



HELLENIC SLOT COORDINATION AUTHORITY

Annual Report of the year 2022



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01.

Introduction

- Foreword
- About HSCA
- Responsibilities
- Coordination Parameters
- Coordinated Airports

Foreword

In this Annual Report for the year 2022, Hellenic Slot Coordination Authority presents the information regarding its structure, status and operational framework, as well as the air traffic data as formed throughout the year and the Summer Period, along with the rest of the information related to its responsibilities and operational work as a whole.

Past (and in the wake of) the strong crisis caused in previous years by the outbreak of the Covid-19 pandemic and its consequences, 2022 has fortunately been a year in which, air traffic at HSCA's responsibility airports moved at high levels, thus proving the return of tourism to stable indicators and confirming Greece's position as a leading - among others - and highly desirable destination for tourism.

About HSCA

Hellenic Slot Coordination Authority (HSCA), as a non-profit Private Law Legal Entity, was established by Law 4233/2014, as amended by Law 4850/2021 art. 69 (Government Gazette A 208 - 05.11.2021) as in effect today, replacing the previous Hellenic Slot Coordination Authority (Law 3534/2007), which operated as a Public Law Legal Entity. HSCA is the official and National Airport Slot Coordinator/Schedules Facilitator of Greece, according to the relevant national and European legislation.

The mission of HSCA is the distribution of airport slots of coordinated and schedules facilitated Greek airports to air carriers and other aircraft operators, in accordance with the relevant national and European Legislation, abiding by the principles of neutrality, objectivity, transparency, non-discrimination and effectiveness, at all stages of the process, always aiming for the most efficient use of airport capacity.

HSCA's responsibilities

- Performs the duties of coordinator and schedules facilitator at all coordinated and schedules facilitated Greek airports.
- Monitors the compliance of the air carriers and aircraft operators to the slots/schedules that have been allocated/proposed to them by the coordinator.
- Represents Greece as its National Airport Slot Coordinator/Facilitator at the European Union and in any other competent international organization, as well as in international events.
- Cooperates on matters of its competence with corresponding authorities, associations, international organizations and the European Commission.
- Cooperates with the European Commission and other Slot Coordinators operating within the European Union for the development of joint and harmonized actions and procedures.
- Collects, processes and evaluates information related to its mission.

Coordination Parameters

In accordance with Regulation 95/1993/EEC, the available slots/schedules at the twenty (20) coordinated/schedules facilitated Greek airports, are allocated/proposed during the Summer Period, taking into account the following coordination parameters:

- Runway movements
- Aircraft parking stands
- Terminal capacity
- Airport operating hours

Slots are distributed by HSCA to the air carriers as “license-to-use” the airport infrastructure for the requested scheduling period. The capacity parameters are set per airport, following analyzes carried out by the Airport Authority/Operator, in collaboration with other competent bodies, such as the Air Traffic Control/ATC, and are proposed for vote to the competent Coordination Committee.

Coordinated/Schedules facilitated airports

Code	Airport	Summer	Winter	Code	Airport	Summer	Winter
AOK	Karpathos	Level 3	Level 1	JTR	Santorini	Level 3	Level 1
CFU	Corfu	Level 3	Level 1	KGS	Kos	Level 3	Level 1
CHQ	Chania	Level 3	Level 1	KIT	Kithira	Level 3	Level 1
EFL	Kefallinia	Level 3	Level 1	KLX	Kalamata	Level 3	Level 1
GPA	Patras	Level 3	Level 1	LXS	Lemnos	Level 2	Level 1
HER	Heraklion	Level 3	Level 1	PAS	Paros	Level 3	Level 1
JKH	Chios	Level 3	Level 1	RHO	Rhodes	Level 3	Level 1
JMK	Mykonos	Level 3	Level 1	SKG	Thessaloniki	Level 2	Level 1
JSH	Sitia	Level 3	Level 1	VOL	Volos	Level 3	Level 1
JSI	Skiathos	Level 2	Level 1	ZTH	Zakynthos	Level 3	Level 1



02.

