



**HELLENIC SLOT
COORDINATION
AUTHORITY**

**Annual Report of the year
2025**



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01.

Introduction

Foreword

About HSCA

HSCA's Responsibilities

Airport Coordination Parameters

Coordinated/Schedules Facilitated Airports

Foreword

In this Annual Report for the year 2025, 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.

Over the past year, the Hellenic Slot Coordination Authority carried out multifaceted operational and functional activities in all areas of its competence. It was a year of new challenges, new beginnings, and new collaborations, while at the same time ensuring the smooth continuation of the existing procedures. HSCA carried out the schedules facilitation at the two new airports under its jurisdiction, Athens and Aktion, collaborated with new specialized external partners for the further development of its software related to Slot Monitoring and Slot Coordination/Schedules Facilitation Fees, collaborated with aviation industry bodies in all regular and extraordinary meetings and conferences, and carried out numerous studies, analyses and tasks, as detailed below in 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 via 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.

According to the above legislation as well as the European legislation, HSCA is the official and National Airport Slot Coordinator / Schedules Facilitator of Greece. 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 airports capacity.

HSCA's Responsibilities

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

- Performs the duties of coordination and schedules facilitation 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, with the aim of continuously improving the services provided.
- 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/schedules 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, complying with 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 on a case-by-case basis.

Slots/schedules are distributed by HSCA to the air carriers as “license-to-use” the airport infrastructure for the requested scheduling period. The coordination parameters are determined 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

