €/month |
| Stands | Arrivals & Departures | 10.000 €/month |
| Stands | Rest of locations | 5.000 €/month |
| SIPAS (por Stand) | All locations | 200 €/day |
| Rotating campaigns (non-exclusive) | All locations | 5.000 €/month |
| Walls, Friezes, Fronts | All locations | 60 €/$m^2$ |

### 5.10.2. Stands for Events

| Period | Event lounge in arrivals | Lounge + Dock |
|---|---|---|
| 2 Hours | 500 € | 600 € |
| Aditional hour | 110 € | 130 € |
| Full-time | 1.040 € | 1.250 € |

## 5.11. 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 fee | Installation of equipment |
|---|---|
| 246,772219 | 148,072119 |
| € hectare/day or part thereof | €/ month for each gadget up to 4 $m^2$ |

## 5.12. SUPPLIES AND OTHER SERVICES

**Definition**

It includes supplies, services, materials and products directly or indirectly provided by the airport, and the use of the airport property in the facilities and equipment needed to provide them.

**Rates**

### a) 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[1]. 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 2025 are as follows:

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

Electric vehicle chargers installed by Aena are excluded from these rates.

- **Rest of 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.

[1] Low Voltage refers to a supply of 220-230 V. Above this High Voltage will be considered

- **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.

- **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.

1) Airports with Active Transfer Station, It includes the collection and transport to the transfer station, storage, separation in Sorting Plant and later transport to final operators of the waste for their recovery or energetic use. The price for this service will be as indicated:

   a) Adolfo Suárez Madrid-Barajas, Alicante-Elche Miguel Hernández, and Tenerife South airports, the price of this service will consist of two amounts:

   - Basic rate due to the space occupied, applicable to all renting companies, depending on the space contracted at the airport:
     0,1380€ x $m^2$ 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 % | 38,08 € |
| >5 – 10 % | 25,39 € |
| >10 – 15 % | 19,05 € |
| >15 – 20 % | 12,69 € |
| >20 % | 6,35 € |

   b) Palma de Mallorca Airport: a distinction will be made between companies that directly use the Transfer Plant (Tenant Type 1) and those that use the airport's clean points (Tenant Type 2):

   - Type 1: the amount to be invoiced monthly will be calculated on the basis of the tons produced by each company, according to the price €327,84/Tn/month.
   - Type 2. the amount to be invoiced will be calculated based on the $m^2$ rented by each company, according to the price:

     1,15€/$m^2$/month, associated with the availability of the clean points by the airport.

2) Rest of the airports will be invoiced for the actual amount of the cost of waste management, increased by 12.5% for the use of the airport premises.

## 5.13. TELECOMMUNICATIONS

### Definition

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

### Rates

### 5.13.1. 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 |

### 5.13.2. 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 manteinance | 5% equipment value | Monthly |
| Printer | 30% equipment value | Anual |
| Printer manteinance | 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 |
| Portable equipment for operational surveillance (SQUIDS) | 50,79 | 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 |

**CESSION 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 servicies) | 27,97 |
| Use of 1U rack housing hardware (with support services) | 67,25 |

## 5.14. 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

# EXEMPTION AND INCENTIVES

## 6. INCENTIVES AND EXEMPTIONS

### I. Incentive for operations on certain days of the week in the Canary Airports 2026

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

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

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

The subsidy must be requested during the month of January 2027, and will be met by Aena SME, S.A. offsetting the amount to any amounts owed by the beneficiaries and, if it cannot be possible in whole or in part, by payment in cash before May 31, 2027.

### II. Extraordinary Incentive for La Palma Island Flights in 2026

This incentive means a 100% refund of the provision of airport facilities charge (passenger charge) in all flights that occur between the 1st of January 2025 to the 31st of December 2025 with a take-off from La Palma and arriving in Mainland Spain, Balearic Islands or an International destination. It is worth clarifying that this charge does not accrue on arrivals.

