

DECISION

31 / 10 / 2014

SUBJECT: ACTIVITIES AND CHARGES SUBJECT TO ECONOMIC REGULATION. CHARGES CONSULTATION PROCESS 2015.

BASICS DOCUMENTS: DMS nº 532853/DMA and annexed documents

DISCLOSURE:

ANA Aeroportos de Portugal SA (ANA), with the stated objective of setting 1 January 2015, as the date for entry into effect of the 2015 charges applicable to activities subject to economic regulation, under the terms of Decree Law no. 254/2010 of 28 November, and the Concession Contract, formally launched on 1 August 2014, the respective process of consultation with the Users of the Lisbon Group airports, Porto airport and Faro airport.

The Autonomous Regions of the Azores and Madeira were also consulted, under the terms and for the purposes of Decree Law no. 254/2012.

The consultation schedule has kept within the deadlines established by the current legislation, with the consultation procedure having been begun more than 120 days before the new regulated charges come into effect.

In order to simplify the process, and with the aim of allowing an integrated and global understanding of the adjustments for 2015, ANA has combined consultations on three distinct charges into a single procedure, with regard to 2015. These are applicable respectively to, traffic and ground handling assistance activities subject to economic regulation, security activities that constitute revenue for the Concessionaire, and the activity of assistance to Passengers with Reduced Mobility (PRM).

Regarding the specific charges consultations on charges for security and assistance to PRM, now concluded, the relevant governmental decision is awaited in the case of the security charge component, as well as the INAC, IP approval required for the charge for assistance to PRM.

In finalizing the consultation process with respect to 2015 charges applicable to the activities of traffic and ground handling that are subject to economic regulation under the terms of Decree Law no. 254/2012 of 28 November, in the version given by Decree Law no. 108/2013 of 31 July, and of Annex 12 of the Concession Contract, it is important to consider that:

- a.** With the publication of actual HIPC (27 countries of the European Union), reported in August 2014, at 0.8%, instead of the 1.1% initially presented, ANA, as expressly stated in the aforementioned consultation process, carried out a recalculation of the regulated revenue cap for each of the airports in the network, and of the value of each of the regulated charges, maintaining all the previously forecast modulations and the methodology defined in Annex 12 of the Concession Contract, which is detailed in annex I of this Decision;
- b.** The charges proposals presented were formulated in strict compliance with the terms and limits established in Annex 12 of the Concession Contract for the RRC₁₅ of the airports in the Lisbon Group, Porto airport and Faro airport, and the amounts proposed for the charges for security and for assistance to passengers with reduced mobility (PRM), were confirmed;
- c.** The adjustment in the set of ANA's regulated charges represents, in annual terms, an average increase of 4.13%, with the following distribution across the airports of the network.
- Lisbon: 7.17%
 - Azores: -0.58%
 - Madeira: -0.12%
 - Porto : 1.24%
 - Faro: -0.18%
- d.** In absolute terms, the increase in regulated revenue per terminal passenger is €0.38 in the ANA network, with the following distribution across the airports:
- Lisbon: €0.69
 - Azores: -€0.04
 - Madeira: -€0.02
 - Porto: €0.10
 - Faro: -€0.01
- e.** The absolute evolutions proposed do not constitute an excessive adjustment of charges, nor do they compromise the activities performed in the airports of the ANA network, and furthermore represent reductions for the airports of the Azores, Madeira and Faro;
- f.** In terms of modulation of the charges structure, the measures proposed by ANA aim, essentially, to promote increases in the efficiency and rationalization/optimization of the infrastructure

capacity of airports on the air side, particularly the use of the runway and parking stands, as well as, specifically, the strengthening of the competitive positioning of the Lisbon hub by means of increased competitiveness in the transfer passenger segment, and also by combating the strong seasonality of Faro airport in the IATA winter season.

- g.** The reports received within the legal deadline from users and entities consulted, were carefully analysed, and ANA's comments in response are included in the Consultation Document that is an integral part of this Decision, and to which it refers accordingly.
- h.** The RRC₂₀₁₅ fixed by ANA for the airports of the Lisbon Group, for Porto airport and for Faro airport, are based on a traffic forecast for 2015, so that they are, necessarily, of a provisional nature, and susceptible to potential correction subject to the actual traffic in 2015. In the event of lower than forecast traffic, this will result in the refund of the difference resulting from the error in the forecast of the number of terminal passengers served, or conversely, in the event of higher than forecast traffic, the adjustments provided for in no. 5 of Annex 12 of the Concession Contract.

