



## MANILA INTERNATIONAL AIRPORT AUTHORITY

During the Special Cabinet Meeting on September 4, 2024 the proposed revised fees, dues, charges and assessments for the use of the properties, facilities and services of the NAIA by the Airport Operator was approved through Cabinet Resolution No. 01, Series of 2024.

In compliance with the administrative process for the revision of fees, dues, charges and assessments, MIAA Administrative Order No. 1, series of 2024 is hereby published.

The hereunder MIAA Administrative Order No. 1 (series of 2024) will be effective fifteen (15) days after this last publication.

MIAA MANAGEMENT

### MIAA Revised Administrative Order No. 1 (Series of 2024)

Pursuant to Section 17 of Executive Order No. 903 dated 21 July 1983, as amended which granted the Manila International Airport Authority the power to prescribe, revise, and/or adjust the rates of fees, dues, charges or assessments collectible by the authority, the following fees, dues, charges, and assessments and the corresponding rules and regulations are hereby prescribed for the use of the properties, facilities, and services of the Ninoy Aquino International Airport.

#### PART I. Definition of Terms

**Section 1. Definitions.** For purposes of this Administrative Order, the terms herein shall mean as follows:

**Airport** means the entire facility known as the Manila International Airport or Ninoy Aquino International Airport (and by the IATA code MNL, and ICAO code RPLL) situated on the Project Land;

**Airport Operator** means MIAA before the O&M Start Date, and the Concessionaire after O&M Start Date;

**Aircraft** means any contrivance used or designed for navigation or flight in the air;

**Authority** means the Manila International Airport Authority (MIAA);

**Certificated Gross Weight** means the weight at which each aircraft operated by airlines at the airport is authorized by the licensing authority;

**Commercial Flight** means a commercial air transport operation involving the transport of passengers, cargo or mail for remuneration or hire;

**Concessionaire** means the private sector counterparty to the Concession Agreement;

**Concession Agreement** means the Agreement entered into by the Government of the Republic of the Philippines, acting through the DOTr and the Authority, and the Concessionaire, granting the latter the exclusive right and authority to rehabilitate, operate, optimize and maintain the Airport;

**Concession Period** means the period defined under Section 2.3 (Concession Period) of the Concession Agreement, as may be reduced or extended pursuant to the terms and conditions the Concession Agreement;

**Concession Privilege Fee or CPF** means a percentage (%) of the gross revenue levied on business or commercial activities conducted within the Airport;

**Consumer Price Index or CPI** means the Consumer Price Index of August published by the Bangko Sentral ng Pilipinas;

**Diverted Flights** means air transportation diverted due to weather conditions or airport congestion and shall be considered as domestic or international flights based on the flight's airport of origin;

**Domestic Flights or Domestic Operations** means air transportation within the limits of the Philippine territory;

**DOTr** means the Department of Transportation of the Philippines;

**Exempted Passengers** means such passengers as are defined in Part II, Section 6.2. of this AO;

**Exempted Flights** means aircraft operating under the following categories for which LTO and Aircraft Parking Fees and Charges will not apply, unless otherwise specifically provided:

- (i) Philippines Military aircraft and other aircraft which by law or treaty are exempted from the payment of fees and charges cited herein;
- (ii) Foreign-owned aircraft on diplomatic mission; and
- (iii) Aircraft on mercy flights;

**Flights with Special Rate** means aircraft operating under the following categories which will be given a fifty percent (50%) discount of the prescribed rates of LTO and Aircraft Parking Fees and Charges, unless otherwise specifically provided herein:

- (i) Ferry flights of aircraft and aircraft parts or crew;
- (ii) Technical landing by non-scheduled flights;

- (iii) Airmen flight proficiency training or test flights; and
- (iv) Aircraft demonstration flights.

**Foreign Carrier** means any air carrier that is deemed to be a Foreign Air Carrier or Foreign Air Operator as defined in RA 9497 as may be amended or supplemented from time to time;

**General Aviation** means all civil aviation operations other than scheduled air services and non-scheduled air transport operations for remuneration or hire;

**Grantors** means the Authority and the DOTr jointly as parties to the Concession Agreement;

**Gross Weight of Aircraft** means the aircraft certificated maximum take-off weight specified in the license of a particular aircraft by the licensing authority;

**Half Operations** means either of the following situations:

- (i) If an aircraft arrives as a domestic flight and departs as an international flight or vice-versa;
- (ii) If an aircraft arrives as a result of: (a) a ferry flight of aircraft and aircraft parts or crew; (b) technical landing by a non-scheduled flight; (c) airmen flight proficiency training or a test flight; and (d) an aircraft demonstration flight, and departs as a commercial flight or vice versa; and
- (iii) If an Aircraft lands and is repositioned to a Hangar, Remote Stand or any area within the Project Land that is used for private parking; or the Aircraft originates from a Hangar, Remote Stand or any area within the Project Land that is used for private parking before take-off.

**Hangar** means the building or enclosed structure designed to hold one (1) or more parked aircrafts;

**International Flights** or **International Operations** means air transportation between two (2) or more countries;

**Local Carrier** means any air carrier that is deemed to be a Philippine Air Carrier as defined in RA 9497 as may be amended or supplemented from time to time;

**MIAA Administrative Process for Adjustments in Fees and Charges (“Administrative Process”)** means the process that involves, subject to applicable laws, rules and regulations: (i) endorsement by the MIAA Fees and Charges Committee; (ii) public consultation; (iii) approval by MIAA Board; (iv) approval by the Secretary of Transportation; and (v) approval by the cabinet;

**MIAA AO 2000-01** means the MIAA Revised Administrative Order No. 1, Series of 2000;

**MIAA Board** means the Board of Directors of the Manila International Airport Authority;

**MIAA Properties Outside the Project Land** means properties owned, operated and managed by MIAA that are located outside the Project Land;

**Nighttime** means the time between 6:00 P.M to 6:00 A.M. local time;

**O&M Start Date** means the next day after the Notice to Start O&M has been issued by the Grantors and received by the Concessionaire in accordance with the Concession Agreement;

**Project Land** means the land, spaces and surfaces at the Airport more particularly described in Annex L6 (Description of Project Land and Disclosure Schedule) of the Concession Agreement;

**NAIA On-line Flight Information System** means a computer-based facility for the dissemination of flight information using voice and data;

**Non-Regulated Fees and Charges** – means fees and charges that are not mandatory to be paid by airlines, passengers and users of the Airport for the use of airport facilities and services. The Airport Operator can determine the rate and adjustments to the Non-regulated Fees and Charges and is not subject to the Administrative Process;

**Regulated Fees and Charges** – means fees and charges that are mandatory to be paid by airlines, passengers, and users of the Airport for the use of airport facilities and services. Regulated Fees and Charges are subject to the Administrative Process;

**Revenue Subcontractor** means any Subcontractor to whom the Airport Operator has directly subcontracted the provision of any revenue generating business at the Airport (for example ground handling, carparking or designating a master concessionaire for the leasing of space for retail and food and beverage provision at the Airport);

**Termination Date** means the date on which the Concession Agreement is terminated before the end of the Concession Period, as may be indicated in the Notice of Termination, in accordance with the terms hereof; and

**Transfer Passenger** means a passenger who has a stopover at the Airport of under 24 hours anywhere between the starting point and final destination of their journey and then boards a connecting flight with the same or a different airline;

**Transit Passenger** means a passenger who arrives at and departs from the Airport in the same aircraft and is traveling via the Airport to a different destination from their point of origin on a single ticket.

## **PART II. General Provisions**

### **Section 1. Scope**

1.1. The fees and charges prescribed under this Administrative Order (AO) shall apply to the use of the facilities, services, and properties within the Project Land under the management and control of the Airport Operator. Fees and charges for MIAA properties outside the Project Land shall not be covered by this AO.

## Section 2. Effectivity

2.1. The rates and charging principles in the MIAA AO-1, s. 2000 will remain in force until the dates prescribed in this Administrative Order for specific charges come into effect and prescribed in Part II Section 3.

## Section 3. Classes of Fees and Charges

3.1. The Airport Operator is entitled to charge and collect Regulated and Non-Regulated for the use of the Airport, as shown in the table below:

REGULATED FEES & CHARGES	NON-REGULATED FEES & CHARGES
<p><b>A. Regulated Aeronautical Fees and Charges</b></p> <ol style="list-style-type: none"> <li>1. Passenger Service Charge (PSC)</li> <li>2. Landing and take-off charge, (for both commercial and General Aviation) including:               <ul style="list-style-type: none"> <li>• Noise and Emission Charges</li> <li>• Lighting Charges</li> <li>• Air traffic Control equipment recovery charges</li> </ul> </li> <li>3. Aircraft Parking</li> <li>4. Tacking Fees</li> <li>5. Cargo Terminal Fee</li> <li>6. Passenger Processing Charges</li> </ol>	<p><b>A. Commercial Fees and Charges within the Project Land</b></p> <ol style="list-style-type: none"> <li>1. Vehicle Parking after the first two (2) hours</li> <li>2. Commercial Rental/ Leases               <ul style="list-style-type: none"> <li>• Terminal Buildings (minimum 7% of Gross revenue)</li> <li>• Private Cargo Terminal and Other Cargo related charges, Maintenance, Repair and Overhaul (MRO), and Fixed Base Operations (FBO)</li> <li>• Other airport buildings: Hangars</li> <li>• Land Assets/ Other Areas (including General Aviation)</li> <li>• VIP Accommodation Fee</li> <li>• Dayroom/ Exclusion Room</li> </ul> </li> <li>3. Miscellaneous fee and charges               <ul style="list-style-type: none"> <li>• Ramp Bus Service Fees</li> <li>• Advertising Fee</li> <li>• Meet and Assist Service (Airport Courtesy only)</li> </ul> </li> </ol>
<p><b>B. Other Regulated Fees and Charges</b></p> <ol style="list-style-type: none"> <li>7. Aeronautical Concession Privilege Fee (i.e. Ground handling and fuel farm) - Maximum 7% of Gross Revenue</li> <li>8. Royalty Fee on the Sale of Aviation Fuel, Oil Grease and Lubricants</li> <li>9. Vehicle parking: First two (2) hours of general parking</li> </ol>	
<p><b>C. Miscellaneous Regulated Fees and Charges</b></p>	

