

CHAPTER I
FEES AND CHARGES

1. GENERAL

- 1.1. The charges set out hereunder are common to all airports in Greece except where is stated to the contrary.
1.2. Civil aircraft using military or other aerodromes are subject to payment of same fees and charges.

2. LANDING CHARGES**2.1. Basis**

- 2.1.1. The landing charges are assessed on the maximum permissible take-off weight of the aircraft expressed in metric tons according to the following table:

Note: Such weights are those established by the aircraft manufacturers and are listed in tables approved by the CAA Governor.

M.T.O.W. In metric tons	Charges in EURO	
Up to 10	11,50	All Weights
Over 10 to 25	11,50	For the first 10 tons and 1,14 for every additional ton or fraction thereof.
Over 25 to 50	28,70	For the first 25 tons and 1,43 for every additional ton or fraction thereof.
Over 50 to 65	64,22	For the first 50 tons and 1,61 for every additional ton or fraction thereof.
Over 65 to 80	88,83	For the first 65 tons and 1,64 for every additional ton or fraction thereof.
Over 80 to 150	113,49	For the first 80 tons and 1,61 for every additional ton or fraction thereof.
Over 150 to 300	208,87	For the first 150 tons and 1,64 for every additional ton or fraction thereof.
Over 300 tons	472,99	For the first 300 tons and 1,30 for every additional ton or fraction thereof.

Especially for private aircraft registered in a state member of the European Union provided that its weight does not exceed 5,7 tons Landing charges assessed according to the following table:

- Up to 2 tons 2,93EURO for ATC services.
Over 2 to 5,7 tons 5,87 EURO for ATC services.
Up to 2 tons 1,47 EURO for AFIS services.
Over 2 to 5,7 tons 2,93 EURO for AFIS services.

2.2. Rules

- 2.2.1. The payment of the landing charges shall entitle the aircraft to the use of the airport for one landing and take-off.
2.2.2. No reduction of landing charges are allowable by reason of the unavailability of any airport services, assistance or other facilities.
2.2.3. Charges impose as above are increased by 40% for landing and/or take-off during night.

Note: Night is considered the period between 30 minutes after sunset and 30 minutes before sunrise.

- 2.2.4. During the months June, July, August and September each year, landings performed between 1100 hours and 1700 hours LT. (peak period) are charged additionally 25% of the standard day landing charges. In case that aircraft, being surcharged with the above fees, were also charged with night fees as shown in para 2.2.3, the night surcharges (40%) are calculated on the basis of the standard day landing charges only.

3. PARKING CHARGES

3.1. Basis

- 3.1.1. The parking charges of aircraft, parked either in hangar space or on areas elsewhere at the airport, are assessed on the basis of aircraft weight (see para 2.1.1.) and parking time, according to the following table:

WEIGHT	Charges in EURO	
Up to 10	C=	0,28 per parking hour (All Weights)
Over 10 to 50	C=	$W \times T \times 0,027$
Over 50 to 100	C=	$W \times T \times 0,034$
Over 100 to 200	C=	$W \times T \times 0,041$
Over 200 tons	C=	$W \times T \times 0,048$

Explanation Symbols:

C = Parking charge to be levied

W = M.T.O.W. as stated in 2.1.1. of this chapter

T = The number of hours, in excess of 2 hours, that the aircraft remained parked at the airport counted immediately after landing time. In case of a fraction one hour this is rounded off to the nearest preceding or succeeding figure.

4. EXEMPTIONS FROM LANDING AND PARKING CHARGES

4.1. The following are exempted from landing and parking charges:

- 4.1.1. Greek State Civil and Military aircraft.
- 4.1.2. State civil and military aircraft of the United States of America, as well as other civil aircraft performing flights on behalf of U.S.A. and especially U.S.A. airforce bases in Greece.
- 4.1.3. State civil and military aircraft, when carrying VIP who are officially accepted by the Greek Governor.
- 4.1.4. Military aircraft of NATO member states, only when exercises in coordination with the Hellenic Air Force (HAF), or when carrying high officials of NATO states.
- 4.1.5. UN and Red Cross aircraft, as well as aircraft performing flights on behalf of these organizations.
- 4.1.6. State civil and military aircraft of other states, on basis of reciprocity approved by the CAA Governor.

