

Heathrow Airport Structure of Aeronautical Charges

Decision Document

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Prepared by: Heathrow Airport Limited

Contents

Chapter 1.....	4
Legal Background	4
Chapter 2.....	5
Review of Responses and Decision	5
Chapter 3.....	13
Implementation	13
Chapter 4.....	15
Summary of Proposals	15
Chapter 5.....	17
List of Respondents.....	17
Annex 1	18
Indicative Example of 2010/11	18

Introduction

Heathrow Airport Limited (HAL) issued a formal consultation document on 2 August 2010 which outlined in detail proposals for changes to the structure of airport charges. The proposed changes were designed to support Heathrow's vision of becoming Europe's hub of choice and reinforce Heathrow's position as the UK's gateway to the world. The consultation document was developed and informed by a number of informal airline community engagement sessions held between January and June 2010.

In the consultation document we set out our proposals for a new structure for aeronautical charges which were designed to:

- support Heathrow's hub status by introducing a discount for transfer passengers;
- encourage efficient use of scarce resources by increasing the minimum departure charge and charging for transit passengers;
- simplify the charging structure, for example in parking charges;
- promote environmentally responsible behaviour by encouraging airlines to use aircraft with lower noise and air quality impacts; and
- safeguard legal and regulatory compliance.

HAL developed its proposals having regard to its legal and regulatory obligations and the impact of the potential changes. To support this understanding, HAL carried out financial modelling to assess the impact of changes in the structure on overall passenger demand and on individual airlines and airline groups.

The consultation document highlighted the current structure of airport charges and the proposed structural changes identifying the reasoning for the proposed change and its alignment with the airport's objectives. The consultation document also provided the cost based analysis of the proposed structure, environmental category data and indicative tariff changes information.

During the consultation period HAL received 22 formal responses to the consultation document from airlines and other interested parties. HAL has reviewed all of these responses in detail and those responses have been taken into account in the decision making process. Only those responses received by the consultation closing date have been taken into account in the decisions outlined in this document. The purpose of this document is to set out HAL's charges decision following formal consultation and to outline the next steps HAL will take in the implementation of its decision.

Chapter 1

Legal Background

- 1.1 The Civil Aviation Authority (CAA) is responsible for the administration of the Airports Act 1986 and is required to set the maximum amount that may be levied by HAL during five-year periods, known as quinquennia. In the current quinquennium (known as Q5), which runs from 1 April 2008 to 31 March 2013, HAL is permitted by the CAA to increase the level of airport charges at Heathrow each year by RPI plus 7.5 per cent from an initial base of £12.80 per passenger in 2007/08 prices (where RPI is the 'Retail Price Index' measure of inflation). HAL is required to set the level of charges at Heathrow within the price cap.
- 1.2 The CAA does not regulate the structure of airport charges and as such, it is generally for the airport operator to decide how airport charges should be structured within the price cap specified by the CAA. This decision therefore is concerned only with the structure of airport charges at Heathrow rather than the level of charges which will be subject to a separate consultation process commencing 12 November 2010. However, the table in Annex 1 provides a hypothetical summary of what the 2010/11 charge levels would have been had the revised structure been implemented.
- 1.3 The European Airport Charges Directive (2009/12/EC) (the ACD) must be brought into force in the United Kingdom by 15 March 2011. The ACD establishes a common framework for the regulation and setting of airport charges across the European Union. The Department for Transport is currently consulting on the implementation of the ACD but are yet to publish draft implementing regulations. In the conduct of the consultation and review of the charges structure HAL has taken the requirements of the ACD into account.

Chapter 2

Review of Responses and Decision

2.1 HAL received 22 responses to the consultation document during the specified consultation period. Although these included comments from other airports and trade bodies, the majority came from individual airlines currently operating at Heathrow.

2.2 In this chapter we set out each of the proposals and give a brief resume of the points made by respondents. We then go on to consider those responses and set out HAL's decisions on each of the proposals in turn.

Overall Balance between Passenger, Landing and Parking Charges

2.3 The consultation document provided a revised cost base for each element of airport charges and proposed a rebalancing of the charging elements as shown in the following table:

Charge Element (excluding ANS)	Current	Proposed
Departing Passenger Charge	73%	75%
Landing Charges	17%	21%
Parking Charges	10%	4%

2.4 With the exception of two consultation responses which raised concerns about HAL's analysis of the cost structure, comments received on the proposed cost based realignment of the balance of charges were either neutral or supportive of the proposal.