REGULATED FEES & CHARGES	NON-REGULATED FEES & CHARGES
<p>10. Services charged on a fixed, pre-determined margin over cost (i.e. Cost-plus) are as follows:</p> <ul style="list-style-type: none"> <li>• Electric Power Charge</li> <li>• Water Charge</li> <li>• Charge Communication Network Charges</li> <li>• NAIA access cards, vehicle accreditations, vehicle permit etc.</li> </ul> <p>11. Fixed Fees</p> <ul style="list-style-type: none"> <li>• Wastewater</li> <li>• Garbage Collection Fee</li> <li>• Security and Emergency Charges <ul style="list-style-type: none"> <li>▪ Emergency Personnel Service Charge</li> <li>▪ Charge for the Use of Firetrucks, Rescue and Firefighting Division (RFD) vehicles and Equipment</li> <li>▪ Charges for the Use of disabled aircraft removal kits</li> </ul> </li> <li>• Permits</li> </ul>	

#### **Section 4: Adjustments to Fees and Charges**

##### **4.1. Adjustments to the Regulated Fees and Charges**

4.1.1. Adjustment to the Regulated Fees and Charges are pre-determined based on the following principles: (i) a parametric formula with increase linked to the Consumer Price Index (CPI); (ii) a pre-specified increase in amount; and (iii) fixed, pre-determined margin over costs (i.e. cost-plus basis).

4.1.2. Any revision to the Regulated Fees and Charges that is not based on the principles of adjustments as set out in this AO will be subject to the Administrative Process. For existing contracts, the current rates as per the contracts shall be applicable unless there are provisions for adjustments in the contract.

##### **4.2. Adjustments to Non-Regulated Fees and Charges**

4.2.1. Adjustments to Non-Regulated Fees and Charges shall be determined by the Airport Operator including amendments thereon. All Non-regulated Fees and Charges levied by the Airport Operator will be pursuant to the provisions of the Concession Agreement without requiring undergoing the Administrative Process.

## **Section 5. New Fees and Charges**

5.1. Over-arching principles. The Airport Operator may propose new fees and charges in addition to the Fees and Charges set out in this AO. The classification and nature of the new fees and charges being Regulated Fees and Charges or Non-regulated Fees and Charges shall be based on the definition set out in this AO.

5.2. New Regulated Fees and Charges. The Airport Operator shall seek approval and submit a written application to MIAA for New Regulated Fees and Charges with the following information, among others:

- (i) a detailed description of the proposed New Regulated Fees and Charges;
- (ii) rationale;
- (iii) a minimum of three examples from comparable airports globally where the proposed New Fees and Charges are imposed or where none or fewer examples exist, a statement to that effect; and
- (iv) proposed starting rates and parametric formula for adjustment including effectivity and timing of adjustments.

5.3. MIAA reserves the right to request additional information from the Airport Operator to facilitate its assessment. MIAA Fees and Charges Committee shall provide a written notification to the Airport Operator of its acceptance or rejection of the proposed New Fees and Charges not more than 30 calendar days upon its receipt of additional information (if any) from the Airport Operator. The implementation of New Regulated Fees and Charges will be subject to the Administrative Process, upon MIAA Fees and Charges Committee's endorsement. The Concessionaire may formally appeal a decision by the Fees and Charges Committee to the MIAA Board of Directors.

5.4. New Non-regulated Fees and Charges. The Airport Operator may levy New Non-regulated Fees and Charges, without need to undergo the Administrative Process.

5.5. All New Fees and Charges are subject to Relevant Rules and Procedures.

## **Section 6. Exemptions**

6.1. As a general principle, Philippine Government agencies operating within the Airport shall pay rentals due, including electric, water, and telephone bills, for the use of office space and working areas that they occupy. However, Philippine Government agencies whose services are essential to the operation of the Airport (*i.e. Bureau of Customs, Bureau of Immigration, Office of Transportation Security, Bureau of Quarantine, and Philippine Overseas Employment Administration*) shall be exempt from payment of rentals only in respect of that necessary space.

6.2. The Airport Operator shall be entitled to levy and collect PSC from all departing international and domestic passengers on commercial and General Aviation flights, except for the Exempted Passengers. Exempted Passengers refer to passengers that are not subject to the payment of PSC, as defined in Section 4.3 of the Memorandum Circular No.03, Series of 2020 (Supplemental to Memorandum Circular No.18, Series of 2019, Revised Implementing

Guidelines to the MOA Between MIAA and Air Carriers on the Integration of PSC. Exempted Passengers are limited to the following:

Exempted Passengers – International	Exempted Passengers – Domestic
<p>a) Internationally Recognized Exempted Passengers</p> <ol style="list-style-type: none"> <li>1. Infant (children 2 years old and below)</li> <li>2. Flight and extra crew (refers to additional crew of airlines as listed in the flight’s General Declaration or GenDec.)</li> </ol>	<p>a) Internationally Recognized Exempted Passenger</p> <ol style="list-style-type: none"> <li>1. Infant (children 2 years old and below)</li> <li>2. Flight and extra crew (refers to additional crew of airlines as listed in the flight’s General Declaration or GenDec.)</li> </ol>
<p>b) Locally Recognized Exempted Passengers</p> <ol style="list-style-type: none"> <li>1. Overseas Filipino Workers</li> <li>2. Pilgrims</li> <li>3. Philippine Sports Commission Delegates</li> <li>4. Others authorized by law/ Office of the President</li> <li>5. Medal of Valor Awardees</li> </ol>	<p>Not Applicable</p>

### Section 7. Guarantee of Prompt Payment

7.1. To guarantee prompt payment of fees and charges covered by contracts with lessees and/or Revenue Subcontractors, excluding Philippine Government agencies whose functions are essential in the operations of the airport, a deposit either in the form of a manager’s check or cash shall be made in favor of the Airport Operator, the amount of which shall be equivalent to three (3) months rental and a surety bond from the Government Service Insurance System (GSIS) or any accredited insurance or bonding company in the amount equivalent to total rentals and concession privilege fee (CPF) during the term of the contract. The surety bond issued must be callable on demand. This shall be maintained during the duration of the lease/concession and, in the case of default, shall be automatically applied to the back accounts.

7.2. In lieu of the surety bond, the lessee/revenue subcontractors may issue separate post-dated checks in payment of his monthly/quarterly obligations, payable within the first five (5) days of the month following the reference period; post-dated checks issued shall add up to the total rentals and CPFs due to the Authority or the Concessionaire during the life of the contract less the three (3) months deposit which shall be applied to the last three (3) monthly/quarterly obligations of the lessee/revenue subcontractor.

7.3. In accordance with Board Resolution No. 2017-070, Letter of Bank Guarantee or other forms of security in lieu of Security Bond as payment guarantee in the contracts with the Authority or the Concessionaire is accepted, subject to existing rules and regulations. Before any lessee/revenue subcontractors are allowed the beneficial use of the area (privileged), all the requirements must first be complied with.



## **Section 8. Rules of Payment**

8.1. The fees and charges prescribed herein shall be due and payable on the following date:

- (i) Fixed charges (rental, CPF etc.): within the first five (5) business days of the month for which the charges are due unless provided otherwise.
- (ii) Fixed, pre-specified percentage of gross revenues derived from operation at the Airport (CPF, Royalty Fee etc.): within the first fifteen (15) days of succeeding month.
- (iii) Non-fixed charges/based on consumption (all other fees or charges not considered fixed or in percentage): within fifteen (15) days from receipt of billing.

8.2. The Airport Operator shall cause the Revenue Subcontractors billed on the basis of gross receipts to: (i) fully disclose all receipts from the Point-Of-Sale (POS) System of the Revenue Subcontractor; and (ii) maintain an updated and auditable information on revenues.

8.3. Failure by the Revenue Subcontractor to comply with the requirements above shall be sufficient grounds for termination of the existing agreement or relevant contract, without prejudice to the collection of whatever amount is due to the Grantors including interest and penalties.

## **Section 9. Interest for Late Payment**

9.1 Unpaid accounts shall be subject to penalty interest at the maximum rate of two percent (2%) per month, compounded monthly as determined by the Airport Operator. Interest payment is computed from the date immediately following the date the fees and charges are due without need of formal demand or advice.

## **Section 10. Remedies for Non-Payment**

10.1. If the owner, agent, operator or user of any aircraft refuses or neglects to pay on demand any fees or charges imposed under this AO, such non-payment shall serve as basis, in addition to any other remedy available under relevant law or regulations, for the Airport Operator to detain such aircraft, equipment, or furniture belonging to the owner or agent of said aircraft, until the amounts due and any interest or penalties accruing thereon have been paid.

10.2. Failure on the part of any person, firm, or corporation to pay fees or charges due and payable after a written demand shall be considered sufficient ground to deny such person, firm, or corporation the further use of the Airport or any of its facilities, utilities, and services, and shall further serve as basis for cancellation or termination of their relevant contract. Furthermore, should a lessee/Revenue Subcontractor's cash deposit be insufficient to cover the outstanding obligations of such lessee/Revenue Subcontractor, the Airport Operator or its duly authorized representative may hold the lessee/revenue subcontractor's property within the leased premises or area until full payment, inclusive of any interest or penalties, is made.

10.3. The foregoing remedies are enforceable without need of judicial intervention and are without prejudice to such other actions and/or proceedings as may be deemed proper under relevant law or regulations.

## Section 11. Tax, Licenses, etc.

11.1 Rates and charges prescribed in this AO, except for PSC, are exclusive of VAT or such other taxes, licenses, or impositions that may be prescribed by the national or local government.

