



HELLENIC SLOT COORDINATION AUTHORITY

Annual Report of the year 2023



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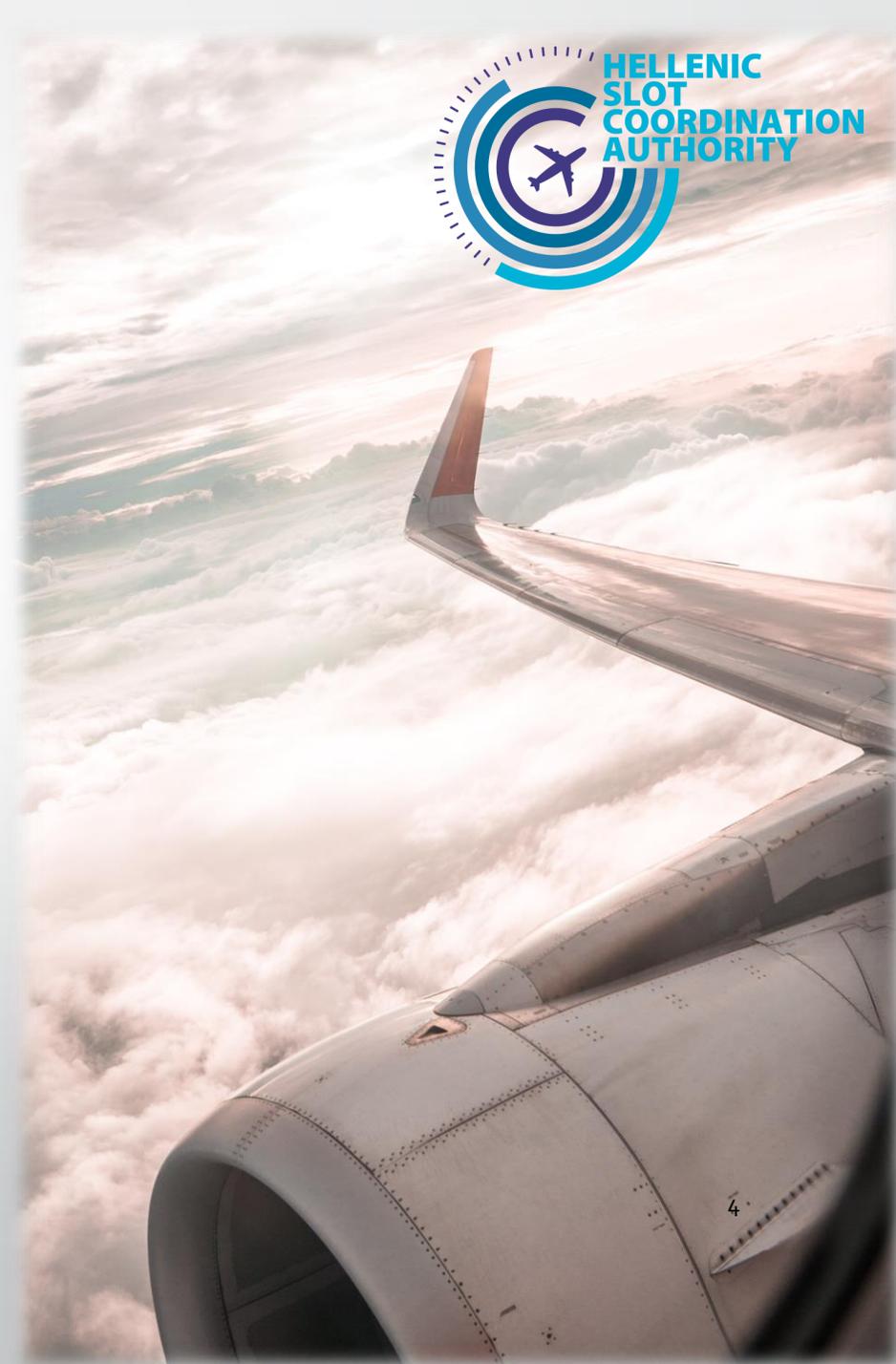
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01.

Introduction

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



Foreword

In this Annual Report for the year 2023, the Hellenic Slot Coordination Authority presents the information concerning its structure, status and operational framework, as well as the summer season air traffic data, as they evolved throughout the year (all waypoints according to the worldwide calendar of coordination activities for the summer scheduling season), and other data concerning its responsibilities and operational work as a whole.

