



Date: May 7, 2025

## **Decision relating to the level of the Airport Charges at Athens International Airport (AIA)**

Following the notification of the justified proposal in relation to the level of the Airport Charges (as such term is defined under EC Directive 12/2009 on Airport Charges and Presidential Decree 52/2012) at Athens International Airport (AIA) and the relevant consultation process with the Airport Users, which was conducted in two (2) rounds, the first being held on December 19<sup>th</sup>, 2024, while the second took place on March 10<sup>th</sup>, 2025 in accordance with the provisions of Presidential Decree (PD) 52/2012, and taking into consideration:

- 1.** The views expressed by all involved parties, during and following the first round of consultation process, on December 19<sup>th</sup>, 2024, where the Company presented inter alia, its proposal for a Sustainability Support Scheme related to SAF uptake requirements.
- 2.** The proposal of price list during the second round of consultations on March 10<sup>th</sup>, 2025, where AIA proposed:
  - To apply a temporary reduction of the PTF charge by 30% effective as of October 1<sup>st</sup>, 2025 and until April 30<sup>th</sup>, 2026, so as to incentivize growth during the off-peak period, and to keep all other charges unchanged for 2025;
  - To introduce, considering also the Users' comments, a Sustainability Support Scheme from 1<sup>st</sup> January 2025 - 31<sup>st</sup> December 2025, as presented in the second round of consultations, by providing a per departing pax rebate at a level depending on the aircraft type, aiming at motivating airlines to utilize fuel efficient aircraft, targeting at the reduction, at the extent possible, of the Scope 3 emissions, as well as acting as a key contributor to the airlines' cost alleviation in view of the refuelling obligation -in line with EU legislation- with a 2% SAF as of January 1<sup>st</sup>, 2025 at Athens Airport.
- 3.** The exchange of views during the consultations, the arguments of certain Airport Users and especially of Ryanair raising objections against the temporary nature of the proposed reduction of the PTF until 30<sup>th</sup>



April 2026, as well as in relation to the methodology of determining the Sustainability Support Scheme, and its retrospective application as of January 1<sup>st</sup>, 2025.

AIA assessed these objections and considered them to be unsubstantiated and not sufficiently justified for the following reasons:

- a) The PTF reduction is temporary and seasonal so as to further enhance our customer airlines' viability during the extended off-peak season, while smoothing out the seasonality effect at the extent possible. Other than that, AIA, unlike nearly all other major European metropolitan airports, has maintained a stable pricing/charges policy since 2009, while notably, significant reductions in Landing & Parking charges were implemented in 2019. The amount of the PTF charge applicable after April 30<sup>th</sup>, 2026 will be reviewed and decided upon the 2026 consultation process.
- b) As to the Sustainability Support Scheme, the methodology on the basis of which it is calculated was clearly explained, this being totally objective and based on ICAO Document 9889, which provides the specific formula used to estimate fuel consumption during a landing and take-off cycle.

**4.** In view of the above:

- A. The level of the PTF at Athens International Airport is reduced by 30%, effective as of October 1<sup>st</sup>, 2025, and until April 30<sup>th</sup>, 2026, as follows:

**Proposed Charge throughout the period  
1/10/2025 - 30/4/2026**

Description	Current Charge
<b>PASSENGER CHARGE</b> (Passenger Terminal Facility Charge)	Collected from the pax. on ticket
<u>Per departing passenger (excluding transfer passengers)</u>	
Intra Schengen countries	EUR 16.65 per departing pax
Extra Schengen countries	EUR 19.95 per departing pax
<u>Per departing transfer passenger</u>	
Intra Schengen countries	EUR 9.90 per departing pax
Extra Schengen countries	EUR 13.20 per departing pax
	Exempt: infants, transit, crew

Proposed Charge		
Collected from the pax. on ticket		
EUR	11.66	per departing pax
EUR	13.97	per departing pax
EUR	6.93	per departing pax
EUR	9.24	per departing pax
Exempt: infants, transit, crew		



- B.** Application of Sustainability Support Scheme from 1<sup>st</sup> January until 31<sup>st</sup> December 2025 ranging from €0.80 per departing passenger to €1.50 per departing passenger. In specific:
- Aircraft are categorized according to fuel efficiency per seat per LTO (Landing-Take-Off Cycle);
  - An objective methodology based on ICAO Doc 9889 and the ICAO Engine Emissions Database is applied. (Detailed Terms & Conditions of the Sustainability Support Scheme can be found at the Attachment 1).
- C.** As far as the level of all other Airport Charges (other than those referred above) at AIA is concerned, this level will remain unchanged as per the detailed price list presented at AIA's website:

<https://www.aia.gr/company-and-business/aeronautical-activities/general-aviation-charges/>

In case of disagreement with the present decision on the modification of the AIA's Airport Charges, any Airport User as well as AIA's Users Committee having been authorized by its members are entitled to file a complaint before the Supervisory Authority of Airport Charges (Εποπτική Αρχή Τελών Αερολιμένων, presently the Hellenic Civil Aviation Authority) according to Article 8 of the PD 52/2012 and within an exclusive period of twenty (20) days as from the date of notification of the present decision pursuant to Article 6 of PD 52/2012.