## Section 12. Currency Specification

12.1 Unless specified in U.S dollars, all rates prescribed hereunder shall be in Philippine Peso.

## PART III. Regulated Aeronautical Airport Charges

### Section 1. Regulated Aeronautical Charges

1.1. The effectivity of revised Regulated Aeronautical Fees and Charges set out in this AO will be on O&M Start Date, except for the PSC, which will be effective from the first anniversary of the O&M Start Date.

1.2. Adjustments to Regulated Aeronautical Fees and Charges are based on:  
(i) parametric formula linked to Consumer Price Index (CPI) for PSC adjustment; and  
(ii) pre-determined increases for all other Regulated Aeronautical Fees and Charges.

### Section 2. Passenger Service Charge (PSC)

2.1. PSC refers to the fees charged per embarking passenger at the Passenger Terminals, including international and domestic passengers. All departing passengers on flights leaving the airport are subject to this charge. The Airport Operator shall levy and collect the PSC on all departing passengers, except for the Exempted Passengers as follows:

2.2.1. From O&M Start Date until the first anniversary of the O&M Start Date:

	International Departing Passenger		Domestic Departing Passenger	
Share of Passenger Service Charge to Concessionaire	ICTC <sub>0</sub>	Php 348.21	DCTC <sub>0</sub>	Php 165.18
VAT of 12%	VAT	Php 41.79	VAT	Php 19.82
National Civil Aviation Security Committee (NCASC)	INCASC	Php 60.00	DNCASC	Php 15.00
National Government share (NG)	ING	Php 100.00	DNG	Php 0.00
<b>PSC for O&amp;M Year 1</b>	<b>IPSC<sub>0</sub></b>	<b>Php 550.00/ departing passenger</b>	<b>DPSC<sub>0</sub></b>	<b>Php 200.00/ departing passenger</b>

2.2.2. From the first anniversary of the O&M Start Date until the sixth anniversary of the O&M Start Date:

	International Departing Passenger		Domestic Departing Passenger	
Share of Passenger Service Charge to Concessionaire	ICTC <sub>1</sub>	Php 705.40	DCTC <sub>1</sub>	Php 334.60
VAT of 12%	VAT	Php 84.60	VAT	Php 40.20
National Civil Aviation Security Committee (NCASC)	NCASCI	Php 60.00	NCASCD	Php 15.00
National Government share (NG)	ING	Php 100.00	DNG	Php 0.00
<b>PSC for O&amp;M Year 2</b>	<b>IPSC<sub>1</sub></b>	<b>Php 950.00/ departing passenger</b>	<b>DPSC<sub>1</sub></b>	<b>Php 390.00/ departing passenger</b>

2.2.3. The PSC will be adjusted on the 6th, 11th, and if this Concession Agreement is extended pursuant to Section 2.3.2, the 16th and 21st anniversaries of the O&M Start Date in accordance with the parametric formulas provided below:

(i) For International departing passengers PSC:

$$(IPSC_t) = (ICTC_t) \times (1 + VAT) + ING + INCASC$$

Where,

IPSC <sub>t</sub>	International Passenger Service Charge applicable beginning on anniversary number t of the O&M Start Date								
ICTC <sub>t</sub>	$(ICTC_t) = (ICTC_{t-1}) \times (1 + (IAF_t \times A))$ <p>Where:</p> <table border="1"> <tr> <td><i>t</i></td> <td>A number, either 6, 11, 16, or 21.</td> </tr> <tr> <td>ICTC<sub>t</sub></td> <td>Share of Passenger Service Charge to Concessionaire-International beginning on anniversary number t of the O&amp;M Start Date.</td> </tr> <tr> <td>ICTC<sub>t-1</sub></td> <td>The Share of Passenger Service Charge to Concessionaire-International in effect prior to the anniversary number t of the O&amp;M Start Date.</td> </tr> <tr> <td>IAF<sub>t</sub></td> <td> <math display="block">IAF_t = \left( \frac{CPI_{t-1}}{CPI_{t-6}} \right) - 1</math> <p>Where:</p> <p>IAF<sub>t</sub> is the inflation adjustment factor applied on anniversary number t of the O&amp;M Start Date.  CPI<sub>t-1</sub> is the Consumer Price Index of August of O&amp;M Year t - 1  CPI<sub>t-6</sub> is the Consumer Price Index of August of O&amp;M Year t - 6.  The Consumer Price Index published by the Bangko Sentral ng Pilipinas, which can be accessed at</p> </td> </tr> </table>	<i>t</i>	A number, either 6, 11, 16, or 21.	ICTC <sub>t</sub>	Share of Passenger Service Charge to Concessionaire-International beginning on anniversary number t of the O&M Start Date.	ICTC <sub>t-1</sub>	The Share of Passenger Service Charge to Concessionaire-International in effect prior to the anniversary number t of the O&M Start Date.	IAF <sub>t</sub>	$IAF_t = \left( \frac{CPI_{t-1}}{CPI_{t-6}} \right) - 1$ <p>Where:</p> <p>IAF<sub>t</sub> is the inflation adjustment factor applied on anniversary number t of the O&amp;M Start Date.  CPI<sub>t-1</sub> is the Consumer Price Index of August of O&amp;M Year t - 1  CPI<sub>t-6</sub> is the Consumer Price Index of August of O&amp;M Year t - 6.  The Consumer Price Index published by the Bangko Sentral ng Pilipinas, which can be accessed at</p>
<i>t</i>	A number, either 6, 11, 16, or 21.								
ICTC <sub>t</sub>	Share of Passenger Service Charge to Concessionaire-International beginning on anniversary number t of the O&M Start Date.								
ICTC <sub>t-1</sub>	The Share of Passenger Service Charge to Concessionaire-International in effect prior to the anniversary number t of the O&M Start Date.								
IAF <sub>t</sub>	$IAF_t = \left( \frac{CPI_{t-1}}{CPI_{t-6}} \right) - 1$ <p>Where:</p> <p>IAF<sub>t</sub> is the inflation adjustment factor applied on anniversary number t of the O&amp;M Start Date.  CPI<sub>t-1</sub> is the Consumer Price Index of August of O&amp;M Year t - 1  CPI<sub>t-6</sub> is the Consumer Price Index of August of O&amp;M Year t - 6.  The Consumer Price Index published by the Bangko Sentral ng Pilipinas, which can be accessed at</p>								

		<a href="https://www.bsp.gov.ph/SitePages/Statistics/Prices.aspx">https://www.bsp.gov.ph/SitePages/Statistics/Prices.aspx</a> , shall be used for inflation adjustment
	A	60%
VAT	The applicable percentage value of Value Added Tax	
ING	The prevailing National Government share for international Passenger Service Charge as applicable from time to time	
INCASC	The prevailing National Civil Aviation Security Committee charge for international passengers as applicable from time to time	

(ii) For Domestic Departing Passengers PSC:

$$(DPSC_t) = (DCTC_t) \times (1 + VAT) + DNCASC$$

Where,

DCTC <sub>t</sub>	$(DCTC_t) = (DCTC_{t-1}) \times (1 + (DAF_t \times A))$	
	Where:	
	t	A number, either 6, 11, 16, or 21.
	DCTC <sub>t</sub>	Share of Passenger Service Charge to Concessionaire-Domestic beginning on anniversary number t of the O&M Start Date.
	DCTC <sub>t-1</sub>	The Share of Passenger Service Charge to Concessionaire-Domestic in effect prior to the anniversary number t of the O&M Start Date.
DAF <sub>t</sub>	$DAF_t = \left( \frac{CPI_{t-1}}{CPI_{t-6}} \right) - 1$ <p>Where:</p> <p>DAF<sub>t</sub> is the inflation adjustment factor applied on anniversary number t of the O&amp;M Start Date.  CPI<sub>t-1</sub> is the Consumer Price Index of August of O&amp;M Year t - 1  CPI<sub>t-6</sub> is the Consumer Price Index of August of O&amp;M Year t - 6.</p> <p>The Consumer Price Index published by the Bangko Sentral ng Pilipinas, which can be accessed at <a href="https://www.bsp.gov.ph/SitePages/Statistics/Prices.aspx">https://www.bsp.gov.ph/SitePages/Statistics/Prices.aspx</a>, shall be used for inflation adjustment</p>	
A	60%	
VAT	The applicable percentage value of Value Added Tax	
DNCASC	The prevailing National Civil Aviation Security Committee charge for domestic passengers as applicable from time to time	

2.3. The date of purchase (of the ticket) shall be the reckoning date for the implementation of the increase in the PSC.

2.4. Any future increase in NG, NCASC and VAT, will result in a corresponding increase in the PSC, however, will not result in an increase in the Airport Operator's share of the PSC, in addition to the CPI-linked increase as set out above.

2.5. Cancellation of flights. PSC of cancelled international and domestic flights and those of no-show passengers are subject for refund within a period of twelve (12) months from date of issue. PSCs of cancelled international and domestic flights and those of no-show passengers that have not been refunded within 12 months up to the first-year anniversary of the date of issuance will be forfeited in favor of MIAA.

2.6. Collection of PSC for non-scheduled General Aviation flights will be collected by the Airport Operator or ground handler/FBO for international and domestic flight operations. The same PSC charge is applicable as paid by the passengers of commercial domestic and international flights.

### **Section 3. Landing and Take Off Fees and Charges**

3.1. The Landing and Take Off Fees set out in this AO apply to commercial and General Aviation flights, including helicopters. The Landing and Take Off Fees charged are based on published maximum take-off weight (including helicopters) or the minimum take-off weight set out in Part III, Section 3.4 of this AO, whichever is higher.

3.2. The Landing and Take Off Fees set out in this AO includes the following and no additional fees and charges shall be imposed for the following:

- (i) Noise and Emission Charges;
- (ii) Lighting Charges – refer to ramp or apron lighting charges and there would be no distinction between night-time and daytime landing and take-off charges; and
- (iii) Air Traffic Control equipment related charges for the recovery of air traffic control equipment investment made by the Airport Operator according to the terms of the Concession Agreement.

