

DECISION

ADJUSTMENT OF 2014 REGULATED CHARGES

1. The legal framework applicable for setting regulated charges in Portuguese airports is set out in Decree Law no. 254/2012 of 28 November, and in Annex 12 of the Concession Contract established between the Portuguese State and ANA – Aeroportos de Portugal, S.A., hereafter known as the Concessionary.
2. Completed in late 2013, the charges consultation process for 2014 was made known, under the terms of nos. 4 and 5 of article 71 of the above mentioned Decree Law, to INAC and the Users that were informed of the results of the consultation procedure as well as the final decision of the Concessionary, taken by decision of its Board of Directors, and published on its website on 1 February 2014, which took effect from 1 April 2014.
3. The adjustment in charges permitted by the model of economic regulation was predicated on the traffic forecast (the number of terminal passengers in 2014) at that date and object of the cited consultation.
4. However, accumulated passenger traffic up until 30 June 2014 has been greater than that forecast in 2013 and the prospects for growth in the IATA summer indicate a 2nd semester performance that will further accentuate this tendency.
5. The deviation regarding to the traffic forecasts considered in the charges proposal, in the number of terminal passengers actually served up until 30 June 2014, are included in the following table (+ 581,000 passengers in the total of the 3 price caps):

ACCUMULATED TO JUNE 2014			
	Proposed Charges	Actual	Deviation %
LISBON GROUP	9.458.540	9.890.607	4,57%
PORTO AIRPORT	2.978.599	3.116.552	4,63%
FARO AIRPORT	2.573.085	2.584.344	0,43%

6. Although the regulated revenue, due to the traffic increase, is above the value of the proposal, negative deviations are found in the unit revenues (for each terminal passenger served) of 7 Euro cents for the Lisbon Group, 6 Euro cents for Porto Airport and a positive deviation of 7 Euro cents for Faro Airport.
7. Having reconsidered the assumptions underlying traffic forecasts, which were the basis of the tariff proposal, and identified deviations to June 2014 compared to the behaviour of actual traffic (essentially the assumption of new routes and additional frequencies, and the adjustment of the load

factor) they have been reviewed and determined new passenger estimates for the year 2014 shown in the table below:

TOTAL ANUAL DE 2014				
	PROPOSED CHARGES (1)	Estimate (2)	(2)-(1)	Deviation %
LISBON GROUP	20.361.675	21.642.499	1.280.824	6,29%
PORTO AIRPORT	6.502.310	6.730.829	228.519	3,51%
FARO AIRPORT	6.114.922	6.078.253	-36.669	-0,60%
Total			1.472.674	

8. Due to the revision arising from the variation in the forecast number of passengers served in 2014, the value of the "Airside retail revenue contribution" (ARRC), a variable included in the calculation of the authorised Regulated Revenue Cap (RRC), must equally be subject to revision, summarised in the following tables:

VARIATION IN AIRSIDE RETAIL CONTRIBUTION- €/PAX	ACTUAL REVENUE FROM AIRSIDE RETAIL 2012 INDEXED FOR 2014 (3)	PROPOSED ARRC (4)=(3)/(1)	REVISED ARRC (5)=(3)/(2)	VARIATION (6)=(5)-(4)
LISBON GROUP	35.559.272	1,75	1,64	-0,10
PORTO	6.245.943	0,96	0,93	-0,03
FARO	9.146.850	1,50	1,51	0,01

REGULATED REVENUE CAP (RRC) €/PAX	APPROVED RRC (7)	REVISED RRC (EST. PAX 2014) (8)=(7)-(6)
LISBON GROUP	9,93	10,04
PORTO	7,69	7,72
FARO	7,90	7,89



9. The revision of the Regulated Revenue Cap arising from the variation in the contribution of airside retail revenue, produces a deviation in regulated revenue due to estimated traffic for 2014, of €2,164,250 for the Lisbon Group, €219,509 for Porto Airport and -€54.851€ for Faro Airport:

PRICE CAP	AUTHORISED ADDITIONAL REGULATED REVENUE* € /PAX (9)	DEVIATION IN TRAFFIC REVENUE TO RECOVER (€) (9)*(2)
LISBON GROUP	0,10	2.164.250
PORTO	0,03	219.509
FARO	-0,01	-54.851
TOTAL	n/a	2.328.908


(*) = (- Variation in airside retail revenue contribution (ARRC))

10. The excess revenue from regulated charges at Faro Airport, in accordance with that defined in point 5.1 of Annex 12 of the Concession Contract, must be returned to the airlines in the first six months after the end of 2014, through a single payment proportionate to the revenue from regulated charges obtained that year in Faro Airport.
11. No. 5.2 of the said Annex 12 states that, "solely in the event of errors in the estimation of the volume of annual passenger traffic that have an impact on the calculation of the Revenue Contribution of airside retail activity (ARRC) per Terminal Passenger (TP), the Concessionary may proceed to alter the charges throughout this year to ensure its conformity with the limits established by the Regulated Revenue Cap (RRC), providing it proceeds to communicate this alteration (to the airlines) with at least 4 (four) months prior notice."
12. Taking into account the amount of deviations in regulated revenue to be recovered its important that the estimated deficits be partially recovered by means of a variation in the regulated charges at Lisbon and Porto airports during the month of December 2014.
13. Taking into account the impact of a full recovery of the deficit in December 2014, ANA will proceed, for now, with its partial recovery (46% of the deviation calculated in Lisbon and 26% of the deviation calculated in Porto), looking for aligning recovery with the increase in regulated charges to implement in January 2015, at Lisbon and Porto airports, in accordance with the consultation procedure to begin on 1 August.
14. This decision will avoid the accumulation the charges amount not collect from the airlines, to be recovered two years later, and promote a more stable evolution of charges between 2014 and 2015, while keeping sufficient safety margin to absorb, if it occurs, any slowdown in the growth rate of traffic from those airports.