The present decision shall be notified to the Supervisory Authority of Airport Charges (Εποπτική Αρχή Τελών Αερολιμένων, presently the Hellenic Civil Aviation Authority), to the Airport Users' Committee and shall be published on the AIA's website.

## **Athens International Airport Sustainability Support Scheme Terms & Conditions**

### **1. INTRODUCTION**

Whereas climate change and environmental degradation are an existential threat to Europe and the world;

Whereas in view of the above the aim set by the European Commission in the context of the European Green Deal is to make the EU's climate, energy and transport policies fit for reducing net greenhouse gas emissions by at least 55% by 2030, compared to 1990 levels;

Whereas AIA is fully aligned with the above targets and in the context of its policy of reducing its Scope 3 (indirect emissions distributed through its value chain) emissions, which primarily arise from emissions from aircraft (engines) in flight between their origin and destination, AIA aims to adopt a more active role towards the mitigation of the negative environmental impact of aviation emissions;

Whereas in accordance with the requirements of the ReFuelEU Aviation Regulation, fuel suppliers at Athens Airport will provide a 2% Sustainable Aviation Fuel (SAF) blend starting in 2025;

Whereas the operation of more fuel-efficient aircraft is another important emission reduction measure;

Now having due regard of the above and taking under consideration that it is in both the interests of airlines and AIA to reduce aviation emissions, as well as the financial implications of these measures for airlines, AIA has established a Sustainability Support Scheme. The Sustainability Support Scheme aims to facilitate airlines' use of more fuel-efficient aircraft, apart from the gradual increase of SAF. It is administered in the form of a discount on the Passenger Terminal Fee (PTF) per departing passenger, which is modulated according to the fuel efficiency of the aircraft flown (on a liter of jet fuel per Landing-Take-Off Cycle per seat basis). Consequently, airlines operating more fuel-efficient aircraft at higher load factors stand to benefit the most from the Sustainability Support Scheme.



## 2. ELIGIBILITY

- All Aircraft Operators of scheduled passenger flights departing from Athens Airport are eligible.
- Aircraft operators of general and business aviation flights as well as cargo flights are not eligible.
- The level of the PTF discount per departing passenger is modulated according to the fuel efficiency of the aircraft operated by the airline as calculated according to the methodology defined in the following section.
- The Sustainability Support Scheme will apply retroactively from 1 January 2025 through 31 December 2025.

## 3. METHODOLOGY

The KPI used as a proxy for the fuel efficiency of the aircraft is the liters of fuel per Landing-Take-Off (LTO) cycle per seat. The calculation of the KPI is based upon the methodology described in ICAO's Airport Air Quality Manual (Doc 9889, Third Edition, 2023) for estimating the emissions from an aircraft during the LTO cycle based on fuel consumption. For each type of aircraft operating at Athens Airport, the most common engine type and most common seating configuration are identified. The total fuel consumption for a single LTO cycle (in kilograms of jet fuel per LTO cycle) is obtained for the most common engine type from ICAO's Engine Emissions Databank (Issue 30, 23 July 2024, available on EASA's website: <https://www.easa.europa.eu>). The reference time-in-mode for each of the four (4) modes of operation (Approach, Taxi and ground idle, Take-off and Climb) is applied. The fuel consumption for a single engine is converted into liters using the constant of 1.2 liters per kilogram of jet fuel and then multiplied by the number of engines on the particular type of aircraft. This figure is then divided by the number of seats as per the most common seating configuration to arrive at the KPI of liters of fuel per LTO cycle per seat.

As an example, the following table presents all the required information for the most common engine type on the Airbus 319 aircraft flown at Athens Airport in 2024, the CFM International CFM56 (subtype CFM56-5B5/3) and the most common seating configuration which corresponds to 156 seats.



A/C Type	Engine Type	kg fuel per LTO	lt fuel per LTO	# Engines	# seats	KPI
Airbus 319	CFM56-5B5/3	343	411.6	2	156	5.3

$$KPI = (lt \text{ fuel per LTO cycle} * \# \text{ engines}) / \# \text{ seats}$$

Example: the most common engine type on the Airbus 319 aircraft flown at Athens Airport in 2024 is the CFM International CFM56 (subtype CFM56-5B5/3) and the most common seating configuration has 156 seats. The total fuel consumption for a single LTO cycle for a CFM56-5B5/3 engine is 343 kilograms. This figure is converted into liters (411.6 liters) and multiplied by 2 for the number of engines on an A319 (823.2 liters) and divided by 156 seats to arrive at a KPI of 5.3 liters of jet fuel per LTO cycle per seat.