This commercial incentive shall not be accumulated with any other potential incentives that Aena may approve with effect on the passenger charge.

This incentive will apply at a rate that has already taken into account all applicable incentives and discounts to La Palma Airport related to the passenger charge[1].

Airlines can apply for this incentive until the 31st of January 2027. From that date onwards and before the 28th of February 2027, Aena shall accrue the incentive.

Once the incentive has been approved, Aena shall compensate the corresponding amount with any sums due by the beneficiaries, although this may not be possible in whole or in part by paying

[1] The Airline must send a request for all the rest of discounts and incentives applicable to La Palma Airport.

it in cash. In all cases, a breakdown of the monthly amounts to which the incentive will be applied will be made.

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.

Aena S.M.E., S.A. 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.

## III. Commercial Incentive for contribution to passenger growth on routes operated from airports with less than 3 million annual passengers 2024-2025-2026

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[1] of Law 21/2003 of 7th 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.

[1] Season: Summer season is considered as months between April to October and Winter season as months between November to March.

For the purpose of this incentive, a route is defined as the set of commercial[1] passenger air transport operations, departing from an Aena, S.M.E., S.A 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 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>

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.

Aena S.M.E., S.A. 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.

Aena S.M.E., S.A. 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, Aena S.M.E., S.A. 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.

Aena S.M.E., S.A. 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.

[1] The service types considered are J - Scheduled Passenger Flight, G - Scheduled Additional Passenger Flight, C – Passenger Charter Flight, S - Airlift, B - Additional Airlift.

**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-El Hierro |
| EAS-San Sebastián | MCV-Madrid-Cuatro Vientos | RGS-Burgos | VGO-Vigo |
| GRO-Girona-Costa Brava | MLN-Melilla | RJL-Logroño | VIT-Vitoria |
| GRX-FGLGranada-Jaén | ODB-Córdoba | RMU-Al 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:** 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 |

## IV. 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.

[1] Season: Summer season is considered as months between April to October and Winter season as months between November to March.

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.

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[1] passenger air transport operations, departing from an Aena, S.M.E., S.A 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 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>

[1] 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.

Aena S.M.E., S.A. 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.

Aena S.M.E., S.A. 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, Aena S.M.E.,
S.A. 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.

Aena S.M.E., S.A. 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-El Hierro |
| EAS-San Sebastián | MCV-Madrid-Cuatro Vientos | RGS-Burgos | VGO-Vigo |
| GRO-Girona-Costa Brava | MLN-Melilla | RJL-Logroño | VIT-Vitoria |
| GRX-FGLGranada-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 |

## V. Incentive for contribution to passenger growth on routes operated from airports with less than 3,5 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 2026, Summer and Winter 2027 and Summer and Winter 2028. Seasons are defined in article 72.16 of Law 21/2003 of 7th 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 3.5 million passengers annually in 2025 (Annex I). It applies to the summer and winter seasons of 2026, 2027, and 2028 and it will be compared with the equivalent previous season. Additional passengers can benefit from discounts during three consecutive seasons, provided that the following requirements are met.

The incentive will be calculated as an amount equivalent to 100% of the average departure passenger charge, security charge and PMR charge of the airline per route (with two decimal places). The incentives shall apply exclusively to the number of additional departure passengers on the route concerned compared to the equivalent previous 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.

At La Palma Airport, while the extraordinary commercial incentive remains in force, a 100% discount will be applied to the average amount of the airport security charge and the PRM charge on routes that are not inter-island Canary Islands routes, calculated for the airline on the route (to two decimal places). In this case, the 100% discount on the average amount of the departure passenger charge is not included.

For the purposes of this incentive, a route is defined as the set of commercial passenger air transport operations, departing from an Aena, S.M.E., S.A 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 II).

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.

