

Schedule of Charges Regulated Charges

2025



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Lisbon Airport

2025

Lisbon Airport

TRAFFIC

LANDING/TAKE-OFF (a)

Base factor - per tonne		Surcharge
Aircraft up to 25 tonnes	€ 9.12	€ 2.60
Over 25 tonnes up to 75 tonnes	€ 10.89	€ 3.10
Over 75 tonnes up to 150 tonnes	€ 12.74	€ 3.63
Over 150 tonnes	€ 9.70	€ 2.77
Minimum amount	€ 429.57	€ 122.47
Noise factor		
R1		3.00
R2		2.00
R3		1.25
R4		1.05
R5		1.00
R6		0.80
R7		0.70
R8		0.55

PARKING

Traffic areas: (b)

Aircraft up to 45 tonnes		
Up to 24 hours (per minute)		€ 0.4040
24 to 48 hours or fraction		€ 282.65
48 to 72 hours or fraction		€ 465.63
Above 72 hours or fraction		€ 673.69
Aircraft over 45 tonnes (per tonne)		
Up to 24 hours (per minute)		€ 0.0090
24 to 48 hours or fraction		€ 6.29
48 to 72 hours or fraction		€ 10.35
Above 72 hours or fraction		€ 14.98
Surcharge (per periods of 15 minutes or fraction)		€ 94.51
Air bridges		
1 bridge. per minute of use up to two hours		€ 3.64
1 bridge. per minute of use beyond two hours		€ 4.73
GPS		
Per minute of use		€ 1.91

HANGAR

Per tonne and per 24 hours or fraction		€ 5.10
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PASSENGER SERVICE (per boarding passenger)

Local passengers		
Travel within the Schengen Area		€ 16.15
Travel outside the Schengen Area		€ 27.14
Passengers on transfer		
Travel within the Schengen Area		€ 12.69
Travel outside the Schengen Area		€ 21.02

Lisbon Airport

GROUND HANDLING

Passenger assistance

Check-in counter (per period)	
15 minutes or fraction thereof	€ 2.58
Per month	€ 2,189.15
Self-Baggage Drop per piece of baggage processed	€ 0.43

Baggage handling

Handling system – per piece of baggage processed	€ 0.54
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EQUIPMENT

<u>CUPPS</u> and <u>CUSS</u> per passenger embarked	€ 0.217
<u>BRS</u> per piece of baggage processed by the system	€ 0.097

AUTONOMOUS REGULATION

Security (c)

Per boarding passenger	€ 1.80
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PRM Service

Per departing passenger	€ 0.69
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OTHER ENTITIES (d)

Security Charge (per departing passenger) (e)

Flights inside Schengen Area	€ 1.76
Intra EU flights outside Schengen Area	€ 3.67
International flights	€ 7.13

Terminal Control (f)	€ 163.30
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Slots (g)	€0.85
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- (a) Landing/take-off charge = (MTOW * base) * (Noise factor) + (MTOW * surcharge) | Base factor= amount per MTOW. or minimum amount per landing | Noise Factor: each aircraft is classified in a category (R1 to R8) according to its noise, which has a factor that will increase or decrease the value of the landing charge | Surcharge: to recover estimation error adjustments from year N-2.
- (b) The charge does not apply from midnight to 6 a.m. in the parking period up to midnight.
- (c) In accordance with Ministerial Order no. 268-A/2023 published on 23 August 2023.
- (d) Invoiced and collected by third parties.
- (e) In accordance with Ministerial Order no. 268-A/2023 published on 23 August 2023. Invoiced and collected by ANAC.
- (f) In accordance with Ministerial Order no. 448/2023, published on 22 December 2023. Invoiced and collected by NAV Portugal.
- (g) In accordance with 11.º-A Decree-Law no. 96/2018, 23 November. Invoiced and collected by NAV Portugal.

