



# GA / BA Rules & Guidelines

Edition 5.6

April 2026

## CONTENTS

1. Definitions.....	2
2. Documentation .....	3
3. Airports (IATA level 2, Level 3).....	3
4. GA/BA Slots Allocation Procedure .....	4
4.1. Exempted Flight types from Slot Allocation Process .....	4
4.2. GA/BA Service Types .....	4
4.3. Rules and Procedures.....	4
4.4 Correspondence with the Coordinator / Schedules facilitator .....	5
5. Online Coordination and Automation .....	6
5.1. Online Coordination System .....	6
5.2. Automated Message Processing .....	6
6. Monitoring and Sanctions.....	6
6.1. Misuse/Abuse by Airline/Aircraft Operator .....	6
6.2. Misuse/Abuse by Representatives .....	7
Appendix a – PPR information and Procedure .....	9
A.1. HASP Administrated airports .....	9
A.2. Fraport-Greece Administrated Airports.....	10
A.3. Athens international airport .....	11
Appendix b – How to Request Slots .....	12
a. Aircraft Registration .....	12
b. Operator Code.....	12
b.1. Online Coordination System .....	12
b.2. AMP Automatic message processing (Manual Messages).....	13
Appendix c – Consolidated Monitoring Process for Representatives .....	15

## 1. DEFINITIONS

- **AIP**: Aeronautical Information Publication.
- **Airport Operator**: the organization responsible for the management of an airport.
- **AMP-OOH**: Automatic Message Processing – Out Of Office.
- **Coordinated Airport**: An airport where it is necessary for an air carrier or other aircraft operator to obtain a slot by the coordinator prior to an operation.
- **Schedules Facilitated Airport**: An airport where it is necessary for an air carrier or other aircraft operator to agree on a schedule with the schedules facilitator prior to an operation.
- **Coordinator**: The Hellenic Slot Coordination Authority.
- **Schedules Facilitator**: The Hellenic Slot Coordination Authority.
- **FPL**: Flight Plan.
- **GA/BA**: General and Business Aviation.
- **GCR**: General aviation slot Clearance Request/Response message.
- **GIR**: General aviation Information Request/Response message.
- **HCAA**: Hellenic Civil Aviation Authority.
- **HASP**: Hellenic Aviation Service Provider.
- **IFR**: Instrument Flight Rules.
- **NAC**: Notice of Airport Capacity.
- **NMOC**: Eurocontrol's Network Manager Operations Centre.
- **OCS**: Online Coordination System.
- **PPR**: Prior Permission Request for apron clearance.
- **Representative**: An entity authorized to submit slot requests on behalf of air carriers or other aircraft operators.
- **SSIM**: Standard Schedules Information Manual.
- **VFR**: Visual Flight Rules.
- **SPC**: Slot Performance Committee.

## 2. DOCUMENTATION

- EC Regulation No 95/93 as amended.
- Hellenic Law 4233/2014 Constitution of Authority for Slot Coordination at Greek airports and other provisions.
- Decision regarding penalties and relevant sanctions (OJ 1930/B/28-03-2024)
- Ministerial Decision regarding Basic Ground Handling Regulation (1138/B/03-06-2011)
- AIP Greece latest edition.
- IATA Worldwide Airport Slot Guidelines (WASG) latest edition
- Standard Schedules Information Manual (SSIM) latest edition

## 3. AIRPORTS (IATA LEVEL 2, LEVEL 3)

<b>Athens (ATH/LGAV)</b>	<b>Aktion/Preveza (PVK/LGPZ)</b>
<b>Araxos (GPA/LGRX)</b>	<b>Limnos (LXS/LGLM)</b>
<b>Chania (CHQ/LGSA)</b>	<b>Mykonos (JMK/LGMK)</b>
<b>Chios (JKH/LGHI)</b>	<b>N. Anchialos (VOL/LGBL)</b>
<b>Heraklion (HER/LGIR)</b>	<b>Paros (PAS/LGPA)</b>
<b>Kalamata (KLX/LGKL)</b>	<b>Rhodes (RHO/LGRP)</b>
<b>Karpathos (AOK/LGKP)</b>	<b>Santorini (JTR/LGSR)</b>
<b>Kefallinia (EFL/LGKF)</b>	<b>Sitia (JSH/LGST)</b>
<b>Kerkyra (CFU/LGKR)</b>	<b>Skiathos (JSI/LGSK)</b>
<b>Kos (KGS/LGKO)</b>	<b>Thessaloniki (SKG/LGTS)</b>
<b>Kythira (KIT/LGKC)</b>	<b>Zakynthos (ZTH/LGZA)</b>