In the year 2023, air traffic at the airports under the responsibility of the Hellenic Slot Coordination Authority fully returned to the normal levels and indicators at which it was before the outbreak of the Covid-19 pandemic, which seriously affected both the aviation industry and tourism in general, on a global scale and for a long period of time. In addition, 2023 was a highly productive year in all the sectors under the competence of HSCA, as detailed later in this report.

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 / schedules facilitation of the 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.
- 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 and
- Any other environmental, technical or operational constraints that might exist

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 analyses 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
AOK	Karpathos	Level 3	Level 1
CFU	Corfu	Level 3	Level 1
CHQ	Chania	Level 3	Level 1
EFL	Kefallinia	Level 3	Level 1
GPA	Patras/Araxos	Level 3	Level 1
HER	Heraklion	Level 3	Level 1
JKH	Chios	Level 3	Level 1
JMK	Mykonos	Level 3	Level 1
JSH	Sitia	Level 3	Level 1
JSI	Skiathos	Level 2	Level 1

Code	Airport	Summer	Winter
JTR	Santorini	Level 3	Level 1
KGS	Kos	Level 3	Level 1
KIT	Kithira	Level 3	Level 1
KLX	Kalamata	Level 3	Level 1
LXS	Lemnos	Level 2	Level 1
PAS	Paros	Level 3	Level 1
RHO	Rhodes	Level 3	Level 1
SKG	Thessaloniki	Level 2	Level 1
VOL	Volos	Level 3	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 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
- Operational Work
- International Relations
- Website
- Transparency - 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 notably 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

- **SCORE**

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

The Authority via its partners - coordinators, cooperated throughout the 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. OCS operates on a 24/7 basis.



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, up to and including the next business day. In this way, the continuous carrying out of coordination procedures is ensured throughout the whole day.

Operational Work

- HSCA cooperated closely throughout the year, with Fraport Greece, the Hellenic Aviation Service Provider, the Hellenic Civil Aviation Authority, as well as with other stakeholders, on relevant issues of its competence.
- During 2023, the operation of the - already established in 2022 - working group between the Hellenic Civil Aviation Authority (HCAA) and HSCA regarding the revision of the “Greek Airport Regulation 4” for the Coordination of the Greek Airports, continued unhindered. The two Authorities drafted the new and fully revised relevant document which was finally posted for public consultation with a simultaneous invitation to other interested parties, to comment and submit observations. The National Legislation “for the allocation of slots at Greek airports” (No HCAA/28893/30.10.2023) was published in the Government Gazette (G.G B’ 6288/01.11.2023), providing a comprehensive and extensive regulatory framework which covers all areas relevant to airport slot coordination procedures, such as conditions for the allocation of slots, exceptions, coordination parameters, monitoring of air carriers' compliance with the allocated slots etc.

Operational Work

- HSCA took part in both Coordination Committees (September 2023), concerning regional airports under Fraport Greece and HASP management.
- Gathered and presented detailed flight data to the competent Committee for the performance of the airlines (Slot Performance Committee).
- Monitored the compliance of the airlines' schedules with respect to the allocated slots and the agreed schedules at the Greek coordinated and schedules facilitated airports and notified the repeated and intentional slot violations to the Hellenic Civil Aviation Authority for further actions.
- In January 2023, HSCA organized online meetings as part of the annual SOM (Slot Optimization Meetings), which takes place after the airline industry's global "Series Return Deadline", aiming to improve air carriers' outstanding requests. The online SOM lasted two days and was attended by all HSCA's coordinators for coordinated and schedules facilitated airports, with a strong response from airlines.

Operational Work

- HSCA published on its website for second consecutive year, estimates for air traffic as well as detailed charts of the utilization - distribution of slots at the airports under its jurisdiction, for the summer period 2023.
- Composed and proposed a local rule / procedure regarding slot allocation of long ground time flights (more than 120 minutes on ground) at Greek coordinated airports, which was presented to the Coordination Committees of the regional airports under Fraport Greece and HASP management.
- Participated in a working group organized by the Coordination Committee of Fraport Greece's regional airports on long ground time procedures (LGT) at the airports under its responsibility.
- Conducted a study for the airport of Chania and specifically, for the calculation of runway movements during the conversion from "rolling" to "fixed".

Operational Work

- Updated the General and Business Aviation (GA/BA) Rules and Guidelines, which were also presented to the Coordination Committees of Fraport Greece's regional airports and the HASP's management airports.
- Issued an updated procedure concerning Coordination-Facilitation on the day of operation. The relevant guidance refers to the management of cases where extraordinary changes to flight schedules take place during the day of operation.
- Participated in a working group organized by the Coordination Committee of Fraport Greece's regional airports, on the exploration of an alternative way of the calculation of passengers ("Passenger profile") at Corfu airport.
- Collected and provided detailed statistics and comparative data to stakeholders in tourism and the aviation industry of the country, for their information and for the organization of their operational work.

