



Guide
to air
navigation
charges
2020



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This document is issued exclusively for information purposes, with the sole objective of providing a quick reference to the charges applied on Air Navigation Services. ENAIRE should not be held responsible for the following information, which can be incomplete, not be updated or contain errors. The only legislation that should be taken into account is the one published on the respective Official Gazettes.



INTRODUCTION

The Public Business Entity ENAIRE was created through Article 82 of Law 4/1990, 29th of June, on the State General Budget, changing its name in July 2014 from the previously named Aena, Aeropuertos Españoles y Navegación Aérea.

ENAIRE as continuation of Aena, is governed by its Statute, approved by Royal Decree 905/1991, of June 14th, which was subsequently amended by Royal Decree 1993/1996, of September 6th, Royal Decree 1711/1997, of November 14th and Royal Decree 2825/1998 of December 23rd and Royal Decree 105/2011 of January 28th.

ENAIRE is a Public Business Entity attached to the Ministry of Public Works with its own legally independent status and independent from that of the State, developing its activity within the framework of the general transport policy of the Government.

Royal Decree 13/2010, of December 3rd, on fiscal, labour and liberalization measures to foment Investment and the creation of employment, introduced a number of measures in order to undertake a significant modernization process, aimed at the separation of functions between airport management and air navigation provision in Spain with the objective of improving the efficiency and effectiveness of the airport system. Until then, these functions had been performed by the same Public Business Entity, Aena.

On the 25th February, 2011 the creation of the State mercantile society "Aena Aeropuertos, SA" was approved, and it is currently named Aena SA since July 2014. This Company has assumed the functions and obligations related to the management and operation of the airport premises, while ENAIRE assumes its state competencies mainly in the field of air navigation within the framework established by Law 9/2010 of April 14th.

REGIONAL AIR NAVIGATION DIRECTORATES



ENAIRE manages five
Regional Air Navigation Directorates:





REGULATIONS GOVERNING CHARGES FOR THE USE OF AIR NAVIGATION FACILITIES AND SERVICES

In the exercise and development of the duties attributed to ENAIRE by its law of creation, it is governed by the conditions of its Statutes, approved by Royal Decree 905/1991, of the 14th of June, subsequently amended by Royal Decree 1993/1996 of the 6th of September, Royal Decree 1711/1997 of the 14th of November, and Royal Decree 2825/1998 of the 23rd of December and Royal Decree 105/2011 of January 28th.

Income from the use of facilities and air navigation services is obtained mainly through the route and terminal navigation charges, which are regulated as follows:

2.1. Route Charge

- Decree 1675/72, of the 26th of June, related to charges for the use of the en-route air navigation aids network. This Decree is updated by Ministerial Orders (Ministry of Public Works) published annually, by modifying Annex I. The last two Orders published are:
 - Order FOM/174/2018, of the 31st of January
 - Order FOM/60/2019, of the 24th of January

- Ratification Instrument for the Multilateral Agreement about air navigation aid charges, agreed in Brussels on 12 February 1981 and ratified by Spain through an instrument of 14 April 1987.
- Law 25/1998. of the 13th of July, on Modification of the Statutory Regime for State and Local Taxes and Reclassification of Financial Contributions of a Public Nature.
- Commission Implementing Regulation (EU) 2019/317 of 11 February 2019, laying down a performance and charging scheme in the single European sky and repealing Implementing Regulations (EU) No 390/2013 and (EU) No 391/2013.

2.2 Terminal navigation charge

- Law 24/2001, of the 27th of December, on Fiscal, Administrative and Social Measures for the Year 2002, article 22.
- Order FOM 405/2003, of the 25th of February, on modification of airport classification for the purposes of terminal navigation charges.
- Law 4/2004, of the 29th of December, on the Modification of Taxes and Fiscal Benefits of Events of Exceptional Public Interest, article eight, paragraph one.
- Law 26/2009, of the 23rd of December, on the State General Budget for year 2010, article 83, on partial adaptation of national regulations to EU requirements.

- Law 1/2011, of the 4th of March, establishing the State Program for Civil Aviation Safety that modifies Law 21/2003, of the 7th of July, on Air Navigation Safety.
- Regarding the mandatory change of the charging formula for terminal air navigation services from the year 2015 on, established in the related European Union regulations, it was done through Law 36/2014, of December 26, of the State General Budget for the year 2015, Article 67.
- The annual State General Budget Laws, the most recent being:
 - Law 3/2017, of the 27th of June, on the State General Budget for the year 2017, article 64.
 - Law 6/2018, of the 3rd of July, on the State General Budget for the year 2018, article 88.
 - Extension to year 2019 of the State General Budget for the year 2018.
- Commission Implementing Regulation (EU) 2019/317 of 11 February 2019, laying down a performance and charging scheme in the single European sky and repealing Implementing Regulations (EU) No 390/2013 and (EU) No 391/2013.

