

**HELLENIC SLOT
COORDINATION AUTHORITY**

**Annual Report of the year
2024**



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01.

Introduction

Foreword

About HSCA

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Foreword

In this Annual Report for the year 2024, 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.

2024 was a year rich in activity and productive work for H.S.C.A., in all its areas of competence. It welcomed two new airports (Athens and Aktion-Preveza) to its airport coordination/schedules facilitation team, collaborated with specialized external partners for the development of software related to Slot Monitoring and Slot Fees, cooperated with aviation industry bodies in all regular or extraordinary meetings and conferences, and carried out numerous studies, analyses and works, as detailed in the remainder of this report.

About HSCA

Hellenic Slot Coordination Authority is a non-profit Private Law Legal Entity. Initially established by Law 3534/2007 as a Public Law Legal Entity, it was subsequently transformed into a Private Law Legal Entity with the 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 Authority.

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 and 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

According to Law 4233/2014 as in effect, HSCA:

- 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, submits proposals to improve the current legislative and regulatory framework and provides information and statistics to third parties, as it maintains the official digital airport slots database of Greek airports.

Airport Coordination Parameters

In accordance with Regulation 95/1993/EEC, the available slots/schedules at the twenty two (22) 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
ATH	Athens	Level 2	Level 1
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
PVK	Aktion	Level 2	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

Facilities

Personnel

Members of the Board of Directors

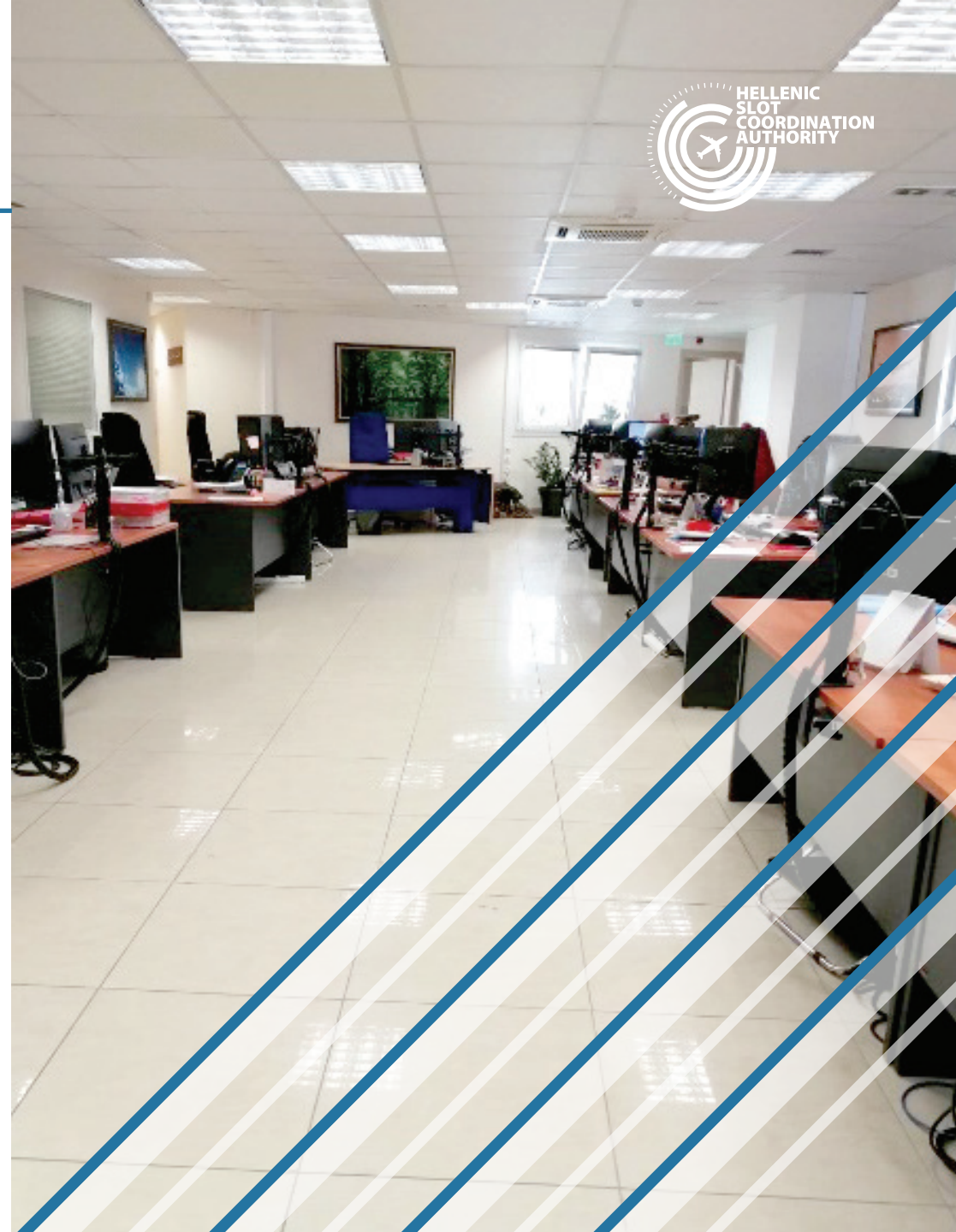
- › **Dr. Nikolaos Lymouris** - Chairman of the Board of Directors
- › **Nicoletta Papadavid – Patera** - Executive Vice Chairman
- › **Zacharenia Andreadaki** - Member
- › **Konstantinos Manoussos** - Member
- › **Charalampos Valaouras** - Member