## 4. GA/BA SLOTS ALLOCATION PROCEDURE

### **ALL AIRPORTS\***

All IFR flights (including flights that operate a portion under VFR) must obtain an airport slot/schedule before operating at any Coordinated (IATA Level 3) or Schedules Facilitated (IATA Level 2) Greek airport.

### **\*ATH/LGAV Airport**

All flights (IFR and VFR) must obtain an airport schedule before operating at ATH/LGAV airport.

### 4.1. EXEMPTED FLIGHT TYPES FROM SLOT ALLOCATION PROCESS

- Military flights
- Ambulance flights
- State flights
- Emergency/Diversion flights
- Search and Rescue flights
- Humanitarian flights
- Training flights (Touch and Go only)
- Helicopters

### 4.2. GA/BA SERVICE TYPES

The following service types can be used for GA/BA slot clearance requests:

- **D:** General Aviation, non-commercial and empty flights.
- **N:** Business Aviation and Air Taxi

### 4.3. RULES AND PROCEDURES

**4.3.1.** GA/BA slot allocation follows the principles described in IATA's SSIM Appendix K.

**4.3.2.** Any request for new or editing/cancelling existing slots/schedules must be communicated prior to the operation, retrospective requests will not be processed.

**4.3.3.** Aircraft registration changes are prohibited unless slots/schedules are requested and allocated with an operator code.

**4.3.4.** Slot/schedule swaps or transfers are not permitted.

**4.3.5.** Aircraft registration is mandatory and must be included in all GA/BA slot/schedule requests.

**4.3.6.** An air carrier or representative must obtain a PPR from the airport operator prior to applying for an airport slot/schedule (please consult Appendix B for details on PPR local rules).

**4.3.7.** The PPR must be included in the Supplementary Information (SI) part of the GCR message. Slots/schedules allocated without or with invalid PPR are subject to revocation. The validity of the PPR is the responsibility of the air carrier or representative that submitted the request.

**4.3.8.** Minimum allowed turnaround time is twenty (20) minutes.

## 4.4 CORRESPONDENCE WITH THE COORDINATOR / SCHEDULES FACILITATOR

**4.4.1.** GA/BA slots/schedules requests can be submitted:

- Via email at [slot@hsca.gr](mailto:slot@hsca.gr) (GCR message, SSIM Appendix K).  
or
- via the OCS portal at [www.online-coordination.com](http://www.online-coordination.com) (Paid account required at third party service, please refer to Ch. 5 for more information).

**4.4.2.** Requests with an operator code must be submitted by the air carrier or a representative. It is strongly advised that slots/schedules are obtained with a flight number where applicable.

**4.4.3.** Flights operating with aircraft registration only, must obtain slots/schedules via a representative, following the /FLT message format (please refer to Appendix C for more information).

**4.4.4.** All requests will be handled no earlier than:

- Fourteen (14) days prior to the operation for all airports except ATH/LGAV.
- Seven (7) days prior to the operation for ATH/LGAV.

**4.4.5.** All requests must be submitted in linked format unless the aircraft stay exceeds nine (9) days, where the arrival and departure slot/schedule requests must be submitted in unlinked format. Specific aircraft registrations communicated by the airport to HSCA are exempted from this rule.

**4.4.6.** A unique 3-letter permission code is assigned to each representative for requesting slots/schedules without an operator code. Please refer to **Appendix C** for more information.

**4.4.7.** There may be cases where a requested aircraft type or airport is not in HSCA's database. In such cases, please follow the below guidelines:

- Placeholder airport: ZZZZ
- Placeholder aircraft: ZZZZ

The airport and/or aircraft ICAO code must be included in the SI part of the message, otherwise slots/schedules will be withdrawn.