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

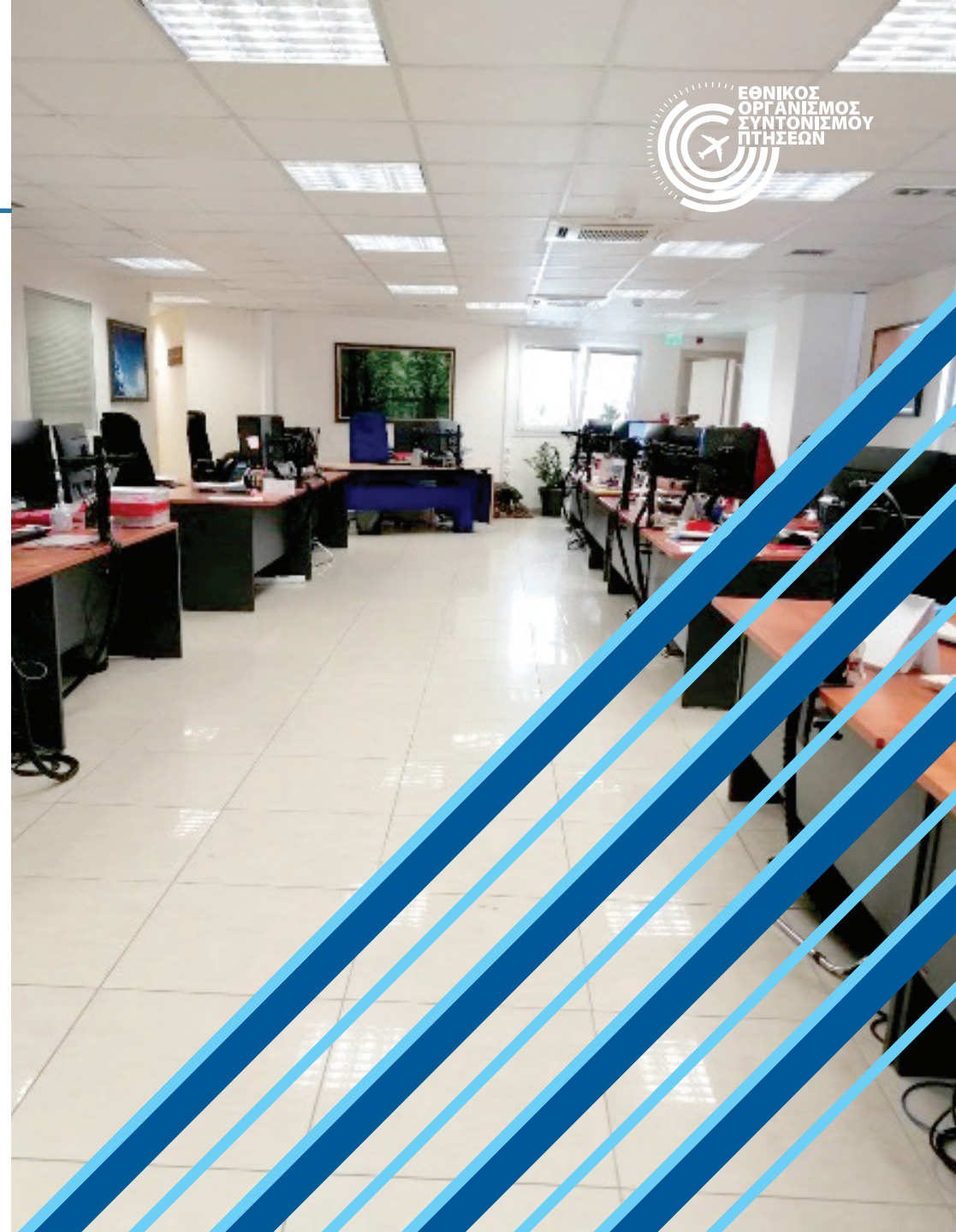
Facilities - Departments

HSCA's premises are based in Markopoulo of Attica. Its operational center consists of a reception area, the secretariat, the offices of the President and Vice President, as well as a spacious work unit for the operation of the following departments:

- Airport Coordination/Facilitation
- Slot Monitoring Department
- Slot/Scheduling Fees Department

HSCA's premises also consist of the Legal Department and the Accounting office, as well as two meeting/teleconference rooms. The 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 external partners 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 its competence.







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 is annually renewing the contract with the provider company.



Software

- **SCORE**

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 carried out the slot coordination and schedules facilitation of twenty-two (22) Greek airports for the Summer Season 2025, as well as the initial coordination and schedules facilitation for the Summer Season 2026.
- Having already conducted the relevant communications -during the previous year- with the air carriers that already operated or intended to operate at Athens and Aktion airports during the Summer Season 2025, as well as having completed the initial schedules facilitation according to the declared capacities, HSCA performed the schedules facilitation during the Summer Season 2026.
- Conducted communications with Athens International Airport regarding the future change of designation of the airport's Level for the Winter 2026 period.
- 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.
- 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.

Operational Work

- Took part in both Coordination Committees concerning regional airports under Fraport Greece and HASP management, presenting data.
- Gathered and presented detailed flight data to the competent sub-Committees for the performance of the airlines (Slot Performance sub-Committees).
- Conducted demand and capacity analyses for the airports of Rhodes (RHO), Zakynthos (ZTH) and Chania (CHQ), managed by Fraport Greece, which included individual analyses of passenger rooms, parking stands and runway movements, under the scenario of increased runway movements. The aforementioned were presented during the Coordination Committee of Fraport Greece.
- Implemented numerous demand and capacity analyses for AIA (Athens International Airport), which included individual analyses of passenger rooms, parking stands and runway movements.
- Published an operational procedure for AIA, specifically for the period 17/09/2026 – 22/09/2026 when the airport will be designated as Coordinated (Level 3), due to runway works, and the capacity will be reduced significantly.

Operational Work

- Participated in a meeting with the air carriers and AIA, organized by IATA for the Summer Season 2026, where HSCA presented impact analyses for AIA concerning the following topics: a) introduction of new runway parameters and b) the above-mentioned temporary capacity reduction of AIA and the designation as Level 3 airport for the period of 17/09/2026 – 22/09/2026.
- Provided detailed answers to a questionnaire of the company “Leadin Aviation Consulting” which cooperates with Fraport Greece, concerning the Master Plan update that also includes the traffic forecast for the airports of Aktion (PVK) and Zakynthos (ZTH). HSCA commented on the key factors that have influenced the traffic at these airports, as well as the fact that they face different combinations of capacity and demand issues (runway movements, terminal, and operating hours). Aktion airport faces congestion in several days of the week, with most remarkable the days 7 (Sunday), 1 (Monday) and 6 (Saturday), while the historical data is limited due to no data collection during the time that the airport was not designated as Level 2. Aktion was a Level 1 airport for many years and was designated as Level 2 for the Summer Periods 2025 and 2026.

Operational Work

HSCA always aims at proposing schedules that do not exceed the declared capacity, however, there are cases when the air carriers refuse to adjust their flights, creating bottlenecks and potential congestion at the airport. HSCA commented that Zakynthos and Aktion airports, like all Greek regional airports, are characterized by high seasonality both on charter and scheduled flights. During the most significant part of the Summer Period there is high congestion, while the declared capacity remains the same throughout the whole season. At the beginning and end of the season (April-May and September-October) there is usually greater availability, as the demand is decreased. In case the capacity increases at Aktion airport, the air carriers will have more flexibility in finding viable solutions concerning the routes that cannot be scheduled as requested. Moving on to Zakynthos airport, it faces severe congestion on all days of the week, as in the biggest part of the season there is no slot availability due to determined historic rights. In the event of an increase in capacity, there will be availability for at least one additional flight during most time zones on a daily basis.