15. Under the present terms ANA notifies the Users that it will increase regulated charges by 7.56% in Lisbon Airport and by 1.50% in Porto Airport, with effect from 1 December 2014, in order to recover part of the regulated revenue not charged due to the variation in the volume of traffic.

ANA AEROPORTOS DE PORTUGAL, 31st July 2014

PRESIDENT OF THE BOARD AND C.E.O.



Jorge Ponce de Leão

LISBON AIRPORT

CHARGES	2014 since April	2014 from December
1. LANDING/TAKE OFF		
Aircrafts up to 25 tonnes, per tonne	4,87	5,33
25 to 75 tonnes, per tonne above 25 tonnes	5,91	6,47
75 to 150 tonnes, per tonne above 75 tonnes	6,96	7,60
Over 150 tonnes, per tonne above 150 tonnes	5,44	5,95
Minimum charge per landing	151,30	165,39
2. PARKING CHARGE		
2.1. Traffic Areas (a)		
Aircraft till 14 tonnes (per day)		
Up to 24h or part	24,36	26,63
24h to 48h or part	48,72	53,26
48h to 72h or part	73,07	79,88
Over 72h or part	97,44	106,51
Aircraft more than 14 tonnes:		
Up to 24h or part (per tonne)	1,64	1,79
24h to 48h or part (per tonne)	3,27	3,58
48h to 72h or part (per tonne)	4,91	5,36
Over 72h or part (per tonne)	6,55	7,16
2.2. Surcharge (per 15 min or part thereof)	49,20	53,78
2.3. Air Bridge (GPS included)		
1 Air bridge, per min, till 2 hours	3,61	3,94
1 Air bridge, per min, more than 2 hours	4,30	4,70
2.4. GPS (Ground Power System)		
per minute	1,24	1,36
3. HANGAR CHARGE (per day and per tonne)		
4. PASSENGER SERVICE CHARGE (per departing passenger)		
O/D Passenger		
Flights inside Schengen Area	8,49	9,28
Intra EU flights outside Schengen Area	11,08	12,11
International flights	15,06	16,46
Transfer Passenger		
Flights inside Schengen Area	7,64	8,35
Intra EU flights outside Schengen Area	9,97	10,90
International flights	13,55	14,81
5. PASSENGER HANDLING (per Check-In Desk)		
For the first four periods of 15 minutes or part thereof	1,49	1,49
For the following 15 minutes or part thereof	1,45	1,45
Desk / Month	1148,22	1148,22
6. BAGGAGE HANDLING		
Per embarked baggage processed at the sorting baggage system	0,37	0,37
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 CHARGE (b):		
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. PRM CHARGE (PERSONS REDUCED MOBILITY) (c):		
Per departing passenger	0,50	0,50

NOTE:

(a) - Parking charges are not due for the first 90 minutes after landing and 90 minutes before take-off.

(b) - Security Charge 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.

PORTO AIRPORT		
CHARGES	2014 since April	2014 from December
1. LANDING/TAKE OFF		
Aircrafts up to 25 tonnes, per tonne	4,59	4,68
25 to 75 tonnes, per tonne above 25 tonnes	5,57	5,68
75 to 150 tonnes, per tonne above 75 tonnes	6,56	6,69
Over 150 tonnes, per tonne above 150 tonnes	4,62	4,71
Minimum charge per landing	91,80	93,57
2. PARKING CHARGE		
2.1. Traffic Areas (a)		
All aircraft (per tonne and per day)	1,54	1,57
2.2. Surcharge (per 15 min or part thereof)	46,37	47,26
2.3. Air Bridge (GPS not included)		
1 Air bridge, per minute	1,81	1,84
2 Air bridges, per minute	2,70	2,75
2.4. GPS (Ground Power System)		
per minute	0,24	0,24
3. HANGAR CHARGE	3,11	3,17
4. PASSENGER SERVICE CHARGE (per departing passenger)		
Flights inside Schengen Area	7,95	8,10
Intra EU flights outside Schengen Area	10,37	10,57
International flights	14,14	14,41
5. PASSENGER HANDLING (per Check-In Desk)		
First hour or part thereof	6,27	6,27
Next 1/2 hours or part thereof	3,05	3,05
Desk / Month	961,93	961,93
6. BAGGAGE HANDLING		
Per embarked baggage processed at the sorting baggage system	0,35	0,35
7. CUPPS (Common Use Processing Passenger System) E 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 CHARGE (b):		
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. PRM CHARGE (PERSONS REDUCED MOBILITY) (c):		
Per departing passenger	0,50	0,50

NOTE:

(a) - Parking charges are not due for the first 90 minutes after landing and 90 minutes before take-off.

(b) - Security Charge 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.

