

APPENDIX 5.11  
(referred to in paragraph 5.47)

### Comparison of charges at ten European airports

1. Tables 1 to 4 show the results of a study of airport-related charges, handling charges and fuel costs at ten European airports. Table 5 shows the operating assumptions made in the study.

TABLE 1 Airport-related charges per turnround, 1993/94

<i>Airport</i>	<i>Boeing 737-400</i>	<i>Airport</i>	<i>Boeing 757-200</i>	<i>Airport</i>	<i>DC9-30</i>	<i>Airport</i>	<i>A320-100</i>	<i>Airport</i>	<i>Boeing 747-400</i>
Athens	2,918	Athens	4,068	Düsseldorf	1,933	Frankfurt	2,052	Frankfurt	7,591
Manchester	2,805	Amsterdam	3,599	Frankfurt	1,541	Athens	2,003	Düsseldorf	7,548
Frankfurt	2,569	Frankfurt	3,579	Amsterdam	1,445	Amsterdam	1,953	Manchester	7,403
Amsterdam	2,542	Manchester	3,381	Manchester	1,294	Manchester	1,952	Amsterdam	7,023
Düsseldorf	1,990	Düsseldorf	2,775	<b>Gatwick</b>	<b>743</b>	Düsseldorf	1,671	Brussels	6,237
Brussels	1,894	Brussels	2,668	Athens	693	Brussels	1,612	Athens	5,997
Faro	1,738	Faro	2,462	Faro	621	Faro	1,391	Faro	5,738
<b>Gatwick</b>	<b>1,593</b>	<b>Gatwick</b>	<b>2,280</b>	Brussels	585	<b>Gatwick</b>	<b>1,145</b>	Madrid	4,199
Madrid	1,172	Madrid	1,671	Madrid	424	Madrid	986	Bilbao	3,628
Bilbao	1,140	Bilbao	1,658	Bilbao	279	Bilbao	847	<b>Gatwick</b>	<b>3,610</b>

*ECU*

*Source:* DOT, College of Aeronautics, Cranfield University.

*Notes:*

1. The airport-related charges per turnround are an average charge over the period from April to October 1993 for charter services (Boeing 737-400 and Boeing 757-200) and an average for the period from April 1993 to March 1994 for scheduled services (DC9-30, A320-100 and Boeing 747-400).

2. Airport-related charges include:

- |  |   |
|--|---|
| <p>(a) Landing and take-off fees;</p> <p>(b) passenger charges;</p> <p>(c) parking charges;</p> <p>(d) airbridge charges;</p> <p>(e) security charges;</p> | <p>(f) terminal navigation charges;</p> <p>(g) noise charges;</p> <p>(h) night operation or lighting charges; and</p> <p>(i) fuel throughput charges.</p> |
|--|---|

TABLE 2 **Handling charges per turnround, 1993/94**

<i>ECU</i>									
<i>Airport</i>	<i>Boeing 737-400</i>	<i>Airport</i>	<i>Boeing 757-200</i>	<i>Airport</i>	<i>DC9-30</i>	<i>Airport</i>	<i>A320-100</i>	<i>Airport</i>	<i>Boeing 747-400</i>
Frankfurt	2,400	Frankfurt	3,125	Frankfurt	1,515	Frankfurt	2,884	Frankfurt	7,134
Athens	1,853	Düsseldorf	2,719	Athens	1,255	Madrid	1,762	Düsseldorf	5,927
Madrid	1,680	Athens	2,667	Faro	1,061	Faro	1,733	Madrid	5,367
Bilbao	1,676	Amsterdam	2,307	Düsseldorf	937	Düsseldorf	1,718	Bilbao	4,943
Amsterdam	1,351	Madrid	2,275	Amsterdam	864	Athens	1,626	Athens	4,614
Faro	1,326	Bilbao	2,275	Brussels	830	Bilbao	1,616	Faro	4,332
Brussels	1,281	Faro	1,636	Bilbao	713	Brussels	1,599	Brussels	3,885
Düsseldorf	1,276	Brussels	1,381	Madrid	678	Amsterdam	1,372	Amsterdam	3,766
<b>Gatwick</b>	<b>1,004</b>	<b>Gatwick</b>	<b>1,030</b>	<b>Gatwick</b>	<b>627</b>	<b>Gatwick</b>	<b>1,015</b>	<b>Gatwick</b>	<b>3,477</b>
Manchester	658	Manchester	872	Manchester	579	Manchester	929	Manchester	2,679

Source: DOT, College of Aeronautics, Cranfield University.

*Notes:*

1. The charges per turnround are an average charge over the period from April to October 1993 for charter services (Boeing 737-400 and Boeing 757-200) and an average for the period from April 1993 to March 1994 for scheduled services (DC9-30, A320-100 and Boeing 747-400).