Within this framework, it was decided, waiving a hearing of interested parties, pursuant to line b) of no. 2 of article 103 of the Code of Administrative Procedure, and under the terms and on the legal and economic grounds stated in the basic documents that are an integral part of this Decision:

- I.** to maintain the charges proposals presented by ANA for the airports of the Lisbon Group, for Porto airport and for Faro airport, as part of the consultation launched on 1 August 2014, duly revised in line with the variation of the value of the HIPC published by Eurostat for August 2014, relative to the value indicated in that charges proposal.
- II.** to approve the proposal for ANA charges to be applied in 2015, effective from 1 January 2015, which will be formalized in the Table of Regulated Charges to be applied in the airports of Lisbon, Azores, in the Civil Terminal of Beja, and also in the airports of Porto and Faro, which constitutes annex II of this Decision.

- III. to publish on ANA's internet website, on 31 October 2014, the aforementioned Table of Charges, and send the Consultation Process Document to the Users who participated in the charges consultation, as well as to INAC, IP, thus fully complying with the provisions of article 71 of Decree-Law no. 254/2012.

PRESIDENT OF THE BOARD OF DIRECTORS AND CEO

Jorge Ponce de Leão

ANNEXES:

- I - Revision of the Regulated Revenue Cap for 2015, by application of the actual HICP (27 countries of the European Union), reported for August 2014.
- II- Tables of regulated charges, effective from 1 January 2015

ANNEX I

**Revision of the Regulated Revenue Cap for 2015
by application of the actual HICP, reported for August 2014**

1. LISBON GROUP

Methodology for Calculating the Regulated Revenue Cap for 2015 (RRC2015)

		HICP 1,1% Proposal document	HICP 0,8% Revised Proposal
Price Cap Year 2014	PC 2014	11,68€	11,68€
HIPC indexation factor august of year 2014 – Efficiency Factor X	$1 + (HIPC - X) = F_i$	$1 + (1,1\% - 0\%) = 1,011$	$1 + (0,8\% - 0\%) = 1,008$
Price Cap 2014 indexed	$PC_{2014} * F_i$	11,807€	11,772€
Adjustments			
- Economic and financial balance of the concession (clause 25 CC)	$(\Delta 1_{2015})$	0	0
- Agreement for the NAL development (clause 48 CC)	$(\Delta 2_{2015})$	0	0
- Benchmark Test (from 2015)	$(\Delta 3_{2014}) = 2\% * PC_{2014}$	0,23€	0,23€
- Traffic risk sharing	$(\Delta 4_{2015})$	0	0
Price Cap 2015	$((PC_{2014} * F_i) + (\Delta 1_i) + (\Delta 2_i) + (\Delta 3_i) + (\Delta 4_i)) = PC_{2015}$	12,044€	12,008€
Effective Airside Retail Revenue for 2012 indexed for year 2014	Airside Retail revenue 2014 (a)	35.559.272€	35.559.272€
August HICP Indexation Factor 2014	HICP August 2014 annualized, in % (b)	1,10%	0,80%
Airside Retail Contribution Indexed (M€) (ARC 2015)	$(a) * (1 + (b)) = ARC_{2015}$	35.950.424€	35.843.747€
Terminal Passengers Forecast for year 2015 (mppa)	P_{2015}	22.604.529	22.604.529
Airside Retail Contribution 2015 (€) per PT	$ARC_{2015} / TP_{2015} = (c)$	1,590€	1,586€
Regulated Revenue Cap 2015	$PC_{2015} - (c) = RRC_{2015}$	10,45€	10,42€

The amount of the Regulated Revenue Cap (RRC) shall be increased by € 3,649,068 (€ 3,620,108 indexed to the HICP for August 2014) in order to recover the deviation due to forecasting errors that occurred in 2013 under the terms of Annex 12 of the Concession Contract.