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

Facilities

HSCA's premises are based in Markopoulo of Attica. Its operational center consists of a reception area/secretariat, the offices of the President and Vice President, a spacious central work unit with the offices of the Airport Coordinators/Facilitators, the Slot Monitoring Department as well as the Slot/Scheduling Fees Department, the office of the Legal Department and Accounting, as well as two meeting/ teleconference rooms. 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.



Personnel

The Authority operates, in accordance with the provisions of art. 51 § 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.





03.

Operational

Software

OOH (Out of Office Hours reply)

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, through the data that can be extracted from it.

Via the responsible Coordinator, HSCA 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, and to the special conditions and features of the Greek coordinated/schedules facilitated airports, as well as for the overall development of the program's potential (special reference is made to the "Operational Work" section).



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.
- HSCA took part in both Coordination Committees (September 2024), concerning regional airports under Fraport Greece and HASP management, representing data.
- 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, as well as notified the repeated and intentional slot violations to the Hellenic Civil Aviation Authority for further actions.
- Contracted with specialized external partners for the development of new software, which will support the Slot Monitoring processes and promote the speed of combining/verifying flight data, thus further improving the quality and outcome of the services of this sector.

Operational Work

- In January 2024, HSCA participated in 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 SOM was held in Vienna, live for the first time after the Covid pandemic, it lasted two days and was attended by all HSCA's coordinators for coordinated and schedules facilitated airports, with a strong response from airlines.
- Two legal opinions from Professors of Administrative Law of the University of Athens, specifically from Mr Panos Lazaratos and Mr Charalambos Chrysanthakis, were provided upon demand of HSCA on issues related to the legal nature of HSCA, as well as on issues related to the imposition and collection of the Slot Coordination and Scheduling Fees.

Operational Work

- Conducted a survey to evaluate its services, which covered all the departments of its operational work. The survey was completed on an anonymous basis by each of the stakeholders working with HSCA. The results of the survey were taken seriously into consideration, in the aim of knowing the opinions of its partners and of continuing its work with the maximum effort and efficiency.
- HSCA published on its website for third 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 2025, for the convenience of airlines prior to the initial coordination process.
- Conducted a demand and capacity analysis for AIA (Athens International Airport), which included individual analyses of passenger rooms, parking stands and runway movements, based on the 2024 summer season schedules.
- Implemented a demand and capacity analysis for Aktion Airport, airport managed by Fraport Greece, which included individual analyses of passenger rooms, parking stands and runway movements, based on the 2024 summer season schedules. This analysis was presented at a meeting organised by Fraport Greece with the key users of the airport.

Operational Work

- Took charge of the schedules facilitation of Athens and Aktion airports during the 2025 summer season. Specifically, correspondence took place between HSCA and the companies that operate or intend to operate at these airports during the 2025 summer season, as well as distributed the proposed schedules according to the declared capacities.
- 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.
- Started the process of designing a platform for the allocation of private flights and the parallel control of PPR (Prior Permission Request) issuance, which is expected to be implemented in 2025.
- Conducted an analysis for Corfu Airport, based on the summer season schedule, on the impact of the introduction of three new parameters concerning movement restrictions and parking stands. This analysis was presented to the Coordination Committee.
- Conducted an impact analysis and schedule improvements for Rhodes Airport, in case of the introduction of an additional movement in arrivals. This analysis was presented to the Coordination Committee.

Operational Work

- Conducted analysis for Paros Airport on the effect of HSCA's proposed scenario of reducing the departure buffer time from 40 to 30 minutes, as well as presented the resulting schedule improvements to the HASP Coordination Committee, in line with the 2024 summer schedules.
- Carried out a two-day training of HSCA's staff by Eurocontrol representatives, on the ACDM (Airport Collaborative Decision Making) procedures and the Flight Plan Suspension procedures.
- Gathered and sent detailed statistics and comparative data to stakeholders of tourism and the aviation industry of the country, for their information and for the organization of their operational work.
- Sent daily lists of flight information/schedules to airports and other stakeholders, as well as provided stakeholders with updates/estimates on summer season flight traffic.