3.3. The revised Landing and Take Off Fees and Charges set out in this AO are levied on Aircraft operating at NAIA for international and domestic flights (except for Exempted Flights), for each landing and take-off movement. For the avoidance of doubt, a landing and a take-off together constitute a single movement and are not charged separately, except for Half Operations. The imposition of Landing and Take-off Fee and Charges will be as follows:

- (i) Domestic Flight operated by a Local Carrier which is a franchise holder will be charged Domestic LTO rates and subject to 65% discount;
- (ii) International Flight operated by a Local Carrier will be charged International LTO rates;
- (iii) International Flight operated by a Foreign Carrier will be charged International LTO rates regardless of origin or destination;

- (iv) Domestic Flight operated by General Aviation Aircraft will be charged Domestic LTO rates;
- (v) International Flights operated by General Aviation Aircraft will be charged International LTO rates;
- (vi) For Half Operations due to a change from domestic flight to international flight or vice-versa, the LTO rates will be charged as follows:
  - a. a Local Carrier and General Aviation Aircraft will be charged separately based on per landing and per take off LTO rates, such that a flight arriving from a domestic origin and departing to an international destination will be charged 50% of the domestic LTO rates for landing and 50% of the international LTO rates for departure, and vice-versa; and
  - b. a Foreign Carrier will be charged International LTO rates;
- (vii) For Half Operations due to a change in nature of the flight from Flight with Special Rate to Commercial Flight or vice-versa, the LTO rates will be charged separately based on per landing and per take off LTO rates such that a flight arriving as a Flight with Special Rate and departing as Commercial Flight will be charged 50% of the applicable Special LTO rates for landing and 50% of the LTO rates for departure, and vice-versa;
- (viii) For Half Operations due to an aircraft coming from or going to Hangar or Remote Stand used for private parking, LTO rates will be 50% of the prescribed fees; and
- (ix) Unless otherwise specified, Flights with Special Rates will be provided a 50% discount on the LTO rates and Exempted Flights need not pay LTO Fees and Charges.

### 3.4. International Operations

3.4.1. Revised Landing and Take Off Fees for international air traffic movements are as follows:

Landing and Take Off	Unit	Unit price	
		Effective date	
<b>Maximum take-off weight of aircraft</b>		Fifteen (15) days after the last publication of approved rates.	<b>O&amp;M Contract Year 1</b>
Up to 50,000 kg			
<i>Minimum rate</i>	USD	-	794.00
<i>Variable per 500 kg or fraction thereof</i>	USD	2.48	7.94
From 50,001 to 100,000 kg			
<i>Minimum rate</i>	USD	248.12	794.00
<i>Variable per 500 kg or fraction thereof above 50,000 kg</i>	USD	3.11	10.00
From 100,000 kg and over			
<i>Minimum rate</i>	USD	557.73	1,794.00
<i>Variable per 500 kg or fraction thereof above 100,000 kg</i>	USD	3.11	10.00

Note: An aircraft will be charged based on the higher of the variable rate and the minimum rate for maximum take-off weight up to 50,000 kg.

3.4.2. Adjustments to the Landing and Take Off Fees for international air traffic movement will be based on the subsequent increases as follows:

Landing and Take-off	Unit	Unit price			
		Effective date			
		O&M Contract Year 5	O&M Contract Year 10	O&M Contract Year 15	O&M Contract Year 20
<b>Maximum take-off weight of aircraft</b>					
Up to 50,000 kg					
<i>Minimum rate</i>	USD	952.80	1,048.08	1,152.89	1,268.18
<i>Variable per 500 kg or fraction thereof</i>	USD	9.53	10.48	11.53	12.68
From 50,001 to 100,000 kg					
<i>Minimum rate</i>	USD	952.80	1,048.08	1,152.89	1,268.18
<i>Variable per 500 kg or fraction thereof above 50,000 kg</i>	USD	12.00	13.20	14.52	15.97
From 100,000 kg and over					
<i>Minimum rate</i>	USD	2,152.80	2,368.08	2,604.89	2,865.18
<i>Variable per 500 kg or fraction thereof above 100,000 kg</i>	USD	12.00	13.20	14.52	15.97

Note: Note: An aircraft will be charged based on the higher of the variable rate and the minimum rate for maximum take-off weight up to 50,000 kg.

### 3.5. Domestic Operations

3.5.1. Revised Landing and Take Off Fees for domestic air traffic movements set out below do not include any discount. A discount of 65% will apply on the LTO Fees for all domestic air traffic movements operated by Local Carriers that are holders of franchise. The 65% discount will apply from the O&M Start Date throughout the duration of the Concession Agreement.

Landing and Take-off	Unit	Unit price	
		Effective date	
		Fifteen (15) days after the last publication of approved rates.	O&M Contract Year 1
<b>Maximum take-off weight of aircraft</b>			
Up to 50,000 kg			
<i>Minimum rate</i>	PHP	-	15,417.00
<i>Variable per 500 kg or fraction thereof</i>	PHP	48.18	154.17
From 50,001 to 100,000 kg			
<i>Minimum rate</i>	PHP	4,817.80	15,417.00
<i>Variable per 500 kg or fraction thereof above 50,000 kg</i>	PHP	60.11	192.00
From 100,000 kg and over			

<i>Minimum rate</i>	PHP	10,806.00	34,617.00
<i>Variable per 500 kg or fraction thereof above 100,000 kg</i>	PHP	60.11	192.00

Note: An aircraft will be charged based on the higher of the variable rate and the minimum rate for maximum take-off weight up to 50,000 kg.

3.5.2. Adjustments to the Landing and Take Off Fees for domestic air traffic movement will be based on the subsequent increases as follows:

Landing and Take-off	Unit	Unit price			
		Effective Date			
Maximum take-off weight of aircraft		Rate effective from O&M Contract Year 5	Rate effective from O&M Contract Year 10	Rate effective from O&M Contract Year 15	Rate effective from O&M Contract Year 20
Up to 50,000 kg					
<i>Minimum rate</i>	PHP	18,500.40	20,350.44	22,385.48	24,624.03
<i>Variable per 500 kg or fraction thereof</i>	PHP	185.00	203.50	223.85	246.24
From 50,001 to 100,000 kg					
<i>Minimum rate</i>	PHP	18,500.40	20,350.44	22,385.48	24,624.03
<i>Variable per 500 kg or fraction thereof above 50,000 kg</i>	PHP	230.40	253.44	278.78	306.66
From 100,000 kg and over					
<i>Minimum rate</i>	PHP	41,540.40	45,694.44	50,263.88	55,290.27
<i>Variable per 500 kg or fraction thereof above 100,000 kg</i>	PHP	230.40	253.44	278.78	306.66

Note: An aircraft will be charged based on the higher of the variable rate and the minimum rate for maximum take-off weight up to 50,000 kg.

### 3.6. Aircraft Special Handling Fee

3.6.1. Aircraft Special Handling Fee is charged on an aircraft in addition to the regular Landing and Take Off Fees if an aircraft requires special procedures during landing or take-off such as, closure of runway and taxiway or portion thereof, or restriction on other aircraft movements on the ground (e.g., Code F Type Aircrafts – A380, B747-800 and other New Large Aircraft).

3.6.2. From the O&M Start Date onwards, the special handling fee would be PHP220,000.00 (regardless of landing/take-off time).

Special Handling Fee	Unit	Unit price
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		Effective date			
		Rate effective from O&M Contract Year 5	Rate effective from O&M Contract Year 10	Rate effective from O&M Contract Year 15	Rate effective from O&M Contract Year 20
Special Handling Fee	PHP	264,000.00	290,000.00	319,440.00	351,384.00

#### Section 4. Aircraft Parking Fee

4.1. Aircraft Parking Fee refers to the fees charged on parking for international and domestic operations at the Airport (except for Exempted Flights), applicable for both terminal and remote stands excluding leased stands. For avoidance of doubt, any area within the Project Land that is used by an Aircraft for private parking will not be charged Aircraft Parking Fee. Classification for international and domestic operations is based on flight origin before parking. Diverted Flights have their origin defined as the flight origin prior to the diversion. The imposition of parking fee will be based on:

- (i) Domestic Flights operated by Local Carrier and General Aviation Aircraft will be charged Domestic Aircraft Parking rates;
- (ii) International Flights operated by Local Carrier and General Aviation Aircraft will be charged International Aircraft Parking rates;
- (iii) Foreign Carrier will be charged International Aircraft Parking rates, regardless of flight origin or Half Operations;
- (iv) For Half Operations for Local Carrier and General Aviation Aircraft due to a change from Domestic Flight to International Flight or vice-versa, the Aircraft Parking rates will be charged based on the classification of its departure;
- (v) For Half Operations due to a change in nature of the flight from Flight with Special Rate to Commercial Flight or vice-versa, the Aircraft Parking rates will be charged based on the classification of its departure; and
- (vi) Unless otherwise specified, Flights with Special Rates will be provided a 50% discount on the Aircraft Parking rates and Exempted Flights need not pay Aircraft Parking Fees and Charges.