It is understood that airlines may fly the same aircraft type using different engines and seat configurations, which is why the most common engine types and seat configurations (as per data from AIA’s flight database) are used to calculate the KPI for all aircraft types using Athens Airport.

The Sustainability Support Scheme is differentiated into three (3) categories of PTF discount based on the KPI:

Category	KPI	PTF discount per departing PAX
1: most fuel-efficient	<6.0	€1.50
2: average fuel efficiency	6.0 – 10.0	€1.10
3: least fuel-efficient	>10.0	€0.80

Appendix 1 contains a list of the most common types of aircraft flown at Athens Airport and their category as per the above table. In case of operation of an aircraft type not contained in the list in Appendix 1, AIA will apply the methodology described above and inform the aircraft operator accordingly. Appendix 1 will be updated periodically and communicated to airlines.

#### 4. REIMBURSEMENT

Reimbursement for the period 01/01/2025 through 30/04/2025 shall take place by 31/05/2025 and thereafter reimbursement shall be made along with the scheduled aeronautical billing cycles.



## **5. DURATION – TERMINATION – LAW & JURISDICTION**

The Sustainability Support Scheme will apply until 31.12.2025 and AIA reserves the right to either continue or not its application beyond 31.12.2025 at its sole discretion.

AIA shall review the Categorization of Main Aircraft Types as included under Appendix 1 every three (3) months and in case of any change shall notify the airline trade associations (i.e. AIAUC and Airlines Bar Association) accordingly.

By entering into the Sustainability Support Scheme evidenced by accepting the discount as defined hereinabove, every airline shall be deemed that has fully and unconditionally accepted all terms and conditions of the Sustainability Support Scheme.

Any dispute arising in connection with the Sustainability Support Scheme shall be settled under Greek Law in the Courts of Athens, Greece.

***For more information, please submit your inquiry to: [SAF@aia.gr](mailto:SAF@aia.gr)***

### ANNEX A: Categorization of Main Aircraft Types

<b>A/C Type 3-letter Code</b>	<b>A/C Type Description</b>	<b>Category</b>
221	Airbus A220-100	1
223	Airbus A220-300	1
319	Airbus A319	1
343	Airbus A340-300	1
738	Boeing B737-800	1
31W	Airbus 319 Sharklets	1
32E	Airbus 321 Sharklets	1
32N	Airbus 320N	1
32Q	Airbus 321N	1
73H	Boeing B737-800 Winglets	1
73J	Boeing B737-900 Winglets	1
7M8	Boeing B737-800 Max 8	1
7M9	Boeing B737-900 Max 9	1
CS1	Bombardier BD-500 C Series CS100	1
CS3	Bombardier BD-500 C Series CS300	1
E29	Embraer E195 E2	1
E95	Embraer ERJ-195 Winglets	1



<b>A/C Type 3-letter Code</b>	<b>A/C Type Description</b>	<b>Category</b>
318	Airbus A318	2
320	Airbus A320	2
321	Airbus A321	2
332	Airbus A330-200	2
333	Airbus A330-300	2
339	Airbus A330N-900	2
351	Airbus A350-1000	2
359	Airbus A350-900	2
733	Boeing B737-300	2
734	Boeing B737-400	2
735	Boeing B737-500	2
752	Boeing B757-200	2
764	Boeing B767-400	2
781	Boeing B787-1000	2
788	Boeing B787-800	2
789	Boeing B787-900	2
32W	Airbus 320 Sharklets	2
73C	Boeing B737-300 Winglets	2
73E	Boeing B737-500 Winglets	2
73G	Boeing B737-700	2
73W	Boeing B737-700 Winglets	2
77W	Boeing B777-300ER	2
CRA	Canadair RJ-705 Regional Jet	2
CRK	Bombardier CRJ-1000	2
DH4	De Havilland Dash8-400	2
E75	Embraer ERJ-170-200 Short Wings	2
E7W	Embraer ERJ-170-200 Long Wings	2
E90	Embraer ERJ-190 Winglets	2
E92	Embraer E190-E2	2
E9L	Embraer Lineage E1000 Winglets	2
ER4	Embraer ERJ-145	2

<b>A/C Type 3-letter Code</b>	<b>A/C Type Description</b>	<b>Category</b>
772	Boeing B777-200ER	3
77L	Boeing B777-200LR	3
A75	ATR72-500	3
A76	ATR72-600	3
AT5	ATR42-500	3
AT6	ATR42-600	3
AT7	ATR72-200	3
DH1	De Havilland Dash8-100	3
EM2	Embraer E120 Brasilia	3