



Date: March 13, 2026

Decision relating to the level of the Airport Charges 2026 at Athens International Airport (AIA)

Following the notification to the Airport Users 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 following the relevant consultation process with the Airport Users, which was held on January 19th, 2026, 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 consultation process,
- 2.** The Airport Company's proposal of the level of charges for the year 2026 during consultations on January 19th, 2026, where AIA proposed in specific:
 - To keep the charges unchanged for 2026 except for a temporary reduction of the PTF charge by 30% effective as of January 1st, 2026, and ending April 30th, 2026, aiming at incentivizing growth during the non-peak period.
 - To continue the application of the Sustainability Support Scheme from 1st January 2026 up until 31st December 2026, as presented, aiming to assist airlines in utilizing fuel efficient aircraft targeting the reduction, at the extent possible, of the Scope 3 emissions. The Scheme provides a discount, per departing passenger, per flight, rewarding the lowest environmental impact and contributing to the alleviation of the airlines' additional cost arising from the refueling obligation – in line with the EU legislation - with a 2% SAF, which is substantially more expensive than the conventional jet fuel.
- 3.** The comments, remarks and arguments of certain Airport Users addressed during the consultation process and including those provided in writing by Ryanair, the International Airlines Group (IAG) and Air France/KLM (Ryanair's letter dated 29/01/2026, IAG letter dated 16/02/2026 and e-mail of Air France /KLM dated 25/02/26) in relation to:



- AIA's proposal for 2026 charges regarding PTF;
 - the circulation of information and data through the airlines' representative organs and not directly to the individual airlines;
 - the allegation that the application of the Sustainability Support Scheme (SSS) is favouring some airlines versus others;
 - the request for the conclusion of Service Level Agreements (SLA), between AIA and the users particularly in view of the upcoming expansion investment programme and the restoration works;
 - the allocation of Capital Expenditure between Air and non-air activities;
 - the accuracy of the IATA Consulting traffic forecast; &
 - the request for further information on runway restoration works, operational impact and subsequent expenditure.
- 4.** AIA assessed the issues raised by Ryanair, IAG and Air France/KLM and replied comprehensively to all, detailing their unsubstantiated and erroneously provided argumentation for the following reasons:
- a.** As to the 2026 proposed airport charges and the Passenger Terminal Fee reduction: The 30% reduction of the Passenger Terminal Fee (PTF), has been explicitly communicated to Users as a short-term measure applicable only for the period 01/10/2025–30/04/2026. From the outset, AIA clarified to all users that the reduction would cease immediately thereafter. As such, the reinstatement of the standard PTF level does not constitute an 'increase'; instead, it follows the scheduled expiry of a non-permanent measure designed to support operations during the winter season. Temporary price differentiation is a well-established international practice, particularly in airports with pronounced seasonality patterns and capacity constraints, such as AIA.
 - b.** As to the provision of Information through the Users' representative organs: As per Article 4.2.b of Presidential Decree 52/2012 through which the Airport Charges Directive (ACD) was incorporated into Greek law, the Airport Operator notifies the Airport Users' Committee (AIAUC) with the invitation for the annual consultations. Likewise, in accordance with par 4 of the above referred deed, the Airport operator notifies its decision on the level of airport



charges to the AIAUC and further publishes its decision to its website. For absolute clarity, not only does AIA strictly adhere to the requirements of the relevant legislation, but further, in the interest of transparency and to ensure the widest possible dissemination, AIA has consistently gone beyond its legal obligations by also providing the decision to the local Board of Airline Representatives (BAR) Association, and to IATA and of course by timely publishing its decision on its website. Nevertheless, AIA, adhering to the recommendation of the HCAA dated 30/01/2026 while acting in good faith, will notify the decision on airport charges not only to the Users' representative organs, but also to the individual Users directly.