2. Handling charges include:

- |                         |  |
|-------------------------|--|
| (a) passenger handling; | (d) supervision;                                     |
| (b) ramp handling;      | (e) bus transfers between aircraft and terminal; and |
| (c) aircraft cleaning;  | (f) executive lounge access.                         |

TABLE 3 **Airport and handling charges per turnround, 1993/94**

									<i>ECU</i>
<i>Airport</i>	<i>Boeing 737-400</i>	<i>Airport</i>	<i>Boeing 757-200</i>	<i>Airport</i>	<i>DC9-30</i>	<i>Airport</i>	<i>A320-100</i>	<i>Airport</i>	<i>Boeing B747-400</i>
Frankfurt	4,969	Athens	6,735	Frankfurt	3,056	Frankfurt	4,936	Frankfurt	14,726
Athens	4,771	Frankfurt	6,704	Düsseldorf	2,870	Athens	3,629	Düsseldorf	13,475
Amsterdam	3,893	Amsterdam	5,907	Amsterdam	2,309	Düsseldorf	3,389	Amsterdam	10,789
<b>Manchester</b>	<b>3,463</b>	Düsseldorf	5,494	Athens	1,948	Amsterdam	3,325	Athens	10,611
Düsseldorf	3,266	Manchester	4,253	Manchester	1,873	Brussels	3,210	Brussels	10,122
Brussels	3,175	Faro	4,098	Faro	1,681	Faro	3,124	Manchester	10,082
Faro	3,064	Brussels	4,049	Brussels	1,415	Manchester	2,881	Faro	10,069
Madrid	2,852	Madrid	3,946	<b>Gatwick</b>	<b>1,370</b>	Madrid	2,748	Madrid	9,566
Bilbao	2,816	Bilbao	3,933	Madrid	1,102	Bilbao	2,463	Bilbao	8,571
<b>Gatwick</b>	<b>2,597</b>	<b>Gatwick</b>	<b>3,310</b>	Bilbao	991	<b>Gatwick</b>	<b>2,160</b>	<b>Gatwick</b>	<b>7,087</b>

Source: DOT, College of Aeronautics, Cranfield University.

*Notes:*

1. The charges per turnround are an average charge over the period from April to October 1993 for charter services (Boeing 737-400 and Boeing 757-200) and an average for the period from April 1993 to March 1994 for scheduled services (DC9-30, A320-100 and Boeing 747-400).
2. The footnotes to Tables 1 and 2 indicate the charges included.

TABLE 4 Total turnround cost: airport-related charges, handling charges and fuel cost per turnround, 1993/94

									<i>ECU</i>
<i>Airport</i>	<i>Boeing 737-400</i>	<i>Airport</i>	<i>Boeing 757-200</i>	<i>Airport</i>	<i>DC9-30</i>	<i>Airport</i>	<i>A320-100</i>	<i>Airport</i>	<i>Boeing B747-400</i>
Frankfurt	7,430	Frankfurt	10,314	Frankfurt	4,533	Frankfurt	6,905	Frankfurt	29,494
Athens	7,119	Athens	10,179	Düsseldorf	4,394	Athens	5,507	Düsseldorf	28,712
Amsterdam	6,218	Amsterdam	9,317	Amsterdam	3,704	Düsseldorf	5,421	Madrid	25,875
Manchester	5,887	Düsseldorf	9,219	Athens	3,357	Amsterdam	5,185	Faro	25,230
Düsseldorf	5,806	Bilbao	7,962	Manchester	3,327	Faro	5,145	Bilbao	25,056
Faro	5,591	Madrid	7,932	Faro	3,197	Brussels	5,115	Amsterdam	24,743
Madrid	5,570	Manchester	7,809	Brussels	2,844	Madrid	4,922	Athens	24,698
Bilbao	5,563	Faro	7,804	<b>Gatwick</b>	<b>2,801</b>	Manchester	4,821	Manchester	24,628
Brussels	5,557	Brussels	7,541	Madrid	2,733	Bilbao	4,661	Brussels	24,410
<b>Gatwick</b>	<b>4,981</b>	<b>Gatwick</b>	<b>6,807</b>	Bilbao	2,640	<b>Gatwick</b>	<b>4,067</b>	<b>Gatwick</b>	<b>21,392</b>

Source: DOT, College of Aeronautics, Cranfield University.

*Notes:*

1. The airport-related and handling charges per turnround are an average charge over the period from April to October 1993 for charter services (Boeing 737-400 and Boeing 757-200) and an average for the period from April 1993 to March 1994 for scheduled services (DC9-30, A320-100 and Boeing 747-400).
2. The fuel cost is based on the price of fuel in December 1993.
3. The footnotes to Tables 1, 2 and 3 apply.

TABLE 5 **Operating assumptions**

	<i>Charter intra-EU</i>	<i>Charter intra-EU</i>	<i>Scheduled domestic</i>	<i>Scheduled intra-EU</i>	<i>Scheduled international</i>
Aircraft	Boeing 737-400	Boeing 757-200	DC9-30	A320-100	Boeing 747-400
Noise category	Chapter 3	Chapter 3	Chapter 3	Chapter 3	Chapter 3
Maximum weight (tonnes)	68	104	55	67	395
Total seats	172	235	110	150	416
<i>Assumptions</i>					
Arrival	12.30	04.30	09.00	10.30	07.00
Departure	13.30	05.30	10.00	11.30	10.00
Parking time (hours)	1	1	1	1	3
Stand	Remote	Remote	Airbridge	Airbridge	Airbridge
Check-in desks	2	3	2	3	5
Flights per day by carrier	3	3	10	5	1
Season	Summer only	Summer only	All year	All year	All year
Fuel uplift (tonnes)	15	22	9	12	90
Seat factor (%)	90	90	70	70	70
Total passengers	155	212	77	105	291

*Source:* DOT, College of Aeronautics, Cranfield University.