4.2. Aircraft are **not subject to any parking fee for the first two hours after arrival.**

Fees are levied from the start of the third hour onwards based on the following rates:

#### 4.3. International Operations

4.3.1. Revisions to the Aircraft Parking rates are shown below.

Aircraft Parking	Unit	Unit price	
Maximum take-off weight per aircraft		Effective date	
		Fifteen (15) days after the last publication of approved rates.	O&M Contract Year 1
Up to 50,000 kg			
<i>First half hour</i>	USD	2.04	31.50

<i>Each additional half hour or fraction thereof up to 4 hours</i>	USD	2.04	7.25
<i>After 4 hours (including 2 hours of free parking) to 24 hours</i>	USD	-	500.00
<i>Each subsequent 24 hours or part therefore</i>	USD	-	500.00
From 50,001 to 100,000 kg			
<i>First half hour</i>	USD	19.68	31.50
<i>Each additional half hour or fraction thereof</i>	USD	4.56	7.25
<i>After 4 hours (including 2 hours of free parking) to 24 hours</i>	USD	-	500.00
<i>Each subsequent 24 hours or part therefore</i>	USD	-	500.00
From 100,000 kg and over			
<i>First half hour</i>	USD	19.68	31.50
<i>Each additional half hour or fraction thereof</i>	USD	5.94	9.50
<i>After 4 hours (including 2 hours of free parking) to 24 hours</i>	USD	-	750.00
<i>Each subsequent 24 hours or part therefore</i>	USD	-	750.00

4.3.2. Adjustments to the Aircraft Parking Fees for international operations will be based on the subsequent increases as follows:

Aircraft Parking	Unit	Unit price			
		Effective Date			
		O&M Contract Year 5	O&M Contract Year 10	O&M Contract Year 15	O&M Contract Year 20
Up to 50,000 kg					
<i>First half hour</i>	USD	37.80	41.58	45.74	50.31
<i>Each additional half hour or fraction thereof</i>	USD	8.70	9.57	10.53	11.58
<i>After 4 hours (including 2 hours of free parking)</i>	USD	600.00	660.00	726.00	798.60
<i>Each subsequent 24 hours or part therefore</i>	USD	600.00	660.00	726.00	798.60
From 50,001 to 100,000 kg					
<i>First half hour</i>	USD	37.80	41.58	45.74	50.31

<i>Each additional half hour or fraction thereof</i>	USD	8.70	9.57	10.53	11.58
<i>After 4 hours (including 2 hours of free parking) to 24 hours</i>	USD	600.00	660.00	726.00	798.60
<i>Each subsequent 24 hours or part therefore</i>	USD	600.00	660.00	726.00	798.60
From 100,000 kg and over					
<i>First half hour</i>	USD	37.80	41.58	45.74	50.31
<i>Each additional half hour or fraction thereof</i>	USD	11.40	12.54	13.79	15.17
<i>After 4 hours (including 2 hours of free parking) to 24 hours</i>	USD	900.00	990.00	1,089.00	1,197.90
<i>Each subsequent 24 hours or part therefore</i>	USD	900.00	990.00	1,089.00	1,197.90

#### 4.4. Domestic Operations

4.4.1. Revisions to the Aircraft Parking rates for domestic operations are shown below.

Aircraft Parking	Unit	Unit price	
		Effective Date	O&M Contract Year 1
<b>Maximum take-off weight per aircraft</b>		Fifteen (15) days after the last publication of approved rates.	
Up to 50,000 kg			
<i>First half hour</i>	PHP	26.52	406.75
<i>Each additional half hour or fraction thereof</i>	PHP	22.10	95.00
<i>After 4 hours (including 2 hours of free parking) to 24 hours</i>	PHP	-	5,000.00
<i>Each subsequent 24 hours or part therefore</i>	PHP	-	5,000.00
From 50,001 to 100,000 kg			
<i>First half hour</i>	PHP	254.15	406.75
<i>Each additional half hour or fraction thereof</i>	PHP	59.67	95.00

<i>After 4 hours (including 2 hours of free parking) to 24 hours</i>	PHP	-	5,000.00
<i>Each subsequent 24 hours or part therefore</i>	PHP	-	5,000.00
From 100,000 kg and over			
<i>First half hour</i>	PHP	254.15	406.75
<i>Each additional half hour or fraction thereof</i>	PHP	77.35	123.75
<i>After 4 hours (including 2 hours of free parking) to 24 hours</i>	PHP	-	7,500.00
<i>Each subsequent 24 hours or part therefore</i>	PHP	-	7,500.00

4.4.2. Adjustments to the Aircraft Parking Fees for domestic operations are based on the subsequent increases as follows:

Aircraft Parking	Unit	Unit price			
		Effective date			
		O&M Contract Year 5	O&M Contract Year 10	O&M Contract Year 15	O&M Contract Year 20
Up to 50,000 kg					
<i>First half hour</i>	PHP	488.10	536.91	590.60	649.66
<i>Each additional half hour or fraction thereof</i>	PHP	114.00	125.40	137.94	151.73
<i>After 4 hours (including 2 hours of free parking) to 24 hours</i>	PHP	6,000.00	6,600.00	7,260.00	7,986.00
<i>Each subsequent 24 hours or part therefore</i>	PHP	6,000.00	6,600.00	7,260.00	7,986.00
From 50,001 to 100,000 kg					
<i>First half hour</i>	PHP	488.10	536.91	590.60	649.66
<i>Each additional half hour or fraction thereof</i>	PHP	114.60	125.40	137.94	151.73
<i>After 4 hours (including 2 hours of free parking) to 24 hours</i>	PHP	6,000.00	6,600.00	7,260.00	7,986.00
<i>Each subsequent 24 hours or part therefore</i>	PHP	6,000.00	6,600.00	7,260.00	7,986.00
From 100,000 kg and over					
<i>First half hour</i>	PHP	488.10	536.91	590.60	649.66

<i>Each additional half hour or fraction thereof</i>	PHP	148.50	163.35	179.69	197.65
<i>After 4 hours (including 2 hours of free parking) to 24 hours</i>	PHP	9,000.00	9,900.00	10,890.00	11,979.00
<i>Each subsequent 24 hours or part thereof</i>	PHP	9,000.00	9,900.00	10,890.00	11,979.00

4.4.3. Long-term parking and base aircraft parking including General Aviation parking outside the Terminal may be negotiated with the Airport Operator.

### Section 5. Tacking Fees

5.1. Tacking Fees are applied when Passenger Boarding Bridges (PBB) are attached to an aircraft and shall be charged by every hour of usage. The fees for passenger boarding bridge usage are categorized based on single tube or dual tube, regardless of international or domestic operations.

5.2. The Tacking Fees set out in this AO as shown in the table below are inclusive of Preconditioned Air (PCA); Ground Power Unit (GPU); and Visual Docking Guidance System (VGDS) facilities (when installed).

Tacking Fee	Unit	Unit price	
		Effective Date	
Tacking Fee per hour		Fifteen (15) days after the last publication of approved rates.	
			O&M Contract Year 1
Loading bridge with Single Tube for narrow body aircraft	USD/hour or fraction thereof	36.99	59.18
Loading bridge with Dual Tube for wide body aircraft	USD/hour or fraction thereof	55.55	88.88

5.3. Adjustments to the Tacking Fees are based on the subsequent increases as follows:

Tacking Fee	Unit	Unit price			
		Effective Date			
Tacking Fee per hour		O&M Contract Year 5	O&M Contract Year 10	O&M Contract Year 15	O&M Contract Year 20
Loading bridge with Single Tube for narrow body aircraft	USD/hour or fraction thereof	71.02	78.12	85.9	94.52
Loading bridge with Dual Tube for wide body aircraft	USD/hour or fraction thereof	106.66	117.33	129.06	141.9

5.4. For PBBs without GPU, PCA, or VGDS, airlines shall receive a discount of thirty percent (30%) on the applicable Tacking Fee.

5.5. For Narrow Body Aircrafts parked in a dual tube stand, single tube charging will apply. For Wide Body Aircraft parked in a dual tube stand, dual tube charging will apply whether it uses one or two bridges.

## Section 6. Cargo Terminal Fee

6.1. Cargo Terminal Fees are charged for the use of Airport facilities and are charged irrespective of who provides the cargo services. These fees are in addition to any cargo fees charged for cargo services as mentioned in Part VII, Section 2 Private Cargo Terminal and Other Cargo Charges.

6.2. The Cargo Terminal Fees are levied on incoming cargo for international shipments, and on both incoming and outgoing cargo for domestic shipments.

Cargo Terminal Fee	Unit	Unit price	
Cargo Flow		Effective Date	
		Fifteen (15) days after the last publication of approved rates.	O&M Contract Year 1
International Cargo			
<i>Incoming cargo</i>	PHP/ton	200.00	320.00
Domestic Cargo			
<i>Incoming and Outgoing cargo</i>	PHP/ton	100.00	160.00

6.3. Adjustments to the Cargo Terminal Fee are based on the subsequent increases as follows:

Cargo Terminal Fee	Unit	Unit price			
Cargo Flow		Effective Date			
		O&M Contract Year 5	O&M Contract Year 10	O&M Contract Year 15	O&M Contract Year 20
International Cargo Terminal					
<i>Incoming and Outgoing cargo</i>	PHP/ton	384.00	422.40	464.64	511.10
Domestic Cargo Terminal					
<i>Incoming and Outgoing cargo</i>	PHP/ton	192.00	211.20	232.32	255.55

6.4. For transshipment cargo, Cargo Terminal Fee is charged as incoming cargo, which will be charged once.

## Section 7. Passenger Processing Charges

7.1. Passenger Processing Charges refer to charges relating to check-in counters, self-check kiosks and all relevant charges levied per embarking passenger international and domestic passengers. The starting fees are provided as follows.

Passenger Processing Charges	Unit	Unit price	
<b>Operations</b>		<b>Effective Date</b>	
		Fifteen (15) days after the last publication of approved rates.	<b>O&amp;M Contract Year 1</b>
International Operations	USD/departing passenger	1.40	1.40
Domestic Operations	PHP/departing passenger	16.67	16.67

7.2. Adjustments to the Passenger Processing Charges are based on the subsequent increases as follows:

Passenger Processing Charges	Unit	Unit price			
<b>Operations</b>		<b>Effective Date</b>			
		<b>O&amp;M Contract Year 5</b>	<b>O&amp;M Contract Year 10</b>	<b>O&amp;M Contract Year 15</b>	<b>O&amp;M Contract Year 20</b>
International Operations	USD/departing passenger	1.68	1.85	2.03	2.24
Domestic Operations	PHP/departing passenger	20.00	22.00	24.20	26.63

7.3. The charges set out in this AO for Passenger Processing Charges do not include charges for biometric processing which may be an additional charge at the time of introduction, subject to Part II, Section 5 of this AO.