- c. As to the continuation of the Sustainability Support Scheme: AIA explained that this topic was addressed **extensively and transparently** during last year's consultation process, which was held in two full rounds of discussions. Throughout the consultation process, AIA carefully considered all User comments and incorporated their feedback where possible. The scheme is **transparent, relevant, objective**, and based on internationally recognized methodology; it is not linked whatsoever with any kind of unilateral redistribution of excess profits, whilst, to the contrary, AIA consistently considers the actual revenue performance, the cost structure and its subsequent allocation, the traffic forecast prepared by IATA Consulting, and the company's overall strategic planning to fulfill its legal and regulatory obligations along with its business mission provided in the Airport Development Agreement (ADA). To this end, it is indicated that any surplus beyond 15% annual compounded cumulative return, is considered in accordance with Article 14.8.6 of the ADA, which expressly provides that, in the event of a surplus for three consecutive years, such surplus is allocated in the subsequent financial year to the Greek State. However, no such case has been ever realized so far. Furthermore, AIA does not favour any airline through the Sustainability Support Scheme. To the contrary the scheme is applied horizontally and not selectively to all airport Users in line with fundamental competition principles and of course in line with the ICAO recommendations.
- d. As to the quality of service: AIA provides required infrastructure and services to Users that is of sufficient quality and capacity without restrictions so far. To this end, Users' traffic requests were never rejected due to unavailability of required infrastructure. Furthermore, in view of the upcoming expansion plan, the Airport Company intends, as it has already informed the Users, to change the airport's coordination status from Level 2 to Level 3, in an effort to address effectively the airlines' flight schedule requests in a reliable and consistent to high level quality standards in accordance with the available capacity. AIA monitors systematically



its performance, as well as the level of quality per service. To secure transparency, respective Key Performance Indicators and performance levels are always available to Users and can also be further elaborated upon request. In any case capacity related parameters will be provided to the Slot Coordination Authority and will be observed and monitored by the Hellenic Civil Aviation Authority, while Users will be notified accordingly at an early stage and within the IATA slot coordination framework provisions.

- e. As to the Allocation of Capital Expenditure: During consultations, AIA provided a detailed and transparent presentation on investments, as required by the ACD. With regard to asset base allocation, the applicable general principles and audited historical allocation figures were presented. In respect of the allocation of future investments, it was clarified that in accordance with Article 14.8 of the Airport Development Agreement (ADA), AIA may recover, through airport charges, the depreciation of assets that are treated as depreciable in its accounts and allocated to Air Activities. Consequently, only once construction works are finalized and the asset is placed into operation and capitalized, the allocation is finalised and the recovery of relevant cost begins. During consultations, AIA also presented preliminary allocations of future investments between Air and Non-Air Activities, based on initial plans and welcomed the Users' proposal for a meeting at a later stage, prior to the finalisation of the investment plans.
- f. As to the Traffic Forecast and the runway restoration plan and cost: The 2026 traffic forecast was prepared by IATA Consulting, incorporating information available as of September 2025. The methodology used was a bottom-up approach, based on the latest information on the airline flight schedules for the running Winter 2025/2026 season, as well as for the Summer 2026 scheduling period, as these were duly submitted during the IATA Slots Conference in November 2025. However, besides the airline plans, several industry related factors were considered, including socio-economic environment, airfares, jet-fuel prices, environmental policy impact, capacity challenges. The timing of the traffic forecast preparation follows AIA's established forecasting cycle and aligns with the consultation calendar that has been applied consistently over the years. More importantly, AIA continuously and intensively monitors traffic and capacity developments in the Athens market throughout the entire year, including the period after the forecast is formally submitted. This ongoing monitoring includes:
- weekly and monthly passenger and movement trends,
 - filed and operated capacity,



- macroeconomic indicators relevant to our region, and
- prevailing market and competitive conditions.

Further and as to the Runway restrictions, AIA has already circulated to all Users the detailed plan of works, inclusive of phasing, the timeline of single runway operations, and dual runway operations with restricted length of one of them which will affect total capacity. During the period of restoration works (09/2026-05/2027), single runway operations refer to 50 days while dual runway operations with restrictions, will occur for the remaining period of work. In this regard, the Airport will be declared as Level 3 - coordinated for the winter period 2026 - 2027, thus, Users must apply for slots to the Slot Coordinator; relevant capacity parameters will be provided to the Slot Coordinator in accordance with the IATA framework and dates. As to the associated cost, this has been analyzed during the consultations, while in addition to that and during the incentives' session which is being held every year on the issue and took place this year on March 6th, 2026, AIA acting on goodwill received and further replied to questions in this respect.

5. In view of the above:

- A.** The level of the PTF at Athens International Airport remains reduced by 30% until April 30th, 2026.
- B.** Application of Sustainability Support Scheme from 1st January, 2026 until 31st December 2026, as follows:
 - Ranging from €0.80 per departing passenger to €1.50 per departing passenger;
 - 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;
 - General Aviation (GA), Business Aviation (BA), and Cargo flights are excluded.
- 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 level of the AIA's Airport Charges for the year 2026, 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, as well as to the individual Users and shall be published on the AIA's website.