Administrative

- Board of Directors
- Personnel
- Facilities

Members of the Board of Directors

As defined by Ministerial Decision 247457/13-9-2021 [Government Gazette 787/YODD/18-9-2021]

- **Dr. Nikolaos Lymouris** - Chairman of the Board of Directors
- **Nicoletta Papadavid–Patera** - Executive Vice Chairman
- **Zacharenia Andreadaki** - Member
- **Konstantinos Manoussos** - Member
- **Charalampos Valaouras** - Member

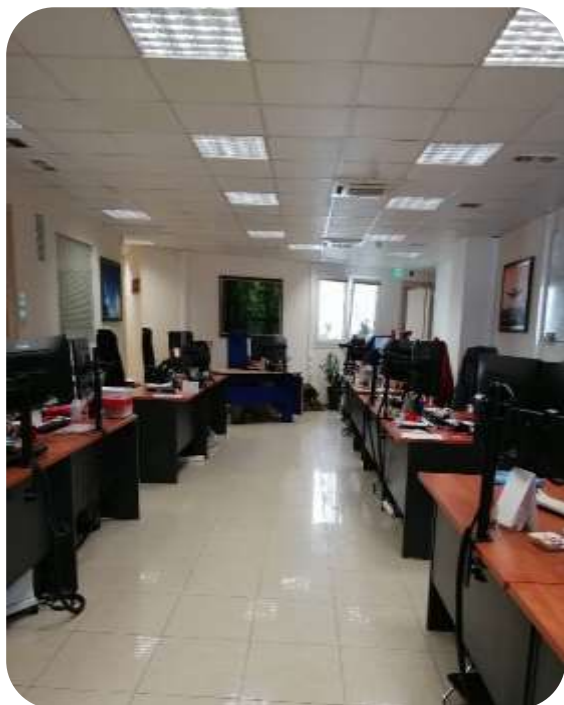
Personnel

The Authority operates, in accordance with the provisions of art. 51 par. 15 of Law 4568/2018, with staff that adequately cover the positions provided for in the organizational chart.

The staffing of HSCA with the appropriate personnel for each sector of responsibility, ensures on the one hand, the uninterrupted flow of all administrative, legal and financial procedures concerning the Authority and on the other hand, the seamless carrying out of the Coordination procedures and other responsibilities, as that the positions are covered by specialized personnel with certified knowledge and proven experience in the field of flight coordination.



Facilities



HSCA's premises are based in Markopoulo of Attica. Its operational center, with a total area of 400 square meters, consists of a reception area/secretariat, the offices of the President and Vice President, a spacious central work unit with the offices of the Coordinators, the Slot Monitoring Department as well as the Slot/Scheduling Fees Department, the office of the Legal Department and Accounting, as well as a meeting/teleconference room. HSCA's operational center also includes a separate room, in which the modern hardware and software used by the Authority to carry out its operational work as a whole, are housed. HSCA has drawn up a contract with specialized professionals who take care of the trouble-free operation and the necessary maintenance of all software and hardware.

A more detailed mention concerning the software used by HSCA, follows in the next chapter.

03.

Operational

- Software
- International Relations
- Operational Work
- Transparency and Neutrality



Software

- **SCORE**

Airport slot coordination is supported by the SCORE program of the Danish company “Prolog Development Center”. SCORE is the most widely used international airport slot coordination software, which, thanks to its extensive and constantly reconfigurable features, is a particularly useful tool for the coordination process and promotes the speed and quality of the services provided. Hellenic Slot Coordination Authority is using the aforementioned program since 2014 and since then, annually renewing the contract with the provider company.



Software

In addition to the support that it mainly offers in the subject of airport slot coordination, the SCORE program also provides valuable assistance to the procedures of slot monitoring, as well as to the export of invoices concerning the slot coordination and scheduling fees.

The Authority via its partners - coordinators, worked closely throughout the whole year with the programmers of the manufacturer company, with the aim of improving and adapting the software to the needs of the Greek Coordination, as well as to the special conditions and features of the Greek coordinated/schedules facilitated airports.



Software

- **OCS**

In parallel with the work of the coordinators, the automated slot allocation system (Online Coordination System / OCS) also operates. Through OCS, authorized and password-registered air carriers-users can check the availability of slots at the airports of their interest, as well as request changes to slots that have already been granted to them, or request/obtain new ones. Changes can be made on an ad hoc basis and with a time horizon of one month. OCS operates on a 24/7 basis.



Software

- **OOH (Out of Office Hours reply)**

Regarding the urgent changes that may arise in the Summer Period during the non-working hours of the Authority, the Out of Office Hours reply system of HSCA operates on daily basis in parallel with OCS. Through OOH, air carriers can make changes to already granted slots or request/obtain new ones. These changes only concern slots of the same day as well as of the following one until the morning, when coordinators take over again. In this way, the continuous carrying out of coordination procedures is ensured throughout the whole day.