- 4.1.7 CAA state aircraft of ICAO member States.
- 4.1.8 Aircraft participating in air races, officially organized by Hellenic or other foreign state authorities, provided there is prior relative approval of the competent authorities of Greece.
- 4.1.9 All civil private acft owned (the ownership being proved by documentary evidence) by recognized Aero clubs resident in a state member of the European Union provided that their weight does not exceed 5,7 tons.
- 4.1.10. Aircraft forced to land at Greek airports by airport authorities or any other pertinent authorities.
- 4.1.11. Aircraft performing scheduled or charter flights to Greek airports with no refuelling facilities and make landing to another airport for refuelling. Exemption concerns refuelling airport only.
- 4.1.12. Aircraft performing Search and Rescue.
- 4.2. The following are exempted from parking charges:**
- 4.2.1. All private aircraft provided that their weight does not exceed 5,7 tons being carried dismantled and therefore non-navigable to an airport, are not charged with parking fees for the period of time required for its assemblage when it doesn't exceed a maximum of thirty days since its arrival at the airport.
- 4.2.2. When a private aircraft with weight up to 2 tons remains after landing continuously at an airport for a period of time exceeding one month, is charged with regular parking fees for the first month and then is subject to reduction of 50% of the standard parking charges for the period after the first month up to its taking-off.
- 4.3. Other categories of exemptions:**
- 4.3.1. Circular flights within half an hour after departure and test of training flights, are exempted from landing charges only for the first landing/take-off, within a 24 hours period.
- 4.3.2. All private aircraft registered in a state member of the European Union with weight up to 2 tons performing circular flights, is charged only for one landing/take-off, for each 24 hours.
- 4.3.3. Aircraft performing spray flights remaining continuously at an airport over 242 and up to 722 hours (i.e. over 10 and up to 30 days) immediately after landing, are subject to reduction of 75% of the standard parking charges, when exceeding 722 hours the reduction comes to 87,5% for every additional hour. The spray aircraft, is considered to remain continuously at the airport, when performs up to 10 test flights within six months time interval in winter.
- 4.3.4. Aircraft performing spray flights or any other similar flights, for which they are obliged to land and take-off successively within a limited period of time during daylight hours are subject to the half of standard landing and parking charges considering only one of the landings performed within four hours time interval of that day.
- 4.3.5. Helicopters on public or private use, pay half of the respective fees imposed to other aircraft types.

- 4.3.6 All touch and go landing, aiming to demonstrate aircraft performances are charged as normal landings.
- 4.3.7 Touch and go aircraft due to "force majeure" or training flights, are exempted from landing charges for each "touch and go" and the first landing/take-off, within a 24 hours period.

5. PASSENGERS SERVICE CHARGES

- 5.1. An airport modernization and development charge is imposed (Law 2892/2001 FEK 10A/46/9-3-2001) on any departing passenger older than five years old, as follows:
For passengers with final destination Greek, Norway, Iceland, Liechtenstein and European Community airports: 12 EURO.
For passengers with final destination outside European Community airports : 22 EURO
- 5.2. The following categories of passengers are exempted from the payment of the above mentioned charge:
- 5.2.1. a. Transfer Passengers continuing their trip with the same or another airline within 24 hours (proved by a ticket with all destinations or with a copy of the previous route ticket) they pay the charge at the starting Airport.
b. Passengers continuing their trip with the same aircraft (transit) are totally excluded from the payment of the charge.
- 5.2.2. Aircrew members.
- 5.2.3. Aircrew members embarking in order to replace the crew of another aircraft at another airport abroad or in Greece.
- 5.2.4. Government employees of the state where the aircraft has been registered, embarking to perform in flight assigned duties (check of the routes, airworthiness or aircrew check, ground technicians traveling for the service of a particular flight etc.) as well as employees of the airline assigned to perform the same duties as the government employees.
- 5.2.5. Passengers of aircraft landing in emergency regardless whether they remain within areas subject to customs control or they continue their flight to the same or another aircraft.
As emergency landing is considered landing due to:
a) Engine failure, b) Bad weather conditions, c) "Force Majeure".
- 5.2.6. Passengers who are exempted according to international conventions approved by the state.
- 5.2.7. Persons traveling exclusively in sanitary flights.
- 5.2.8. HCAA employees embarking for official reasons.