Porto Airport

2025

Porto Airport	Jan-Mar Nov - Dec	Apr – Oct
TRAFFIC		
LANDING/TAKE-OFF (a)		
Base factor		
Aircraft up to 25 tonnes. per tonne	€ 5.79	€ 6.14
25 to 75 tonnes. per tonne above 25 tonnes	€ 7.06	€ 7.49
75 to 150 tonnes. per tonne above 75 tonnes	€ 8.33	€ 8.83
More than 150 tonnes. per tonne above 150 tonnes	€ 5.86	€ 6.20
Minimum per landing	€ 145.08	€ 153.60
Noise factor		
R1	3.00	3.00
R2	2.00	2.00
R3	1.25	1.25
R4	1.05	1.05
R5	1.00	1.00
R6	0.80	0.80
R7	0.73	0.73
R8	0.67	0.67
PARKING		
Traffic areas: (b)		
All aircraft (per tonne and per 24 hours or fraction)	€ 2.01	€ 2.01
Minimum amount. if the exemption time has been exceeded	€ 50.15	€ 50.15
Surcharge (per periods of 15 minutes or fraction)	€ 60.27	€ 60.27
Air Bridges (does not include use of GPS)		
1 bridge. per minute of use up to two hours	€ 2.35	€ 2.35
1 bridge. per minute of use beyond two hours	€ 2.81	€ 2.81
2 bridges. per minute up to two hours	€ 3.54	€ 3.54
2 bridges. per minute after two hours	€ 4.21	€ 4.21
GPS		
Per minute of use	€ 0.29	€ 0.29
HANGAR		
Per tonne and per 24 hours or fraction	€ 4.04	€ 4.04
PASSENGER SERVICE (per boarding passenger)		
Local passengers		
Travel within the Schengen Area	€ 9.04	€ 9.04
Travel outside the Schengen Area	€ 17.11	€ 17.11
Passengers on transfer		
Travel within the Schengen Area	€ 6.76	€ 6.76
Travel outside the Schengen Area	€ 13.23	€ 13.23
GROUND HANDLING		
Passenger assistance (per check-in counter)		
Per 1st hour or fraction	€ 8.02	€ 8.02
Per following half hours or fraction	€ 3.90	€ 3.90
Per month	€ 1,230.49	€ 1,230.49

Baggage handling		
Treatment system - per piece of baggage processed	€ 0.45	€ 0.45
EQUIPMENT		
CUPPS and CUSS per passenger embarked	€ 0.211	€ 0.211
BRS per piece of baggage processed by the system	€ 0.094	€ 0.094
AUTONOMOUS REGULATION		
Security (c)		
Per boarding passenger	€ 1.80	€ 1.80
PRM Service		
Per departing passenger	€ 0.69	€ 0.69
OTHER ENTITIES (d)		
Security Charge (per departing passenger) (e)		
Flights inside Schengen Area	€1.76	€1.76
Intra EU flights outside Schengen Area	€ 3.67	€ 3.67
International flights	€ 7.13	€ 7.13
Terminal Control (f)	€ 163.30	€ 163.30
Slots (g)	€ 0.85	€ 0.85

- (a) Landing/take-off charge = (MTOW * base) * (Noise factor) | Base factor= amount per MTOW. or minimum amount per landing | Noise Factor: each aircraft is classified in a category (R1 to R8) according to its noise, which has a factor that will increase or decrease the value of the landing charge
- (b) Aircraft with MTOW > 100 tonnes: first 3 hours free. Aircraft with MTOW ≤ 100 tonnes: first hour and a half free.
- (c) In accordance with Ministerial Order no. 268-A/2023 published on 23 August 2023.
- (d) Invoiced and collected by third parties.
- (e) In accordance with Ministerial Order no. 268-A/2023 published on 23 August 2023. Invoiced and collected by ANAC.
- (f) In accordance with Ministerial Order no. 448/2023, published on 22 December 2023. Invoiced and collected by NAV Portugal.
- (g) In accordance with 11.ª-A Decree-Law no. 96/2018, 23 November. Invoiced and collected by NAV Portugal.

Faro Airport

2025

Faro Airport	Jan to Mar/ Nov and Dec	Apr and Oct	May – Sept
TRAFFIC			
LANDING/TAKE-OFF (a)			
Base Factor			
Aircraft up to 25 tonnes. per tonne	€ 1.22	€ 5.75	€ 7.18
25 to 75 tonnes. per tonne above 25 tonnes	€ 1.48	€ 6.96	€ 8.69
75 to 150 tonnes. per tonne above 75 tonnes	€ 1.74	€ 8.20	€ 10.24
More than 150 tonnes. per tonne above 150 tonnes	€ 1.48	€ 6.96	€ 8.56
Minimum per landing	€ 30.21	€ 143.74	€ 179.45
Noise Factor			
R1			3.00
R2			2.50
R3			1.25
R4			1.05
R5			1.00
R6			0.80
R7			0.73
R8			0.67
PARKING			
Traffic areas: (b)			
All aircraft (per tonne and per 24 hours or fraction)	€ 2.02	€ 2.02	€ 2.02
Minimum amount. if the exemption time has been exceeded	€ 50.46	€ 50.46	€ 50.46
Surcharge (per periods of 15 minutes or fraction)	€ 60.62	€ 60.62	€ 60.62
Air bridges			
Bridges. per minute up to 30 minutes	€ 2.84	€ 2.84	€ 2.84
Bridges. per minute between 31-60 minutes	€ 3.14	€ 3.14	€ 3.14
Bridges. per minute between 61-90 minutes	€ 3.48	€ 3.48	€ 3.48
Bridges. per minute over 90 minutes	€ 3.87	€ 3.87	€ 3.87
GPS			
Per minute of use	€ 0.35	€ 0.35	€ 0.35
HANGAR			
Per tonne and per 24 hours or fraction	€ 4.07	€ 4.07	€ 4.07
AIRFIELD OPENING			
(Per two hours or fraction)			
Extension/advance	€ 858.41	€ 858.41	€ 858.41
Commercial opening	€ 1,389.85	€ 1,389.85	€ 1,389.85
Reopening in emergency not subject to legal exemption	€ 858.41	€ 858.41	€ 858.41
PASSENGER SERVICE (per boarding passenger)			
Travel within the Schengen Area	€ 8.06	€ 8.56	€ 9.04
Travel outside the Schengen Area	€ 10.93	€ 11.52	€ 12.17
GROUND HANDLING			
Passenger Assistance (per check-in counter)			
Per following 15-minute periods or fraction	€ 2.03	€ 2.03	€ 2.03
Self-Baggage Drop	€ 0.35	€ 0.35	€ 0.35