2.5 Concerns raised in respect of the overall charge balance in particular included:

- lack of transparency in the analysis;
- minimal proportion of costs allocated to parking; and
- no inclusion of operating costs or revenue.

2.6 HAL has considered the cost structure analysis concerns raised in the consultation and had its analysis reviewed by external independent consultants. Having account of the cost analysis and the need improve environmental performance and stand utilisation HAL believes there is a case for increasing the share of revenue generated by the departing passenger and landing charges, and decreasing the share of revenue from parking charges. In assessing the charge balance HAL has carried out a cost based analysis using Heathrow Regulated Asset Base (RAB).

- 2.7 HAL considers the cost structure analysis to be robust and appropriate and has therefore decided to implement the rebalancing as outlined in the consultation document.

Departing Passenger Charges

- 2.8 The consultation document provided a review of the cost base for passenger charges and proposed a move from the current domestic, Republic of Ireland and international destination based charges to European and other destination based charges with the charge ratios shown in the following table:

Current Structure		Proposed Structure	
Destination	Charge Ratio	Destination	Charge Ratio
Domestic	1.0	European	1.0
Rep of Ireland	1.3	Other	1.4
International	1.7		

- 2.9 The proposed structure was derived from the cost based asset use analysis outlined in Appendix D of the consultation document. Respondents raised a number of points in relation to the proposed restructure of the departing passenger charges.
- 2.10 In particular, some respondents requested that a single departing passenger charge should apply to all destinations whilst others called for the existing structure to be retained and a number of respondents supported the proposed structure. There was no clear consensus across the responses on the structure of departing passenger charges.
- 2.11 HAL has considered the issues raised in some responses around the use of cost based analysis and has had the analysis reviewed by external independent consultants. HAL considers its asset use analysis to be appropriate.
- 2.12 HAL's proposed move to European and other destination departing passenger charges best reflects the different costs associated with airport use by those passenger groups. The single charge and current domestic, Republic of Ireland and other destination charges suggested in some consultation responses are not supported by the cost analysis. Some responses suggested that the departing passenger charges would discriminate against non-hub airlines. HAL does not consider the departing passenger charge to be discriminatory as it is based on a robust analysis of the costs associated with handling passengers departing to European and other destinations.
- 2.13 HAL has therefore decided to implement the proposed European and other passenger destination charge as outlined in the consultation document.

Transfer Passenger Charge

- 2.14 The consultation document provided a review of the asset cost base for transfer passengers and proposed a 25 per cent departing passenger charge discount for transfer passengers. Transfer passengers are those passengers that arrive at Heathrow on an aircraft and depart Heathrow within 24 hours of arrival on a different aircraft using a single ticket.
- 2.15 The proposed transfer discount was derived from the transfer passenger cost analysis outlined in Appendix E of the consultation document. There were almost an equal number of consultation responses in favour of the proposed transfer discount as those against the discount. Some respondents requested the discount to be set at a rate higher than the proposed 25 per cent while others raised issues with the cost based analysis underpinning the discount. There was no clear consensus across the responses on the transfer passenger discount.
- 2.16 Some responses suggested that a transfer discount would discriminate against non-hub airlines. HAL does not consider the transfer discount to be discriminatory as it is based on a robust analysis of the costs associated with handling transfer passengers which has been independently reviewed by external consultants.
- 2.17 HAL proposed the 25 per cent level of transfer discount on the applicable departing passenger charge as this level of discount best reflects the costs associated with airport use by transfer passengers. HAL maintains that the introduction of a transfer passenger discount on the departing passenger charge would incentivise incremental growth in transfer passengers at Heathrow and improve overall aircraft load factors.
- 2.18 HAL has therefore decided to implement the proposed 25 per cent transfer passenger discount on the applicable passenger destination charge as outlined in the consultation document.

Transit Passenger Charge

- 2.19 The consultation document proposed introducing a transit passenger charge equal to the charge that will be applied to transfer passengers to cover the costs associated with airport use by transit passengers. Transit passengers are those passengers that arrive at Heathrow on an aircraft and depart Heathrow on the same aircraft. There is currently no charge for transit passengers.
- 2.20 With the exception of one consultation response from an airline which does not currently carry transit passengers, comments received on the proposed transit passenger charge were either neutral or supportive of the proposal. The application of the charge will ensure that this group of passengers meets the costs associated with its use of the airport. HAL proposed the transit charge as it best reflects the costs associated with transit passengers.