International Relations

HSCA also participated:

- In the regular meetings of the EUACA, where best practices on issues related to coordination procedures, proposed changes to current legislation and guidelines, as well as issues faced by EU coordinators are discussed.
- In the EUACA working group for harmonised European coordinators practices, with a view to adopting common guidelines for the procedures of slot coordination and schedules facilitation on the day of operation.
- In the EUACA working group on the revision of the European Regulation 95/93 for airport slot coordination, where HSCA proposed to the relevant DG MOVE department, new topics/amendments related to airport coordination procedures.
- In the EUACA working group for the design and implementation of the new website of the Association of European Coordinators. HSCA collaborated with other coordinators and with the company that undertook the design of the new website.
- In the “Flight Plan Suspension” procedure which continued successfully for the eighth consecutive year, providing Eurocontrol with information on allocated slots for General and Business Aviation flights, for the period from 1 June to 30 September 2024.

International Relations

- In the WASB (Worldwide Airport Slot Board) working group on “Overbidding/Late Cancellations”, where representatives of coordinators, airlines and airports participate to determine the impact on slot reallocation, when airlines either overbook slots or cancel them late. The objective of this working group is to make a possible proposal for a revision of the IATA Worldwide Guidelines.
- In the “Technical Working Group” of PDC, the company that provides HSCA with the SCORE software, where - among other topics - modifications to the system are discussed and proposed, according to the needs of airport slot coordination.
- Finally, the preparation and participation of HSCA in the 154th IATA Slot Conference in Singapore (November 2024), for the coordination of flights for the 2025 summer season, was successfully completed. At this four-day international conference, the HSCA coordinators met with representatives of the air carriers operating at the airports under its responsibility to examine the possibilities of improving slots or granting new ones.

Website

HSCA's website (www.hsca.gr) has been online since 2012. Over the years, radical changes have been made to its structure and aesthetics, in order to continuously reform it and make it as easy as possible for the visitor to navigate. In addition, it has been enriched with new sections of content, which are updated on a frequent basis. The website is accessible from computers, mobile phones and tablets. Particular emphasis has been given 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.

Transparency - Neutrality

- 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.
- 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/Passengers Statistics

Generally

Significant Reference Points

Initial Demand of Slots

Initial Coordination

31/1 (Baseline)

End of Summer Period



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 S24	Total Movements S23	Difference %
AOK	Karpathos	4,658	5,616	-17.1
CFU	Corfu	44,307	43,852	1.0
CHQ	Chania	35,124	35,792	-1.9
EFL	Kefallinia	9,156	12,000	-23.7
GPA	Patras/Araxos	1,756	1,118	57.1
HER	Heraklion	78,158	78,325	-0.2
JKH	Chios	3,612	3,966	-8.9
JMK	Mykonos	20,110	25,144	-20.0
JSH	Sitia	1,238	984	25.8
JSI	Skiathos	8,762	8,846	-0.9
JTR	Santorini	28,460	34,242	-16.9
KGS	Kos	30,096	31,634	-4.9
KIT	Kithira	590	1,164	-49.3
KLX	Kalamata	3,808	7,952	-52.1
LXS	Lemnos	2,362	2,124	11.2
PAS	Paros	5,744	7,272	-21.0
RHO	Rhodes	54,406	59,268	-8.2
SKG	Thessaloniki	42,565	38,245	11.3
VOL	Volos	510	770	-33.8
ZTH	Zakynthos	23,536	25,662	-8.3
Totals		398,958	423,976	-5.9

Initial Coordination



Code	Airport	Total Movements S24	Total Movements S23	Difference %
AOK	Karpathos	4,552	5,386	-15.5
CFU	Corfu	35,311	38,728	-8.8
CHQ	Chania	29,943	30,405	-1.5
EFL	Kefallinia	9,096	12,044	-24.5
GPA	Patras/Araxos	1,286	1,110	15.9
HER	Heraklion	60,045	61,285	-2.0
JKH	Chios	3,610	3,942	-8.4
JMK	Mykonos	18,742	21,586	-13.2
JSH	Sitia	1,226	984	24.6
JSI	Skiathos	8,652	8,766	-1.3
JTR	Santorini	27,686	32,298	-14.3
KGS	Kos	29,764	31,618	-5.9
KIT	Kithira	574	1,164	-50.7
KLX	Kalamata	3,094	4,014	-22.9
LXS	Lemnos	2,362	2,124	11.2
PAS	Paros	5,460	5,900	-7.5
RHO	Rhodes	54,384	57,636	-5.6
SKG	Thessaloniki	42,088	38,573	9.1
VOL	Volos	510	710	-28.2
ZTH	Zakynthos	16,672	16,864	-1.1
Totals		355,057	375,137	-5.4

31/1 (Baseline)