Note: The above exemptions concern passengers of commercial or private aircraft and not passengers of state aircraft (military or civil) which anyway are exempted from passenger charges.

- 5.2.9. Payments – Accounts.
Up to the 20th day the latest of each month, the air company which was given the approval for the payment of the cargo on a monthly basis according to the decisions of the Governor of the civil.
6. AIR NAVIGATION FACILITY CHARGES
- 6.1. Air Navigation Facility Charges – En route charges are imposed to all aircraft flying within Athina FIR/UIR for the services and facilities rendered during the flight and EUROCONTROL services for en route charges.

- 6.2. The charging formula and the routes of application are according the Eurocontrol Route Charges System.
- 6.3. The rate per unit is 47,07 Euro
- 6.4. The application period of para 6.3. above is commencing from 1st January 2004.
- 6.5. From the payment of the above charge, the following categories of flights are exempted:
- 6.5.1. Flights performed by aircraft of which the maximum take-off weight is less than two (2) metric tons.
- 6.5.2. Flights performed exclusively under Visual Flights Rules (VFR).
- 6.5.3. Search and Rescue flights.
- 6.5.4. Flights performed exclusively for the transport, on official mission, of the reigning Monarch and his/her immediate family, Heads of State, Heads of Government and Government Ministers. In all cases, this must be substantiated by the appropriate status indicator on the flight.
- 6.5.5. Greek military flights and military flights of any state under terms of reciprocity.
- 6.5.6. Training flights performed exclusively for the purpose of obtaining a licence, or a rating in the case of cockpit flight crew, and where this is substantiated by an appropriate remark on the flight plan. Flights must be performed solely within the airspace of the state concerned; flights must not serve for the transport of passengers and/or cargo, nor for positioning or ferrying of the aircraft.
- 6.5.7. Flights performed exclusively for the purpose of checking or testing equipment used or intended to be used as ground aids to air navigation.
- 6.5.8. Flights terminating at the aerodrome from which the aircraft has taken-off and during which no intermediate landing has been made (circular flights).

7. COLLECTION OF CHARGES

- 7.1. Responsible to pay the appropriate charges referred in para 2.3.5. and 6 are the airlines of which the aircraft is exploitable, or the persons having the management of aircraft at the time of exploitation. Payment should take place either directly by the airlines or through their representative in Greece. Also responsible to pay the above such charges is directly any other registered owner or agent or representative at any place at which he carries on business.
- 7.2. Of the foreign state aircraft not exempted from payment of the charges referred in paras 2 and 3 the collection of charges takes place through their Embassies or Consulates in Greece or in case where, there is not such a diplomatic authority in Greece, through the pertinent authority of the country concerned.
- 7.3. All interested parties subject to payment of the charges referred in para 2.3 and 5 shall pay the amount due, every time the Bank of Greece, P.O. Box 3105 special account Nr. 234134/5, within the dates noted in the relative invoice according standing regulations and procedures. In case they become overdue, by default interest of 5% for each month will be imposed.
- 7.4. Persons subject to payment of charges in the para 2.3 and 5 who have not notified to Civil Aviation Authority of their address in order that the relative invoice is forwarded, will pay the amount due locally at the airport of landing.