Baggage handling			
Treatment system - per piece of baggage processed	€ 0.45	€ 0.45	€ 0.45
EQUIPMENT			
CUPPS and CUSS per passenger embarked	€ 0.211	€ 0.211	€ 0.211
BRS per piece of baggage processed by the system	€ 0.094	€ 0.094	€ 0.094
AUTONOMOUS REGULATION			
Security (c)			
Per boarding passenger	€ 1.80	€ 1.80	€ 1.80
PRM Service			
Per passenger embarked	€ 0.69	€ 0.69	€ 0.69
OTHER ENTITIES (d)			
Security Charge (per departing passenger) (e)			
Flights inside Schengen Area	€ 1.76	€ 1.76	€ 1.76
Intra EU flights outside Schengen Area	€ 3.67	€ 3.67	€ 3.67
International flights	€ 7.13	€ 7.13	€ 7.13
Terminal Control (f)	€ 163.30	€ 163.30	€ 163.30
Slots (g)		€ 0.85	

- (a) Landing/take-off charge = (MTOW * base) * (Noise factor) | Base factor= amount per MTOW. or minimum amount per landing | Noise Factor: each aircraft is classified in a category (R1 to R8) according to its noise, which has a factor that will increase or decrease the value of the landing charge.
- (b) Aircraft with MTOW > 100 tonnes: first 3 hours free. Aircraft with MTOW ≤ 100 tonnes: first hour and a half free.
- (c) In accordance with Ministerial Order no. 268 A/2023 published on 23 August 2023.
- (d) Invoiced and collected by third parties.
- (e) In accordance with Ministerial Order no. 268-A/2023 published on 23 August 2023. Invoiced and collected by ANAC.
- (f) In accordance with Ministerial Order no. 448/2023, published on 22 December 2023. Invoiced and collected by NAV Portugal.
- (g) Application only during the IATA summer season. In accordance with 11.º-A Decree-Law no. 96/2018, 23 November. Invoiced and collected by NAV Portugal.

Beja Civil Terminal

2025

BEJA CIVIL TERMINAL**TRAFFIC****PARKING**

Traffic areas (per tonne) (a):

All aircraft (per 24 hours or fraction)	€ 1.70
Minimum amount	€ 42.48
Surcharge (per periods of 15 minutes or fraction)	€ 51.20

GPS

Per minute of use	€ 0.82
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HANGAR

Per tonne and per 24 hours or fraction	€ 3.36
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AIRFIELD OPENING

Extension/advance (Per two hours or fraction)	€ 274.09
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PASSENGER SERVICE (per boarding passenger)

Travel within the Schengen Area	€ 9.01
Travel outside the Schengen Area	€ 14.00

GROUND HANDLING**Passenger Assistance (per check-in counter)**

Per 1st hour or fraction	€ 6.92
Per following half hours or fraction	€ 3.38
Per month	€ 1,061.97

Baggage handling

Treatment system - per piece of baggage processed	€ 0.38
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EQUIPMENT

<u>CUPPS</u> and <u>CUSS</u> per passenger embarked	€ 0.204
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AUTONOMOUS REGULATION**Security (b)**

Per departing passenger	€ 1.80
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PRM Service

Per departing passenger	€ 0.69
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OTHER ENTITIES (c)**Security Charge (per departing passenger) (d)**

Flights inside Schengen Area	€1.76
Intra EU flights outside Schengen Area	€ 3.67
International flights	€ 7.13

Terminal Control (e)

	€ 152.25
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- (a) The charge applies immediately after the aircraft's block time.
- (b) In accordance with Ministerial Order no. 268-A/2023 published on 23 August 2023.
- (c) Invoiced and collected by third parties.
- (d) In accordance with Ministerial Order no. 268-A/2023 published on 23 August 2023. Invoiced and collected by ANAC.
- (e) Charged by Portuguese Air Force.