Code	Airport	Total Movements S24	Total Movements S23	Difference %
AOK	Karpathos	3,572	3,982	-10.3
CFU	Corfu	30,274	28,528	6.1
CHQ	Chania	24,601	22,928	7.3
EFL	Kefallinia	6,948	7,838	-11.4
GPA	Patras/Araxos	1,154	1,068	8.1
HER	Heraklion	57,208	53,335	7.3
JKH	Chios	3,538	3,808	-7.1
JMK	Mykonos	13,426	14,640	-8.3
JSH	Sitia	1,164	946	23.0
JSI	Skiathos	5,656	5,306	6.6
JTR	Santorini	20,956	21,334	-1.8
KGS	Kos	23,970	24,478	-2.1
KIT	Kithira	532	1,048	-49.2
KLX	Kalamata	2,626	2,912	-9.8
LXS	Lemnos	2,336	2,044	14.3
PAS	Paros	5,454	5,420	0.6
RHO	Rhodes	46,218	47,667	-3.0
SKG	Thessaloniki	37,365	36,200	3.2
VOL	Volos	270	416	-35.1
ZTH	Zakynthos	14,330	14,452	-0.8
Totals		301,598	298,350	1.1

End of Summer Period – Total Movements



Code	Airport	Total Movements S24	Total Movements S23	Difference %
AOK	Karpathos	3,008	3,026	-0.6
CFU	Corfu	29,376	27,676	6.1
CHQ	Chania	23,105	21,650	6.7
EFL	Kefallinia	7,319	7,408	-1.2
GPA	Patras/Araxos	1,127	1,049	7.4
HER	Heraklion	54,672	52,228	4.7
JKH	Chios	3,540	3,459	2.3
JMK	Mykonos	15,898	16,846	-5.6
JSH	Sitia	1,186	746	59.0
JSI	Skiathos	4,875	4,632	5.2
JTR	Santorini	20,251	20,140	0.6
KGS	Kos	20,439	19,922	2.6
KIT	Kithira	570	600	-5.0
KLX	Kalamata	3,604	3,266	10.3
LXS	Lemnos	2,216	2,075	6.8
PAS	Paros	6,113	5,418	12.8
RHO	Rhodes	41,974	39,077	7.4
SKG	Thessaloniki	38,396	36,104	6.3
VOL	Volos	271	371	-27.0
ZTH	Zakynthos	14,343	13,864	3.5
Totals		292,283	279,557	4.6

End of Summer Period – Commercial Flights Movements



Code	Airport	Commercial Movements S24	Commercial Movements S23	Difference %
AOK	Karpathos	2,966	3,008	-1.4
CFU	Corfu	27,118	25,542	6.2
CHQ	Chania	22,671	21,289	6.5
EFL	Kefallinia	6,403	6,571	-2.6
GPA	Patras/Araxos	1,036	918	12.9
HER	Heraklion	53,229	50,758	4.9
JKH	Chios	3,490	3,416	2.2
JMK	Mykonos	11,876	12,632	-6.0
JSH	Sitia	1,134	702	61.5
JSI	Skiathos	4,603	4,632	-0.6
JTR	Santorini	19,156	19,038	0.6
KGS	Kos	19,929	19,436	2.5
KIT	Kithira	524	560	-6.4
KLX	Kalamata	2,564	2,374	8.0
LXS	Lemnos	2,120	2,075	2.2
PAS	Paros	5,493	4,908	11.9
RHO	Rhodes	40,993	38,101	7.6
SKG	Thessaloniki	36,146	36,104	0.1
VOL	Volos	236	338	-30.2
ZTH	Zakynthos	14,027	13,527	3.7
Totals		275,714	265,929	3.7

End of Summer Period – GA/BA Flights Movements



Code	Airport	GA/BA Movements S24	GA/BA Movements S23	Difference %
AOK	Karpathos	42	18	133.3
CFU	Corfu	2,258	2,134	5.8
CHQ	Chania	434	361	20.2
EFL	Kefallinia	916	837	9.4
GPA	Patras/Araxos	91	131	-30.5
HER	Heraklion	1,443	1,470	-1.8
JKH	Chios	50	43	16.3
JMK	Mykonos	4,022	4,214	-4.6
JSH	Sitia	52	44	18.2
JSI	Skiathos	272	No GA/BA scheduling on S23	
JTR	Santorini	1,095	1,102	-0.6
KGS	Kos	510	486	4.9
KIT	Kithira	46	40	15.0
KLX	Kalamata	1,040	892	16.6
LXS	Lemnos	96	No GA/BA scheduling on S23	
PAS	Paros	620	510	21.6
RHO	Rhodes	981	976	0.5
SKG	Thessaloniki	2,250	No GA/BA scheduling on S23	
VOL	Volos	35	33	6.1
ZTH	Zakynthos	316	337	-6.2
Totals		16,569	13,628	21.6