International Relations

HSCA also participated:

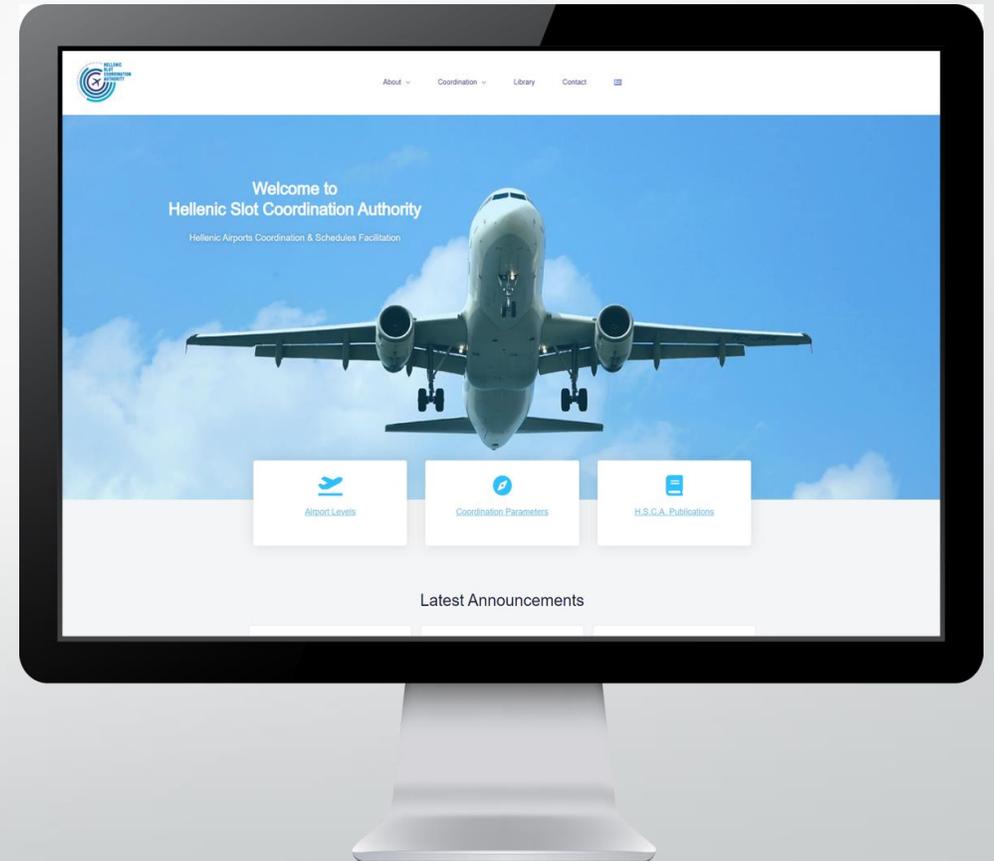
- In the regular meetings of EUACA (March 2023 - Bulgaria, September 2023 - Porto, November 2023 - Dubai).
- In a working group along with several other European Airport Coordinators, for the issuance of a certain guidance with detailed examples, concerning the determination of airlines' historical rights. This document was published on HSCA's website.
- In a working group of the airline industry representing itself and the Worldwide Airport Coordinators Group (WWACG), on the topic of overbidding and late cancellations of slots.
- In EUACA's working group concerning the configuration of EUACA's new website.
- In the "Flight Plan Suspension" procedure which continued successfully for the seventh consecutive year, providing Eurocontrol with information on allocated slots for General and Business Aviation flights, for the period from 1 June to 30 September 2023.

International Relations

- In cooperation with the Attaché for aviation issues at the Permanent Representation of Greece to the EU, due to the participation of our country in the working group for the amendment of the European Regulation 95/93.
- In EUACA's working group concerning the renewal of infrastructures, databases and information exchange (in progress).
- In EUACA's working group on the development of guidelines for slot monitoring (in progress).
- In the 153rd IATA Slot Conference in Dubai, for the coordination of flights for the 2024 summer season (14-17 November 2023). During this international conference, HSCA's coordinators met with representatives of the air carriers operating at the airports under its responsibility, in order to examine the possibilities of improving slots or granting new ones.