8. COMPOSITION OF AIRLINES FLEET

8.1 Airline Companies and all concerned with Civil Aviation, are notified that the Civil Aviation Authority of Greece has revised the records regarding the weight factor for each aircraft type to be used in calculating landing, parking and air route charges, imposed in Greece.

8.2 To this effect, all airlines in possession of aircraft, operating within the Athinai FIR/UIR, are requested to:

- a) Submit to Civil Aviation Authority, Airport Authority Section “A” Athinai Airport West Terminal building, the following Aircraft. Data List, duly completed with the pertinent information therein for all aircraft operating within the Athinai FIR/UIR (landing or overflying), even if on lease from another company.

AIRCRAFT REGISTRATION MARKS	AIRCRAFT TYPE AND SERIES OF AIRCRAFT	DATA LIST MAXIMUM* AUTHORIZED TAKE OFF WEIGHT IN LBS	MAXIMUM* AUTHORIZED TAKE OFF WEIGHT IN TONS	REMARKS
-----------------------------------	---	---	---	---------

* Maximum permissible, by the aircraft manufacturers take-off weight.

- b) Notify the CAA, as above, within the first ten (10) days of January and June of each calendar year, about any changes that have taken place in the mean time in the above already submitted aircraft data. This information is used to update the relative CAA records.

8.3 Airline operators are also requested to cooperate and pay adequate attention to the importance of the above CAA effort, in order to be submitted.

8.4 All concerned are also advised to pay attention to the necessity of timely and continuous updating of their aircraft data as this Authority will not accept any request of credit notes due to mistaken data which have not been submitted timely.

CHAPTER II

PROVISION OF GROUND HANDLING SERVICES AT GREEK AIRPORTS

1. GENERAL

- 1.1 The provision of Ground Handling Services at the Greek Airports is regulated by the Presidential Decree 285/98 and the Basic and Local Regulations which constitute the compliance of Greek legislation to the Community Directive 96/67.
- 1.2 The Ground Handling Services provided at Greek Airports are listed according to the Annex to Community Directive 96/67 as follows:
 - 1.2.1. Administration and Supervision
 - 1.2.2. Passenger handling
 - 1.2.3. Baggage handling
 - 1.2.4. Freight and Mail
 - 1.2.5. Ramp handling
 - 1.2.6. Aircraft Services
 - 1.2.7. Fuel and Oil
 - 1.2.8. Aircraft Maintenance
 - 1.2.9. Flight Operations
 - 1.2.10. Surface Transport
 - 1.2.11. Catering
- 1.3 Access to Suppliers (Service Providers) on the categories 1.2.3, 1.2.4, 1.2.5, is permitted only at the Greek Airports whose annual traffic has been not less than two (2) million passenger movements. Access to all Suppliers (Service Providers) on the rest of the above mentioned categories is free in Greek Airports whose annual traffic has been not less than two (2) million passenger movements.
- 1.4 The suppliers of Ramp, Baggage Handling Services and Freight and Mail at Athens International Airport, Heraklion and Thessaloniki Airports are the following:
 - Olympic Airways-Services SA
 - Goldair Handling
 - SwissportFurthermore, provision of services of all other ground handling categories at the above mentioned Airports is performed by many other Suppliers with whom the interested Carrier must communicate before arrival.
- 1.5 At all other Greek Airports, Handling Services are provided by Olympic Airways –Services SA (except Supervision , Fuel and Oil and Catering Services)
- 1.6 All suppliers are obliged to provide ground handling services during the operational hours of the Airport where they are established.
- 1.7 When handling services are required without previous agreement (ad hoc occasion) and especially for General Aviation (Business, Private flights etc) there must be a 24 hour prior notification to the Handling Agent for categories 1.4 and 1.5 as well as to the Fuel-Oil and Catering Providers.
- 1.8 A Self- Handling permit can be granted to Air carriers who wish to provide Handling Services to their own Aircraft and Passengers according to the provision of Ground Handling Legislation.

**INTENTIONALLY
LEFT
BLANK**