- 2.21 HAL has therefore decided to implement the proposed transit passenger charge as outlined in the consultation document.

Minimum Departure Charge

- 2.22 The consultation document provided a review of the minimum cost for an aircraft using Heathrow. The minimum departure charge is applied to ensure that each departing aircraft contributes a minimum amount to cover the airport's fixed costs. Currently a minimum departure charge of £220 is applied to departing aircraft. It should be noted that if passenger charges are payable in respect of the departing aircraft and those charges exceed £220 then the minimum departure charge is not applied. The consultation document proposed an increase in the minimum departure charge from £220 to £1000.
- 2.23 The proposed minimum departure charge was derived from the minimum charge analysis outlined in Appendix F of the consultation document. The analysis shows that the fixed cost per departing aircraft movement is approximately £1300; however, HAL chose to moderate the charge in the general interest of airport users to the proposed £1000 level.
- 2.24 There were almost an equal number of consultation responses supportive of or neutral on the proposed increase in minimum departure charge as those against the charge increase. Some respondents requested a greater moderation of the minimum departing charge, others requested the charge be applied without moderation while others were supportive of the proposed level. There was no clear consensus across the responses on the proposed increase in minimum departure charge.
- 2.25 The level of £1000 is somewhat below the level indicated above, however it reflects some moderation of this charge in the general interest of airport users, and it is equivalent to approximately 50 originating passengers departing to a 'European' destination. HAL believes that a minimum departure charge at this level will provide an incentive to airlines to increase their average passenger loads on flights to and from Heathrow, and make more effective use of Heathrow's scarce runway capacity.
- 2.26 Given the minimum departure charge is a relatively small element of the aeronautical charges levied at Heathrow; HAL has decided that a longer implementation timescale can be applied.
- 2.27 HAL has therefore decided to implement the proposed increase in the minimum departure charge as outlined in the consultation document over a two year period as shown in the following table:

Charge Year	Minimum Departure Charge
2010/11	£220
2011/12	£650
2012/13	£1000

Landing Charges

- 2.28 The consultation document noted that runway slots at Heathrow are a scarce resource, with over 99 per cent of runway slots utilised. HAL highlighted the importance of encouraging airlines to use runway slots efficiently so that they make the most effective use of scarce capacity. The consultation document proposed to retain the current approach of basing landing charges on aircraft movements.
- 2.29 Concerns raised in respect of the landing charge in particular included:
- larger aircraft should be charged more because of increased wake vortex radar separation minima;
 - larger aircraft should be charged more because they cause more runway wear and tear than small aircraft; and
 - larger aircraft should be charged more because of increased infrastructure cost (larger aircraft require longer runways).
- 2.30 There were almost an equal number of consultation responses supportive of or neutral on the proposed retention of the movement based landing charge as those against. Some respondents requested landing charges be based on aircraft weight while others supported the existing movement based charge. There was no clear consensus across the responses on the proposed retention of the movement based passenger charge.
- 2.31 HAL concludes that retaining a movement based landing charge will incentivise efficient use of scarce runway capacity. HAL has therefore decided to retain the current movement based landing charge as outlined in the consultation document.

Noise and Emissions Charging

- 2.32 The consultation document proposed the retention of separate noise and emission charges with an adjustment of the current balance. The current noise and emission charge balance (excluding Air Navigation Services (ANS) charges) is 10 per cent emissions and 90 per cent noise (not the 15 per cent and 85 per cent noted in the consultation document) and it is proposed that this balance (excluding ANS charges) be adjusted to 15 per cent emissions and 85 per cent noise. This will encourage improved noise and emissions performance of aircraft using Heathrow.

- 2.33 The consultation document also proposed splitting the Chapter 4 noise category into three new noise categories resulting in an increased differential of charges between aircraft type at the airport, as shown in the following table:

Existing Noise Chapter	Proposed	Cumulative EPNdB reduction from ICAO Chapter 3 of at least	Charge impact in Isolation
Chapter 3 High	Chapter 3 High	0	Increases
Chapter 3 Base	Chapter 3 Base	5	Increases
Chapter 3 Minus			Increases
Chapter 4	Chapter 4 High	10	Increases
	Chapter 4 Base	15	Increases
	Chapter 4 Minus	20	Decreases

- 2.34 An indication (please note that the actual level of charges that will apply in future years will depend on the level of the regulated price cap applicable to Heathrow for that year) of the impact of the proposed changes on the level of noise and emissions charges is shown in the following table:

Landing Charge £			
Current	Proposed		
Noise Charge £ per landing			
Chapter 2	2328	Chapter 2	4178
Chapter 3 High	1164	Chapter 3 High	4178
Chapter 3 Base	776		
Chapter 3 Minus	698	Chapter 3 Base	1393
Chapter 4 Equivalent	660	Chapter 4 High	836
		Chapter 4 Base	696
		Chapter 4 Minus	418
Emissions Charge £ per Kg Nox			
CAEP/4 - CAEP/6	2.73		5.18

- 2.35 The majority of consultation responses to the noise and emissions charge proposal acknowledged the desirability of promoting environmentally responsible behaviour at Heathrow. A number of respondents raised concerns about the proposal's impact on the level of emission charges; the indicative charge level has been adjusted in light of the amended balance figures for the starting point described above in paragraph 2.32.

- 2.36 Concerns raised in respect of noise and emissions charging in particular included:

- the most advanced aircraft should invite lower charges;
- increase in charges is significant; and
- requested reasons for increasing emission element and decreasing noise element.

HAL believes there is a need to improve the noise and emissions performance of the aircraft fleet at Heathrow. In order to maintain Heathrow's status as one of the world's premier

airports and meet future noise and emission standards we need to continue our record of encouraging early adoption of new aircraft technology. Setting targets for the composition of the future fleet mix at Heathrow is central to the future sustainability of the airport, and we believe the structure of airport charges has a role to play in helping to achieve these targets.

- 2.37 The level of noise charge differentiation is commensurate with the drive towards attracting the quietest possible aircraft fleet to Heathrow. HAL propose that emissions charges should continue to be charged on the basis of a fixed monetary amount per kilo of NO_x emitted in the LTO cycle.
- 2.38 HAL is confident that the most advanced aircraft will invite the lowest noise and emissions charges. HAL has increased the landing charge (of which noise and emissions charges are an element) as a proportion of the total charges but has not changed the overall level of aeronautical charges through the change in charge structure. HAL believes this will incentivise the use of the most environmentally efficient aircraft at Heathrow. HAL has decreased noise charges for aircraft in the quietest noise category and increased noise charges for aircraft in all other noise categories. HAL has increased the emissions charge for all aircraft to incentivise the adoption of the most environmentally efficient aircraft at Heathrow.
- 2.39 HAL has therefore decided to implement the proposed changes to the noise and emissions charges as outlined in the consultation document but with the balance of the charge adjusted to account for the revised starting point.

Aircraft Parking Charges

- 2.40 The consultation document proposed to introduce a period of four hours free parking per aircraft visit. Following the four hour free period it was proposed to apply parking charges for each quarter hour thereafter. The current 24 hour maximum parking restriction was to remain unchanged along with the special charge for exceeding the 24 hour maximum parking period. The special charge for failing to move an aircraft within a time period specified by the Heathrow Chief Operations Officer for operational reasons would also remain unchanged.
- 2.41 The proposed parking charge changes would reduce the parking charges for airlines with average parking durations of less than four hours and increase the parking charges for airlines with average parking durations of more than four hours.
- 2.42 The majority of consultation responses to the proposed parking charges expressed concerns over the proposal. Concerns raised by respondents included:
- the length of the proposed free parking period;

- the need for strict enforcement of the Heathrow Airport Conditions of Use in respect of aircraft parking to ensure operational efficiency;
- the proposal's potential to encourage longer gate times than presently experienced;
- the proposed four hour period exceeds the period required for most aircraft turnarounds; and
- the proposal's failure to offer reward for more efficient aircraft turnarounds.

There were concerns raised by some respondents even where the free parking proposal was supported overall in their response.

2.43 Noting the concerns raised by respondents and the potential for the proposal to have a negative impact on operational efficiency, HAL has decided to retain the current aircraft parking charges without change and to conduct a detailed review of aircraft parking at Heathrow in consultation with airport users. The changes to the balance of the aircraft parking charges identified in paragraph 2.3 above are not impacted by this decision.

ANS Charge

2.44 The consultation document proposed moving the ANS charge from the current part weight (67 per cent) part movement (33 per cent) charge to a weight (100 per cent) based charge. The provider of ANS at Heathrow is National Air Transport Services (NATS) who charge HAL directly for delivery of ANS to airlines. HAL pass the ANS cost on to airlines through the ANS Charge.

2.45 With the exception of one consultation response, comments received on the proposed changes to the structure of the ANS charge were either neutral or did not support the proposal. There was a clear consensus across the majority of responses that the proposal should not be implemented.