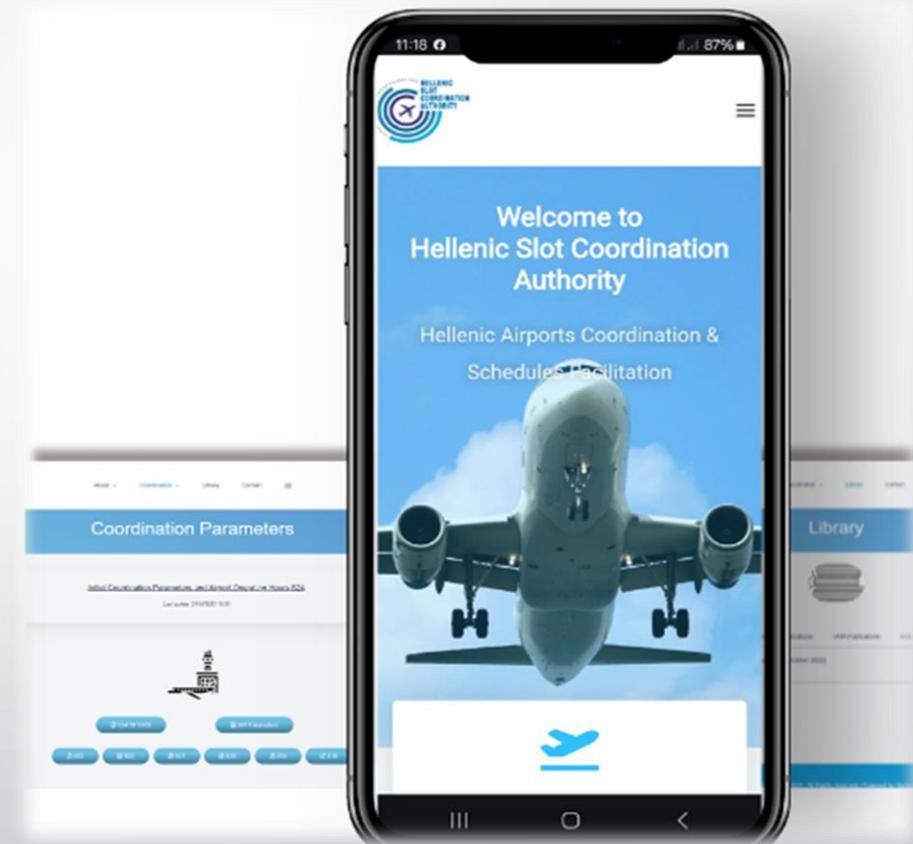
Website

- HSCA's website (www.hsca.gr) has been on-line since 2012 and is continuously being enriched with new content. During the year 2023, HSCA carried out a total reconstruction of its website, with the aim of upgrading its aesthetics, the even more complete reference to all the information concerning the Authority, as well as the easiest possible for the visitor to browse its contents.
- New sectors of contents were created along with the reconfiguration of the existing ones, while at the same time editing and updating the website takes place on a daily basis.



Website

- HSCA's new website has been on-line since December 2023 and is accessible from computers as well as tablets and mobile phones. Particular emphasis has been placed on data security through the use of SSL communication, while allowing the application of modern design principles and user interface improvements for better navigation and usability.



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.
- During the summer period, HSCA also sends the approved slots/schedules held in its database on daily basis, to all the coordinated and schedules facilitated Greek airports, for their 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