## PART IV. Other regulated charges

### Section 1. Effectivity

1.1. The charges prescribed below are effective fifteen (15) days after the last publication of approved rates.

### Section 2. Concession Privilege Fee (CPF)

2.1. The Airport Operator has the right to levy a CPF on all businesses conducted within the Project Land, in addition to any lease payments for premises. These CPF are classified into Aeronautical CPF and Non-aeronautical CPF.

2.2. Aeronautical CPF are regulated and are applicable for Ground Handling and Fuel Farm activities. The maximum CPF that can be charged shall be 7% of gross revenue generated by activities at the airport.

2.3. Non-aeronautical CPF are part of Non-Regulated Fees and Charges, and relate to all other Revenue Subcontractors at the Airport apart from those specified in clause 2.2 above. The Airport Operator has the right to determine the CPF rates for the non-aeronautical CPF.

2.4. If there are more than one level of Revenue Subcontractor, the CPF shall be calculated on the gross revenue of the lowest level Revenue Subcontractor.

2.5. This CPF is subject to the prevailing CPF rates charged as on 31 December 2023 until a new underlying lease comes into force for the space occupied by the Revenue Subcontractor.

### **Section 3. Royalty Fee on the Sale of Aviation Fuel, Oil Grease and Lubricants.**

3.1. A Royalty Fee shall be imposed on any person, firm or corporation, selling or delivering, directly or indirectly, aviation fuel, oil, grease, or lubricants to any aircraft at the airport for their use. Effective fifteen (15) days after the last publication of approved rates, Royalty Fee shall be regulated as follows:

- (i) Aviation Fuel: PHP 0.25/litre
- (ii) Oil: PHP 0.75/litre
- (iii) Grease: PHP 7.00/litre

3.2. For Sustainable Aviation Fuel (SAF) with no less than 25% blending with the traditional jet fuel, there shall be a 50% discount applied on Royalty Fee on Sales.

3.3. Royalty Fee on the Sale of Aviation Fuel, Oil Grease and Lubricants will be increased in accordance with the cumulative Consumer Price Index every 5 years starting from the effective date based on Annex 3.

3.4. The above Royalty Fees are inclusive of the charge for pipeline rentals.

## **PART V. Vehicle Parking Fee**

### **Section 1. Entry Rate (First Two Hours)**

1.1. General principle is for all motor vehicles, regardless of type, shall be charged for the use of the vehicular parking areas in accordance with the following rates:

1.2. Effective fifteen (15) days after the last publication of approved rates, the vehicle parking for first two (2) hours shall be regulated as below:

- (i) Buses: PHP 100.00
- (ii) Cars: PHP 50.00
- (iii) Motorcycles: PHP 20.00



1.3. Subsequent increases to the Entry Rates for Vehicle Parking Fee will be adjusted based on cumulative Consumer Price Index every 5 years starting from the effective date based on Annex 3.

## **Section 2. Succeeding Hours**

2.1. Effective fifteen (15) days after the last publication of approved rates, Airport Operator is free to charge for vehicle parking after the first two hours on a commercial basis.

## **Section 3. Vehicle and Motorcycle Parking at the Passenger Terminal Buildings**

3.1. There will be a specified number of slots per Passenger Terminal Building for vehicle and motorcycle parking allocated to MIAA that will not be subject to the Non-Regulated Rates set out in this AO. [Note: number of slots will be allocated by the Airport Operator per Passenger Terminal Building as required by MIAA].

3.2. There will be a continuation of existing practices at NAIA where duly authorized government officials and vehicles with diplomatic plates are extended courtesy access to VIP car parking spaces by the General Manager of MIAA.

## **PART VI. Miscellaneous Regulated Charges**

### **Section 1. Cost-Plus Charges**

#### **1.1. Electric Power Charge**

Effective fifteen (15) days after the last publication of approved rates, lessees/tenants of buildings /spaces shall be charged for their electricity consumption based on applicable/actual meter readings in accordance with MERALCO rates plus fifteen percent (15%) maintenance and service fee.

#### **1.2. Water Charge**

Effective fifteen (15) days after the last publication of approved rates, lessees/tenants of buildings /spaces shall be charged for water consumption based on applicable/actual meter readings in accordance with water service provider rates plus fifteen percent (15%) maintenance and service fee.

#### **1.3. Communication Charges**

Common IT infrastructure includes Passive local area network (LAN), the Active LAN, the Wireless LAN and other common telecommunication networks. User of Common IT infrastructure is any organization using either Common Use or dedicated Common Use equipment (whether or not provided by means of a service provider), where the service is delivered over the Airport Operator's managed communication system.

#### **1.4. Effectivity**

Effective fifteen (15) days after the last publication of approved rates, users of Common IT infrastructure shall be charged on a cost recovery basis plus a margin of 15%. Communication charges include but not limited to the following:

- (i) **Telephone**

- a) Main
  - b) Extension
  - c) Dial 9 (outside call)
- (ii) **Cable pairs**
- a) House Cable
  - b) Outside Cable
- (iii) **Right of Way for telephone, fiber optic cable pairs, cable pairs, and antennae system for radio transceivers and access point**
- (iv) **Use of the NAIA Radio Trunking System**
- a) Non-recurring charges: Programming and access fees per unit per talk group (Portable/Mobile/Base)
  - b) Monthly fees per unit per talk group
- (v) **Use of NAIA Online flight Information System (FIS)**
- a) Access/Permit Fee per subscriber of dedicated connection
  - b) Subscription Fees for Access
  - c) For Application Programming Interface (API)
- (vi) **Cellsite**
- a) Cellsite
  - b) Antenna

1.6. NAIA Access Cards, Vehicle Permit, Vehicle Accreditation, etc.

NAIA access cards, vehicle permit, annual accreditation, parking stickers and other miscellaneous services as set out in Annex 1 of this AO shall be charged according to a cost recovery basis plus a margin of 15%. Electric Vehicle shall receive a 50% discount on the Vehicle permit charges.

## **Section 2. Fixed Fees**

2.1. Wastewater Charge:

2.1.1 Effective fifteen (15) days after the last publication of approved rates, lessees/tenants of buildings /spaces and aircraft operators shall be charged for the discharge or disposal of wastewater or sewage as follows:

- (i) Food And Beverage Revenue subcontractors
  - a. Wastewater Discharge Permit: PHP 1,200.00/ per annum
- (ii) Aircraft Sewage Disposal
  - a. Sewage Disposal Permit: PHP 1,200.00/per annum
  - b. Disposal Charge: PHP 1,200.00/m<sup>3</sup>

2.1.2 Wastewater Charges will be increased based on cumulative Consumer Price Index every 5 years starting from the effective date based on Annex 3.

## 2.2. Garbage Collection Fee (GCF)

2.2.1. Effective fifteen (15) days after the last publication of approved rates, lessees/tenants of buildings /spaces shall be charged for the collection of garbage as follows:

- (i) Food Concessionaires / Repair and maintenance facilities:
  - a. 1.5% of rental rate for F&B;
  - b. 1% of rental rate for non-F&B or PHP 600.00, whichever is higher.
- (ii) Non-food concessionaires/Office
  - a. 1.5% of rental rate for F&B;
  - b. 1% of rental rate for non-F&B or PHP 600.00, whichever is higher.

2.2.2. Minimum rates for the Garbage Collection Fees will be increased based on cumulative Consumer Price Index every 5 years starting from the effective date based on Annex 3.

## 2.3. Security and Emergency Charges

Effective fifteen (15) days after the last publication of approved rates, the use of the security and emergency personnel, vehicles, equipment at the Airport shall be regulated as follows:

### 2.3.1. Emergency Personnel Service Charge

- (i) Fire officer USD70.00/hour or fraction thereof
- (ii) Firefighter USD45.00/hour or fraction thereof
- (iii) Heavy Equipment Operator USD45.00/hour or fraction thereof

### 2.3.2. Charges for the Use of Firetrucks, RFD vehicles and Equipment

- (i) Firetruck USD475.00/hour or fraction thereof
- (ii) Tow Truck USD350.00/day
- (iii) Low Bed Trailer USD550.00/day
- (iv) Forklift USD170.00/day
- (v) Utility vehicle USD100.00/day
- (vi) Mobile Command Post vehicle USD 350.00/day
- (vii) Floodlights USD 170.00/day
- (viii) Rapid-deployment Tent USD 350.00/day

2.3.3. Charges for the Use of disabled aircraft removal kit (inclusive of mobilization and demobilization within the aerodrome)

- (i) Aircraft Code A USD5,350.00/kit + USD850.00 per succeeding day
- (ii) Aircraft Code B USD10,700.00/kit + USD1,700.00 per succeeding day
- (iii) Aircraft Code C & D USD21,400.00/kit + USD3,400.00 per succeeding day
- (iv) Aircraft Code E & F USD28,550.00/kit + USD4,570.00 per succeeding day

2.3.4. Security and Emergency Charges will be increased based on cumulative Consumer Price Index every 5 years starting from the effective date based on Annex 3.

### Section 3. Other Utilities Fees and Charges

3.1. Effective fifteen (15) days after the last publication of approved rates, the other fees and charges relating to other utilities at the Airport shall be regulated as follows:

- (i) Installation/connection permit for utilities such as electric and communication line: Commercial - PHP 800.00/terminal
- (ii) Permit fee for repair, renovation or improvement of buildings and similar structures: Commercial - PHP 800.00/terminal
- (iii) Permit fee for construction of buildings, hangars, and other similar structures – PHP 2,500.00/application

3.2 Other Utilities Fees and Charges will be increased based on cumulative Consumer Price Index every 5 years starting from the effective date based on Annex 3.

## PART VII. Non-Regulated Rental/Lease

### Section 1. Terminal Buildings

1.1. As a general principle, the Airport Operator has the ability to charge market rates for lease/rental of Terminal Buildings.

1.2. Rentals of floor spaces at the Airport are charged per square meter every month at market rates, subject to minimum lease rates to be applied at all Passenger Terminal Buildings and Cargo Terminal/(s), including arrival and departure levels, apron, and observation level, and under elevated road. The minimum lease rates are provided below.