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, as well as to Athens International Airport.
- Participated in the process of designing and developing 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 2026.
- Conducted a contract with new external specialized partners, for the further development of the software that supports the procedures of the Slot and Scheduling Fees Invoices issuance (more detailed reference in the slot fees chapter), as well as the Slot Monitoring procedures. The software further promotes the speed of the flight data cross-checking, thus improving the quality and the effectiveness of these sectors' services.
- HSCA published on its website for fourth consecutive year, detailed charts for the utilization - distribution of slots at the airports under its jurisdiction, concerning the Summer Period 2025, for the convenience of airlines prior to the initial coordination process.

Operational Work

- 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.
- Initiated the project of creating an internal manual, with the aim of compiling and recording airport slot coordination work and procedures, for internal archiving purposes and possible future needs of training and/or information.
- Provided opinions on two cases brought before the Court of Justice of the European Union. The first case (C-857/24) was referred by the High Court of Ireland, while the second one (C-149/25) by the Greek Council of State. Both cases concerned preliminary rulings on the interpretation of Regulation 95/93.



Operational Work

- Performed the transferring of its servers' infrastructure to a “cloud” environment, to ensure the seamless service provision, regardless of local factors.
- In collaboration with the provider company of the SCORE program, upgrades were made in order for the software to meet the specific scheduling needs of Athens airport.
- HSCA developed and uploaded on its website an interactive platform providing statistical data in the form of visualizations and KPIs.
- Created an electronic database for mass mailing of informative electronic correspondence to his partners in the aviation community, with subdivisions according to area of responsibility and respective topic.
- In 2025, following the integration of HSCA's accounting system into the SoftOne group, the modernization of the accounting and payroll system has been initiated, as well as the transfer of data from the old system to the new one.

International Relations

HSCA also participated:

- In the regular meetings of EUACA (European Airport Coordinators Association) and WWACG (Worldwide Airport Coordinators Group), where best practices on issues related to coordination procedures, proposed changes to current legislation and guidelines, as well as issues faced by EU and worldwide coordinators are discussed.
- In the EUACA working group for harmonized 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 for 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.

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 EUACA and WWACG working groups for the design, implementation and management of their websites.
- 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.
- In an international evaluation conducted by IATA, which recorded the opinions of the air carriers concerning the provision of services by the Coordination Bodies worldwide. The results of this evaluation will be communicated internally in 2026.

International Relations

- In an interview conducted by consultants of the companies Ramboll/TIS regarding the effectiveness of the Slots regulation in various fields. DG MOVE commissioned an independent consortium (Ramboll, TIS and Spark Legal & Policy Consulting) to carry out a survey-check regarding the adequacy of the EU legislation for the airports. The aim of this survey was to review whether the EU legislation continues to be effective, serves the purposes for which it was created, and achieves its objectives. The review was focused on three main areas: airport charges (Directive 2009/12/EC), ground handling services (Directive 96/67/EC) and slot allocation (Regulation 95/93). In this context, HSCA participated in an interview with the above-mentioned consultants and the airport for which it was requested to provide flight data was Heraklion. However, the opinion of HSCA was sought generally on the procedures and on the Regulation concerning the allocation of slots. The interview focused mainly on areas such as the efficient use of airport infrastructure, the role of the Coordination Committee, consultations on

International Relations

coordination parameters, measures taken by the country to implement the Slot Allocation Regulation on equal access to available airport capacity, the effectiveness of the Regulation in promoting competition between airlines (and new entrants), as well as the factors leading to changes in connectivity standards on airports with congestion.

- In the “Flight Plan Suspension” procedure which continued successfully for the ninth consecutive year, providing Eurocontrol with information on allocated slots for General and Business Aviation flights, for the period from 30 May to 28 September 2025.
- In January 2025, 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 Brussels, it lasted two days and was attended by all HSCA’s coordinators for coordinated and schedules facilitated airports, with a strong response from airlines.

International Relations

- The preparation and participation of HSCA in the 157th IATA Slot Conference in Lisbon (November 2025) for the slot coordination concerning 2026 summer season, was successfully completed. During this three-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. As part of this conference, a workshop was held for users of the SCORE coordination program, as well as practical training groups.
- Finally, following a vote from the relevant groups, HSCA coordinator Mr. Athanasios Sotiropoulos was elected as the next chairman of the Score Technical Working Group and OCS Technical Working Group (TWG), the international working groups that aim to improve and further develop the relevant software applications used for airport slot coordination, which are the most widely used worldwide, concerning this sector.