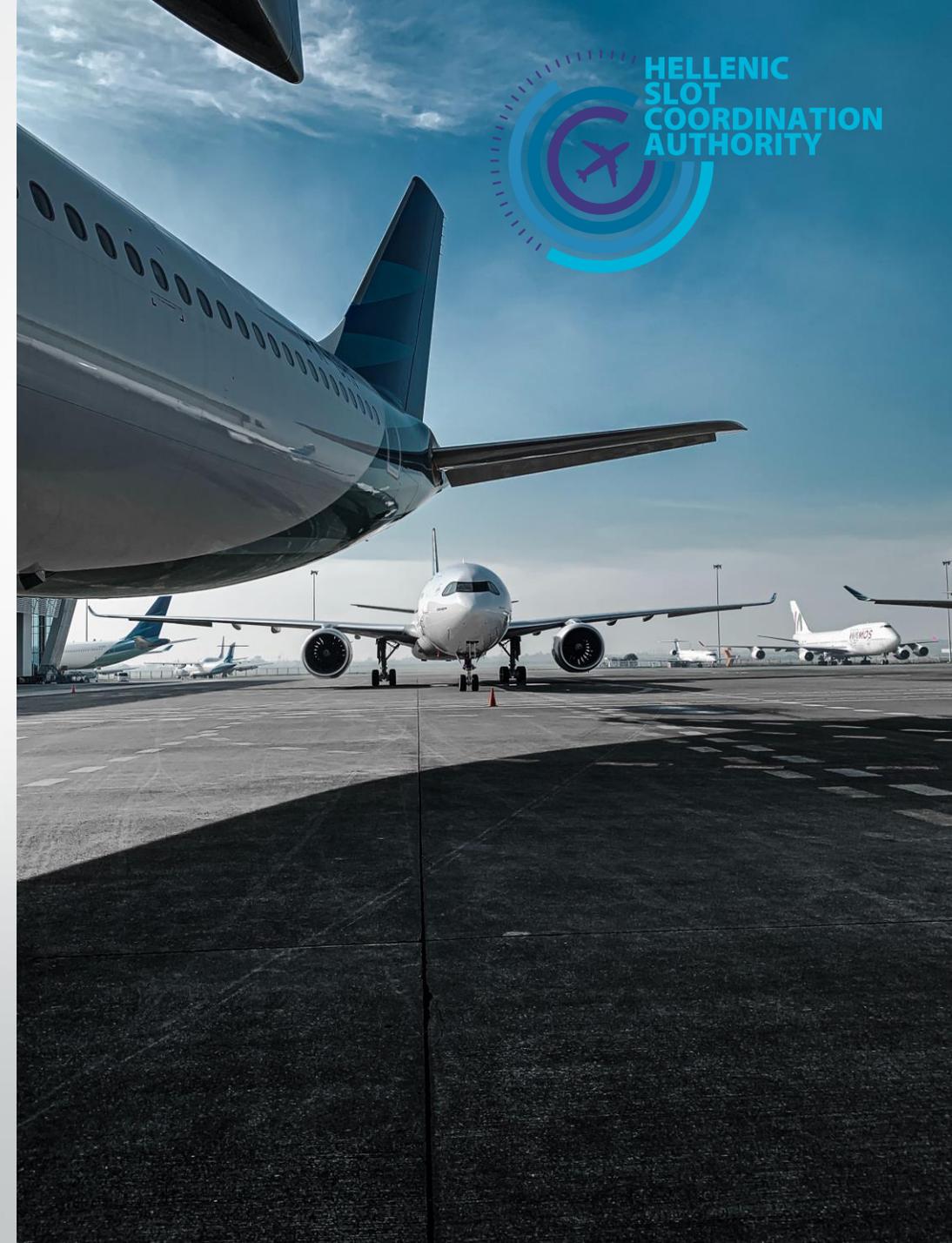
- As mentioned above, through OCS air carriers can have a complete picture of the air traffic of each coordinated airport in real time, as well as submit their requests for individual (ad hoc) slots and receive the necessary approvals from the system on the spot.



04.

Movements Statistics

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



Generally

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 calendar year (last Sunday of March to last Saturday of October), for which the Authority is responsible concerning the allocation of the respective airport slots/proposal of schedules. Specifically, slot coordination/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 S23	Total Movements S22	Difference %
AOK	Karpathos	5616	5462	2,8
CFU	Corfu	43852	47912	-8,5
CHQ	Chania	35792	38722	-7,6
EFL	Kefallinia	12000	12346	-2,8
GPA	Patras/Araxos	1118	1354	-17,4
HER	Heraklion	78325	86478	-9,4
JKH	Chios	3966	2920	35,8
JMK	Mykonos	25144	29066	-13,5
JSH	Sitia	984	718	37,0
JSI	Skiathos	8846	8298	6,6
JTR	Santorini	34242	38766	-11,7
KGS	Kos	31634	33466	-5,5
KIT	Kithira	1164	862	35,0
KLX	Kalamata	7952	7716	3,1
LXS	Lemnos	2124	2026	4,8
PAS	Paros	7272	5346	36,0
RHO	Rhodes	59268	67814	-12,6
SKG	Thessaloniki	38245	44095	-13,3
VOL	Volos	770	988	-22,1
ZTH	Zakynthos	25662	28100	-8,7
Totals		423976	462455	-8,3