## 5. ONLINE COORDINATION AND AUTOMATION

Pursuant to article 4.5 of EC Regulation No 95/93 as amended, the coordinator/schedules facilitator shall make provisions that slots/schedules can be allocated out of office hours.

### 5.1. ONLINE COORDINATION SYSTEM

The Online Coordination System platform provides online access to live airport slots databases and allows users to edit their slots online. Access rights to airports are granted by HSCA and are separate from other administration services provided by third parties (e.g. account creation).

More information and registration instructions can be found on:

[www.online-coordination.com](http://www.online-coordination.com)

Processing of requests through OCS is **automated** and subject to coordination parameters and rules governing the slot allocation process for GA/BA flights, as described in this document. All processed requests are monitored by the coordinator regarding compliance to these rules and guidelines. Misuse or abuse of automation and procedures may result in suspension of access through the OCS platform.

For access and assistance at Greek airports please contact us at [ocs@hsc.gr](mailto:ocs@hsc.gr). HSCA is not liable for unprocessed correspondence regarding OCS accessibility or support for Greek airports at different email addresses.

### 5.2. AUTOMATED MESSAGE PROCESSING

Automated Message Processing is enabled for GCR messages at all times and will process requests via email at [slot@hsc.gr](mailto:slot@hsc.gr) automatically.

AMP will only handle messages from authorised contacts with the relevant access rights, using the same pool of allowed operator codes as OCS. Otherwise, such messages will remain in the inbox to be examined manually by a coordinator.

## 6. MONITORING AND SANCTIONS

### 6.1. MISUSE/ABUSE BY AIRLINE/AIRCRAFT OPERATOR

**6.1.1.** Slot monitoring rules apply to General and Business Aviation operations and include but are not limited to:

- i) Operating at a coordinated/schedules facilitated airport without an allocated slot/schedule.
- ii) Intentionally scheduling and operating at a time different than the allocated slot/schedule.
- iii) Intentionally failing to respect ground time restrictions where applicable.
- iv) Requesting slots/schedules for any reason, other than an intended flight operation.
- v) Holding slots/schedules for any other reason than an intended flight operation.
- vi) Failing to cancel slots/schedules in advance, which will not be used.
- vii) Obtaining slots/schedules without PPR (where PPR is mandatory).
- viii) Obtaining slots/schedules with false/fraudulent PPR.
- ix) Using a single PPR for more than one turnaround flight.

Any other case that may cause prejudice in the efficient use of airport capacity or the procedure of GA/BA slot allocation/schedules facilitation.

**6.1.2.** Intentional and/or repeated slot misuse will result in sanctions that may include and are not limited to:

- i) Suspension of the submitted flight plan.
- ii) Referral to the CAA for financial penalties.
- iii) Referral to the SPC.
- iv) Referral to the Coordination Committee.
- v) Reduction of the available horizon for slot requests through OCS.
- vi) Revocation of access rights to coordinated Greek airports from OCS for an appropriate amount of time\*.

\*In such case, messages will only be processed manually via email in SSIM Appendix K format by the coordinator or automatically through AMP-OOH, during out of office hours.

IFR flight plans (including those operating a portion under VFR) with an initial estimated time of arrival that are inconsistent by more than 15 minutes from the allocated slots, are subject to suspension by the competent Air Traffic Control Authorities. Changes on the day of operation of more than 15 minutes must be cleared by the coordinator prior to the operation.

## 6.2. MISUSE/ABUSE BY REPRESENTATIVES

**6.2.1.** Misusing or abusing the capabilities of automated means as well as slot coordination rules and procedures as set out in this document will include and are not limited to:

- i) Requesting slots/schedules for any other reason than an intended flight operation.
- ii) Holding slots/schedules for any reason, other than an intended flight operation.
- iii) Failing to cancel slots/schedules in advance, which will not be used.
- iv) Editing slots/schedules obtained by a different user.
- v) Obtaining slots/schedules without PPR (where PPR is mandatory).
- vi) Obtaining slots/schedules with false or fraudulent PPR.
- vii) Using a single PPR for more than one turnaround flight.