Once the airline has obtained the right to the incentive for having additional passengers on a route compared with the equivalent season of the previous year (considered the 'reference season'), it may continue to receive this discount if it maintains or increases the number of passengers on that route during the two subsequent equivalent seasons. The incentive will always be calculated in relation to this reference season and will only be applied to the additional passengers the airline has added during those periods (see Example 3 in Annex III).

If, in the subsequent equivalent season, the airline reduces the number of incentivised passengers on the corresponding route to a level below that which originally granted the right to receive the incentive, the right to receive it will be lost, and no incentive will be generated either in that season or in the immediately following one (see Example 2 in Annex III).

The discount to be applied to eligible passengers, for the two following seasons, will be 100% of the average departure passenger charge, security charge and PMR charge of the airline per route, based on the current price guide and calculated to two decimal places.

Additional passengers added during the summer 2028 and winter 2028 seasons will have generated the right to receive the incentive in the following two seasons (summer and winter 2029, as well as summer and winter 2030), provided that the previously established requirements are met.

In order to illustrate the application of the incentive, some examples are provided (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:

- March 2027 for the winter season 2026 (from November 2026 to March 2027)
- March 2028 for the winter season 2027 (from November 2027 to March 2028)
- March 2029 for the winter season 2028 (from November 2028 to March 2029)
- October 2026 for the summer season 2026 (from April 2026 to October 2026)
- October 2027 for the summer season 2027 (from April 2027 to October 2027)
- October 2028 for the summer season 2028 (from April 2028 to October 2028)

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

Aena S.M.E., S.A. 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.

Aena S.M.E., S.A. 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.

This commercial incentive will coexist during the summer and winter seasons of 2026 with the current program called ‘Incentive for airports with less than 3 million passengers.’ During this period, the airline will be entitled to receive only the incentive that is most favourable to it under the two schemes.

Starting from the summer and winter seasons of 2026, if airlines meet the criteria established in the two subsequent equivalent seasons (summer and winter 2027, summer and winter 2028), the incentive will be granted to the additional passengers who were entitled to it during the summer or winter 2026 season, even if the incentive applied to the airline during those seasons had been approved in 2024, as it is the most beneficial for the airline.

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, Aena S.M.E., S.A. 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.

Aena S.M.E., S.A. 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 2025:

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

**Annex II**: For the purposes 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 |

**Annex III**:

The following examples are presented for the airports of Almería, Asturias, A Coruña, Girona, FGL Granada-Jaén, Jerez, Reus, Santander, Vigo, and Zaragoza, with the aim of illustrating different scenarios in the evolution of passenger traffic on an incentivised route. Although the tariffs corresponding to 2026 are used for illustration purposes, for the other years in which the incentive applies, the price guide in force for each period will be considered. It should be noted that, in all cases analysed, airline YYY is the only operator on the route mentioned.

**Example 1:**

| Incentive per operation **Winter 26** Airline YYY Route AAA-BBB | **Departure passengers** | **Winter 2026 incentivised passengers** | **Winter 2027 incentivised passengers** | **Winter 2028 incentivised passengers** |
|---|---|---|---|---|
| **Winter passengers 2026** | 12.000 (5.000 in Winter 2025) | **7.000** (1) | | |
| **Winter passengers 2027** | 13.000 | | **7.000** | |
| **Winter passengers 2028** | 13.000 | | | **7.000** |
| **Winter passengers 2029** | - | - | - | - |
| **Winter passengers 2030** | - | - | - | - |

Total incentive winter 2026 = (7.000 x 8,43€) + (7.000 x 8,43€) + (7.000 x 8,43€)
W26 W27 W28

**Total incentive for incentivised passengers in winter 2026= 177.030 €**

(1) 7.000 incentivised passengers Winter 2026 (12.000 pax W26 – 5.000 pax W25):

Pax W27 (13.000) > Pax W26 (12.000) → 7.000 passengers entitled to the incentive in W26 remain incentivised in W27

Pax W28 (13.000) > Pax W26 (12.000) → 7.000 passengers entitled to the incentive in W26 remain incentivised in W28