End of Summer Period – Passengers Totals

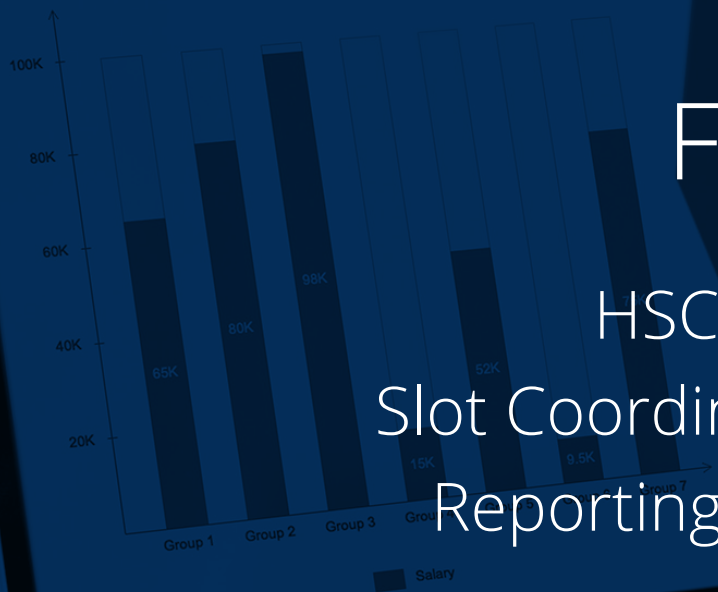


Code	Airport	Passengers Totals S24	Passengers Totals S23	Difference %
AOK	Karpathos	333,418	360,963	-7.6
CFU	Corfu	4,906,621	4,631,769	5.9
CHQ	Chania	4,074,115	3,825,404	6.5
EFL	Kefallinia	1,009,247	1,035,183	-2.5
GPA	Patras/Araxos	180,416	162,235	11.2
HER	Heraklion	9,686,062	9,240,276	4.8
JKH	Chios	253,908	241,698	5.1
JMK	Mykonos	1,888,325	2,012,010	-6.1
JSH	Sitia	90,880	64,816	40.2
JSI	Skiathos	733,104	714,593	2.6
JTR	Santorini	3,111,194	3,074,605	1.2
KGS	Kos	3,470,806	3,359,496	3.3
KIT	Kithira	37,744	37,404	0.9
KLX	Kalamata	395,001	353,689	11.7
LXS	Lemnos	187,848	171,784	9.4
PAS	Paros	394,528	346,860	13.7
RHO	Rhodes	7,452,785	6,882,233	8.3
SKG	Thessaloniki	5,891,563	6,001,086	-1.8
VOL	Volos	31,879	47,411	-32.8
ZTH	Zakynthos	2,518,684	2,382,690	5.7
Totals		46,648,128	44,946,205	3.8



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.
- In 2024, the investigation on unpaid invoices was continued. Specifically, HSCA started a search concerning old debts related to any company it has cooperated with throughout the years. Partners that appeared as debtors were notified via e-mail, for their information and their actions. HSCA has received numerous responses and/or payments of the amounts due.

HSCA obligations/Slot Coordination-Scheduling Fees

- In 2024 HSCA launched the implementation of a new system for invoicing airlines, handling agent representatives and airport operators for the Slot Coordination and Scheduling Fees. The new system was built by contracted external partners, entirely based on the needs and operating procedures of HSCA and was tested during the previous year. The two invoicing periods were carried out successfully for the 2024 Summer Season and the paying response from partners was high.
- In addition to the basic invoicing functions, the new software is continuously enriched with new further features, which will support the work and operation of the Slot Coordination-Scheduling Fees Department as a whole, as well as the operation of other departments, such as the Slot Monitoring Department.

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 airport operator and each air carrier twice a year for the following periods:
 1. From the last Sunday of March until the 30th of June.
 2. From the 1st of July until the last Saturday of October.
- As regards the Slot Coordination and Scheduling Fees for the year 2024, HSCA issued 315 invoices which were sent to the debtors after the end of each charging period, while monitoring on a continuous basis the process of their payment.
- Invoices are issued only in electronic form (pdf format) and are communicated to the partners via email. Exceptionally, upon demand, they can also be sent by post.