Operational work

- Throughout the year, HSCA has worked closely with Fraport Greece, with the Hellenic Civil Aviation Authority (HCAA), with the Hellenic Aviation Service Provider (HASP), as well as with other stakeholders, on issues relevant to its competence.
- During 2022, HSCA participated in a working group along with the Hellenic Civil Aviation Authority, regarding the revision of the “Greek Airport Regulation 4” for the coordination/schedules facilitation of Greek airports. The proposed draft was posted for public consultation on 2/12/2022, inviting other stakeholders to submit possible comments/proposals. The aim of the new “Greek Airport Regulation 4” is to provide an integrated and extensive regulatory framework, referring to sectors related to airport slot coordination/schedules facilitation procedures, such as conditions of allocation of slots/schedules, exceptions in allocation, capacity declaration procedures, slot monitoring procedures e.t.c.
- HSCA gathered and presented flight data to the competent Committee for the performance of the airlines (Slot Performance Committee).

Operational work

- HSCA Organized a series of online meetings (SOM/Slot Optimization Meetings, 20-21 January 2022) with the airlines concerned, to utilize all the chances of improvements in approved slots, or even grant new ones that were not allocated previously due to lack of capacity.
- HSCA submitted a proposal concerning the change of the current procedure regarding the approval of long-stay flights at the coordinated airports. As defined in article 3§1 of the applicable Greek Airport Regulation 4, flights where the aircraft remains on the ground for a period longer than two hours (exceptions are set out in the same article), are characterized as Long Ground Time flights. The proposal was submitted to the Coordination Committees for consultation and discussion and was accepted, with a pilot start of implementation from the next summer season (S23).
- HSCA proceeded to organizing the Slot Monitoring Department further more, and also intensified to the maximum the pace of all procedures related to this sector.

Operational work

- **For the first time**, detailed charts of slot availability of coordinated airports (utilization/availability charts) were uploaded on HSCA's website, in order to provide assistance to the air carriers concerning future slot requests, for the next Summer Period of 2023.
- Furthermore, HSCA performed demand/availability analysis at Greek airports, as well as exercises/impact studies based on scenarios of possible changes in coordination parameters, as a result of which, a hypothetical reallocation of slots was carried out, according to the new availability. HSCA presented those studies to stakeholders.
- Regarding Zakynthos airport, HSCA proposed the increase of total Runway movements by one, per day of operation and per hour, creating new capacity. The proposal was submitted to the competent Coordination Committee and was accepted, with start of implementation from the summer period of 2023.

International relations

HSCA also participated:

- In four strategic working groups of the European Airport Coordinators Association (EUACA), regarding common practices/applications in coordination procedures (1. GA/BA procedures, 2. Systems and Data, 3. Harmonization of implementing procedures, 4. Members' engagement).
- In teleconferences with aviation industry bodies, in order to resolve airport coordination issues (IATA, airlines etc).
- In collaboration with European Coordinators for exchange of information about the travel restrictions to and from our country due to the Covid-19 pandemic and the war in Ukraine, as well as for the issue of justified cancellations of slots and the determination of historical rights (JNUS/Justified Non Utilization of Slots).
- In the Flight Plan Suspension project which successfully took place for the sixth consecutive year, in direct collaboration with Eurocontrol, a project with duration from May 28 to September 30 2022.

International relations

- In consultations with other EUACA members for proposals regarding the revision of the European Regulation 95/93.
- In collaboration with the Attaché for aviation matters at the Permanent Representation of Greece in the EU, due to our country's participation in the working group for the amendment of the aforementioned Regulation 95/93.

Finally, HSCA successfully completed the preparation and live participation at the 151st IATA Slot Conference in Melbourne, Australia, for the coordination of flights of 2023 Summer Period (November 15-18, 2022). The IATA Slot Conference accommodates the participation of airport slot coordinators and air carriers from all over the world. During the conference, the coordinators of HSCA met with representatives of air carriers operating at the airports of its competence, in order to examine the possibilities of improving already allocated airport slots, or even granting new ones.

Transparency - Neutrality

- HSCA accomplishes its duties strictly following all applicable deadlines and best practices of the international aviation community. In all aspects of its operational work, correspondence and services to all partners without exception, HSCA abides by the basic coordination principles: transparency, neutrality, as well as non-discriminatory treatment of airline/airlines against others.
- In the context of transparency and in cooperation with the European Airport Coordinators Association (EUACA), HSCA daily sends to the common database of EUACA the air traffic data held in its system. Access (read-only) to the above common database is used by airlines, airports and Eurocontrol, in order to compare and evaluate the approved slots of air carriers, as well as for reasons of full transparency.
- HSCA also sends the approved slots held in its database on daily basis, to all the coordinated Greek airports, for information and for their own actions. At the same time and through OCS, apart from the air carriers-users of HSCA's services, access to the database of approved slots has been given to Eurocontrol also (read-only view). The same access has been granted to the managing bodies of the Greek coordinated/schedules facilitated airports.