After the definition of the Regulated Revenue Cap (RRC) per passenger established for 2015 (€10.42), the variation of regulated charges required for each of the airports of the Lisbon Group is calculated, applying the conditions defined for minor airports, to be attained in 2015.

		LISBON GROUP	LISBON	AZORES	MADEIRA	BEJA
Regulated Revenue Cap 2015	€	235.588.738	194.084.811	8.537.715	32.925.259	40.954
	€/pax	10,42	10,39	6,97	12,25	12,66
Regulated Revenue with charges in force	€	222.695.128	181.100.513	8.587.795	32.965.866	40.954
	€/pax	9,85	9,69	7,01	12,27	12,66
Necessary Global Increase of regulated charges	%	5,79%	7,17%	-0,58%	-0,12%	0%
	€/pax	0,57	0,69	-0,04	-0,02	0,00

1.1 LISBON AIRPORT

Traffic charges global annual increase in 2015: 8,84%

1	Regulated revenue cap set for 2015, per terminal passenger			0,69 €
2	Regulated revenues for 2015, charges in force Planned activity for 2015 valued at charges in force since 1 April 2014 146.922.988 Euros	/	Terminal passenger forecast for 2015 18.688.594 PT	= 7,86 €
Revenue of traffic charges, charges for 2015				8,56 €
Revenue variation to be achieved through traffic charge variation				8,84%

The other airports at Lisbon Group maintain the proposal presented at consultation document´.

2. PORTO AIRPORT

Calculation of the Regulated Revenue Cap for 2015 (RRC 2015) – Porto Airport

		HICP 1,1% Proposal document	HICP 0,8% Revised Proposal
Price Cap year 2014	PC₂₀₁₄	8,69 €	8,69 €
August HICP Indexation Factor for year 2014 – X Efficiency Factor X	$1 + (\text{HICP} - X) = F_i$	$1 + (1,1\% - 1\%) = 1,001$	$1 + (0,8\% - 1\%) = 0,998$
Price Cap 2014 indexed	PC₂₀₁₄ × F_i	8,695 €	8,669 €
Adjustments - Economic and financial balance of the concession (clause 25 CC)	(Δ1 _i)	0	0
Price Cap 2015	(RRC₂₀₁₄ × F_i) + (Δ1_i) = RRC₂₀₁₅	8,695 €	8,669 €
Effective Airside Retail Revenue for 2012 indexed for year 2014	Airside Retail Revenue 2014 (a)	6.245.943 €	6.245.943 €
August HICP Indexation Factor 2014	HICP August 2014 annualized, in % (b)	1,1%	0,8%
Airside Retail Contribution Indexed (M€) (ARC 2015)	$(a) * (1 + (b)) = \text{ARC}_{2015}$	6.314.648 €	6.295.010 €
Terminal Passengers Forecast for year 2015 (mppa)	TP ₂₀₁₅	7.215.739	7.215.739
Airside Retail Contribution 2015 (€) per TP	ARC₂₀₁₅ / TP₂₀₁₅ = (c)	0,875 €	0,873 €
Regulated Revenue Cap 2015	PC₂₀₁₅ - (c) = RRC₂₀₁₅	7,82 €	7,80 €

The amount of the Regulated Revenue Cap (RRC) shall be increased by € 588.031 (€ 583,364 indexed to the HICP for August 2014) in order to recover the miscalculations adjustment due to errors that occurred in 2013.

The overall increase in annual regulated charges of 1.24%.

1	Regulated revenue cap set for 2015, per terminal passenger			7,80 €
2	Regulated revenues for 2015, charges in force Planned activity for 2015 valued at charges in force since 1 April 2014 55.251.866 €	/	Terminal passenger forecast for 2015 7.215.739	= 7,70 €
Revenue variation to be achieved through regulated charge variation				0,10 € 1,24% 1,24%

The overall increase in annual Traffic charges of 1.60%.