Initial Coordination

Code	Airport	Total Movements S23	Total Movements S22	Difference %
AOK	Karpathos	5386	5166	4,3
CFU	Corfu	38728	43772	-11,5
CHQ	Chania	30405	33216	-8,5
EFL	Kefallinia	12044	11758	2,4
GPA	Patras/Araxos	1110	1354	-18,0
HER	Heraklion	61285	64345	-4,8
JKH	Chios	3942	2920	35,0
JMK	Mykonos	21586	23860	-9,5
JSH	Sitia	984	718	37,0
JSI	Skiathos	8766	8198	6,9
JTR	Santorini	32298	30788	4,9
KGS	Kos	31618	33076	-4,4
KIT	Kithira	1164	862	35,0
KLX	Kalamata	4014	7596	-47,2
LXS	Lemnos	2124	2056	3,3
PAS	Paros	5900	5346	10,4
RHO	Rhodes	57636	60398	-4,6
SKG	Thessaloniki	38573	44041	-12,4
VOL	Volos	710	874	-18,8
ZTH	Zakynthos	16864	16106	4,7
Totals		375137	396450	-5,4

31/1 (Baseline)

Code	Airport	Total Movements S23	Total Movements S22	Difference %
AOK	Karpathos	3982	4124	-3,4
CFU	Corfu	28528	33838	-15,7
CHQ	Chania	22928	27646	-17,1
EFL	Kefallinia	7838	9278	-15,5
GPA	Patras/Araxos	1068	1270	-15,9
HER	Heraklion	53335	58302	-8,5
JKH	Chios	3808	2792	36,4
JMK	Mykonos	14640	19174	-23,6
JSH	Sitia	946	652	45,1
JSI	Skiathos	5306	6332	-16,2
JTR	Santorini	21334	26669	-20,0
KGS	Kos	24478	26084	-6,2
KIT	Kithira	1048	846	23,9
KLX	Kalamata	2912	5152	-43,5
LXS	Lemnos	2044	2016	1,4
PAS	Paros	5420	5138	5,5
RHO	Rhodes	47667	51306	-7,1
SKG	Thessaloniki	36200	39088	-7,4
VOL	Volos	416	656	-36,6
ZTH	Zakynthos	14452	14458	0,0
Totals		298350	334821	-10,9

End of Summer Period

Code	Airport	Total Movements S23	Total Movements S22	Difference %
AOK	Karpathos	3026	3016	0,3
CFU	Corfu	27676	27222	1,7
CHQ	Chania	21650	20471	5,8
EFL	Kefallinia	7408	7256	2,1
GPA	Patras/Araxos	1049	789	33,0
HER	Heraklion	52228	50916	2,6
JKH	Chios	3459	3128	10,6
JMK	Mykonos	16846	18181	-7,3
JSH	Sitia	746	618	20,7
JSI	Skiathos	4632	4288	8,0
JTR	Santorini	20140	21785	-7,6
KGS	Kos	19922	19497	2,2
KIT	Kithira	600	700	-14,3
KLX	Kalamata	3266	3643	-10,3
LXS	Lemnos	2075	2038	1,8
PAS	Paros	5418	5229	3,6
RHO	Rhodes	39077	38539	1,4
SKG	Thessaloniki	36104	32813	10,0
VOL	Volos	371	484	-23,3
ZTH	Zakynthos	13864	12809	8,2
Totals		279557	273422	2,2

Conclusion

- From the tables of the above statistic data, it can be concluded that the S23 air traffic at the coordinated and schedules facilitated airports, was completed with positive indicators. The initial demand for slots and, consequently, the initial coordination and scheduling of flights as well as the overview of 31 January 2023, showed differences from the corresponding benchmarks of the year 2022. However, these discrepancies are described as normal and mainly derive from the fact that 2022 was the year of full recovery in the post-Covid era, with an observable increase in air traffic compared to 2021, due to the previous prolonged crisis caused by the pandemic. By the year 2023, air traffic had already returned to pre-Covid levels, so the indicators were roughly at rates normal for the respective key annual benchmarks.
- Within the above framework, it is also mentioned that some airports (e.g. Chios, Sitia, Kithira, Paros) experienced increases in demand, most of which closed with very positive indicators at the end of the season. On the contrary, at larger and more popular airports (e.g. Chania, Heraklion, Thessaloniki), demand for slots initially appeared to be decreased, however, during the summer season, the data changed remarkably and ended up with a majority of increases compared to the corresponding values of 2022.



05.

Financial

- HSCA Obligations / Slot Coordination & Scheduling Fees
- Reporting - Comparative Data



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 2023, HSCA carried out an investigation into outstanding invoices. This research culminated in a series of letters delivered to airlines during the 153rd Coordination Conference in Dubai, United Arab Emirates. 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

- In addition, 2023 was a year of renewal, research and innovation for HSCA, in terms of the slot coordination and scheduling fees invoices issuance system. The previous system has been replaced by a new and modern software. This software is the result of a fruitful collaboration between HSCA and specialized external partners, who built it entirely on the basis of the Authority's needs. At the same time, the previously followed procedure in accordance with the parameters and specifications of the old system has also been reformed in various ways, as it has been enriched with new methods of security, control and speed at all stages. The reliability of the new HSCA's invoicing has thoroughly been tested with parallel pilot applications in all invoicing periods of 2023, hence it is now ready to support all upcoming invoicing in the future.
- In addition to the basic invoicing functions, the new software continues to be enriched with further new features that will support the work and operation of the Slot Coordination and Scheduling Fees Department as a whole.