Azores Airports

2025

AZORES AIRPORTS**TRAFFIC****LANDING/TAKE-OFF (a)****Base Factor - per tonne**

Aircraft up to 25 tonnes	€ 4.23
Over 25 tonnes up to 75 tonnes	€ 5.17
Above 75	€ 6.08
Technical stopovers at Santa Maria Airport	€ 1.38
Technical stopovers at other airports	€ 4.58

Noise Factor

R1	3.00
R2	2.00
R3	1.25
R4	1.05
R5	1.00
R6	0.80
R7	0.70
R8	0.55

PARKING

Traffic areas (per tonne): (b)

All aircraft (per 24 hours or fraction)	€ 1.86
Surcharge (per periods of 15 minutes or fraction)	€ 55.99

GPS

Per minute of use	€ 0.83
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HANGAR

Per tonne and per 24 hours or fraction	€ 3.76
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AIRFIELD OPENING

Ponta Delgada and Santa Maria Airports

Extension/advance	€ 792.63
Commercial opening	€ 873.19
Reopening in emergency not subject to legal exemption	€ 792.63

Horta Airport

Extension/advance	€ 394.86
Commercial opening	€ 683.45
Reopening in emergency not subject to legal exemption	€ 470.76

Flores Airport

Extension/advance	€ 318.11
Commercial opening	€ 546.71
Reopening in emergency not subject to legal exemption	€ 470.76

PASSENGER SERVICE (per boarding passenger)

Travel within the Schengen Area	€ 9.38
Travel outside the Schengen Area	€ 19.11

AZORES AIRPORTS

GROUND HANDLING

Passenger Assistance (per check-in counter)

Per 1st hour or fraction	€ 7.27
Per following half hours or fraction	€ 3.67
Per month	€ 1,103.54

Baggage handling

Treatment system - per piece of baggage processed	€ 0.45
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EQUIPMENT

<u>CUPPS</u> and <u>CUSS</u> per passenger embarked	€ 0.205
<u>BRS</u> per piece of baggage processed by the system	€ 0.091

AUTONOMOUS REGULATION

Security (c)

Per departing passenger	€ 1.80
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PRM Service

Per departing passenger	€ 0.69
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OTHER ENTITIES (d)

Security Charge (per departing passenger) (e)

Flights inside Schengen Area	€1.76
Intra EU flights outside Schengen Area	€ 3.67
International flights	€ 7.13

Terminal Control (f)

€163.30

- (a) Landing/take-off charge = (MTOW * base) * (Noise factor) + (MTOW * surcharge) |
- (b) Base factor= amount per MTOW or minimum amount per landing | Noise Factor: each aircraft will be classified in a category (R1 to R8) according to its noise, which has a factor that will increase or decrease the value of the landing charge | Surcharge: to recover estimation error adjustments
- (c) First 3 hours free.
- (d) In accordance with Ministerial Order no. 268-A/2023 published on 23 August 2023.
- (e) Invoiced and collected by third parties.
- (f) In accordance with Ministerial Order no. 268-A/2023 published on 23 August 2023. Invoiced and collected by ANAC.
- (g) In accordance with Ministerial Order no. 448/2023, published on 22 December 2023. Invoiced and collected by NAV Portugal.

(d) A performance do trimestre N será tida em consideração no valor da taxa do trimestre N+2. Entende-se como pré-notificação quando os pedidos de assistências são notificados num prazo igual ou superior a 36 horas da data do voo de chegada ou de partida.

Madeira Airports

2025

Madeira Airports

TRAFFIC

LANDING/TAKE-OFF (a)

Base Factor - per tonne

Madeira Airport

Flights between Madeira and Porto Santo

Up to 25 ton.	€ 8.05
25 to 75 ton.	€ 9.77
More than 75 ton.	€ 11.50

Other flights

Up to 25 ton.	€ 11.52
25 to 75 ton.	€ 13.96
More than 75 ton.	€ 16.42
Minimum per operation - night-time operations (b)	€ 226.55

Porto Santo Airport

	Jan - May Oct - Dec	Jun - Sept
Flights between Madeira and Porto Santo		
Up to 25 ton.	€ 7.04	€ 8.86
25 to 75 ton.	€ 8.51	€ 10.75
More than 75 ton.	€ 10.04	€ 12.65
Other flights		
Up to 25 ton.	€ 10.04	€ 12.65
25 to 75 ton.	€ 12.20	€ 15.36
More than 75 ton.	€ 14.36	€ 18.07
Minimum per operation - night-time operations (b)	€ 197.98	€ 249.21

Noise Factor

R1	3.00
R2	2.00
R3	1.25
R4	1.05
R5	1.00
R6	0.80
R7	0.70
R8	0.55

PARKING

Traffic areas (per tonne): (c)