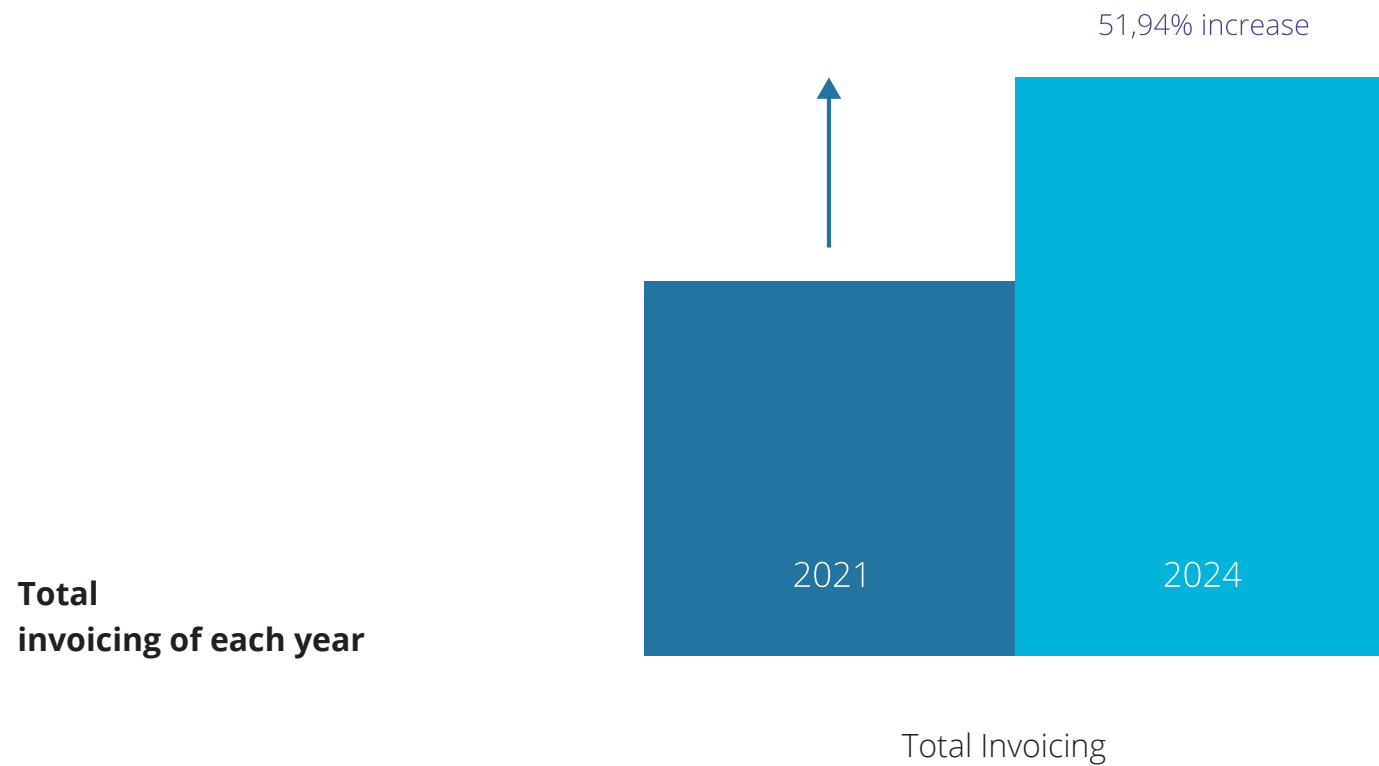
Reporting - Comparative Data

- Thereinafter, a presentation of the overall picture of the slot coordination and scheduling fees data for the year 2024, 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 2024: 315
- Invoiced airlines 2024: 284
- Until the 31st December 2024, 89,2% of the Slot Coordination and Scheduling Fees of all the previous years as well as the current one, had been collected