Transparency - Neutrality

- As mentioned above, through OCS air carriers can have a complete picture of the air traffic of each coordinated airport in real time, as well as submit their requests for individual (ad hoc) slots and receive the necessary approvals from the system on the spot.



04.

Movements Statistics

- Generally
- Significant Reference Points
- Initial Demand of Slots
- Initial Coordination
- 31/1 (Historics Baseline Date)
- End of Summer Period

Generally

HSCA, in addition to its operational work, also provided information concerning the scheduled flights/statistics to state and private bodies, such as the Ministry of Infrastructure and Transport, the Ministry of Tourism, the National Tourism Organization, the Bank of Greece, the Greek Tourism Enterprises Association, as well as wherever else requested.

The time period on the basis of which statistics are extracted and conclusions are drawn regarding the formation of air traffic, is the Summer Period of the year (last Sunday of March to last Sunday of October), for which the Authority is responsible concerning the allocation/approval of the respective airport slots. Specifically, flight scheduling data at important time points in the international aviation industry, are compared with their counterparts of the previous year.

Significant reference points

- The overview of the database, following the initial slots demand in October of each year for the coming scheduling summer period, compared to the corresponding one of the previous year.
- The overview of the database as it is formed following the completion of the initial coordination process (approximately on the beginning of each November) for the coming summer period, compared to the corresponding one of the previous year.
- The database of the scheduled flights on 31/1 of each year (Historics Baseline Date), after the returns by the air carriers of the slots that they do not intend not use in the coming summer period, compared to the corresponding one of the previous year.
- The overall picture of the scheduled flights at the end of the summer season, compared to the corresponding one of the previous year.

Initial demand

Code	Airport	Total movements S22	Total movements S21	Difference %
AOK	Karpathos	5462	3950	38,28
CFU	Corfu	47912	44356	8,02
CHQ	Chania	38722	29431	31,57
EFL	Kefallinia	12346	11094	11,29
GPA	Patras	1354	1536	-11,85
HER	Heraklion	86478	81271	6,41
JKH	Chios	2920	3062	-4,64
JMK	Mykonos	29066	27116	7,19
JSH	Sitia	718	914	-21,44
JSI	Skiathos	8298	9040	-8,21
JTR	Santorini	38766	33728	14,94
KGS	Kos	33466	31444	6,43
KIT	Kithira	862	918	-6,10
KLX	Kalamata	7716	7390	4,41
LXS	Lemnos	2026	2336	-13,27
PAS	Paros	5346	5030	6,28
RHO	Rhodes	67814	59022	14,90
SKG	Thessaloniki	44095	45653	-3,41
VOL	Volos	988	1150	-14,09
ZTH	Zakynthos	28100	25804	8,90
Totals		462455	424245	9,01

Initial Coordination

Code	Airport	Total movements S22	Total movements S21	Difference %
AOK	Karpathos	5166	3896	32,60
CFU	Corfu	43772	43702	0,16
CHQ	Chania	33216	28727	15,63
EFL	Kefallinia	11758	11094	5,99
GPA	Patras	1354	1460	-7,26
HER	Heraklion	64345	63394	1,50
JKH	Chios	2920	3062	-4,64
JMK	Mykonos	23860	27074	-11,87
JSH	Sitia	718	914	-21,44
JSI	Skiathos	8198	8988	-8,79
JTR	Santorini	30788	29562	4,15
KGS	Kos	33076	31288	5,71
KIT	Kithira	862	910	-5,27
KLX	Kalamata	7596	5736	32,43
LXS	Lemnos	2056	2336	-11,99
PAS	Paros	5346	4860	10,00
RHO	Rhodes	60398	57868	4,37
SKG	Thessaloniki	44041	45146	-2,45
VOL	Volos	874	1082	-19,22
ZTH	Zakynthos	16106	15344	4,97
Totals		396450	386443	2,59

31/1 (Baseline)

