



Date: July 1, 2024

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, more specifically, the proposal to keep the Airport Charges at AIA unchanged for 2024 and only modify the level of the Passenger Terminal Facility (PTF) charge, effective as of November 1st, 2024, and following the relevant consultation process with the Airport Users, which was initiated on March 28th, 2024, and concluded on June 7th, 2024, in accordance with the provisions of Presidential Decree (PD) 52/2012, and taking into consideration:

- 1.** the views expressed by all involved parties, during the whole consultation process, where the Company presented its justified proposal to amend the price list of the Airport Charges to the extent required to substitute the loss from the upcoming decrease of the Airport Development Fund (ADF) with the proposed adjustment of the PTF charge;
- 2.** the need to adjust the existing PTF charge, in light of the decrease of the ADF, pursuant to article 40, par. 7 of Law 2065/1992 as further amended and replaced by Article 52 of Law 4465/2017, so that the revenue lost, due to the decrease of the ADF, is offset by an equivalent adjustment of the PTF charge, thus, allowing for the relevant Air Activities costs to be recovered, in accordance with Article 14 of the Airport Development Agreement (ADA), as ratified by Law 2338/1995 and as amended and currently in force, and ensuring the smooth operation and the level of services provided to all users of the airport, while keeping the overall level of charges levied on Airport Users (as such term is defined under the PD 52/2012) stable, resulting in a neutral impact for airlines and passengers respectively, as has been explained in detail and analyzed in the aforementioned consultation sessions;
- 3.** the exchange of views during the consultations;
- 4.** the arguments of certain Airport Users and especially of Ryanair as expressed during the consultations and in writing (Ryanair's letters dated 01.05.2024 and 25.06.2024) raising objections against the proposed adjustment as well as in relation to the level of information provided;



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

- a.** The information provided to the Airport Users: all consultation material has been provided to the Airport Users through the Airport Users Committee, in accordance with Article 4 of PD 52/2012. All objections raised during and after the consultation sessions have been thoroughly addressed during the consultation sessions, as evidenced by the relevant minutes, and our letter to Ryanair dated 03.06.2024. In any event, the level of detail of the information provided to the Airport Users is sufficient and in accordance with the requirements of PD 52/2012 and Directive 2009/12. More specifically, information relating to the methodology used for setting the Airport Charges, as well as to the revenue from the different charges including an analysis of the total cost and its structure against the services covered by them was provided to the Airport Users before the first consultation session that took place on the 28th of March 2024 and was presented to them in detail during this session. Furthermore, Article 7.1.c. of Directive 2009/12 and article 5.1.c. of the PD 52/2012 require the Airport Operator to provide to the Airport Users information on "*the revenue of the different charges and the total cost of the services covered by them*", as well as on "*the overall cost structure with regard to the facilities and services which airport charges relate to*" without requiring the provision of an exhaustive breakdown of the cost of each individual element of the aeronautical activities and the services which are in fact provided to the Airport Users.
- b.** The only proposed adjustment of the level of the airport charges (adjustment of the PTF): all relevant objections raised during and after the consultation sessions have been thoroughly addressed during the consultation sessions, as evidenced by the relevant minutes and through our letter to Ryanair dated 03.06.2024. In any event, the proposed increase of the PTF charge complies with Article 14 of the ADA, Directive 2009/12, and PD 52/2012. As evidenced by the information provided to the Airport Users, the revenue from the Air Activities, including from the Airport Charges and the ADF, is considerably lower than the maximum level allowed by the ADA, i.e. the level that allows AIA to cover the Air Activities costs, and achieve its return on the Air Activities Capital as both are set out under Article 14.8 of the ADA. In this context, the increase of the PTF charge at issue is equivalent to the decrease of the ADF and, most importantly, will have a neutral impact on all users (airlines and passengers), while covering Air Activities costs and the allowable return, without bringing about any change to the Airport Charges' balance, as this balance has been in effect for more than a decade, in full conformance with article 14.8 of the ADA, and in compliance with Article 2.7 of the ADA Extension Agreement (which has been ratified by Law 4594/2019), according to which "*the Airport Company shall*



make -when setting airport charges- reasonable efforts to minimise volatility of the Airport Company's published airport charges, [...] subject to [...] adjustments required to counterbalance the effect of Spata Airport Development Fund fluctuations stemming from relative legislation.". Overall, contrary to what Ryanair argues, the revenue generated through the PTF charge will be used to cover services and facilities provided to the users and corresponds to the costs of those services and the Airport Users will only have to pay for services and facilities that are provided to them, in accordance with Article 14 of the ADA.

In view of the above, the level of the adjusted Airport Charges (PTF) at Athens International Airport is set as follows, effective as of November 1st, 2024:

As of 1st November 2024

Description	Charge
3. PASSENGER CHARGE (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
8. AIRPORT DEVELOPMENT FUND	Collected by the airlines on ticket
All passengers	EUR 3.00 per departing pax
<u>Exempt:</u> Infants, transit, 24 hour transfer, crew - PSO	

AIA is entitled to 75% of the ADF

Important notice: The above price list is subject to the final implementation of the Law 4465 / 2017 and the respective Ministerial Decisions and it has been developed under the condition that AIA's 75% entitlement of the ADF as per applicable legislation should still be in force. Should such entitlement be modified for any reason AIA retains the right to adjust the price list accordingly and proportionately to the modification of the above referred entitlement.

(*) EUR 9.90 per departing pax in case EUR 12.00 ADF is imposed

(**) EUR 13.20 per departing pax in case EUR 12.00 ADF is imposed



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.