2.46 Concerns raised in respect of ANS charging in particular included:

- weight related charge goes against the best use of a scarce resource objective;
- does not provide incentive for airlines to increase aircraft size;
- prefer the current ANS charging structure remain unchanged; and
- strongly object to change to weight based ANS charging.

HAL notes the concerns raised by respondents and the potential for the proposal to have a negative impact on the best use of a scarce resource objective.

2.47 HAL has therefore decided to retain the current part weight (67 per cent) and part movement (33 per cent) ANS charge structure and carry out further review of ANS charges at Heathrow in consultation with airport users having account of the expected parallel negotiations with the ANS service provider.

Chapter 3

Implementation

3.1 The consultation document invited comments on the implementation of the proposed structural changes. There were almost an equal number of consultation responses that were neutral on the proposed implementation period as there were against their introduction in full for the 2011/12 charging year. There was no clear consensus across the responses on the implementation period.

3.2 Implementation concerns expressed by the respondents in particular included:

- airline business plans already set for the 2011/12 charging year;
- should allow more time to move to more environmentally efficient aircraft;
- should allow time for more discussion on the charges structure; and
- period between formal the consultation meeting and response date was too short.

HAL has considered these concerns together with the overall objectives of the proposed changes to the charging structure.

3.3 HAL accepts that some airlines may have finalised their business plans for the 2011/12 charging year and in recognition of such HAL has made every effort to consult with sufficient time for airlines to adjust their plans having account of the proposals.

3.4 The introduction of more environmentally efficient aircraft is an ever developing process for all airlines and as such, HAL does not accept that its proposed charging structure should be deferred, along with the objectives that structure seeks to support, while this continuing process of aircraft development and renewal proceeds. The environmental elements of the proposed charges structure have been developed with the specific intention of encouraging the adoption of a more environmentally efficient aircraft fleet at Heathrow.

3.5 HAL has consulted on the proposed charges structure having full account of applicable legal and regulatory requirements. It is noted that the ACD will, once implemented, require airports to publish proposed changes to the charges structure no later than four months before they enter in to force and publish proposal decisions no later than two month before their entry into force. HAL published its proposed changes to the charges structure eight months before it is due to enter into force and will publish this decision five months before it is due to enter into force.

3.5 HAL has therefore decided to implement, with the exception of the minimum departure charge which has an implementation schedule set out in paragraph 2.27, all of the proposed structural charges in the 2011/12 charging year as this implementation period best meets the objectives stated in the introduction.

- 3.6 HAL will be consulting on the 2011/12 charge levels from 12 November 2010 and will invite comments from stakeholders through that process. The 2011/12 charging consultation document will set out the actual level of charges that are proposed for the 2011/12 charging period.

Chapter 4

Summary of Proposals

4.1 The table below summarises the charges structure in its current, proposed and final form:

Charge	Current Structure	Proposed Structure	Final Structure
Passenger charge by destination	Domestic Republic of Ireland International	European Other	European Other
Transfer passenger charge	Not differentiated from O&D charge	25% transfer passenger discount	25% transfer passenger discount
Transit passenger charge	No charge	Charged as per transfer passengers	Charged as per transfer passengers
Minimum departure charge	£220	£1000	£1000
Basis of landing charge	Movement	Movement (no change)	Movement (no change)
Noise charge	Undifferentiated Chapter 4	Differentiated Chapter 4	Differentiated Chapter 4
Emissions charge	Per kg of NOx	Per kg of NOx (no change)	Per kg of NOx (no change)
Parking charge	Fully chargeable based on time multiplied by weight.	First four hours free parking then chargeable based on time	Fully chargeable based on time multiplied by weight. (no change)
Overall balance (excluding ANS)	Passenger 73% Landing 17% Parking 10%	Passenger 75% Landing 21% Parking 4%	Passenger 75% Landing 21% Parking 4%
ANS charge	33% Movement 67% Weight	100% Weight	33% Movement 67% Weight (no change)

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Chapter 5

List of Respondents

Aer Lingus

Air France, S.A./ KLM Royal Dutch Airlines

Alitalia

All Nippon Airways

American Airlines, Inc.

Austrian Airlines

British Airways plc

British Midland Airways

Cathay Pacific Airways Ltd.

Deutsche Lufthansa AG

Emirates Airline

Eva Airways

International Air Transport Association

Japan Airlines

Newcastle International Airport Ltd

Northwest Regional Development Agency

Qantas Airways Ltd.

