

Date: 30 January 2023

Decision relating to the determination of Charges in relation to the  
Airport of Thessaloniki "Makedonia"

Following the notification of the justified proposal for specific changes on the charges of the Airport of Thessaloniki "Makedonia" (SKG), as such were determined pursuant to the decision dated 31st January 2022, and following the consultation session that took place on 5<sup>th</sup> of December 2022 pursuant to the provisions of the Presidential Decree 52/2012 and

- (a) on the basis of the exchange of views with all involved parties, during the whole consultation process with regards to the changes of airport charges, the needs for readjustment of the charges according to the operational conditions of the Airport and the relevant needs for recovery of cost, as such needs have been presented in the aforementioned consultation session;
- (b) taking into account the letters received by IATA/BAR.GR and Ryanair dated 10.01.2023 and 11.01.2023 respectively raising their objections against the proposed charges, which we considered and found not to be substantiated for the following reasons:
  - a. consultation procedure & timeline of material submission: all consultation material has been provided to the Users through the Airport Users Committee, in accordance with the explicit provisions of Article 4 of PD 52/2012 (Government Gazette A 102/27.04.2012) that has incorporated in Greek law the Directive 2009/12/EC of the European Parliament and of the Council, dated March 11, 2009 re Airport Charges. No other method of material dissemination ensures the equal treatment of all Airport Users, according to articles 3 and 6, par. 5, and recitals 4, 9 and 11 of the preamble to the aforementioned Directive). The material was submitted to the Airport Users Committee on 21<sup>st</sup> of November 2022, two weeks prior to the scheduled consultation session, a period considered sufficient for the Users to prepare themselves. In any event the Directive and the PD do not foresee a specific time by which the material must be submitted. The relevant invitation was also uploaded on the Airport Operator's website.
  - b. level of detail of information submitted: all questions raised before and during the consultation session have been addressed through our response on 22<sup>nd</sup> of December 2022. In any event, we consider that the level of detail of the material submitted is sufficient and in accordance with the requirements of PD 52/2012. Article 7.1.c. of EC Directive 2009/12 and article 5.1.c. of the PD 52/2012 impose an obligation on the Airport Operator to share with the Airport Users: "*the overall cost structure with regard to the facilities and services which airport charges relate to*", and by no means an exhaustive breakdown of individual costs, let alone salary information and individual bonuses of Fraport Greece personnel. In any case, costs and revenues derived by the non-aeronautical charges and activities are not regulated by the legislative framework at issue.
  - c. traffic forecast assumptions: The traffic forecast assumptions by Fraport Greece are not at all pessimistic since they project a traffic increase of 1,6% following a difficult year, despite the fact that the consequences of Covid-19,

Ukrainian war, Energy and economic crisis still persist. Fraport Greece remains optimistic and foresees a reasonable traffic increase for 2023. In any event Fraport Greece does not take into consideration any traffic forecasts of the Users since they have failed to provide the Airport Operator with their own traffic forecasts as they are obliged according to article 5.2 of the PD 52/2012. In any case, Fraport Greece is obliged under article 7 of the EC Directive 2009/12 to disclose only the methodology used for setting the airport charges, not the methodology concerning the estimation of the traffic.

- d. proposed level of charges: the proposed level of charges is in accordance with article 28 (Airport Charges) and Annex 7 (Airport Charges) of the Concession Agreement, dated 14.12.2015 for the Upgrade, Maintenance, Management and Operation of Cretan, Continental Greece and Ionian Sea Regional Airports (henceforth "the Concession Agreement"), which has been ratified by law 4389/2016 following an international tender, the results of which led to Fraport Greece being granted the exclusive right to set the charges without the intervention of any other authority, and within the limits of the Maximum Average Yield per Departing Passenger, approved by HCAA prior to the consultation. It must also be stated that, according to article 28.8 of the Concession Agreement, Users must bear the full and fair share of the costs regarding the services of which they will be making actual use, meaning that the current increase of the costs of the various aeronautical services must be fully reflected on the final price of the charges.
- e. public financing: this matter has been addressed also during last year's consultation and the relevant law 4810/2021, which concerns exclusively the compensation for the losses caused specifically by COVID-19 related state measures for the year 2020, has already been provided to all Users. In any event any compensation received by Fraport Greece from the Greek State is provided under the Concession Agreement and therefore it doesn't constitute public financing.
- f. PRM & Security Charges: this consultation does not involve these charges.
- g. structure of charges and incentives: from the letters received, it is obvious that Users have diverging views on the structure of charges. The Concession Agreement allows Fraport Greece to set a structure of regulated aeronautical charges as it deems appropriate from time to time.