**Example 2:**

| Incentive per operation<br>**Winter 27**<br>Airline YYY<br>Route AAA-BBB | Departure passengers | Winter 2027 incentivised passengers | Winter 2028 incentivised passengers | Winter 2029 incentivised passengers |
|---|---|---|---|---|
| **Winter passengers 2026** | 12.000 | - | - | - |
| **Winter passengers 2027** | 15.000 | **3.000** (2) | | |
| **Winter passengers 2028** | 10.000 | | **0** | |
| **Winter passengers 2029** | 20.000 | | | **0** |
| **Winter passengers 2030** | - | - | - | - |

Total incentive winter 2027 = (3.000 x 8,43€) + (0 x 8,43 €) + (0 x 8,43€)
W27 W28 W29

**Total incentive for incentivised passengers in winter 2027 = 25.290 €**

(2) 3.000 incentivised passengers Winter 2027 (15.000 pax W27 – 12.000 pax W26):

Pax W28 (10.000) < Pax W26 (12.000) → 0 passengers entitled to the incentive in W28

The passengers from W29 are not considered to verify eligibility for the incentive from W27, because the conditions indicated in W28 are not met.

**Example 3:**

| Incentive per operation<br>**Winter 28**<br>Airline YYY<br>Route AAA-BBB | Departure passengers | Winter 2028 incentivised passengers | Winter 2029 incentivised passengers | Winter 2030 incentivised passengers |
|---|---|---|---|---|
| **Winter passengers 2026** | - | - | - | - |
| **Winter passengers 2027** | 15.000 | - | - | - |
| **Winter passengers 2028** | 20.000 | **5.000** (3) | | |
| **Winter passengers 2029** | 18.000 | | **3.000** | |
| **Winter passengers 2030** | 2.000 | | | **0** |

Total incentive winter 2028 = (5.000 x 8,43€) + (3.000 x 8,43€) + (0 x 8,43€)
W28 W29 W30

**Total incentive for incentivised passengers in winter 2028 = 67.440 €**

(3) 5.000 incentivised passengers Winter 2028 (20.000 pax W28 – 15.000 pax W27):

Pax W29 (18.000) > Pax W27 (15.000) → 3.000 0 passengers entitled to the incentive in W29

Pax W30 (2.000) < Pax W27 (15.000) → 0 passengers entitled to the incentive in W30

## VI. Modification of the route growth incentive at airports with less than 3 million passengers, consisting of raising the threshold for the application of this incentive, from airports with less than 3 million passengers to airports with less than 3.5 million passengers

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

The update of the incentive raises the passenger threshold at airports, from less than 3 million to less than 3.5 million in 2025 (Annex I), for routes to underserved destinations and route growth.

The objective of the incentive is to encourage passenger growth on routes operated from regional airports, and it is 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.

Furthermore, and applicable to the summer and winter seasons of 2025 and 2026 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 passenger air transport operations, departing from an Aena, S.M.E., S.A 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 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 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 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.

Aena S.M.E., S.A. 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.

Aena S.M.E., S.A. 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, Aena S.M.E., S.A. 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.

Aena S.M.E., S.A. 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.

**Anexo I**: Airports of the network with less than 3,5 million passengers in 2025:

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

**Anexo 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 | |

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

| | |
|---|---|
| Basel: 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 |

## VII. Commercial incentive for new routes to destinations not served at airports with more than 3 million passengers 2024-2025-2026

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[1] of Law 21/2003 of 7th July on Air Safety and they are considered independently.

The incentive is for the launch of routes to new destinations for the airport, from airports in the network with more than 3 million annual passengers in 2023 (Annex I), applicable in the summer and winter seasons of 2024, 2025, and 2026, except for routes with Asia as the destination (Annex II)

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 previous equivalent season that the airline carried at each airport of the Aena S.M.E., S.A ´s network.

[1] Season: Summer season is considered as months between April to October and Winter season as months between November to March.