1	Additional value of revenue to achieve RCC 2015, per terminal passenger			0,10 €
2	Traffic revenues for 2015, charges in force Planned activity for 2015 valued at charges in force since 1 April 2014 42.085.664 €	/	Terminal passenger forecast for 2015 7.215.739	= 5,92 €
Revenue of traffic charges, charges for 2015 Revenue variation to be achieved through traffic charge variation				6,07 € 1,60%

3. FARO AIRPORT

Methodology for Calculating the Regulated Revenue Cap for 2015 (RRC2015)

		HICP 1,1% Proposal document	HICP 0,8% Revised Proposal
Price Cap year 2014	PC₂₀₁₄	9,39€	9,39€
August HICP Indexation Factor for year 2014 – X	$1 + (\text{HIPC} - X) = F_i$	$1 + (1,1\% - 1\%) = 1,001$	$1 + (0,8\% - 1\%) = 0,998$
Price Cap 2013 indexed	PC₂₀₁₄ * F_i	9,402€	9,374€
Adjustments			
- Economic and financial balance of the concession (clause 25 CC)	($\Delta 1_i$)	0	0
Price Cap 2015	(PC₂₀₁₄ * F_i) + ($\Delta 1_i$) = PC₂₀₁₅	9,402€	9,374€
Effective Airside Retail Revenue for 2012 indexed for year 2014	Airside Retail Revenues 2014 (a)	9.146.850€	9.146.850€
August HICP Indexation Factor 2014	HICP August 2014 annualized, in % (b)	1,1%	0,8%
Airside Retail Contribution Indexed (M€) (ARC 2015)	$(a) * (1 + (b)) = \text{ARC}_{2015}$	9.247.465€	9.220.024€
Terminal Passengers Forecast for year 2015 (mppa)	TP ₂₀₁₅	6.167.052	6.167.052
Airside Retail Contribution 2015 (€) per TP	ARC₂₀₁₅ / TP₂₀₁₅ = (c)	1,499€	1,495€
Regulated Revenue Cap 2015	PC₂₀₁₅ - (c) = RRC₂₀₁₅	7,903€	7,880€

The amount of the Regulated Revenue Cap (RRC) shall be increased by €613.387 (€608,519 indexed to the HICP for August 2014) in order to recover the deviation due to miscalculation adjustment that occurred in 2013, under the terms of Annex 12 of the Concession Contract.

The overall decrease in annual regulated charges of -0.18%.

1	Regulated revenue cap set for 2015 per terminal passenger			7,88€
2	Regulated revenues for 2015, charges in force Planned activity for 2015 valued at charges in force since 1 April 2014 48.682.974	/	Terminal passenger forecast for 2015 6.167.052	= 7,89€
	Revenue variation to be achieved through regulated charge variation			-0,01€ -0,18%

The overall decrease in annual Traffic charges of -0.23%.

1	Additional value of income in order to achieve RCC 2015, per terminal passenger			-0,01€
2	Traffic revenues for 2015 Charges in force Planned activity for 2015 valued at charges in force since 1 April 2014 37.760.238	/	Terminal passenger forecast for 2015 6.167.052	= 6,12€
	Revenue variation to be achieved through traffic charge variation			6,11€ -0,23%