Any other case that may cause prejudice in the efficient use of airport capacity or the procedure of GA/BA slot allocation/schedules facilitation.

HSCA may contact the representative as well as the airport operator with a view of exchanging information. The SPC may request a representative to attend the committee when abuse is observed, to discuss corrective actions.

**6.2.2.** In accordance with the provisions of article 6.2.1, relevant sanctions may apply such as:

- i) Reduction of the available horizon for slot requests through OCS.
- ii) Suspension of access to Greek airports via the OCS portal for an appropriate amount of time\*.
- iii) Referral to the SPC.
- iv) Referral to the Coordination Committee.

Any other appropriate enforcement action that may be deemed necessary on a case-by-case basis.

\*In such case, messages will only be processed manually via email in SSIM Appendix K format by HSCA or automatically through AMP-OOH, during out of office hours.

*(intentionally blank)*

## APPENDIX A – PPR INFORMATION AND PROCEDURE

### A.1. HASP ADMINISTRATED AIRPORTS

<b>Araxos (GPA/LGRX)</b>
<b>Chios (JKH/LGHI)</b>
<b>Heraklion (HER/LGIR)</b>
<b>Kalamata (KLX/LGKL)</b>
<b>Karpathos (AOK/LGKP)</b>
<b>Kythira (KIT/LGKC)</b>
<b>Limnos (LXS/LGLM)</b>
<b>N. Anchialos (VOL/LGBL)</b>
<b>Paros (PAS/LGPA)</b>
<b>Sitia (JSH/LGST)</b>

- 1.1. For a slot/schedule to be considered valid, the following criteria must be met:
  - a. Slot/schedule arrival and departure times are within 20 minutes of obtained PPR arrival and departure times  
or,
  - b. Allocated slots/schedules ground time is a subset of the obtained PPR ground time. The party that obtained the slots/schedules is responsible for informing the airport managing body accordingly.
  
- 1.2. For HER/LGIR, a PPR is not mandatory if required ground time is equal to or less than 120 minutes.

## A.2. FRAPORT-GREECE ADMINISTRATED AIRPORTS

<b>Chania (CHQ/LGSA)</b>
<b>Kefallinia (EFL/LGKF)</b>
<b>Kerkyra (CFU/LGKR)</b>
<b>Kos (KGS/LGKO)</b>
<b>Mykonos (JMK/LGMK)</b>
<b>Aktion/Preveza (PVK/LGPZ)</b>
<b>Rhodes (RHO/LGRP)</b>
<b>Santorini (JTR/LGSR)</b>
<b>Skiathos (JSI/LGSK)</b>
<b>Thessaloniki (SKG/LGTS)</b>
<b>Zakynthos (ZTH/LGZA)</b>

For a slot/schedule to be considered valid, the slot/schedule arrival and departure times must be **exactly the same** with obtained PPR. The party that obtained the slots/schedules is responsible for informing the airport managing body accordingly.

*Fraport-Greece PPR Procedure and Guidelines*

<https://www.fraport-greece.com/en/our-expertise/aviation/ppr-procedure-and-guidelines.html>

### A.3. ATHENS INTERNATIONAL AIRPORT

#### Athens (ATH/LGAV)

3.1. Flights requested with a maximum ground time of 90 minutes are allocated to the published apron positions and PPR is not required. Details on published aprons stands can be found in airport capacity parameters.  
(<https://hsca.gr/coordination-parameters/>)

3.2. Requests with PPR, are only processed 1 day prior or on the day of operation when the following conditions are met:

- Ground stop exceeds 90 minutes.  
And/Or
- The requested aircraft type is not indicated in the apron stand coordination parameters.

A PPR is considered valid when the following criteria are fulfilled:

- a. Schedule arrival and departure times are within 20 minutes of obtained PPR arrival and departure times.  
or,
- b. Allocated schedules ground time is a subset of the obtained PPR ground time. The party that obtained the schedules is responsible for informing the airport managing body accordingly.