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[1] passenger air transport operations, departing from an Aena, S.M.E., S.A 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 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>

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.

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

Aena S.M.E., S.A. 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.

Aena, S.M.E., S.A. 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.

[1] The service types considered are J - Scheduled Passenger Flight, G - Scheduled Additional Passenger Flight, C – Passenger Charter Flight, S - Airlift, B - Additional Airlift.

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, Aena S.M.E., S.A. 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.

Aena S.M.E., S.A. 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 more than 3 million passengers in 2023:

| | | | |
|---|---|---|---|
| ACE-CM Lanzarote | BIO-Bilbao | MAD-AS Madrid-Barajas | SVQ-Sevilla |
| AGP-Málaga-Costa del Sol | FUE-Fuerteventura | MAH-Menorca | TFN-Tenerife Norte CL |
| ALC-Alicante-Elche MH | IBZ-Ibiza | PMI-P. Mallorca | TFS-Tenerife Sur |
| BCN-JT Barcelona-El Prat | LPA-Gran Canaria | SCQ-Santiago RC | VLC-Valencia |

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

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

**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 |

## VIII. Modification of the new routes incentive at airports with more than 3 million passengers, consisting of raising the threshold for the application of this incentive, from airports with more than 3 million passengers to airports with more than 3.5 million passengers

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 72.16 of Law 21/2003 of 7th July on Air Safety and they are considered independently.

The update of the incentive raises the passenger threshold at airports, increasing it from more than 3 million to more than 3.5 million in 2025 (Annex I).

The incentive is for the launch of routes to new destinations for the airport, from airports in the network with more than 3.5 million annual passengers in 2025 (Annex I), applicable in the summer and winter seasons of 2024, 2025, and 2026, except for routes to Asia (Annex II).

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.

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.

For the purpose of this incentive, a route is defined as the set of commercial passenger air transport operations, departing from an Aena, S.M.E., S.A 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 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>

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

Aena S.M.E., S.A. 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.
Aena, S.M.E., S.A. 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, Aena S.M.E.,S.A. 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.

Aena S.M.E., S.A. 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.

**Anexo I**: Airports of the network with more than 3,5 million passengers in 2025:

| | | | |
|---|---|---|---|
| ACE-CM Lanzarote | BIO-Bilbao | MAD-AS Madrid-Barajas | TFN-Tenerife Norte CL |
| AGP-Málaga-Costa del Sol | FUE-Fuerteventura | MAH-Menorca | TFS-Tenerife Sur |
| ALC-Alicante-Elche MH | IBZ-Ibiza | PMI-P. Mallorca | VLC-Valencia |
| BCN-JT Barcelona-El Prat | LPA-Gran Canaria | SVQ-Sevilla | |

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

| | | | |
|---|---|---|---|
| Afganistan | South Korea | Laos | Sri Lanka |
| Bangladesh | Philippines | Macau | Thailand |
| Bhutan | Hong Kong | Malaysia | Taiwan |
| Birmania | India | Maldives | Tajikistan |
| Brunei | Indonesia | Mongolia | East Timor |
| Cambodia | Japan | Nepal | Turkmenistan |
| China | Kazakhstan | Pakistan | Uzbekistan |
| North Korea | Kyrgyzstan | Singapore | Vietnam |

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

| | |
|---|---|
| Basel: 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 |

## IX. Commercial Incentive for contribution to passenger growth on routes to Asia 2024-2025-2026

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[1] of Law 21/2003 of 7th July on Air Safety and they are considered independently.

The incentive is for contributing to the growth in the number of passengers on routes to Asia (Annex I) operated from all airports in the network, 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 previous equivalent season that the airline carried at each airport of the Aena S.M.E., S.A ´s network.

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[2] passenger air transport operations, departing from an Aena, S.M.E., S.A, airport and destined to an Asian airport.

[1] Season: Summer season is considered as months between April to October and Winter season as months between November to March.