Code	Airport	Total movements S22	Total movements S21	Difference %
AOK	Karpathos	4124	3566	15,65
CFU	Corfu	33838	36458	-7,19
CHQ	Chania	27646	24131	14,57
EFL	Kefallinia	9278	9396	-1,26
GPA	Patras	1270	1278	-0,63
HER	Heraklion	58302	59072	-1,30
JKH	Chios	2792	3044	-8,28
JMK	Mykonos	19174	20302	-5,56
JSH	Sitia	652	914	-28,67
JSI	Skiathos	6332	7660	-17,34
JTR	Santorini	26669	24856	7,29
KGS	Kos	26084	26783	-2,61
KIT	Kithira	846	862	-1,86
KLX	Kalamata	5152	4598	12,05
LXS	Lemnos	2016	2384	-15,44
PAS	Paros	5138	4280	20,05
RHO	Rhodes	51306	50135	2,34
SKG	Thessaloniki	39088	45296	-13,71
VOL	Volos	656	698	-6,02
ZTH	Zakynthos	14458	14050	2,90
Totals		334821	339763	-1,45

End of Summer Period

Code	Airport	Total movements S22	Total movements S21	Difference %
AOK	Karpathos	3016	2284	32,05
CFU	Corfu	27222	19561	39,16
CHQ	Chania	20471	14102	45,16
EFL	Kefallinia	7256	4183	73,46
GPA	Patras	789	784	0,64
HER	Heraklion	50916	37566	35,54
JKH	Chios	3128	2400	30,33
JMK	Mykonos	18181	15430	17,83
JSH	Sitia	618	626	-1,28
JSI	Skiathos	4288	2356	82,00
JTR	Santorini	21785	14344	51,88
KGS	Kos	19497	12787	52,48
KIT	Kithira	700	628	11,46
KLX	Kalamata	3643	2485	46,60
LXS	Lemnos	2038	1758	15,93
PAS	Paros	5229	3812	37,17
RHO	Rhodes	38539	26137	47,45
SKG	Thessaloniki	32813	24469	34,10
VOL	Volos	484	293	65,19
ZTH	Zakynthos	12809	8938	43,31
Totals		273422	194943	40,26

05.

Financial

HSCA Obligations /
Slot Coordination & Scheduling Fees

HSCA obligations/Slot Coordination-Scheduling Fees

- For the period before January 29, 2014 (Law 4233/2014), Slot Fees should have been collected by the former legal entity, in collaboration with the Hellenic Civil Aviation Authority. After the abolition of this procedure (according to Law 4233/2014) and while outstanding debts were already pending due to unpaid fees, HSCA undertook the task to collect those fees as well as issuing new invoices for the current periods. HSCA, as a successor scheme, continues to claim any outstanding debts, having developed a coordinated plan for searching and claiming such debts through its partners.
- During the year 2022, HSCA carried out an investigation into outstanding invoices. This research culminated in a series of letters delivered to airlines during the 151st Coordination Conference in Melbourne, Australia. As a result of this initiative, numerous airlines responded by requesting or providing further information and/or paying the debts in whole or in part.

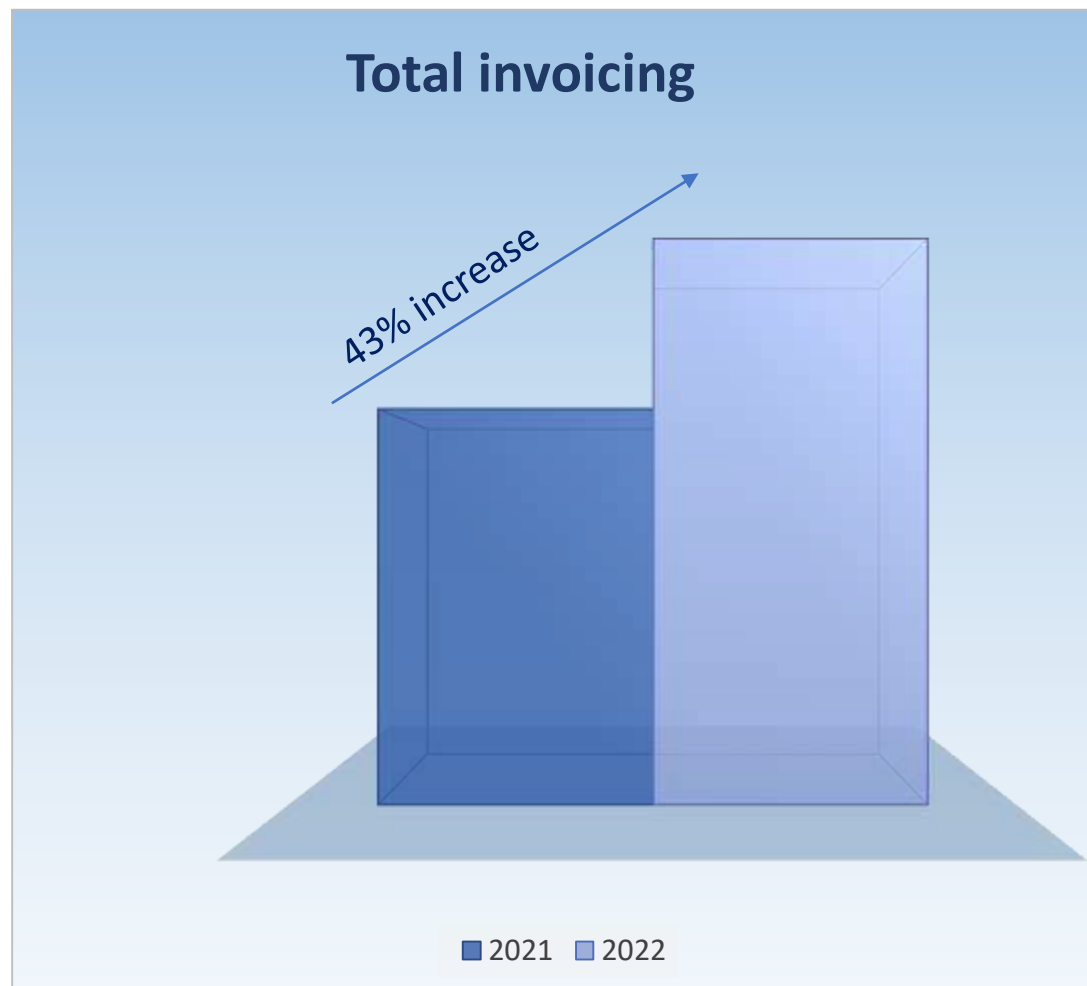
HSCA obligations/Slot Coordination-Scheduling Fees