HSCA obligations/Slot Coordination-Scheduling Fees

- As at this stage HSCA is the Coordinator / Schedules Facilitator only for the summer season, for the collection of the fees it invoices each each airport operator and each air carrier twice a year for the following periods:
 - i. From the last Sunday of March until the 30th of June.
 - ii. From the 1st of July until the last Saturday of October.
- As regards the Slot Coordination and Scheduling Fees for the year 2023, HSCA issued 326 invoices which were sent to the debtors after the end of each charging period, while monitoring on a continuous basis the process of their collection.
- HSCA drew up a contract with specialized external partners for the issuance of the -now-digitalized- invoices for the year 2023, as well as for the creation of the aforementioned new invoicing system.

Reporting - Comparative Data

Thereinafter, a presentation of the overall picture of the slot coordination and scheduling fees data for the year 2023, as well as comparative data in relation to the year 2021, after which the reformation of the Slot and Scheduling Fees Department began to take place.

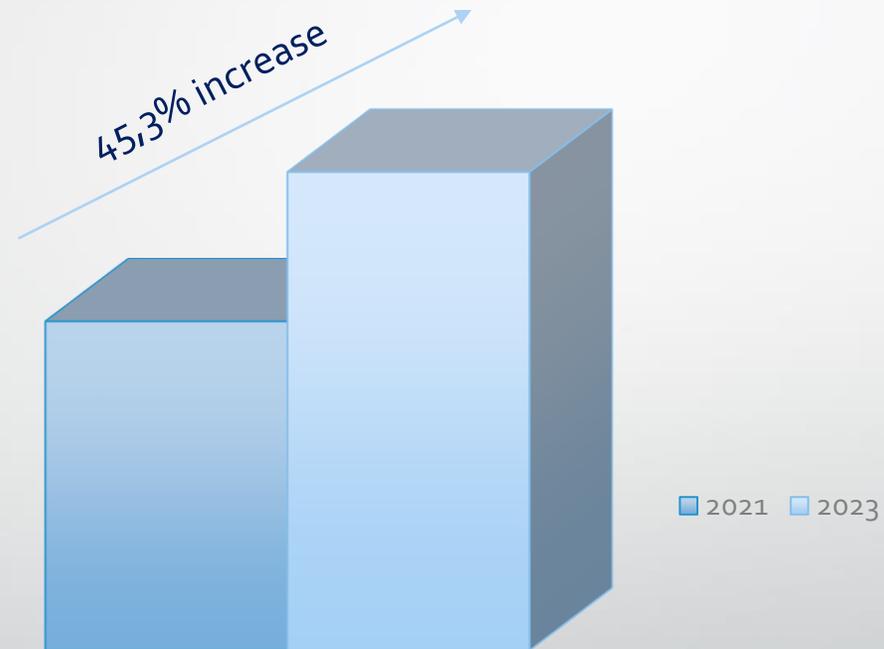
- Issued invoices 2023: 326
- Invoices airlines 2023: 182
- Until the 31st December 2023, 88,5% of the Slot Coordination and Scheduling Fees of all the previous years as well as the current one, had been collected

Reporting - Comparative Data

- Increase of the total invoicing of 2023 compared to 2021: 45,3%
- Increase of the total fees collection of 2023 compared to 2021: 29,2%
- Increase of the fees collection of 2023 compared to its counterpart of 2021 at the end of each year, for invoices issued in each year: 204%