[2] The service types considered are J - Scheduled Passenger Flight, G - Scheduled Additional Passenger Flight, C – Passenger Charter Flight, S - Airlift, B - Additional Airlift.

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>

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

Aena S.M.E., S.A. 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.

Aena, S.M.E., S.A. 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, Aena S.M.E., S.A. 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.

Aena S.M.E., S.A. 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**: For the purpose of this incentive, the following are considered destinations in Asia:

| | | | |
|---|---|---|---|
| Afghanistan | South Korea | Laos | Sri Lanka |
| Bangladesh | Philippines | Macao | Thailand |
| Bhutan | Hong Kong | Malaysia | Taiwan |
| Burma | India | Maldives | Tajikistan |
| Brunei | Indonesia | Mongolia | East Timor |
| Cambodia | Japan | Nepal | Turkmenistan |
| China | Kazakhstan | Pakistan | Uzbekistan |
| North Korea | Kyrgyzstan | Singapore | Vietnam |

## X. Incentive scheme for helicopter regular commercial operations that originate in the heliports of Ceuta and Algeciras during the Summer and Winter seasons 2024, 2025 and 2026.

Companies shall be entitled to an incentive for maintaining the number of passengers carried on routes operated from the heliports of Algeciras and Ceuta.

This incentive scheme shall apply in summer and winter 2024, in summer and winter 2025, in summer and winter 2026 seasons, defined in the law 21/2003 and they will be considered independently.

The incentive shall be calculated at an amount equivalent to 50% of the average departure passenger charge and security charge of the company on the route and it will apply to the total number of commercial departure passengers on the route, only if at least 75% of the departure passengers carried on the route in the previous equivalent season are maintained.

In addition, to qualify for the incentive, the company must maintain at the relevant heliport at least 75% of passengers registered in the previous equivalent season.

For the purposes of this incentive, a route (combined commercial passenger transport operations
from the Heliport of Ceuta or Algeciras and destination at another airport or heliport) to a destination shall be considered to have been operated if it exceeds, 750 departing commercial passengers during the summer season and 500 departing commercial passengers during the winter season.

This incentive shall not be cumulative with any other incentive in force at the time of its application.

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>

Aena S.M.E., S.A. 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.

The corresponding amount resulting from the application of this incentive will be offset by Aena S.M.E., S.A. against 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, Aena S.M.E., S.A. 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.

Aena S.M.E., S.A. 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.

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

Airline companies operating widebody cargo aircraft[1] 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.

  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

[1] Aircraft with a maximum take-off weight of more than 191 tonnes will be considered widebody aircraft.

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.

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

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 offset by Aena SME, SA against any amounts owed by the beneficiaries, this not being possible, in whole or in part, by means of a cash payment.

In order to receive this incentive, the Finance Department must issue a favourable report based on the overall status of the company's account with Aena, its risk cover and the usual compliance with its payment system.

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 SME, SA 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 SME, SA 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 SME, SA 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:

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

Total Incentive Period 1:

TIP 1 = (50 x 75%) + (50 x 50%) + (50 x 25%)
(Period 1) (Period 2) (Period 3)

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

Total Incentive Period 2:

TIP 2 = (30 x 75%) + (0 x 50%) + (0 x 25%)
(Period 2) (Period 3) (Period 4)

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

Total Incentive Period 3:

TIP 3 = (20 x 75%) + (20 x 50%) + (0 x 25%)
(Period 3) (Period 4) (Period 5)

## XII. Exemptions

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

# OTHER ENTITIES CHARGES

## TAXES AND CHARGES OF ENTITIES DIFFERENT FROM AENA

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

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

**Taxpayer:**

Passengers boarding at an airport managed by Aena, regardless of subsequent intermediate stages that the flight may perform and of its destination. Airlines, administrations, organizations and individuals carrying passengers to replace the aforementioned.