	Unit	Minimum Rate effective fifteen (15) days after the last publication of approved rates
<i>Airline and Ground Handler Spaces</i>	PHP/sqm/month	Airlines: PHP 950.00 Ground Handlers: PHP 1,400.00 in addition to the CPF mentioned in Part IV
<i>Commercial Spaces including Duty Free and Airline VIP lounges</i>	PHP/sqm/month	Spaces less than 14 sqm: PHP 25,000.00/month  More than 15 sqm.: Airside – PHP 1,800.00 sqm/month Landside – PHP 1,600.00 sqm/month Outside Terminal – PHP 1,500.00 sqm/month
<i>F&amp;B outlets (including kiosks) + souvenir shops, newspaper stands, convenience stores, paid lounges, etc.</i>	Minimum % concession privilege fee (In addition to any fixed lease amount)	Minimum of 7% on Gross revenue (F&B and Non-F&B)
<i>Government Offices</i>	PHP/sqm/month	PHP 950.00

1.3. Since Government offices are critical to airport operations, Government office lease/rental charges shall be waived as determined by MIAA for the existing allocated office space size for Government use.

## Section 2. Private Cargo Terminal and other cargo charges

2.1. The Airport Operator has the right to charge for use of cargo terminal facilities and other cargo charges (i.e., handling and processing fee, cargo storage fee, etc.) on a commercial basis in addition to the Cargo Terminal Fee mentioned in the Part 3 Section 5. Effective fifteen (15) days after the last publication of approved rates, if the cargo terminal operated by a revenue subcontractor or outsourced provider, the Airport Operator shall charge based on the following:

	Minimum Rate effective fifteen (15) days after the last publication of approved rates
Private Cargo Terminal	Minimum 7% of Gross revenue

## Section 3. Maintenance, Repair and Overhaul (MRO) and Fixed Based Operations (FBO)

3.1. The Airport Operator is free to charge Maintenance, Repair and Overhaul (MRO) and Fixed Based Operations (FBO) activities on a commercial basis. If MRO and FBO activities operated by a revenue subcontractor or outsourced provider, the Airport Operator shall charge based on the following:

	Minimum Rate effective fifteen (15) days after the last publication of approved rates
Maintenance, Repair and Overhaul (MRO) and Fixed Based Operations (FBO)	Minimum 7% of Gross revenue

## Section 4. Other Airport buildings: Hangars

4.1. As a general principle, lease/rental charges for buildings other than the passenger/cargo terminal buildings including the land area occupied by said building shall be based on prevailing market rates, subject to the following **minimum** rates:

### 4.2. Hangars

4.2.1. Leases of Hangars will be based on prevailing market rates, subject to the minimum rate provided below.

Other Airport Buildings	Unit	Minimum Rate effective fifteen (15) days after the last publication of approved rates
Hangars	PHP/sqm/month	PHP 710.00 + 30% of the lease payment paid by any sub-lessee to the lessee (if applicable)

## Section 5. Land Assets/ Other Areas

5.1. Lease/Rental charges for land within Project Land shall be charged at prevailing market rates, subject to the **minimum** rate provided below.

Land	Unit	Minimum Rate effective fifteen (15) days after the last publication of approved rates
<i>Land Lease</i>	PHP/sqm/month	PHP 710.00

## Section 6. VIP Accommodation Fee

6.1. VIP Accommodation Fee is levied for the use of the MIAA VIP rooms at all Passenger Terminal Buildings and VIP assistance service. Effective fifteen (15) days after the last publication of approved rates, the VIP Accommodation Fee and VIP assistance service shall be charged on commercial basis.

- 6.2. The following passengers or guests shall be exempted from VIP Accommodation Fee:
- (i) Heads of State and Members of Reigning Royalty;
  - (ii) Members of Congress, Cabinet officials and Justices of the Supreme Court and foreign counterparts;
  - (iii) Members of the Diplomatic Corps endorsed by the Protocol Office of the Department of Foreign Affairs; and
  - (iv) Other senior local and foreign officials who may be extended courtesy usage by the General Manager of MIAA.

## Section 7. Dayroom / Exclusion room

7.1 Effective fifteen (15) days after the last publication of approved rates, the Day Room / Exclusion Room shall be charged on commercial basis and the minimum rental rates for the use of the Day Room / Exclusion Room shall be as follows:

	Minimum Rate effective fifteen (15) days after the last publication of approved rates
Dayroom/Exclusion Room	PHP 1,500.00 (24 hours cycle)
	PHP 100.00 per succeeding hour in excess of 24 hours

## PART VIII. Miscellaneous Non-regulated Fees and Charges

### Section 1. Ramp Buses Service Fees

1.1. Effective fifteen (15) days after the last publication of approved rates, all the use of Ramp Bus Service Fee at the Airport shall be charged on commercial basis.

### Section 2. Advertising Fee

2.1. Effective fifteen (15) days after the last publication of approved rates, advertising signboards, displays, posters, streamers or banners etc. may be installed within the airport premises. Location signboards of revenue subcontractors within their respective lease

premises are exempt from payment of advertising charges provided that their size, design and location are approved by the Airport Operator. The advertising rates shall be charged based on prevailing market rates on an arms-length transaction basis and are exclusive of electricity and other utilities provided by the Airport Operator which are chargeable to the revenue subcontractors. Any related party transactions should be charged based on prevailing market rates.

2.2. All advertising signboards, displays, posters, streamers, or banners etc. relating to Casinos and Gaming, including Philippine Off-shore Gaming Operators (POGO), installed within the airport premises shall be monitored in accordance with existing laws and issuances by the Philippine Amusement and Gaming Corporation (PAGCOR). Any violation thereof by the Airport Operator or its appointed agents or subcontractors shall be subject to penalties provided under the law.

### **Section 3. Meet and Assist Service (Airport Courtesy only)**

3.1. The meet and assist service refers to personnel courtesy support for individual or group of passengers, which does not cover VIP Accommodation fee. Effective fifteen (15) days after the last publication of approved rates, individual rate, group rate and rate more than passengers for the Meet and Assist Service (Airport Courtesy only) shall be charged on commercial basis.

## **PART IX. Data Requirements**

### **Section 1. Airline Information Requirements**

1.1. Prior to the operation of any aircraft, the Airlines shall, for the purposes of calculation and payment of fees and charges, provide the following information:

- (i) Airline details e.g.: place of incorporation, ownership and control structure, principal activities, principal place of business, contact details, etc.;
- (ii) Aircraft fleet details operating at the Airport including registration, flight number, flight route, type, series, seating capacity, the MTOW etc.; and
- (iii) On the day of operations, passenger summary, passenger manifests and/or Aircraft load sheet and/or electronic messages of passenger data, categories and manifests as specified by the Airport Operator.

1.2. Aircraft maximum take-off weight classification shall be based on the highest published MTOW as prescribed by the aircraft manufacturer in their standard planning materials.

- (i) For Boeing aircraft documents described as "Airplane Characteristics for Airport Planning"; and
- (ii) For Airbus aircraft documents described as "Aircraft Characteristics Airport and Maintenance Planning".

1.3. Each Airline shall use its best endeavors to provide or make available the following information for each of its arriving and departing aircraft at the end of each day.

1.3.1. Flight Information:

- (i) flight code and number;
- (ii) actual date and time of arrival / departure;

- (iii) scheduled date and time of arrival /departure;
- (iv) arrival / departure indicator;
- (v) entire flight route sequence; e.g., HKG/MNL/SYD; and
- (vi) flight category; e.g., scheduled, non-scheduled, chartered, training, etc.

#### 1.3.2. Passenger Information

- (i) the number of all Embarking Passengers (including children and Infants) on your aircraft operating at the Airport on each flight, with Transit Passengers, Transfer Passengers, Infants and Positioning Crew shown separately;
- (ii) the number of all Disembarking Passengers (including children and Infants) on your aircraft operating at the Airport on each flight, with Transit Passengers, Transfer Passengers, Infants and Positioning Crew shown separately; and
- (iii) Passenger details - name, class of travel, nationality, gender, airport of embarkation, airport of disembarkation, category of passenger e.g.: transit, crew, infant etc., connecting flight details for transit passengers.

#### 1.3.3. Baggage Information

- (i) For flights departing from the Airport:
  - a. number and weight of bags; and
  - b. number and weight of short-shipped bags (i.e., bags which were supposed to be on the flight but were not).
- (ii) For flights arriving at the Airport:
  - a. number and weight of terminating bags;
  - b. number and weight of transfer bags, and to which flights; and
  - c. number and weight of short-shipped bags (i.e., bags which were supposed to be on the flight but were not).
- (iii) Baggage information messages (BIM's)

#### 1.3.4. Cargo Information:

- (i) Details of cargo arriving and departing to and from the airport on aircraft and road feeder services as provided in the Freight Flight Manifest (FFM) and in the Load Message (LDM); and
- (ii) Data shall be delivered in IATA standard messages. Messages shall be sent for inbound as well as outbound flights (relative to MNL) unless specified otherwise. The Authority (or from the O&M Start Date, the Concessionaire) has the right to independently audit the information provided by the Airlines. The Authority (or from the O&M Start Date, the Concessionaire) reserves the right to update the contents of this data requirements from time to time. Each Airlines shall provide the necessary information accordingly.

## **PART X. Fines and Penalties**

The penalties prescribed in Annex 2 of this AO shall be imposed upon certain offenses and violations committed within the Airport Premises by the Airport Operator.



## **PART XI. Penalty Clause**

Any violation of the provisions of this AO shall be subject to sanctions and/or penalties in accordance with existing rules and regulations, as well as such regulations that may be issued by the MIAA from time to time.

## **PART XII. Separability Clause**

Should any section or portion of this AO be declared unconstitutional or invalid, the other sections or provisions not otherwise affected shall remain in full force and effect.

## **PART XIII. Supersession Clause**

All previous Administrative Orders, Memorandum Circulars, Resolutions or parts thereof issued by MIAA as they pertain to fees and charges for use and enjoyment of the Airport's facilities and services are hereby superseded, repealed, amended, or modified accordingly. For avoidance of doubt, this AO, as may be amended or supplemented from time to time, shall be the sole source and basis for levy and collection of such fees and charges.