Comparisons with 2021

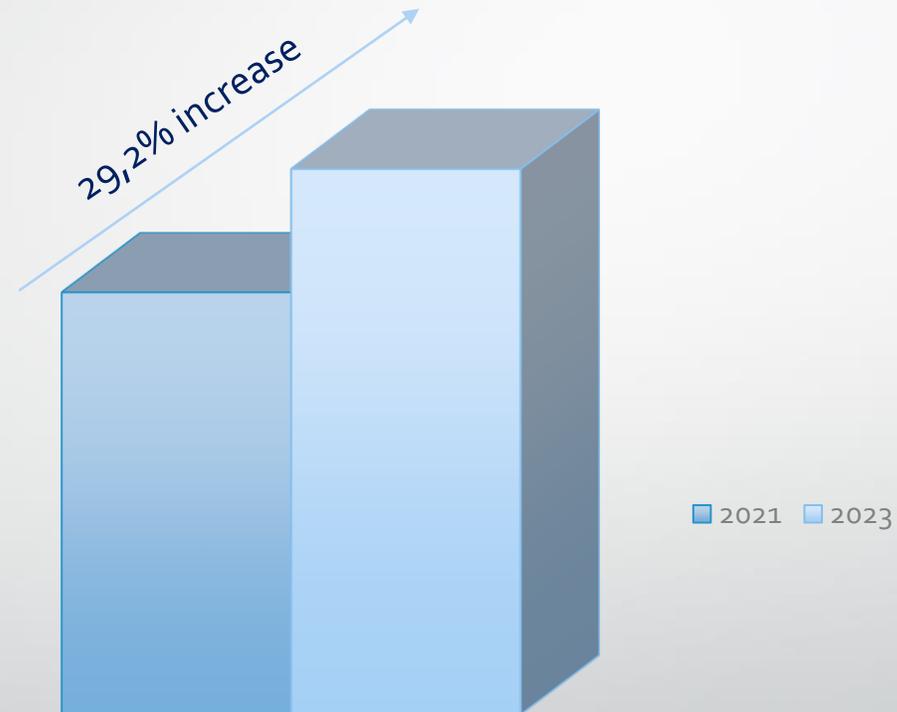
Total invoicing of each year



Total Invoicing

Comparisons with 2021

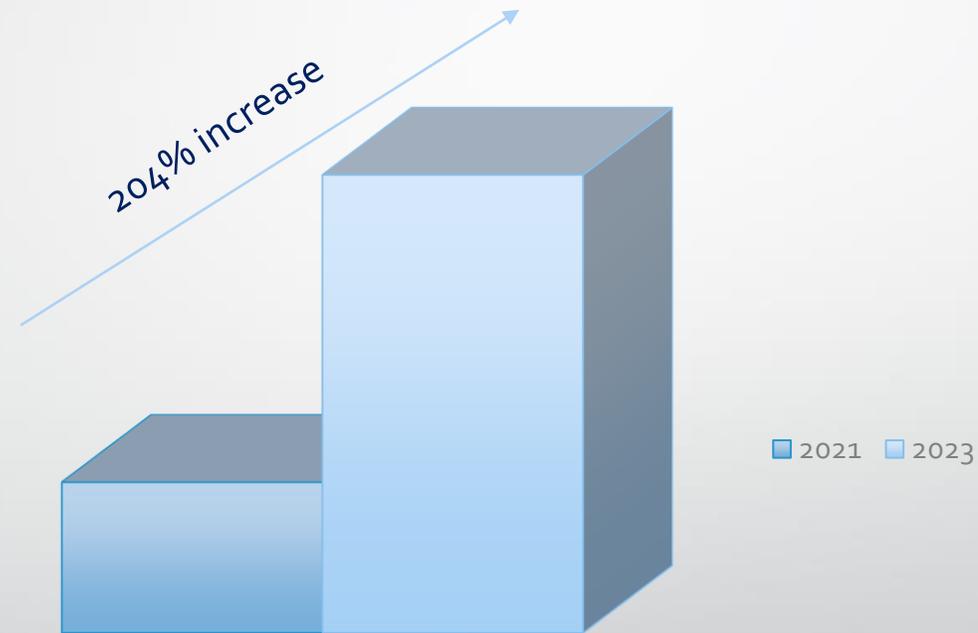
Total fees collection



Fees Collection

Comparisons with 2021

Collection of each year's invoices, at the end of each year



Fees Collection



o6. Epilogue

In conclusion, in the year 2023, HSCA performed a rich operational and functional work. The Authority carried out an innovative and long-term research work, successfully planned and implemented new actions and practices and created fruitful partnerships. At the same time, all the procedures already codified and in force concerning its operation and competence, were carried out seamlessly.

From the tables of the statistical data in the fourth section, it can be concluded that air traffic at the airports under HSCA's responsibility has been completed with positive indicators, as it has returned to normal and safe pre-Covid period frames. It is noted that the actual period of the air traffic recovery in Greece following the pandemic, was characterised by a steady upward trend, featuring the resumption of routes that had been interrupted, as well as the launch of routes from new destinations and hence indicating tourism interest increase from other regions.

Following all the above, HSCA is moving towards the new year with solid foundations, strength, optimism and vision.

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