AIR NAVIGATION SERVICES CHARGES

ENTITY RESPONSIBLE FOR MANAGEMENT

The entity responsible for air navigation en-route and terminal charges management is:

AIR NAVIGATION CHARGES OFFICE
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1. CHARGES FOR APPROACH CONTROL SERVICE

1. This charge pays for the air navigation services provided to ensure the safety of air traffic and orderly flow of movements in this stage of the flight. The charge will be applied in all the airports and air bases open to civil traffic. Approach and take-off operations will be considered as a single service when applying this charge.
2. This charge shall not apply to flights belonging to the following categories:
   a. Flights performed by aircraft with a maximum authorised take-off weight which is less than two metric tons according to the aircraft flight manual.
   b. Flights performed exclusively for the purpose of transport, on official mission, of reigning Monarchs and their immediate family, heads of State heads of Government and government Ministers, where it is substantiated by the appropriate status indicator or remark on the flight plan that the flight is performed exclusively for that purpose.
   c. Search and rescue flights authorised by the appropriate competent body.
   d. Customs and Police flights.
   e. Spanish Military flights.
   f. Non-Spanish Military flights performed by aircraft of a Member State or any third country, having reciprocity agreements.
3. Payment of this charge is compulsory for aircraft operators who carry out approach and departure operations at the Spanish airports. If the identity of the operator is unknown, the owner of the aircraft shall be regarded as the operator unless he provides evidence of the person holding that status. In the same way, in the event that a departing aircraft is chartered by an operator different from the one responsible for the approach, it will be the original one who shall be obliged to pay this charge.
4. The charge may be demanded from the moment an aircraft lands at any of the Spanish airports.
5. The terminal charge amount that can be demanded of a aircraft at an airport, shall be equal to the product of th unit rate established for that airport times the termina service unit of that aircraft.
   To this end and without prejudice to the possibility that part of the cost arising from air navigation services may be charged to other sources of funding, the unit rate shall be calculated by dividing the terminal air navigation services cost expected by the number of terminal service units for the corresponding year.

   The terminal service unit shall be equal to the "weight" factor of the aircraft considered.

   The "weight" factor, expressed as a figure taken to two decimals, shall be the quotient obtained by dividing by 50 the highest maximum take-off weight of the aircraft, expressed in metric tons, applying the exponent 0.7.

   The certified maximum take-off weight of the aircraft, expressed in metric tons, shall be the one set out in the Aircraft Flight Manual. Where the weight factor is unknown, the weight factor shall be calculated by taking the weight of the heaviest aircraft of the same type known to exist. Where an aircraft has multiple certified maximum take-off weights, the highest one shall be used. Whenever there is a modification and, at least, once a year, aircraft operators shall declare the composition of their fleet and the certified maximum take-off weight of each one of their aircraft to the body responsible for the collection of charges.

The calculation and allocation of costs shall be carried out in accordance with Commission Implementing Regulation (EU) 2019/317 of 11 February 2019, laying down a performance and charging scheme in the single European sky.

Also it shall be applied the Commission Implementing Regulation (EU) 2020/1627, of 3 November 2020, on exceptional measures for the third reference period (2020-2024) of the single European sky performance and charging scheme due to the COVID-19 pandemic.

REGULATION (EU) 2024/2803 OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 23 October 2024 on the implementation of the Single European Sky.

COMMISSION IMPLEMENTING REGULATION (EU) 2024/3128 of 16 December 2024 amending Implementing Regulation (EU) 2019/317 as regards new and revised monitoring indicators for the performance and charging scheme in the single European sky.

6. The unit rate of charge for a charging zone shall be established annually by the Ministerio de Transportes y Movilidad Sostenible. For every airport, taking into account that other financing sources to bear costs for terminal services may be foreseen.