Qatar Airways

Singapore Airlines

Swiss International Air Lines AG

United Airlines Inc.

Virgin Atlantic Airlines Ltd

Annex 1

Indicative Example of 2010/11

The following table provides an illustrative example of the tariffs at Heathrow in 2010/11 if, hypothetically, the decided charges structure had been in place during 2010/11. The table takes into account the effect of the final decision on the overall balance of charges set out in paragraph 2.3. **Please note that the table is for indicative purposes only; the actual level of charges that will apply in the future will depend on the future level of price cap.**

BAA Heathrow: 2010/11 Final decision for airport charges structure

	Traffic Volume Units	Traffic Volume	Proposed Charge	Forecast Revenue
Landing Charge				
Noise Charge				
<i>Peak</i>				
Chapter 2	[Landings]	0	£4,177.92	£0
Chapter 3 High	[Landings]	159	£4,177.92	£664,289
Chapter 3 Base	[Landings]	20,913	£1,392.64	£29,124,280
Chapter 4 High	[Landings]	62,083	£835.58	£51,875,313
Chapter 4 Base	[Landings]	114,163	£696.32	£79,493,980
Chapter 4 Minus	[Landings]	34,479	£417.79	£14,404,981
Total	[Landings]	231,797		£175,562,843
<i>Super Night Peak</i>				
Chapter 2	[Landings]	0	£10,444.80	£0
Chapter 3 High	[Landings]	0	£10,444.80	£0
Chapter 3 Base	[Landings]	5	£3,481.60	£17,408
Chapter 4 High	[Landings]	0	£2,088.95	£0
Chapter 4 Base	[Landings]	69	£1,740.80	£120,115
Chapter 4 Minus	[Landings]	0	£1,044.48	£0
Total	[Landings]	74		£137,523
Emissions Charge				
CAEP/4 - CAEP/6	[kg]	5,982,272	£5.18	£30,988,169
Total	[kg]	5,982,272		£30,988,169
Revenue exc ANS Charges				£206,688,535
ANS Charge				
Per ATM Charge	[Landings]	231,871	£71.43	£16,562,546
Per Metric Tonne		35,198,018	£0.97	£34,142,077
Total				£50,704,623
Total Landing Revenue	(a)			£257,393,158
Departing Passenger Charge				
Departing OD Passenger Charge				
Europe	[Dep Pax]	9,682,118	£20.25	£196,062,890
Other	[Dep Pax]	12,205,899	£28.45	£347,257,827
Total	[Dep Pax]	21,888,017		£543,320,716
Departing Transfer Passenger Charge				
Europe	[Dep Pax]	5,415,166	£15.19	£82,256,372
Other	[Dep Pax]	6,541,154	£21.34	£139,588,226
Total	[Dep Pax]	11,956,320		£221,844,598
Departing Transit Passenger Charge				
Europe	[Dep Pax]	2,518	£15.19	£38,248
Other	[Dep Pax]	123,375	£21.34	£2,632,823
Total	[Dep Pax]	125,893		£2,671,071
Remote Stand Rebate				
Remote Stand Rebate	[Dep Pax + Arr Pax]	8,022,000	-£3.79	-£30,403,380
Total Departing Passenger Charge Revenue*	(b)	33,970,230		£737,433,005
Parking Charge				
Total Period	[Units of 15 minutes]	3,205,311	£2.96	£9,487,721
Tonnage		664,727,360	£0.048	£31,906,913
Total Parking Charge	(c)			£41,394,634
Terminal Pax Flights: Total Revenue				£1,036,220,797
Non-Terminal Pax Flights (GA, Troops etc)				
Non-Terminal Pax Flights				
Landing Revenue	(d)			£596,269
Departing Passenger Revenue	(e)			£1,693,403
Parking Revenue	(f)			£95,403
Total Non-Terminal Pax Flights Revenue				£2,385,075
Total Regulated Revenue (Pax Only Flights)				
Total Regulated Revenue				
Landing Revenue	(a) + (d)			£257,989,427
Departing Passenger Revenue	(b) + (e)			£739,126,408
Parking Revenue	(c) + (f)			£41,490,037
Total Regulated Revenue				£1,038,605,872
Total Passengers				67,952,043
Total Regulated Yield				£15.284
Category percentage (including ANS)				
Landing				25%
Passenger				71%
Parking				4%
Total				100%
*Includes transit passengers				
Category percentage (excluding ANS)				
Landing				21%
Passenger				75%
Parking				4%
Total				100%

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