ANNEX I

TABLES OF REGULATED CHARGES, EFFECTIVE FROM 1 JANUARY 2015

LISBON AIRPORT

2015 REGULATED CHARGES TABLE

CHARGES	SINCE APRIL 2014	SINCE DECEMBER 2014	SINCE JANUARY 2015	ADDITIONAL (d)
1. LANDING/TAKE-OFF				
Aircrafts up to 25 tonnes, per tonne	4,87	5,33	5,41	0,50
25 to 75 tonnes, per tonne above 25 tonnes	5,91	6,47	6,44	0,59
75 to 150 tonnes, per tonne above 75 tonnes	6,96	7,60	7,57	0,70
over 150 tonnes, per tonne above 150 tonnes	5,44	5,95	5,75	0,52
Minimum charge per landing	151,30	165,39	167,56	15,38
2. PARKING				
2.1. Traffic Areas (a):				
Aircrafts up to 14 tonnes (per 24h or fraction)				
up to 24h or fraction	24,36	26,63	26,52	
24h to 48h or fraction	48,72	53,26	53,02	
48h to 72h or fraction	73,07	79,88	87,34	
over 72h or fraction	97,44	106,51	126,20	
Aircrafts over 14 tonnes (per tonne):				
up to 24h or fraction	1,64	1,79	1,78	
24h to 48h or fraction	3,27	3,58	3,56	
48h to 72h or fraction	4,91	5,36	5,86	
over 72h or fraction	6,55	7,16	8,49	
2.2. Surcharge (per 15 minutes or fraction)	49,20	53,78	53,55	
2.3. Air Bridge (GPS included)				
1 Air bridge, per minute of use, up to 2 hours	3,61	3,94	3,93	
1 Air bridge, per minute of use, over 2 hours	4,30	4,70	4,68	
2.4. GPS (Ground Power System)				
per minute of use	1,24	1,36	1,35	
3. HANGAR (per tonne and per 24h or fraction)	3,30	3,61	3,60	
4. PASSENGER SERVICE (per departing passenger)				
Passenger O / D				
Flights inside Schengen Area	8,49	9,28	9,28	
Intra EU flights outside Schengen Area	11,08	12,11	12,10	
International flights	15,06	16,46	17,19	
Transfer Passengers				
Flights inside Schengen Area	7,64	8,35	7,68	
Intra EU flights outside Schengen Area	9,97	10,90	10,01	
International flights	13,55	14,81	13,59	
5. PASSENGER HANDLING (per check-in desk)				
For the first four periods of 15 minutes or fraction	1,49	1,49	1,49	
For the following 15 minutes or fraction	1,45	1,45	1,45	
Per month	1148,22	1148,22	1148,22	
6. BAGGAGE HANDLING				
Per embarked baggage processed at the sorting baggage system	0,37	0,37	0,37	
7. CUPPS (Common Use Processing Passenger System) E CUSS (Common Use Self-Service)				
Per departing passenger	0,188	0,188	0,188	
8. BRS – Baggage Reconciliation System				
Per baggage processed at the system	0,084	0,084	0,084	
9. SECURITY (c) (per departing passenger):				
Flights inside Schengen Area	2,50	2,50	2,50	
Intra EU flights outside Schengen Area	2,50	2,50	2,50	
International flights	2,50	2,50	2,50	
10. ASSISTANCE TO PASSENGERS WITH REDUCE MOBILITY (c)				
Per departing passenger	0,50	0,50	0,46	

NOTE:

(a) - In 2014, the parking charge is not due for the first 90 minutes after landing and 90 minutes before take-off.

In 2015, the parking charge:

For aircrafts up to 100 tonnes: it is not due for the first 30 minutes after landing and 30 before take-off.

For aircrafts over 100 tonnes: it is not due for the first 90 minutes after landing and 90 minutes before take-off.

(b) - Value currently received by the Airport Manager.

(c) - The invoice of this charge will follow the invoicing rules, including exemptions, applicable to passenger service charge. This charge is not applied to General Aviation

(d) - Value to recover the Miscalculation adjustment from 2013

PORTO AIRPORT

2015 REGULATED CHARGES TABLE

CHARGES	SINCE APRIL 2014	SINCE DECEMBER 2014	SINCE JANUARY 2015	ADDITIONAL (d)
1. LANDING/TAKE-OFF				
Aircrafts up to 25 tonnes, per tonne	4,59	4,68	4,66	0,26
25 to 75 tonnes, per tonne above 25 tonnes	5,57	5,68	5,66	0,31
75 to 150 tonnes, per tonne above 75 tonnes	6,56	6,69	6,67	0,36
over 150 tonnes, per tonne above 150 tonnes	4,62	4,71	4,69	0,26
Minimum charge per landing	91,80	93,57	93,27	5,15
2. PARKING				
2.1. Traffic Areas (a):				
All aircrafts (per tonne and per 24h or fraction)	1,54	1,57	1,56	
2.2. Surcharge (per 15 minutes or fraction)	46,37	47,26	47,11	
2.3. Air Bridge (GPS not included)				
1 Air bridge, per minute of use	1,81	1,84	1,84	
2 Air bridge, per minute of use	2,70	2,75	2,74	
2.4. GPS (Ground Power System)				
per minute of use	0,24	0,24	0,24	
3. HANGAR CHARGE (per tonne and per 24h or fraction)	3,11	3,17	3,16	
4. PASSENGER SERVICE (per departing passenger)				
Flights inside Schengen Area	7,95	8,10	8,12	
Intra EU flights outside Schengen Area	10,37	10,57	10,58	
International flights	14,14	14,41	14,41	
5. PASSENGER HANDLING (per check-in desk)				
First hour or fraction	6,27	6,27	6,27	
Next 1/2 hours or fraction	3,05	3,05	3,05	
Per month	961,93	961,93	961,93	
6. BAGGAGE HANDLING				
Per embarked baggage processed at the sorting baggage system	0,35	0,35	0,35	
7. CUPPS (Common Use Processing Passenger System) E CUSS (Common Use Self-Service)				
Per departing passenger	0,188	0,188	0,188	
8. BRS – Baggage Reconciliation System				
Per baggage processed at the system	0,084	0,084	0,084	
9. SECURITY (b) (per departing passenger)				
Flights inside Schengen Area	2,50	2,50	2,50	
Intra EU flights outside Schengen Area	2,50	2,50	2,50	
International flights	2,50	2,50	2,50	
10. ASSISTANCE TO PASSENGERS WITH REDUCE MOBILITY (c)				
Per departing passenger	0,50	0,50	0,46	