CHARGES FOR THE USE OF AIR NAVIGATION FACILITIES AND SERVICES



3.1 Route Charge

Spain is a member of the EUROCONTROL route charge system, and so billing and collection of the same are entrusted to this Organization.

Definition

This is the payment for the costs incurred by the en-route air navigation facilities and services.

Charge calculation

(from 1 January 2020)

The formula for the charge levied is:

$$r_i = t \times N$$

Where:

r_i is the total charge

t , the Spanish unit rate of the charge (in euros),

N the number of service units ($N = d_i \times p$, where d_i is the distance factor (great circle distance in kilometers / 100), and p is the weight factor ((Maximun take-off weight, MTOW, in metric tons / 50)^{0.5})



Amounts

	Unit Rate (€) (taxes excluded)
Continental	51,08
Canary Islands	43,73

Exemptions

The following types of flight are exempted from route charges:

- Flights by aircraft whose certificated maximum take-off weight does not exceed two metric tons, as stated on the Aircraft Flight Manual.
- Flights performed exclusively under visual flight rules (VFR) within the Flight Information Regions of the airspace dependent on the Spanish State.
- Flights terminating at the aerodrome from which the aircraft has taken off and during which no intermediate landing has been made (circular flights).
- Authorized search and rescue flights by a competent SAR body.
- Flights performed exclusively for the purpose of checking or testing equipment used or intended to be used as air navigation ground aids, excluding positioning flights by the aircraft concerned.



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- Training flights performed exclusively for the purpose of obtaining a license, or a rating in the case of cockpit flight crew, where this is substantiated by an appropriate remark on the flight plan.
 - Flights performed exclusively for the transport, on official mission, of the reigning Monarch and his/her immediate family, Heads of State and of Government, and Government Ministers. These exemptions must, in all cases, be justified by the special status indicator or the corresponding remark in the flight plan.
 - Military flights from those countries having reciprocity agreements.



3.2 Terminal navigation charge

Definition

The terminal navigation charge remunerates the air navigation services provider to ensure the safety and orderly flow of movements at this phase of flight.

The terminal navigation charge is applicable to all airports and air bases open to civil traffic where ENAIRE provides terminal air navigation services. The approach and take-off operations are considered as a single service with regard to this charge.

The European Union regulations related to the Single European Sky initiative require the formula to be the same for all EU member states as of 2015.

Charge calculation

The formula for the charge levied is:

$$R = t \times (P/50)^n$$

Where:

R = Total charge to pay per operation

t = Unit rate

P = Authorized maximum take-off weight of the aircraft (MTOW)

(P/50)ⁿ = Service units

n = Weighting coefficient: 0,7



Terminal navigation charge unit rate (t):

(taxes excluded)

Airport	Unit Rates (€)
Adolfo Suárez Madrid-Barajas, Alicante-Elche, Barcelona/El Prat, Bilbao, Fuerteventura, Gran Canaria, Ibiza, Lanzarote, Málaga/Costa del Sol, Menorca, Palma de Mallorca, Sevilla, Tenerife Norte, Tenerife Sur/Reina Sofía and Valencia.	18,72
A Coruña, Almería, Asturias, Girona, Granada/Federico García Lorca. Granada-Jaén, Jerez, La Palma, Reus, Santiago and Vigo.	16,84
Badajoz, Madrid/Cuatro Vientos, Melilla, Aeropuerto Internacional de la Región de Murcia, Pamplona, Sabadell, Salamanca, San Sebastián, Santander, Valladolid, Vitoria, Zaragoza and the rest of Airports in which ENAIRE provides Terminal Air Navigation Services.	14,04



The unit rates above, applied in the year 2019, will continue in force in 2020 until the publication by Law of the new amounts to be approved for year 2020.

The billing and collection of terminal navigation charges are entrusted to Eurocontrol for flights made as of the 1st of January, 2014.

Exemptions from terminal navigation charges

Terminal navigation charges will not be applied for the following types of flight:

- Flights by aircraft whose authorized maximum take-off weight does not exceed 2 metric tons, as stated on the Flight Manual.
- Flights performed exclusively for the transport, on official mission, of Sovereigns, Heads of State and Government, as well as Government Ministers.
- Search and rescue flights authorized by a competent SAR body.



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- Flights of Spanish military, customs and police aircraft.
 - Military flights from those countries having reciprocity agreements.





P. E. Las Mercedes - Edificio 2
Avda. de Aragón, 330
28022 Madrid. España.