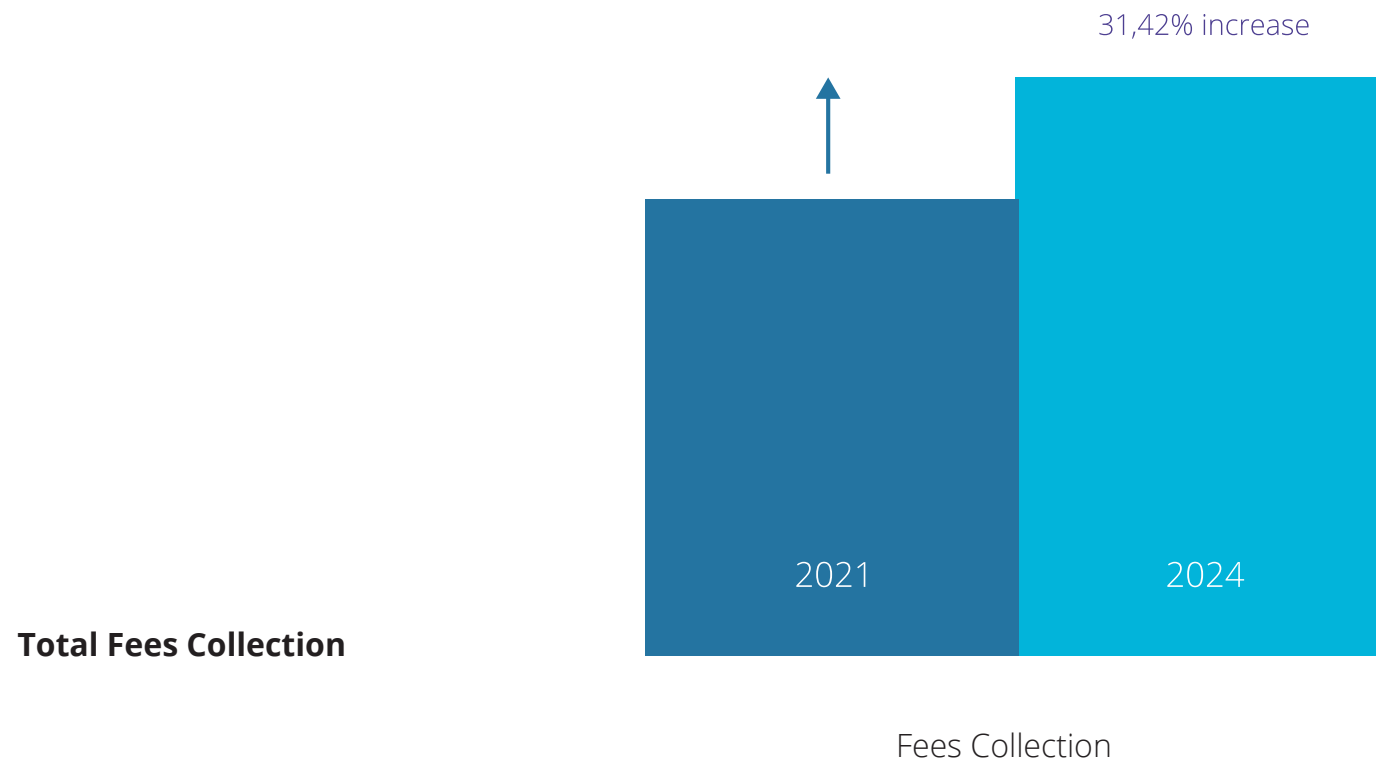
Reporting - Comparative Data

- Increase of the total invoicing of 2024 compared to 2021 : 51,94%
- Increase of the total fees collection of 2024 compared to 2021 : 31,42%
- Increase of the total collectability of all years in the end of 2024 and 2021 respectively: 41,71%
- Increase of the fees collection of 2024 compared to its counterpart of 2021 at the end of each year, for invoices issued in each year: 214,5%