Per tonne and per 24 hours or fraction	€ 1.69
Maintenance areas (per 24 hours or fraction)	€ 1.24
Surcharge (per periods of 15 minutes or fraction)	€ 50.56

HANGAR

Per tonne and per 24 hours or fraction	€ 3.44
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PASSENGER SERVICE (per boarding passenger)	
Travel between Madeira and Porto Santo	€ 13.84
Travel within the Schengen Area	€ 17.20
Travel outside the Schengen Area	€ 21.43
GROUND HANDLING	
Passenger Assistance (per check-in counter)	
Per 1st hour or fraction	€ 6.41
Per following half hours or fraction	€ 3.12
Per month	€ 980.73
Baggage handling	
Treatment system - per piece of baggage processed	€ 0.44
EQUIPMENT	
<u>CUPPS</u> and <u>CUSS</u> per passenger embarked	€ 0.205
<u>BRS</u> per piece of baggage processed by the system	€ 0.091
AUTONOMOUS REGULATION	
Security (d)	
Per departing passenger	€ 1.80
PRM Service	
Per departing passenger	€ 0.69
OTHER ENTITIES (e)	
Security Charge (per departing passenger) (f)	
Flights inside Schengen Area	€ 1.76
Intra EU flights outside Schengen Area	€ 3.67
International flights	€ 7.13
Terminal Control (g)	€ 163.30
Slots (h)	€ 0.85

- (a) Landing/take-off charge = (MTOW * base) * (Noise factor) Base factor= amount per MTOW, or minimum amount per landing. Noise Factor: each aircraft will be classified in a category (R1 to R8) according to its noise, which has a factor that will increase or decrease the value of the landing charge.
- (b) This night shift is based on the table of the Lisbon Astronomical Observatory. (<http://oal.ul.pt/publicacoes/almanaques/dados-de-2020/>)
- (c) First 3 hours free.
- (d) In accordance with Ministerial Order no. 268-A/2023 published on 23 August 2023.
- (e) Invoiced and collected by third parties.
- (f) In accordance with Ministerial Order no. 268-A/2023 published on 23 August 2023. Invoiced and collected by ANAC.
- (g) In accordance with Ministerial Order no. 448/2023, published on 22 December 2023. Invoiced and collected by NAV Portugal.
- (h) In accordance with 11.º-A Decree-Law no. 96/2018, 23 November. Invoiced and collected by NAV Portugal.

Charges Description Regulatory Framework

CHARGES DESCRIPTION

Landing / Take off

Landing/Take-Off charge is due for each landing operation.

The landing/Take-Off charge is levied on the basis of the maximum take-off weight (MTOW) as stated in the Certificate of Airworthiness or in any other document that may be considered appropriate for this purpose, but also according to the aircraft's noise level, and is due for each aircraft landing.

The calculation is made as follows:

$$\text{LANDING | TAKE-OFF CHARGE} = (\text{MTOW} * \text{base}) * (\text{Noise factor}) + (\text{MTOW} * \text{surcharge})$$

MTOW - Maximum take-off weight according to the aircraft's certificate.

Surcharge - to recover estimation error adjustments, if applicable.¹

Base factor – per tonne:

- Amounts charged in each category are cumulative, i.e., aircraft with a MTOW over 25 tons will be charged accordingly with the amounts established for each intermediate category where they may fall into;
- Minimum charge per landing—Each landing/take-off operation at Lisbon, Porto, or Faro airports will support a minimum landing charge.

Noise category factor - Depending on the aircraft's classification, a factor will be assigned according to the following table:

Lisbon Group								
NOISE CLASSES	R1	R2	R3	R4	R5	R6	R7	R8
Category	3,00	2,00	1,25	1,05	1,00	0,80	0,70	0,55

Porto								
NOISE CLASSES	R1	R2	R3	R4	R5	R6	R7	R8
Category	3,00	2,00	1,25	1,05	1,00	0,80	0,73	0,67

¹ Recovery or reimbursement of deviations between the actual unit regulatory revenue and the RRPC for this same year, in accordance with the economic regulatory model. Such deviations may result in deficits in revenues collected from customers. These deficits in revenues collected cannot be recovered until the second year, by means of increased charges.

Faro								
NOISE CLASSES	R1	R2	R3	R4	R5	R6	R7	R8
Category	3,00	2,50	1,25	1,05	1,00	0,80	0,73	0,67

ANA models its landing charge according to each aircraft's noise level to encourage the use of the ANA airport network by less noisy aircraft.

This modulation rate is applied non-discriminatorily across ANA’s entire network and all of its Users, in compliance with ICAO recommendations in Annex 16 and the aircraft noise level ranking system of the ACI—Airports Council International.