## **PART XIV. Effectivity**

This Administrative Order shall take effect fifteen (15) days upon publication in the Official Gazette or in a newspaper of general circulation.

## **ANNEX 1: NAIA Access Cards, Vehicle Permit, Vehicle Accreditation Fee, etc.**

1.1. NAIA access cards, vehicle permit, annual accreditation, parking stickers, and other miscellaneous services as set out in this Annex shall be charged according to a cost recovery basis plus a margin of 15%.

1.2. The Airport Operator shall propose charges for the NAIA access cards, vehicle permit, annual accreditation, parking stickers, and other miscellaneous services including the following:

(i) **NAIA Access Cards:**

- a. Processing fee for access cards including daily/on duty, daily visitors, monthly, quarterly, semi-annually access cards, AMA License, AMA Stickers.
- b. Lost Card Replacement

(ii) **Accreditation Fee**

- a. Application Fee (Professional Custom Brokers; Customers Broker rage Company/Corporation; Cargo/Freight Forwarders Company/Corporation; Custom Brokerage and Freight forwarding Company/Corporation)
- b. Vehicle sticker fee
- c. Temporary Vehicle Pass
- d. Additional pass

- e. Fines for reinstatement of Accreditation
- f. Transport/Unit/Hotel/Travel Agency Vehicle
- g. Additional Accreditation Fee for Dual Stickers
- h. Security Agencies
- i. Janitorial Companies servicing Airport Concessionaires
- j. Refueller/distributor of aircraft fuel/parts
- k. Other Business activities

(iii) **Hot Works Permit**

(iv) **Reproduction of official records**

## **ANNEX 2: Fines and Penalties**

### **Section 1. Fines for Aircraft Movement Area (AMA) Violations**

#### **1.1. Driver Based Violations (DBV)**

##### **A. Minor Violations: PHP 2000.00 per violation**

- (i) Failure to Observe Vehicle Lane
- (ii) Illegal Dumping of Unit Load Devices (ULD)
- (iii) Towing Excessive ULD's (6 small maximum and 4 big maximum)
- (iv) Improper Transport Baggage
  - o Towing of Defective Dollies
  - o Towing of Open Containers/carts
- (v) Failure to Use Restraining Net
- (vi) Failure to Use Beacon Light
- (vii) Obstruction of Vehicular Lane
- (viii) Overloading of Tug Riders
- (ix) No Seat No Ride
- (x) Failure to Use Restraining Materials
- (xi) Leaving Vehicle at movement area while Engine is running
- (xii) Driving Vehicle without or with expired GECN/ AVP
- (xiii) Use of Mobile Communication device while driving
- (xiv) Unauthorized Beacon Color

##### **B. Major Violations: PHP 10,000.00 per violation**

- (i) Driving without or with expired Airside Driver's Permit
- (ii) Illegal Transfer/ Use of Airside Driver's Permit
- (iii) Failure to maintain Proper Distance from Moving Aircraft
- (iv) Violation of Airside Color Access Limit
- (v) Parking within Aerobridge Safety Perimeter Area
- (vi) Unauthorized Entry of Vehicles at terminal baggage build-up/breakdown areas
- (vii) Over speeding
- (viii) Reckless Driving
- (ix) No MIAA Access Pass

- (x) Ferrying of Unauthorized person at the airside
- (xi) Failure to Yield to Moving Aircraft
- (xii) Unauthorized crossing/ Entry of Vehicles at runway/taxi way
- (xiii) Unauthorized crossing/ Entry of Vehicles at terminal baggage build-up breakdown area

## **1.2. Vehicle Based Violation (VBV)**

### **A. Minor Violations: PHP 2,000.00 per violation**

- (i) No /Faded Prescribed ground equipment marking
- (ii) Defective Beacon Light
- (iii) Defective Vehicle Lights (signal, tail, and head lights)
- (iv) No Backhorn for ground equipment
- (v) No Fire Extinguisher
- (vi) Improperly parked dollies/carts. If the driver is not identified, the penalty is per dollies/carts.

### **B. Major Violations: PHP 10,000.00 per violation**

- (i) Transfer/use of airside vehicle/ground equipment sticker/permit/GECN
- (ii) Abandoned Stalled Vehicle
- (iii) No airside vehicle/ equipment sticker/permit/GECN
- (iv) Use of Defective Dollies/Carts
- (v) Use of Dilapidated ground equipment
- (vi) Unescorted motor vehicle

## **1.3. Vehicle Parking Violations**

**1.3.1. Improper Parking on Prescribed Slot:** ID confiscation but released upon payment of a minimum fine of PHP 500.00.

### **1.3.2. Illegal/Double Parking**

- (i) First Offense: ID shall be confiscated; access privilege shall be suspended for one (1) week and a minimum fine of PHP 1,000.00;
- (ii) Second Offense: Fifteen (15) days suspension of access privilege and minimum fine of PHP1,000.00;
- (iii) Third Offense: One (1) month suspension of access privilege and a minimum fine of PHP 1,000.00; and
- (iv) Fourth Offense: Ban from the use of the parking facility; six (6) months suspension of access privilege of PHP 1,000.00.

### **1.3.3. Other Violations: PHP 2,000.00 to be paid by the relevant party**

- (i) Using Unauthorized Horn/Siren;
- (ii) Prohibition of 2-wheel & 3-wheeled Vehicle;
- (iii) Jogging, Loitering, Illegal Vending, Gambling, Playing at GAA; and
- (iv) DTS/Passing thru non-load bearing areas - if area is not affected, fine to be paid by the driver is PHP 2,000.00. Should passing cause sagging of the area, actual cost to be spent by the Airport Operator for restoration of the area shall be charged against the company or vehicle owner.

## **Section 2. Penalty for Lost or Damaged Access Cards, Vehicle Permit and Stickers**

### **2.1. NAIA ANNUAL ID**

- (i) First Offense: PHP 1,000.00;
- (ii) Second Offense: PHP 2,000.00; and
- (iii) Third Offense: Disqualification of holder from further issuance of ID.

### **2.2. NAIA SEASONAL ID**

- (i) First Offense: PHP 500.00
- (ii) Second Offense: PHP 1,000.00
- (iii) Third Offense: Disqualification of holder from further issuance of Seasonal ID

### **2.3. OB/OD CARD**

- (i) First Offense: PHP 4,000.00
- (ii) Second Offense: PHP 6,000.00
- (iii) Third Offense: Disqualification of the Office issued from further issuance of OB/OD Card

### **2.4. MONTHLY ACCESS PASS**

- (i) First Offense: PHP 100.00
- (ii) Second Offense: PHP 200.00
- (iii) Third Offense: Disqualification of holder from further issuance of Monthly Access Pass
- (iv) Non-Return of Visitors Access Pass: PHP 200.00

### **2.5. VEHICLE STICKER**

- (i) First Offense: PHP 5,000.00
- (ii) Second Offense: PHP 10,000.00
- (iii) Third Offense: Disqualification of company from further issuance of the stickers

## **Section 3. Penalties for oil spillage, late filing of application and violations**

3.1. Penalties for oil spillage, late filing of application and violations will be based on Memorandum Circular No. 19 Series of 2018 and Board Resolution No. 2018-053 as follows:

### **Oil spillage**

- (i) First Offense: PHP 20,000.00
- (ii) Second Offense: PHP 40,000.00
- (iii) Third Offense: PHP 60,000.00
- (iv) Fourth Offense: PHP 100,000.00 (AMA Cancellation & Impounding)
- (v) Failure to report oil spillage (in addition to penalty of offense): PHP 5,000.00
- (vi) If Affected area is declared inoperable: PHP 30,000.00

### **3.2. Late filing of application for non-commercial flights operations**

Minimum period of three (3) days	Prevailing applicable fees and charges
Two (2) days prior to flight operations	Additional 100% of fees and charges

On the day of flight operations	Additional 200% of fees and charges
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**3.3. Exempted from the additional charges are the following:**

- (i) Philippine Military Aircraft or other aircraft which by law or treaty are exempted from payment of aeronautical fees and charges;
- (ii) Foreign-Owned aircraft on diplomat mission;
- (iii) Emergency landing due to in-flight emergency, e.g., diversions or quick return after take-off; and
- (iv) Aircraft on mercy flights, e.g., relief operation in case of natural calamities, humanitarian flights including those responding to medical emergencies or search and rescue operations.

**ANNEX 3: Parametric Formula for CPI- based adjustments**

1.1 The following parametric formula is applicable for those Fees and Charges that are proposed to be adjusted based on CPI, apart from the PSC adjustments:

$(FCt) = (FCt_{-1}) \times (1 + (FCAF_t \times A))$
-----------------------------------------------------

Where:

<i>t</i>	A number, either 5, 10, 15, or 20.
<i>FC<sub>t</sub></i>	Fees and Charges from the beginning of the O&M year t
<i>FC<sub>t-1</sub></i>	Fees and Charges in effect prior to the O&M year t
<i>FCAF<sub>t</sub></i>	$FCAF_t = \left( \frac{CPI_{t-1}}{CPI_{t-6}} \right) - 1$ <p>Where:</p> <p><i>FCAF<sub>t</sub></i> is the inflation adjustment factor applied at the beginning of the O&amp;M year t.</p> <p><i>CPI<sub>t-1</sub></i> is the Consumer Price Index of August of O&amp;M Year <i>t - 1</i></p> <p><i>CPI<sub>t-6</sub></i> is the Consumer Price Index of August of O&amp;M Year <i>t - 6</i>.</p> <p>The Consumer Price Index published by the Bangko Sentral ng Pilipinas, which can be accessed at <a href="https://www.bsp.gov.ph/SitePages/Statistics/Prices.aspx">https://www.bsp.gov.ph/SitePages/Statistics/Prices.aspx</a>, shall be used for inflation adjustment</p>
<i>A</i>	100%