The changes on the Charges of the Airport, that shall enter into force from 01.04.2023 are as follows:

Aeronautical Charges for Thessaloniki Airport [1]					
Charges	Category	Unit of measure	Current Price [€]	New Price [€]	
Landing	Up to 1.2 tons	per landing	25	25	
	1.2 to 2 tons	per landing	50	50	
	2 to 5 tons	per landing	100	100	
	5 to 10 tons	per landing	200	200	
	above 10 tons	per ton (MTOW)	5.61	10.0	
Parking Winter Season (01/11-31/03)	Up to 1.2 tons / parking up to 5 hours	-	no charge	no charge	
	Up to 1.2 tons / parking over 5 hours	per ton for 24 hours	1.08	1.08	
	1.2 to 10 tons	per ton for 24 hours	2.5	2.5	
	Above 10 tons / parking up to 5 hours	-	no charge	no charge	
	Above 10 tons / parking over 5 hours	per ton for 24 hours	2.5	2.5	
Parking Summer Season (01/04-31/10)	Up to 1.2 tons / parking up to 5 hours	-	no charge	no charge	
	Up to 1.2 tons / parking over 5 hours	per ton for 24 hours	1.08	1.08	
	From 1.2 to 10 tons/ parking up to 24 hours	per ton for the first 24 hours	5	5	
	From 1.2 to 10 tons/ parking over 24 hours	per ton for every 24 hours after the first day	10	10	
	Over 10 tons/ parking up to 5 hours	-	no charge	no charge	
	Over 10 tons/ parking from 5 till 10 hours	Per ton	2.5	2.5	
	Over 10 tons/ parking from 10 up to 24 hours	Per ton	5	5	
Passenger	Over 10 tons/ parking over 24 hours	Full charge for the first 24 hours and per charge for each 24H after the first	10	10	
		Per departing pax	12	12	
			3	4	

[1] Charges will be effective as of 1/4/2023

Following the aforementioned changes, the level of the Charges of the Airport of Thessaloniki "Makedonia" (SKG) is set as follows:



### Thessaloniki Airport (SKG) – Aeronautical Charges

Description	Categories	Charge Unit	Price	Effective
<b>1. Landing Charge</b>	Calculation Basis: MTOW			
	Up to 1,2 tons	Fixed Charge	EUR 25,00	01.04.2019
	From 1,2 up to 2 tons	Fixed Charge	EUR 50,00	
	From 2 up to 5 tons	Fixed Charge	EUR 100,00	
	From 5 up to 10 tons	Fixed Charge	EUR 200,00	
Above 10 tons	Per ton (MTOW)	EUR 10,00	01.04.2023	
<b>2. Parking Charge</b>  <i>Parking Charges differ between periods (Winter: 01.11-31.03 / Summer: 01.04- 31.10)</i>	Calculation Basis: MTOW & Parking Time			
	<u>Winter Period (01.11- 31.03)</u>			
	Up to 1,2 tons/ Parking up to 5 hours	-	No Charge	01.04.2019
	Up to 1,2 tons/ Parking over 5 hours	Per ton for every 24 hours (Note 3)	EUR 1,08	
	From 1,2 up to 10 tons	Per ton for every 24 hours	EUR 2,50	01.04.2018
	Over 10 tons/ Parking up to 5 hours	-	No Charge	
	Over 10 tons/ Parking over 5 hours	Per ton for every 24 hours	EUR 2,50	
	<u>Summer Period (01.04- 31.10)</u>			
	Up to 1,2 tons/ parking up to 5 hours	-	No Charge	01.04.2019
	Up to 1,2 tons/ parking over 5 hours	Per ton for every 24 hours	EUR 1,08	
	From 1,2 up to 10 tons/ parking up to 24 hours	Per ton for every 24 hours	EUR 5,00	01.04.2018
	From 1,2 up to 10 tons/ parking over 24 hours	Per ton for every 24 hours after the first day	EUR 10,00	
	Over 10 tons/ Parking up to 5 hours	-	No Charge	
Over 10 tons/ Parking from 5 up to 10 hours	Per ton	EUR 2,50		
Over 10 tons/ Parking from 10 up to 24 hours	Per ton	EUR 5,00		
Over 10 tons/ Parking over 24 hours	Full charge for the first 24 hours and per ton for each 24H after the first (Note 4)	EUR 10,00		
<b>3. Lighting Charge</b>  <i>Lighting charge is applicable for any aircraft movement performed while the runway lighting system is in operation</i>	Calculation Basis: MTOW / Charge per movement			11.04.2017
	Up to 10 tons	Per movement	No Charge	
	Over 10 tons	Per movement	No Charge	
<b>4. Airport Development Fee (ADF)</b>	<i>Exempt: see note 5</i>	Per departing passenger	EUR 12,00	11.04.2017
<b>5. Passenger Charge</b>  <i>The passenger charge is levied only in cases where ADF is exempted</i>	<i>Exempt: Transit, Crew, Infants (0-2 years old)</i>	Per departing passenger	EUR 16,00* <i>* EUR 4,00 in case ADF has been imposed</i>	01.04.2023
<b>6. Security Charge</b>	<i>Exempt: Crew, Infants (0-2 years old)</i>	Per departing passenger	EUR 2,60	01.05.2023

In case of disagreement with the present decision amending the existing airport charges, the Airport Users Committee holding a power of attorney from its members as well as any User have the right to submit an appeal to the Regulating Authority (HCAA) within the exclusive deadline of twenty (20) days from the notification of the decision in accordance with article 6 of the PD 52/2012.