The aircraft in each category of the above table are classified according to ACI's aircraft noise evaluation system. This evaluation system provides information on the aircraft’s ranking vis-à-vis the latest noise reduction technology for comparable aircraft in terms of weight. Through the noise evaluation system, aircraft are categorized into eight different noise classes (R1 to R8) based on three noise measurements: Flyover (TKO), Sideline (LAT), and Approach (APP), as appearing in the aircraft noise certificate.

Categorisation into one of the eight noise classes, applies only to aircraft certified following ICAO Annex 16, Chapters 2, 3 ,4, 5 and 14, and uses the corresponding noise certification data. The limits set in chapter 3 of Annex 16 of the ICAO for each noise measurement, considering the aircraft’s MTOW and number of engines, are calculated using the following formulas:

Sideline (LAT)

MTOW	0 - 35 tons.	35 - 400 tons.	400 tons and more
	94	$80,87 + 8,51 \log \text{MTOW ton}$	103

Approach (APP)

MTOW	0 - 35 tons.	35 - 280 tons.	280 tons and more
	98	$86,03 + 7,75 \log \text{MTOW ton}$	105

Flyover (TKO)

MTOW	0 - 48,1 tons.	48,1 - 385 tons.	385 tons and more
	89	$66,65 + 13,29 \log \text{MTOW ton}$	101

3 engines

MTOW	0 - 28,6 tons.	28,6 - 385 tons.	385 tons and more
	89	69,65 + 13,29 log MTOW ton	104

4 engines

MTOW	0 - 20,2 tons.	20,2 - 385 tons.	above 385 tons
	89	71,65 + 13,29 log MTOW ton	106

For the three noise measurements, Flyover (TKO), Sideline (LAT) and Approach (APP), the aircraft categorisation process considers mandatory:

- The deviation between the amount shown in the noise certificate and the limits for each noise measurement in Chapter 3 of Annex 16 of the ICAO.
- The cumulative deviation resulting from the combined sum of each noise measurement deviation.

Criteria for classifying aircraft in the various classes of the Aircraft Noise Evaluation System of the ACI (2010) – to be achieved simultaneously:

Criteria to be obtained simultaneously	CLASSES							
	R1	R2	R3	R4	R5	R6	R7	R8
	(F)	(E)	(D)	(C)	(B)	(A)		
Cumulative EPNdB deviation from the standard of the ICAO, Chapter 3 standard of at least:	Less than 0	0 or more	5 or more	10 or more	15 or more	20 or more	25 or more	30 or more
Individual EPNdB deviation from the standard of the ICAO, Chapter 3 in each noise measurement of at least:	NA	0	1	2	3	4	5	6

Mandatory information and documentation must be sent to classify an aircraft or to change an aircraft's noise category.

Any aircraft operating at ANA network airports lacking the information and documentation needed for its classification will be automatically assigned to category R1 for invoicing purposes.

The necessary data shall be made available through one of the following ways:

- **LOOP Portal** – Data will be effective for billing purposes the day of its insertion or update at (LOOP | Login (loopdata.app));
- **ANA's Airline Data Base Portal** - Data will be effective for billing purposes after ANA's validation. To access the portal, airport Users must send an email to:

dcaanalytics@ana.pt

helpdesk@ana.pt

- For ad-hoc operations, through the email dcaanalytics@ana.pt - Data will be effective for billing purposes after ANA’s validation.

Information required per aircraft:

01. Aircraft registration;	07. Number of engines;
02. Aircraft serial number;	08. Seating;
03. ICAO Aircraft operator;	09. Flyover- Aircraft noise values take-off (EPNdB);
04. ICAO – Annex 16 Chapter;	10. Aircraft noise values sideline (EPNdB);
05. ICAO aircraft type;	11. Aircraft noise values approach (EPNdB).
06. MTOW – Maximum take-off weight(kg);	

Required documentation:

Aircraft Noise Certificate.

Aircraft Parking

Parking charges are due for each parked aircraft and vary according to the parking area (traffic areas, maintenance areas, or other).

A minimum value for each parking period is applied at Lisbon, Porto and Faro Airports.

At Lisbon Airport, four hourly categories were defined. The defined categories are cumulative.

The following operations are exempt from parking charges in the first forty-eight hours after landing, provided that the airport is not used as their home base:

- Operations exclusively made for the official transportation of State or Government heads and ministers and operations under reciprocity agreements confirmed by the Ministry of Foreign Affairs;
- Operations by military aircraft or others, performing official military missions, non-remunerated or under special agreements binding the Portuguese State, as confirmed by the competent entities;
- Operations for search and rescue, medical emergencies, internal security, civil protection and humanitarian missions, as demonstrated by documents.