- Regarding the Slot Coordination and Scheduling Fees for 2022, HSCA issued 323 Debit Notes, which were sent to the debtors in parts and since then, the collection process is being monitored.
- Until the 31st December 2022, 88,7% of the Slot Coordination and Scheduling Fees of all the previous years as well as the current one, had been collected.
- HSCA signed a contract with specialized external partners, for the issuance of the Slot Fee Invoices of 2022.

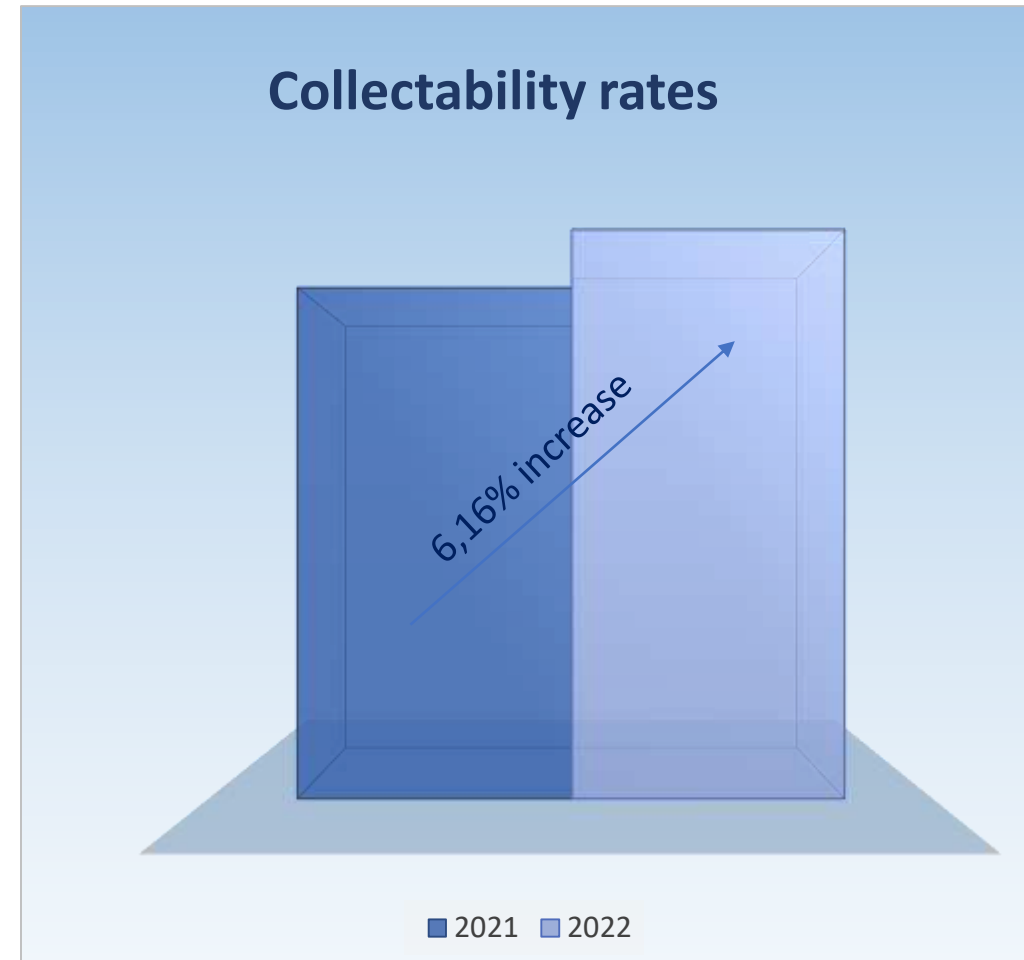
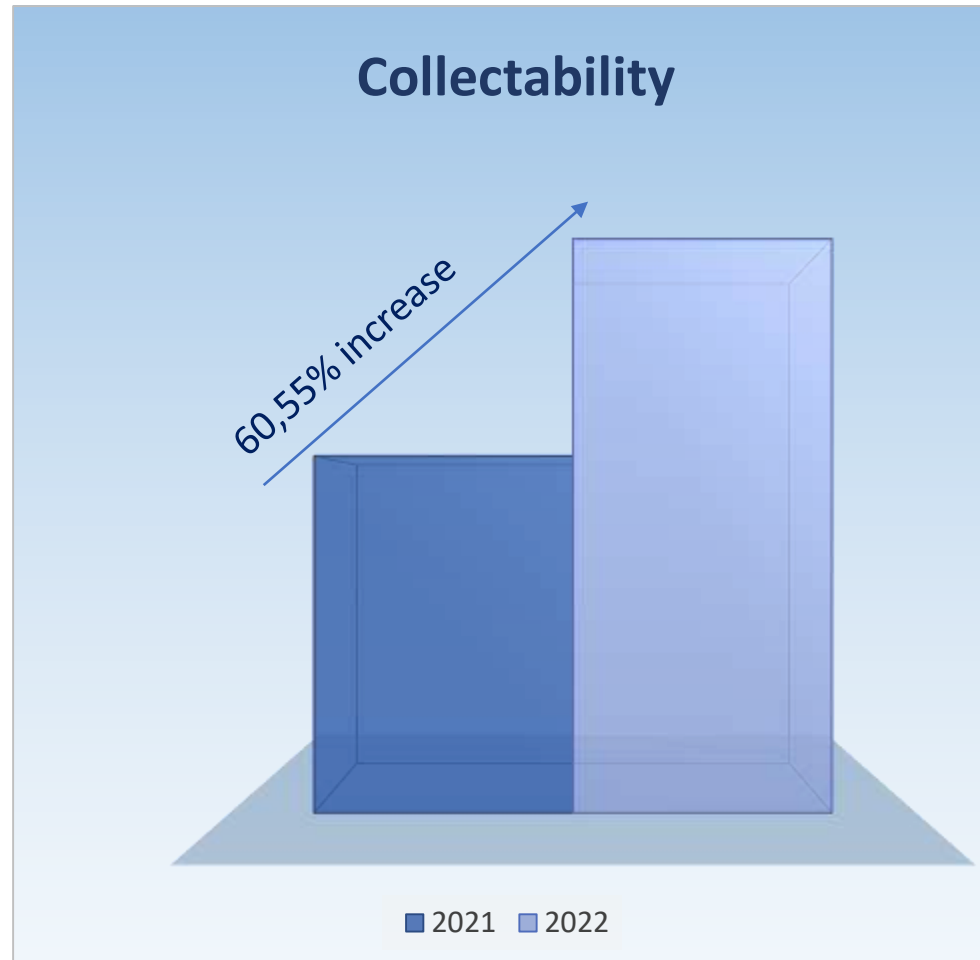
2022 Accounting Data

- Issued invoices: 323
- Airlines: 180
- Increase of total invoicing compared to 2021: 43%
- Increase of fees collection compared to 2021: 60,55%
- Total collectability rate: 88,7%
- Increase of total collectability rate compared to 2021: 6,16%