#### **Important Note**

Schedules that were previously allocated to the published apron positions that wish to

- extend the ground stop by more than 90 minutes or
- operate with an aircraft type that is not indicated in the apron stand coordination parameters,

#### **must obtain an approved PPR prior to the request.**

Applicants should delete the original schedule and request the new schedule along with the approved PPR. This can be requested in the same GCR message via email or through OCS.

Action code D – Delete existing

Action code N – New request

Schedules that were previously allocated to the published apron positions and revisions are required (90 minutes or less) which include:

- Decrease of ground stop,
- Flight number,
- Route,
- Service type,
- aircraft type indicated in the declared apron stands,

**do not need to obtain a PPR.**

## APPENDIX B – HOW TO REQUEST SLOTS

### A. AIRCRAFT REGISTRATION

A unique 3-letter code has been assigned to each representative which will be used for slots requested with an aircraft registration.

Message identifier /REG is not accepted, and all messages should be identified as /FLT.

Following this procedure, all messages are essentially flight number requests, where the representative assigned 3-letter code is used as the operator code.

The representative uses a flight number of their choice which can consist of a minimum of 3 and up to 4 number digits. Leading zeroes can be used to fill in the flight number.

The same flight number cannot exist within the same calendar date, separately for arrivals and departures. Two arrivals **cannot have** the same flight number in the same date, two departures **cannot have** the same flight number in the same date, but an arrival and a departure **can**.

Kindly note that **all rules governing aircraft registration requests still apply** (i.e., transfer to another registration).

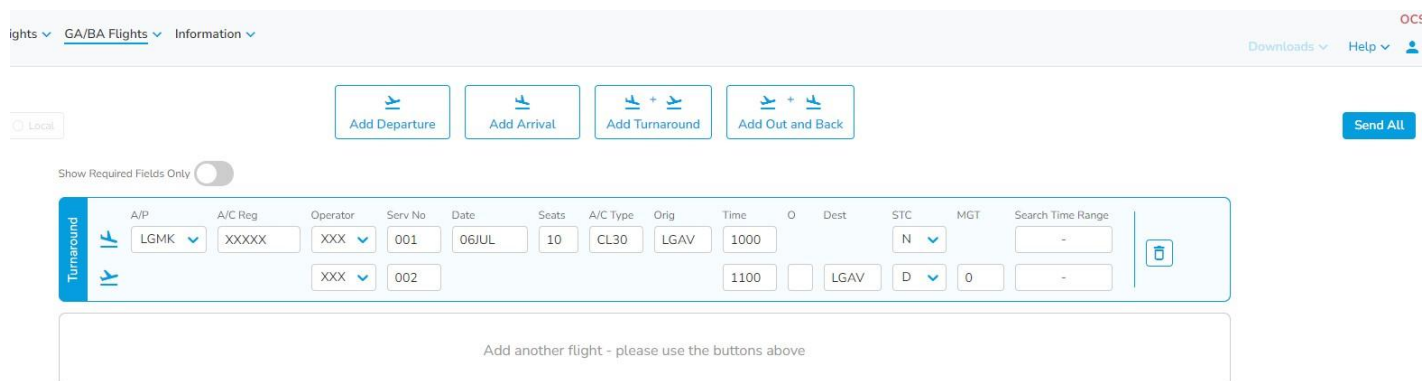
**If you have not been assigned a 3-letter code, please contact us at [ocs@hsca.gr](mailto:ocs@hsca.gr) to apply.**

### B. OPERATOR CODE

Requests can be submitted by a representative or by the operator using a flight number with relevant operator code, under the /FLT identifier.

#### B.1. ONLINE COORDINATION SYSTEM

In OCS GABA pages, the representative/operator must fill in the operator code fields the appropriate designator, depending on the type of request, as well as the flight information.