This charge shall be increased by a surcharge for every fifteen minutes or part thereof. This count begins ten minutes after the scheduled time for the removal of the aircraft and the removal order is given with no less than twenty minutes of advanced notice.

Air Bridges and GPS

These charges are due for the provision of air bridges and for the use of supplying electrical energy transformed to 400hz provided through GPS.

The following operations are exempt from air bridge and GPS charges, provided that the use of such equipment is essential for the operation, as acknowledged by the airport managing body:

- Operations exclusively made for the official transportation of State or Government heads and ministers and operations under reciprocity agreements confirmed by the Ministry of Foreign Affairs;
- Operations by military aircraft or others, performing official military missions, non-remunerated or under special agreements binding the Portuguese State, as confirmed by the competent entities;
- Operations for search and rescue, medical emergencies, internal security, civil protection and humanitarian missions, as demonstrated by documents.

Passenger Service

Passenger service charges are levied on each departing passenger and billed directly to the operators according to their destination.

Exemptions:

- Children under 2 years old;
- Passengers in direct transit through the airport;
- Transfer passengers at Santa Maria, Ponta Delgada, Horta and Flores airports who have as their final destination the other islands of the Azores Archipelago.
- Passengers from any aircraft returning to the airport for technical, meteorological or similar reasons;
- Passengers departing on aircraft exclusively used for the transportation of State or Government heads and ministers and operations under reciprocity agreements, confirmed by the Ministry of Foreign Affairs;
- Passengers departing on military aircraft or others, performing official military missions, non-remunerated or under special agreements binding the Portuguese State, as confirmed by the competent entities;
- Passengers departing in aircraft used for search and rescue, medical emergencies, internal security, civil protection and humanitarian missions, as demonstrated by documents;
- Passengers departing in aircraft used for local flights of test, instruction and training flights.

Airport Opening Time

This charge is due whenever the airport opens off-schedule, under exceptional circumstances. The request for such opening must be presented at least 3 hours prior notice.

The values of this charge vary according to the nature of the operation, the schedule of the operation and the type of aircraft. The charge is levied every two-hour period or fraction.

All operations of search and rescue as well as urgent humanitarian missions, urgent internal security missions or urgent civil protection missions, duly demonstrated, are exempt.

According to the protocol signed between the FAP² (Portuguese Air Force) and ANA, the airport opening charge at Beja airport, is applied by FAP and is the same as Faro airport.

PRM Charge (Passenger with Reduced Mobility)

Airlines operating in ANA Network airports shall pay this charge, per embarked passenger, due to the service of passengers with reduced mobility.

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.

The PMR charge will be assigned according to the following table, depending on whether the level of pre-notification verified in a given quarter is greater than or equal to 60% or less than 60%.

The pre-notification average is calculated based on the number of services that received a notification more than 36 hours before the time of the arrival or departure flight, divided by the total number of services provided.

The reference period is the quarter.

For invoicing purposes, the performance of quarter N will be considered in the invoicing of quarter N+2.

Whenever there is no performance history available for a given airline or airport, such as at Beja Civil Terminal, the average charge derived directly from the cost base of the PMR service will be applied.

Assistance to passengers requiring medical assistance during transportation is excluded from the pre-notification analysis, due to the specific nature of the request.

² For more information contact FAP (See chapter "Contacts – OTHER ENTITIES")

Security

Security charge is due for services rendered to air transport passengers and is meant to partially cover the costs of staff and equipment regarding civil aviation security for the prevention and suppression of unlawful interference against civil aviation. This charge shall be paid per embarked passenger for collecting this component.

Exemptions:

- Children under 2 years of age;
- Passengers in direct transit through the airport;
- Transfer passengers at airports in Santa Maria, Ponta Delgada, Horta and Flores, who have as their final destination the other islands of the Azores Archipelago;
- Passengers in official missions that depart on aircraft of Portuguese State or Foreign State private services, on the basis of reciprocity agreements.

Other Entities (ANAC and NAV Portugal)

Security charge applied by ANAC

This charge is due to general costs incurred by ANAC and security forces to prevent and suppress unlawful interference with civil aviation. ANAC is responsible for levying this charge.

Terminal Control

This charge is due to the performance of air traffic control operations at the approach and aerodrome, including the use of radio aids for landing or takeoff by NAV Portugal and the Portuguese Air Force in the specific case of Beja Civil Terminal.

Slot Allocation

This fee is due for the allocation of slots by NAV Portugal.

REGULATORY FRAMEWORK

Regulatory Framework of Economic Regulation Model

Decree-Law no. 254/2012, of 28 November and the concession contracts entered into between the Portuguese State and ANA and ANAM established the economic regulation model for the Airport Sector, based on setting the limit amounts for revenue per passenger resulting from regulated activities allowed to the concessionaire and control and adjustment mechanisms that the Concessionaire should respect and fulfil.