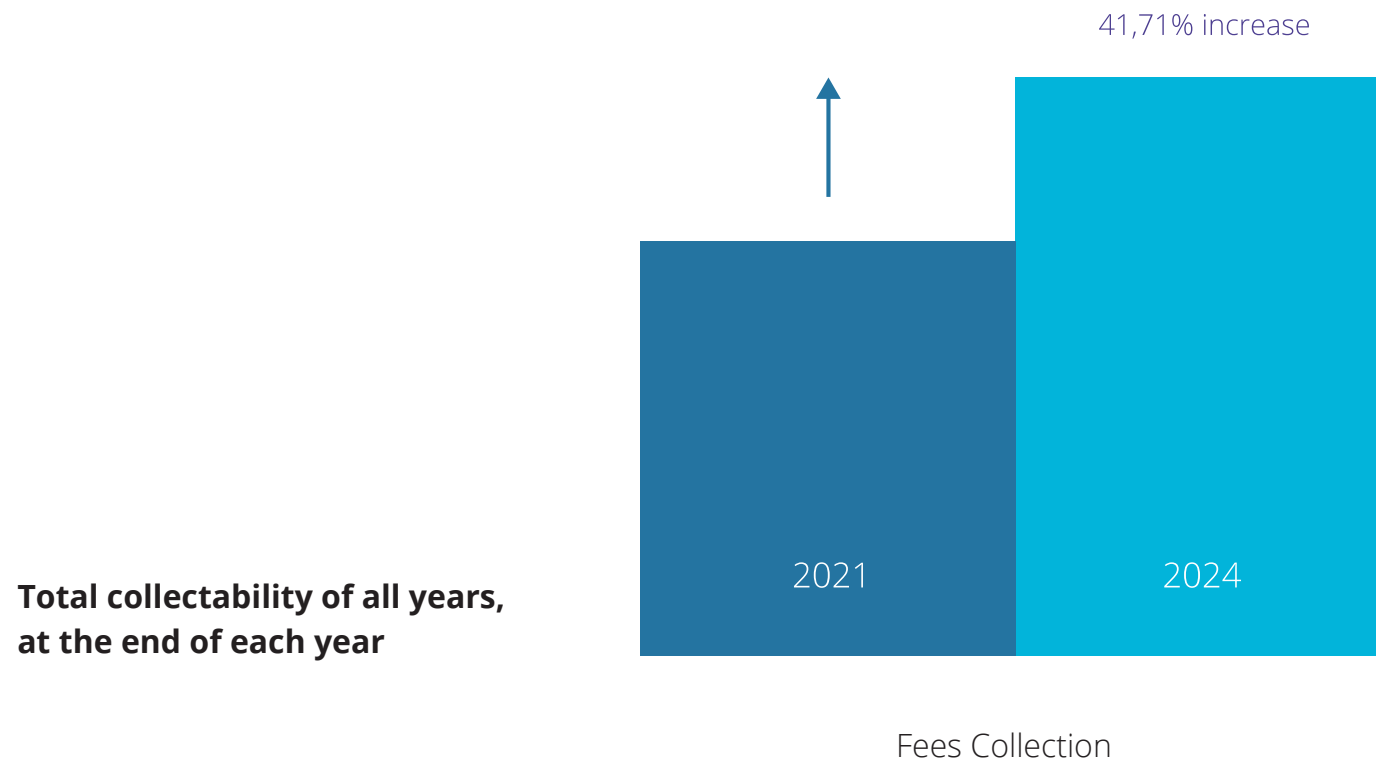
Comparisons with 2021



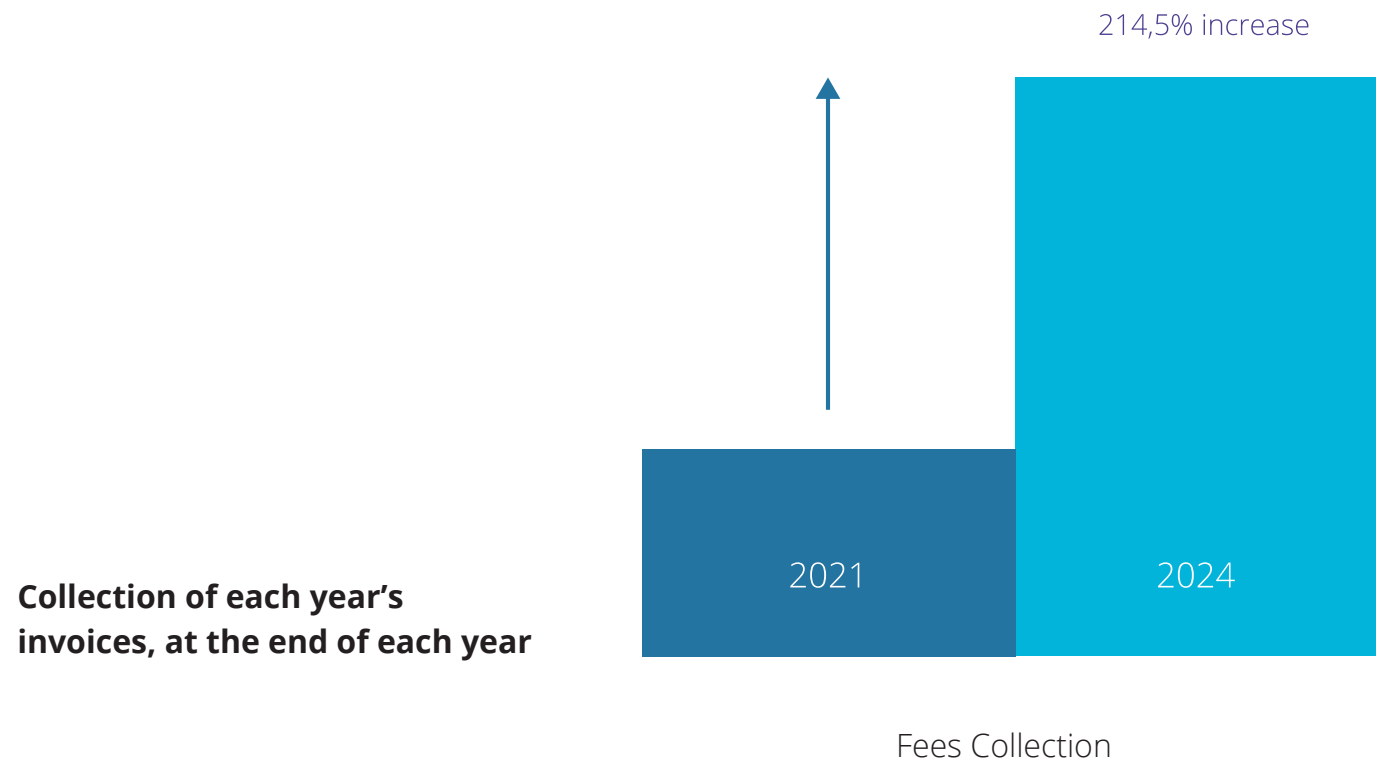
Comparisons with 2021



Comparisons with 2021



Comparisons with 2021





06. Epilogue



From the aforementioned data, charts and information presented in the sections of this Report, it can be concluded that in the year 2024 the activity of HSCA was rich in all areas of its competence, both in the operational and the functional parts. HSCA seized opportunities to design and implement new actions that will further improve the quality of services provided and modernize its operational procedures, while carrying out all the procedures already codified and in force concerning its operation and competence.

In addition, for the summer season of 2024, air traffic at the airports under HSCA's jurisdiction was completed with upward indicators, both in commercial and general/business aviation flights, thus proving the high position that Greek destinations continue to hold in the preferences of tourists. All the above are the springboard for another dynamic year for Hellenic Slot Coordination Authority, full of optimism and vision for the future.



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