The screenshot shows the OCS GABA interface with the following elements:

- Navigation: "ights", "GA/BA Flights", "Information", "Downloads", "Help", "OC", "Send All".
- Buttons: "Add Departure", "Add Arrival", "Add Turnaround", "Add Out and Back".
- Toggle: "Local", "Show Required Fields Only".
- Form Fields:
 

A/P	A/C Reg	Operator	Serv No	Date	Seats	A/C Type	Orig	Time	O	Dest	STC	MGT	Search Time Range
LGMK	XXXXX	XXX	001	06JUL	10	CL30	LGAV	1000			N	0	-
		XXX	002					1100		LGAV	D	0	-
- Footer: "Add another flight - please use the buttons above".

If the request can be confirmed, the resulting message confirmation sent by the system will look like this:

```
GCR
/FLT
LGMK
KXXX001 XXX002 06JUL 010CL30 LGAV1000 1100LGAV ND
/ IDA.LGMKAXX000100 IDD.LGMKDXXX000200 RE.XXXXX/
GI Automatic reply
SI Copy of message sent from OCS:
GCR
/FLT
LGMK
NXXX001 XXX002 06JUL 010CL30 LGAV1000 1100LGAV ND /RA.1000 RD.1100 RE.XXXXX/
SI PPR.....
```

If the request cannot be directly confirmed, the portal will guide the user through the closest available slots, resulting in the same confirmation message archetype.

The registration must always be included in the additional information line, seen as RE.XXXXX in the above example.

The aircraft registration is mandatory for all requests and if left blank, the request will be declined with the following information message from the portal:



## B.2. AMP AUTOMATIC MESSAGE PROCESSING (MANUAL MESSAGES)

AMP will function in a similar way. The user will use SSIM message syntax as described in SSIM Appendix K and communicate their request via email. If the sender has sufficient permissions, the message will be processed automatically. Otherwise, it will remain in the inbox for the coordinator to process.

Messages with /REG identifier will be rejected.

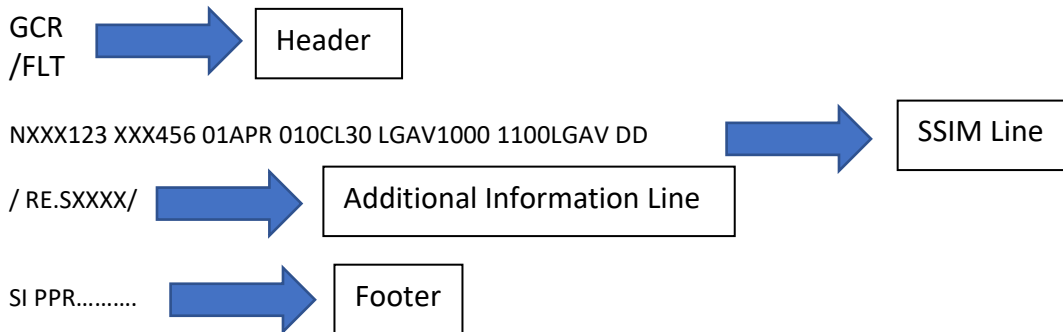
Only messages with /FLT identifier will be processed.

For example:

```
GCR
/FLT
LGBL
NXXX123 XXX456 01APR 010CL30 LGAV1000 1100LGAV DD
/ RE.SXXXX/
SI PPR.....
```

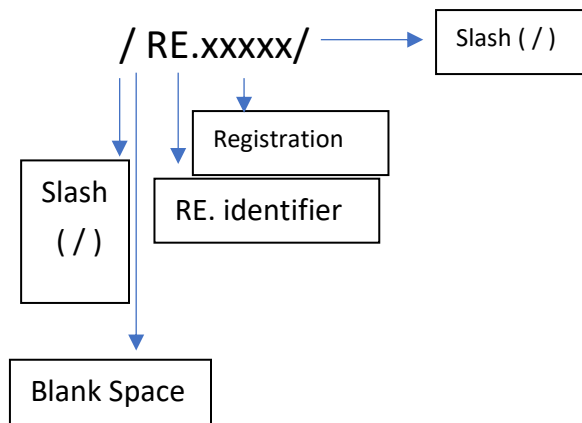
The flight number must consist of the 3-letter code assigned to the representative or the air carrier's ICAO code, followed by the flight number.