NOTE

(a) - The parking charge is not due for the first 90 minutes after landing and 90 minutes before take-off.

(b) - Value currently received by the Airport Manager.

(c) - The invoice of this charge will follow the invoicing rules, including exemptions, applicable to passenger service charge. This charge is not applied to General Aviation.

(d) - Value to recover the Miscalculation adjustment from 2013

FARO AIRPORT

2015 REGULATED CHARGES TABLE

CHARGES	FROM APRIL TO OCTOBER 2014	NOVEMBER 2014	DECEMBER 2014	JANUARY; FEBRUARY; DECEMBER 2015	MARCH; NOVEMBER 2015	FROM APRIL TO OCTOBER 2015	ADDITIONAL (d)
1. LANDING/TAKE-OFF							
Aircrafts up to 25 tonnes, per tonne	4,69	3,52	2,34	2,30	3,45	4,69	0,42
25 to 75 tonnes, per tonne above 25 tonnes	5,70	4,27	2,85	2,80	4,19	5,70	0,51
75 to 150 tonnes, per tonne above 75 tonnes	6,70	5,02	3,35	3,29	4,93	6,70	0,60
over 150 tonnes, per tonne above 150 tonnes	5,70	4,27	2,85	2,80	4,19	5,70	0,51
Minimum charge per landing	93,78	70,33	46,89	46,01	69,01	93,78	8,45
2. PARKING							
2.1. Traffic Areas (a):							
All aircrafts (per tonne and per 24h or fraction)	1,56	1,56	1,56	1,56	1,56	1,56	
2.2. Surcharge (per 15 minutes or fraction)	46,89	46,89	46,89	46,78	46,78	46,78	
2.3. Air Bridges (GPS included)							
1 Air bridge, per minute	2,81	2,81	2,81	2,80	2,80	2,80	
2 Air bridge, per minute	4,67	4,67	4,67	4,66	4,66	4,66	
3. HANGAR (per tonne and per 24h or fraction)	3,15	3,15	3,15	3,14	3,14	3,14	
4. AERODROME OPENING							
(Per 2 hours or fraction)							
Continuity/ Anticipation	663,75	663,75	663,75	662,23	662,23	662,23	
Commercial opening	1074,67	1074,67	1074,67	1072,21	1072,21	1072,21	
Emergency reopening - not legally imposed	663,75	663,75	663,75	662,23	662,23	662,23	
5. PASSENGER SERVICE (per departing passenger)							
Flights inside Schengen Area	7,87	7,87	7,87	7,89	7,89	7,89	
Intra EU flights outside Schengen Area	10,24	10,24	10,24	10,26	10,26	10,26	
International flights	14,01	14,01	14,01	14,02	14,02	14,02	
6. PASSENGER HANDLING (per check-in desk)							
First hour or fraction	6,34	6,34	6,34	6,34	6,34	6,34	
For the following 15 minutes or fraction	1,55	1,55	1,55	1,55	1,55	1,55	
7. BAGGAGE HANDLING							
Per embarked baggage processed at the sorting baggage system	0,35	0,35	0,35	0,35	0,35	0,35	
8. CUPPS (Common Use Processing Passenger System) & CUSS (Common Use Self-Service)							
Per departing passenger	0,188	0,188	0,188	0,188	0,188	0,188	
9. BRS – Baggage Reconciliation System							
Per baggage processed at the system	0,084	0,084	0,084	0,084	0,084	0,084	
10. SECURITY (b) (per departing passenger)							
Flights inside Schengen Area	2,50	2,50	2,50	2,50	2,50	2,50	
Intra EU flights outside Schengen Area	2,50	2,50	2,50	2,50	2,50	2,50	
International flights	2,50	2,50	2,50	2,50	2,50	2,50	
11. ASSISTANCE TO PASSENGERS WITH REDUCE MOBILITY (c)							
Per departing passenger	0,50	0,50	0,50	0,46	0,46	0,46	