Comparisons with 2021



Comparisons with 2021

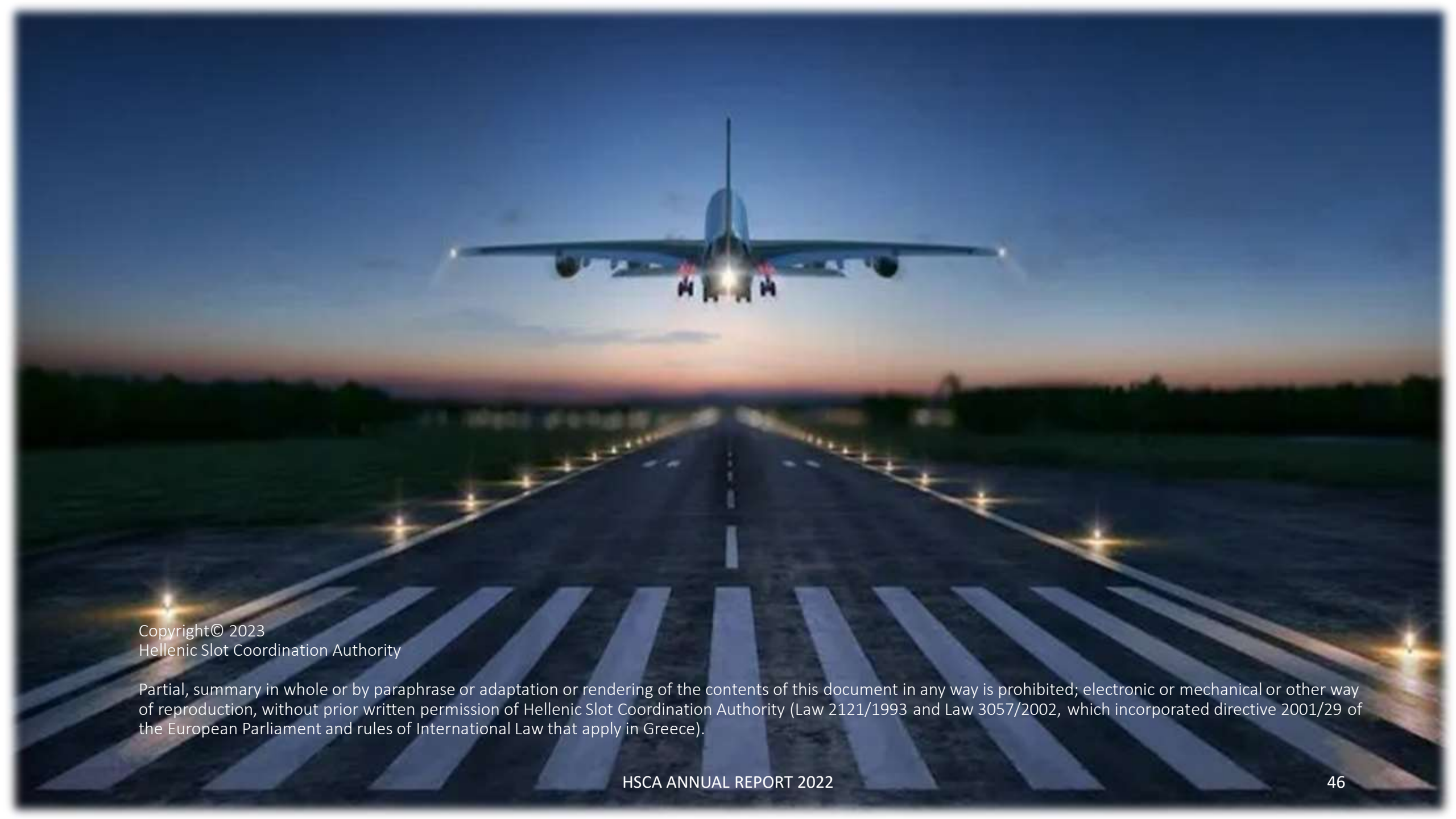


06.
Epilogue

In conclusion, 2022 has been a year rich in operational work and activity. The Authority worked on the development of new actions and proceeded to their implementation, as at the same time all the sets of procedures related to its operation and responsibilities were carried out seamlessly.

From the statistics tables of the fourth chapter, it can be concluded that the air traffic at the airports under HSCA's responsibility, started and ended with generally very positive indicators. The initial demand for slots was completed with an increase of 9% compared to the year 2021 (with the biggest increases in demand being initially found at the airports of Karpathos, Chania, Santorini and Rhodes). Later in the year, these indicators were differentiated by airport and finally the closure of S22 summer period came with an increase in the total number of movements, which reached 40% compared to 2021.

Following all the above, Hellenic Slot Coordination Authority continues its course with optimism, auspicious indicators and solid foundations towards the new year.



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