Generically, the economic regulation model is grounded on the following legal and regulatory basis.

Decree-Law 254/2012

Regulates in one sole law the general legal framework for ANA's airport public service concession; the licensing regime for private use of assets pertaining to the public domain of the airport, the set of charges applied to national airports; the legal regime of the Security Charge and Assistance to Persons with Reduced Mobility Charge; the principles and rules of economic regulation applicable to national airports.

Annex 12 of the ANA and ANAM Concession Contracts

Classifies the Regulated and Monitored Activities and defines the Revenue Price Cap (RPC) and the Regulated Revenue Price Cap (RRPC) per terminal passenger, as well as the RPC evolution and adjustment mechanisms.

Annex 7 of the ANA and ANAM Concession Contracts

Defines the service quality regime to be applied to the Lisbon, Porto, Faro and Ponta Delgada Airports.

Regulated Charges

Pursuant to what is established in Article 42 (1) of Decree-Law no. 254/2012, only Traffic Charges are subject to Economic Regulation. However, through (2) of that same Article, it is possible that other charges may be subject to economic regulation in light of the Concession Contract or other title that sets the activities and services specifically subject to economic regulation.

Decree-Law 254/2012	
Flights between Madeira / Porto Santo	Landing and Take-Off Charge Parking Charge (including the use of Air Bridges and GPS) Hangar Charge
Assistance to Passengers with Reduced Mobility (PRM) Services	Passengers Service / Charge Aerodrome Opening Charge / Assistance Fee for PRM
Security Systems and Services of the airport perimeter	Landing and Take-Off Charge
Annex 12 of the ANA and ANAM Concession Contracts	
Availability of check-in desks or any infrastructure associated to passenger processing, including common-use computer platforms	Passenger Handling Charge CUPPS (Common Use Passenger Processing System) and CUSS (Common Use Self-Service) Charge
Supply and maintenance of the infrastructure associated to luggage reception, treatment, handling and reclaim	Baggage Handling Charge BRS (Luggage Reconciliation System) Charge

Billing and Charges Payment

Billing and Charges Payment

Rules of invoice processing, dispatch and payment

CHARGES CATEGORY	BILLING SCHEDULE ³	PAYMENT TERMS
Traffic Security PRM	<p>3 invoices are issued per month for the following periods:</p> <p>1st invoice period 1st to 10th calendar days;</p> <p>2nd invoice period 11th to 20th calendar days;</p> <p>3rd invoice period 21st to last day of each month.</p>	<ul style="list-style-type: none"> • Cash basis (prompt payment) regime; • Pre-payment regime; • Granting of credit: payment within 15 days from date of the issuance of invoices; • Through payment representative (handler).
Regulated Handling	One monthly invoice is issued, dated the last day of each month.	
Equipment	One monthly invoice is issued, dated the last day of each month.	
Others	One monthly invoice is issued, dated the last day of each month.	

Details of payment terms

- Invoices and payments are made in euros.
- Regulated charges do not include VAT.
- In the cash basis regime, the payment of all services must be made immediately after the invoice issuance, including terminal control duties from NAV, Portugal The payment shall be made by the company or by the handler at airport services, prior to take-off.
- In the pre-payment regime, the payment of services estimated by ANA based on the flight schedule shall be made prior to any operation.
- To apply for the credit payment regime, the client shall submit a written request to ANA, which will be subject to a case by case evaluation. In the case that this regime is accepted, ANA reserves the right to make its decision to grant credit subject to the provision of a guarantee. The payment of invoices must be made within the established period, and the amount owed cannot, in any situation, exceed the amount of the guarantee presented. In case of non-compliance with the due date agreed for the invoices payment, daily late interest shall be payable by the debtor until the effective date of payment.
- The credit conditions assigned may be modified or cancelled by ANA with a five working days notice.

³ Not applicable to the cash basis payment regime, since in this scheme all services and accesses provided are invoiced immediately by aerodrome services (SOA).

- In the event of non-compliance situations ANA may determine, without prior notice, the cancellation of the assigned credit and the consequent change to the cash / prepayment regime. The suspension of the provision of services will also be possible. In the event of non-compliance with the terms established for the current account, the cancellation of credit and alteration to the prompt/ prepayment scheme, or suspension of services provision may be determined.

Contacts

CONTACTS

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Invoicing

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Faro Airport faturacao.afr@ana.pt

Porto Airport nucleoclientes@ana.pt

Azores Airports faturadaa@ana.pt

João Paulo II (Ponta Delgada) Airport | Horta Airport | Santa Maria Airport | Flores Airport

Madeira Airports faturacao.dam@ana.pt

Madeira Airport | Porto Santo Airport

Portuguese Civil Aviation Authority

Economic Regulation

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