NOTE:

(a) - The parking charge is not due for the first 90 minutes after landing and 90 minutes before take-off.

(b) - Value currently received by the Airport Manager.

(c) - The invoice of this charge will follow the invoicing rules, including exemptions, applicable to passenger service charge. This charge is not applied to General Aviation.

(d) - Value to recover the Miscalculation adjustment from 2013

AZORES AIRPORTS

2015 REGULATED CHARGES TABLE

CHARGES	SINCE APRIL 2014	SINCE JANUARY 2015
1. LANDING/TAKE-OFF		
Aircrafts up to 25 tonnes, per tonne	3,07	3,07
25 to 75 tonnes, per tonne above 25 tonnes	3,76	3,76
over 75 to 150 tonnes, per tonne above 75 tonnes	4,42	4,42
Technical Stops Santa Maria Airport - value per tonne	1,00	1,00
Technical Stops other airports - value per tonne	3,33	3,33
2. PARKING		
2. PARKING		
2.1. Traffic Areas (a)	1,46	1,46
All aircrafts (per tonne and per 24h or fraction)	43,92	43,92
2.2. Surcharge (per 15 minutes or fraction)		
2.3. GPS (Ground Power System)	0,65	0,65
3. HANGAR (per tonne and per 24h or fraction)	2,95	2,95
4. AERODROME OPENING (Per 2 hours or fraction)		
4.1. Ponta Delgada and Santa Maria Airports		
Continuity/ Anticipation	621,71	621,71
Commercial opening	684,90	684,90
Emergency reopening - not legally imposed	621,71	621,71
4.2. Horta Airport		
Continuity/ Anticipation	309,71	309,71
Commercial opening	536,07	536,07
Emergency reopening - not legally imposed	369,24	369,24
4.3. Flores Airport		
Continuity/ Anticipation	249,52	249,52
Commercial opening	428,83	428,83
Emergency reopening - not legally imposed	369,24	369,24
5. PASSENGER SERVICE (per departing passenger)		
Flights inside Schengen Area	6,85	6,81
Intra EU flights outside Schengen Area	11,12	11,05
International flights	15,15	15,05
6. PASSENGER HANDLING (per check-in desk)		
First hour or fraction	5,70	5,70
Next 1/2 hours or fraction	2,89	2,89
Per month	865,56	865,56
7. BAGGAGE HANDLING		
Per embarked baggage processed at the sorting baggage system	0,33	0,33
8. CUPPS (Common Use Processing Passenger System) & CUSS (Common Use Self-Service)		
Per departing passenger	0,188	0,188
9. BRS – Baggage Reconciliation System		
Per baggage processed at the system	0,084	0,084
10. SECURITY (b)		
Flights inside Schengen Area	2,50	2,50
Intra EU flights outside Schengen Area	2,50	2,50
International flight	2,50	2,50
11. ASSISTANCE TO PASSENGERS WITH REDUCE MOBILITY (c)		
Per departing passenger	0,50	0,46

NOTE:

(a) - The parking charge is not due for the first 90 minutes after landing and 90 minutes before take-off.

(b) - Value currently received by the Airport Manager.

(c) - The invoice of this charge will follow the invoicing rules, including exemptions, applicable to passenger service charge. This charge is not applied to General Aviation.