**Rates**:

| Airport | International & EEA |
|---|---|
| ALL | 0,63 |

€ per departing passenger

| Airport | Domestic flights | Interinsular flights |
|---|---|---|
| Fuerteventura, Ceuta, Gran Canaria, Hierro, Ibiza, César Manrique-Lanzarote, La Palma, La Gomera, Melilla, Menorca, Palma de Mallorca, Son Bonet, Tenerife Norte and Tenerife Sur | 0,54 | 0,18 |

€ 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.

# HANDLING SERVICES

## HANDLING SERVICE

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

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.

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

### 8.1. BASIC RAMP HANDLING MAXIMUM PRICES

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

| ***Services*** | ***Maximum charge (€)*** | ***Units of charge*** |
|---|---|---|
| *To handle special luggage* | 15,35 | *Per service* |
| *To provide, to put and to put away passenger and cabin stairs, for those scales longer than the standard one defined for each type of aeroplane (75 minutes conventional aeroplane and 90 minutes W.B.)* | | |
| *Fixed stairs:* | 11,26 | *Per unit / half an hour* |
| *Conventional hydraulic stairs:* | 15,35 | *Per unit / half an hour* |
| *W.B. hydraulic stairs.:* | 29,68 | *Per unit / half an hour* |
| *To provide and to handle appropriates means of communication between terminal and aircraft* | 7,17 | *Per flight* |
| *To provide transport at ramp:* | | |
| *Passengers (bus):* | 34,80 | *Per service* |
| *Passengers (microbus):* | 22,52 | *Per service* |
| *Crew (microbus):* | 22,52 | *Per service* |
| *Classes 4A-4B-4C (microbús):* | 9,21 | *Per service* |
| *To provide special equipment, facilities and training people to carry special passengers like people with handicaps, children, VIP, etc. between aircraft and terminal.* | 22,52 | *Per service* |
| *To provide special equipment, facilities and training people to provide whole assistance to Authorities at Mad and BCN airports.* | 102,36 | *Per service* |
| *To provide special equipment, facilities and training people to provide whole assistance to Authorities at Aena airports, except at Mad and BCN* | | |
| *With out vehicle* | 23,55 | Per service |
| *Vehicle included, up to 7 passengers* | 40,94 | Per service |
| *To provide ballast sacks* | 1,03 | Per sack |
| *To take care of protection the entire load when it is loading and unloading or connecting with the terminal* | 19,44 | *Per service* |

| Services | Maximum charge (€) | Units of charge |
|---|---|---|
| *To provide personal of security to the aircraft.* | 42,99 | *Per hour / person* |
| *To provide the suitable equipment to start up engines* | | |
| *Common airplanes:* | 65,51 | *Per start up* |
| *Airplanes W.B.:* | 153,53 | *Per start up* |
| *To provide power unit* | 37,87 | *Per one hour* |
| *To provide the suitable equipment to communicate aircraft and land during the push back, star up engines and other situations.* | 7,17 | *Per service* |
| *To provide the communications between aircraft and land during the push back, star up engines and other situations* | 7,17 | *Per service* |
| *To provide the rail to drag the aircraft* | 19,44 | *Per service* |
| *To perform push back or push out service* | | |
| *Aircrafts class 4A-4B* | 22,52 | *Per service* |
| *Aircrafts class 4C-31-41-51* | 56,29 | *Per service* |
| *Aircrafts class 61-71-72-81* | 73,70 | *Per service* |
| *Aircrafts class 82-83-91-92* | 166,85 | *Per service* |
| *To identify luggage next to the flight* | | |
| *Aircrafts class 4A-4B* | 14,33 | *Per flight* |
| *Aircrafts class 4C-31-41-51* | 35,82 | *Per flight* |
| *Aircrafts class 61-71-72-81* | 107,48 | *Per flight* |
| *Aircrafts class 82-83-91-92* | 180,15 | *Per flight* |

# CONTACT DETAILS

## 9. CONTACT DETAILS

### TELEPHONE NUMBERS OF AIRPORTS

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

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

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