7. The unit rates applicable from the 1st of January 2026 are:

- Alicante/Alicante-Elche Miguel Hernández, Barcelona/Josep Tarradellas Barcelona-El Prat, Bilbao, Fuerteventura, Gran Canaria, Ibiza, Lanzarote/Cesar Manrique Lanzarote, Madrid/Adolfo Suárez Madrid-Barajas, Málaga/Costa del Sol, Menorca, Palma de Mallorca, Sevilla, Tenerife Norte/Ciudad de La Laguna, Tenerife Sur and Valencia airports: 25.78 euros.
- A Coruña, Almería, Asturias, Girona, Granada/Federico García Lorca. Granada-Jaén, Jerez, La Palma, Reus, Santiago/Rosalía de Castro and Vigo airports: 23.20 euros.
- Badajoz/Talavera La Real, Madrid/Cuatro Vientos, Melilla, Murcia/ Aeropuerto de la Región de Murcia, Pamplona, Sabadell, Salamanca, San Sebastián, Santander/Seve Ballesteros-Santander, Valladolid/Villanubla, Vitoria, Zaragoza and the rest of the airports to which ENAIRE provides terminal air navigation services: 19.33 euros.

Since January 1st 2015, terminal charges are subject to VAT (Value Added Tax) at airports in Continental Spain and IGIC (Canaries General Indirect Tax) at airports in Canary islands.

This classification may be amended by the Ministerio de Transportes, Movilidad y Agenda Urbana based on the traffic borne by the airports.

8. The billing and collection of terminal charges are entrusted to Eurocontrol with regard to flights carried out since the 1st of January 2014.

2. CHARGES FOR ROUTE AIR NAVIGATION SERVICES

2.1 CALCULATION FORMULA

The charge for a flight shall be calculated in accordance with the following formula:

$$r = t \times N$$

In which **r** is the charge; **t** the unit rate of charge and **N** the number of service units corresponding to each flight accomplished within the airspace defined in article 3 of the Decree 1675/1972, dated 26th June.

The number of service units, **N**, shall be obtained by means of the following formula:

$$N = d \times p$$

Where **d** is the flight distance factor accomplished within the airspace defined in article 3 of the aforementioned Decree, and **p** the weight factor of the aircraft concerned.

DISTANCE FACTOR

The distance mentioned above shall be reduced by 20 kilometres for each take-off from and for each landing in the airspace mentioned in article 3 of the Decree mentioned.

With the exception of what is laid down in the paragraph above, the distance factor shall be obtained by dividing by 100 the number of kilometres in the great circle distance between:

a.)

the aerodrome of departure within, or the entry point into, the airspace defined in article 3 of the Decree, and

b.)

the aerodrome of first destination within, or the exit point from that airspace.

These entry and exit points are those where the actual route flown, as recorded by the Network Manager, crosses the lateral limits of the mentioned airspace (see ENR 6.1).

For the calculation of the charge, the distance factor shall be expressed as a figure taken to two decimals.

WEIGHT FACTOR

The weight factor shall be the square root of the quotient obtained by dividing by 50 the number expressing the certified maximum take-off weight of the aircraft, expressed in metric tons, as set out in the Flight Manual, as follows:

$$p = \sqrt{\frac{\text{Maximum take-off weight}}{50}}$$

Where the weight is unknown, the weight factor shall be calculated by taking the weight of the heaviest aircraft of the same type known to exist. Where an aircraft has multiple certified maximum take-off weights, the highest one shall be used. Whenever there is a modification and, at least, once a year, aircraft operators shall declare the composition of their fleet and the certified maximum take-off weight of each one of their aircraft to the body responsible for the collection of charges.

For the calculation of the charge, the weight factor shall be expressed as a figure taken to two decimals.

REFERENCE UNIT RATE

From 1 January 2026, the reference unit rates applying to the services made available to users within the Spanish airspace, are the following:

FIR/UIR BARCELONA	71.30 euros
FIR/UIR CANARIAS	53.40 euros
FIR/UIR MADRID	71.30 euros

Since January 1st 2015, en-route charges in Spain Continental and Spain Canaries are subject to VAT (Value Added Tax) and IGIC (Canaries General Indirect Tax) respectively.