The registration tag (RE.xxxxx) is **mandatory**. If the registration tag is missing from manual requests, they will be rejected. The syntax is very important and should be followed closely to avoid rejected messages.



Time change or other requests follow the C/R principles described in IATA’s SSIM Appendix K.

The additional information line is mandatory in manual messages. The syntax that should be followed is also very specific:



If the above syntax is not followed, messages will be rejected. The **blank space** as well as the identifier followed by a **dot (.)** are the easiest to miss.

APPENDIX C – CONSOLIDATED MONITORING PROCESS FOR REPRESENTATIVES

Type of Misuse	HSCA Procedure	Conditions for Sanctioning	Enforcement Types	Objectives
Requesting slots for any other reason than an intended flight operation	Communication of misuse found Dialogue aiming correction Procedures Supervision Official warning on intended sanction if pattern continuous	No corrective action and repetition of behavior	Reduction of the available horizon for slot requests trough OCS. Revocation of access rights to coordinated Greek airports from OCS for an appropriate amount of time. Referral to the SPC. Referral to the Coordination Committee.	Corrective action to Avoid wasting scarce capacity Eliminating requests for an operation other than that indicated with the intention to gain priority
Holding slots for any reason, other than an intended flight operation.	Communication of misuse found Dialogue aiming correction Procedures Supervision Official warning on intended sanction if pattern continuous	No corrective action and repetition of behavior	Reduction of the available horizon for slot requests trough OCS. Revocation of access rights to coordinated Greek airports from OCS for an appropriate amount of time. Referral to the SPC. Referral to the Coordination Committee.	Corrective action to Avoid wasting scarce capacity Eliminate intention to deny capacity to another request
Editing slots obtained by a different user	Communication of misuse found Dialogue aiming correction Procedures Supervision Official warning on intended sanction if pattern continuous	No corrective action and repetition of behavior	Reduction of the available horizon for slot requests trough OCS. Revocation of access rights to coordinated Greek airports from OCS for an appropriate amount of time. Referral to the SPC. Referral to the Coordination Committee.	Corrective action to Eliminate trends to gain priority over other requests and deny capacity to other requests
*Failing to cancel slots in advance, which will not be used.	Communication of misuse found Dialogue aiming correction Procedures Supervision Official warning on intended sanction if pattern continuous	No corrective action and repetition of behavior	Reduction of the available horizon for slot requests trough OCS. Revocation of access rights to coordinated Greek airports from OCS for an appropriate amount of time. Referral to the SPC. Referral to the Coordination Committee.	Corrective action to Avoid wasting scarce capacity Eliminate intention to deny capacity to another request
Obtaining slots without PPR (where PPR is mandatory).	Communication of misuse found Dialogue aiming correction Procedures Supervision Official warning on intended sanction if pattern continuous	No corrective action and repetition of behavior	Reduction of the available horizon for slot requests trough OCS. Revocation of access rights to coordinated Greek airports from OCS for an appropriate amount of time. Referral to the SPC. Referral to the Coordination Committee.	Corrective action to Eliminate intention to gain priority over other requests Avoid wasting scarce capacity (in case PPR cannot be finally obtained)
Obtaining slots with false or fraudulent PPR.	Communication of misuse found Dialogue aiming correction Procedures Supervision Official warning on intended sanction if pattern continuous	No corrective action and repetition of behavior	Reduction of the available horizon for slot requests trough OCS. Revocation of access rights to coordinated Greek airports from OCS for an appropriate amount of time. Referral to the SPC. Referral to the Coordination Committee.	Corrective action to Eliminate intention to gain priority over other requests Avoid wasting scarce capacity (in case PPR cannot be finally obtained)
Transferring slots to another a/c registration when slots were requested and allocated with the representative's code.	Communication of misuse found Dialogue aiming correction Procedures Supervision Official warning on intended sanction if pattern continuous	No corrective action and repetition of behavior	Reduction of the available horizon for slot requests trough OCS. Revocation of access rights to coordinated Greek airports from OCS for an appropriate amount of time. Referral to the SPC. Referral to the Coordination Committee.	Corrective action to Eliminate intention to gain priority over other requests