MADEIRA AIRPORTS

2015 REGULATED CHARGES TABLE

CHARGES	SINCE MAY 2014	SINCE JANUARY 2015
1. LANDING/TAKE-OFF		
Flights between Madeira / Porto Santo		
Aircrafts up to 25 tonnes, per tonne	6,31	6,31
25 to 75 tonnes, per tonne above 25 tonnes	7,66	7,66
over 75 to 150 tonnes, per tonne above 75 tonnes	9,02	9,02
Other flights		
Aircrafts up to 25 tonnes, per tonne	9,02	9,02
25 to 75 tonnes, per tonne above 25 tonnes	10,95	10,95
over 75 to 150 tonnes, per tonne above 75 tonnes	12,88	12,88
Minimum charge per operation - night operations	177,70	177,70
2. PARKING		
2.1. Traffic Areas (a) (per tonne and per 24h or fraction)	1,43	1,43
2.2. Maintenance areas (a) (per tonne and per 24h or fraction)	1,05	1,05
2.3. Surcharge (per 15 minutes or fraction)	42,79	42,79
3. HANGAR (per tonne and per 24h or fraction)	2,91	2,91
4. PASSENGER SERVICE (per departing passenger)		
Flights between Madeira / Porto Santo	11,43	11,43
Flights inside Schengen Area	14,27	14,27
Intra EU flights outside Schengen Area	17,86	17,86
International flights	23,81	23,81
5. PASSENGER HANDLING (per check-in desk)		
VMUSE system not included		
First hour or fraction	5,42	5,42
Next 1/2 hours or fraction	2,64	2,64
Per month	830,03	830,03
6. BAGGAGE HANDLING		
Per embarked baggage processed at the sorting baggage system	0,36	0,36
7. CUPPS (Common Use Processing Passenger System) & CUSS (Common Use Self-Service)		
Per departing passenger	0,188	0,188
8. BRS – Baggage Reconciliation System		
Per baggage processed at the system	0,084	0,084
9. SECURITY (b) (per departing passenger)		
Flights inside Schengen Area	2,50	2,50
Intra EU flights outside Schengen Area	2,50	2,50
International flights	2,50	2,50
10. ASSISTANCE TO PASSENGERS WITH REDUCE MOBILITY (c)		
Per departing passenger	0,50	0,46

NOTE

(a) - The parking charge is not due for the first 90 minutes after landing and 90 minutes before take-off.

(b) - Value currently received by the Airport Manager.

(c) - The invoice of this charge will follow the invoicing rules, including exemptions, applicable to passenger service charge. This charge is not applied to General Aviation.

BEJA AIRPORTS

2015 REGULATED CHARGES TABLE

CHARGES	SINCE APRIL 2014	SINCE JANUARY 2015
1. PARKING		
1.1. Traffic Areas (a)		
All aircrafts (per tonne and per 24h or fraction)	1,46	1,46
1.2. Surcharge (per 15 minutes or fraction)	43,92	43,92
1.3. Maintenance areas (per tonne and per 24h or fraction)		
up to 12 weeks	1,08	1,08
after 12 weeks	1,46	1,46
2. HANGAR (per tonne and per 24h or fraction)	2,95	2,95
3. PASSENGER SERVICE (per departing passenger)		
Flights inside Schengen Area	7,25	7,25
Intra EU flights outside Schengen Area	9,19	9,19
International flights	12,32	12,32
4. PASSENGER HANDLING (per check-in desk)		
First hour or fraction	5,94	5,94
Next 1/2 hours or fraction	2,89	2,89
Per month	911,12	911,12
5. BAGGAGE HANDLING		
Per embarked baggage processed at the sorting baggage system	0,33	0,33
6. SECURITY (b) (per departing passenger)		
Flights inside Schengen Area	2,50	2,50
Intra EU flights outside Schengen Area	2,50	2,50
International flights	2,50	2,50
7. ASSISTANCE TO PASSENGERS WITH REDUCE MOBILITY (c)		
Per departing passenger	0,50	0,46

NOTE:

(a) - The parking charge is not due for the first 90 minutes after landing and 90 minutes before take-off.

(b) - Value currently received by the Airport Manager.

(c) - The invoice of this charge will follow the invoicing rules, including exemptions, applicable to passenger service charge. This charge is not applied to General Aviation.