The basic unit rates applicable from 1 January 2026, for the areas under the responsibility of the rest of the States participating in the joint system for the establishment and collection of charges for air navigation aids, are the following:

ZONE	Global unit rate in euros	Exchange rate applied 1 euro =	
Belgium. Luxembourg*	116.65	-/-	
Germany*	97.89	-/-	
France*	79.58	-/-	
United Kingdom	88.30	0.868786	GBP
Netherlands *	136.38	-/-	
Ireland *	34.70	-/-	
Switzerland	168.63	0.934300	CHF
Portugal (Lisboa) *	41.85	-/-	

Austria *	66.02	-/-	
Spain Continental *	71.30	-/-	
Spain Canary *	53.40	-/-	
Portugal (Sta. María) *	8.16	-/-	
Greece*	22.39	-/-	
Turkey **	39.78	-/-	
Malta *	18.60	-/-	
Italy *	73.71	-/-	
Cyprus*	40.89	-/-	
Hungary	38.72	391.316	HUF
Norway	57.76	11.6565	NOK
Denmark	91.74	7.46308	DKK
Slovenia *	5.42	-/-	
Romania	50.42	5.07150	RON
Czech Republic	79.02	24.3152	CZK
Sweden	89.33	10.9887	SEK
Slovakia *	76.22	-/-	
Croatia*	39.19	-/-	
Bulgaria	31.97	-/-	
North Macedonia	43.97	61.3132	MKD
Moldova	202.01	19.3641	MDL
Finland*	90.40	-/-	
Albania	2.79	96.6050	ALL
Bosnia and Herzegovina	25.40	1.95534	BAM
Serbia. Montenegro. KFOR	38.92	117.087	RSD
Lithuania*	60.74	-/-	
Poland	98.39	4.25499	PLN
Armenia	32.07	447.937	AMD
Latvia*	55.89	-/-	
Georgia	20.59	3.13967	GEL
Estonia*	88.97	-/-	
Ukraine	38.95	48.4139	UAH

Ukraine South	15.33	48.4139	UAH

* State participating in the Economic and Monetary Union.

** State establishing its cost base in euro.

National unit rates for States whose national currency is not the euro, shall be recalculated monthly by applying the average monthly rate of exchange between the euro and the relevant national currency, for the month preceding that in which the flight takes place.

The exchange rate applied shall be the monthly average of the "Closing Rate", calculated by Reuters, based on the daily BID rate.
The charge shall be payable at Eurocontrol's headquarters. The currency of account used shall be the euro.
The rate of interest on late payment of en-route charges, from the 1st of January 2026, is established in 12.38% per annum.

2.2 EXEMPTIONS

The present charges shall not apply to flights falling within the following categories:

a. Flights performed by aircraft with a maximum authorised take-off weight which is less than two metric tons.

b. Flights performed exclusively under visual flight rules (VFR) in the airspace of the Flight Information Regions dependent on the Spanish State.

c. Flights performed exclusively for the purpose of transport, on official mission, of reigning Monarchs and their immediate family, heads of State, heads of Goverment and government ministers, where it is substantiated by the appropriate status indicator or remark on the flight plan that the flight is performed exclusively for that purpose.

d. Search and rescue flights authorised by the appropriate competent body.

e. Spanish Military flights.

f. Non-Spanish Military flights performed by aircraft a of a Member State or any third country, having reciprocity treatment.

g. Training flights performed solely and exclusively for the purpose of obtaining a license, or a rating in the case of cockpit flight crew, where this it is substantiated by an appropriate remark on the flight plan that the flight is performed exclusively for that purpose. The flights must be performed solely within the airspace defined in Article 3 of the Decree 1675/1972, dated June 26th. The flights must not be used for the transport of passengers and/or cargo, nor for positioning or ferrying of the aircraft.

h. Flights performed exclusively for the purpose of checking or testing equipment used or intended to be used as ground aids to air navigation, excluding positioning flights by the aircraft concerned.

i. Circular flights terminating at the airport from which the aircraft has taken off and during which no intermediate landing has been made.

3. METHODS OF PAYMENT

ENAIRE has entrusted the billing and collection of air navigation charges (En-Route and Terminal) to Eurocontrol.

The amounts billed shall be payable at Eurocontrol's Headquarters.

To access further information, you can visit the following web address:

http://www.eurocontrol.int/publication/customer-guide-route-charges

3.1 UNIT RESPONSIBLE FOR BILLING

BILLING AND CUSTOMER RELATIONS

CRCO/R3 - Preparation and dispatch of bills and provision of information on charges to users/customers:

- E-mail: r3.crco@eurocontrol.int
- TEL: +32-2 729 38 38