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.



Website

In 2025, HSCA's website was completely redesigned and restructured. The website was upgraded in terms of aesthetics and functionality, as well as enriched with the new interactive platform providing statistical data in the form of visualizations and KPIs.



Website

In addition to the above-mentioned, during 2025 HSCA designed and implemented the option to pay Slot Coordination and Scheduling Fees by credit card and through the website, while new features are being developed to serve the aviation sector, such as a chat box function.



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 for Slots

Initial Coordination

31/1 (Baseline)

End of Summer Season

Comments

Generally

The 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 summer scheduling 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 to 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 S25 | Total Movements S24 | Difference % |
|---------------|---------------|---------------------|---------------------|--------------|
| AOK | Karpathos | 4.024 | 4.658 | -13,6 |
| ATH | Athens | 188.011 | Level 1 | |
| CFU | Corfu | 47.860 | 44.307 | 8,0 |
| CHQ | Chania | 39.878 | 35.124 | 13,5 |
| EFL | Kefallinia | 9.598 | 9.156 | 4,8 |
| GPA | Patras/Araxos | 1.652 | 1.756 | -5,9 |
| HER | Ηράκλειο | 77.915 | 78.158 | -0,3 |
| JKH | Chios | 3.928 | 3.612 | 8,7 |
| JMK | Mykonos | 21.334 | 20.110 | 6,1 |
| JSH | Sitia | 1.422 | 1.238 | 14,9 |
| JSI | Skiathos | 9.306 | 8.762 | 6,2 |
| JTR | Santorini | 29.863 | 28.460 | 4,9 |
| KGS | Kos | 31.475 | 30.096 | 4,6 |
| KIT | Kithira | 522 | 590 | -11,5 |
| KLX | Kalamata | 4.954 | 3.808 | 30,1 |
| LXS | Lemnos | 2.488 | 2.362 | 5,3 |
| PAS | Paros | 6.046 | 5.744 | 5,3 |
| PVK | Aktion | 11.594 | Level 1 | |
| RHO | Rhodes | 55.918 | 54.406 | 2,8 |
| SKG | Thessaloniki | 40.789 | 42.565 | -4,2 |
| VOL | Volos | 558 | 510 | 9,4 |
| ZTH | Zakynthos | 22.816 | 23.536 | -3,1 |
| Totals | | 611.951 | 398.958 | 53,4 |

Initial Coordination



| Code | Airport | Total Movements S25 | Total Movements S24 | Difference % |
|---------------|---------------|---------------------|---------------------|--------------|
| AOK | Karpathos | 3.936 | 4.552 | -13,5 |
| ATH | Athens | 187.353 | Level 1 | |
| CFU | Corfu | 39.706 | 35.311 | 12,4 |
| CHQ | Chania | 29.985 | 29.943 | 0,1 |
| EFL | Kefallinia | 9.598 | 9.096 | 5,5 |
| GPA | Patras/Araxos | 1.286 | 1.286 | 0 |
| HER | Ηράκλειο | 60.526 | 60.045 | 0,8 |
| JKH | Chios | 3.900 | 3.610 | 8,0 |
| JMK | Mykonos | 18.546 | 18.742 | -1,0 |
| JSH | Sitia | 1.416 | 1.226 | 15,5 |
| JSI | Skiathos | 9.298 | 8.652 | 7,5 |
| JTR | Santorini | 27.944 | 27.686 | 0,9 |
| KGS | Kos | 31.295 | 29.764 | 5,1 |
| KIT | Kithira | 522 | 574 | -9,1 |
| KLX | Kalamata | 4.398 | 3.094 | 42,1 |
| LXS | Lemnos | 2.466 | 2.362 | 4,4 |
| PAS | Paros | 5.564 | 5.460 | 1,9 |
| PVK | Aktion | 7.578 | Level 1 | |
| RHO | Rhodes | 55.889 | 54.384 | 2,8 |
| SKG | Thessaloniki | 40.759 | 42.088 | -3,2 |
| VOL | Volos | 424 | 510 | -16,9 |
| ZTH | Zakynthos | 16.302 | 16.672 | -2,2 |
| Totals | | 558.691 | 355.057 | 57,4 |

31/1 (Baseline)



| Code | Airport | Total Movements S25 | Total Movements S24 | Difference % |
|---------------|---------------|---------------------|---------------------|--------------|
| AOK | Karpathos | 3.374 | 3.572 | -5,5 |
| ATH | Athens | 180.957 | Level 1 | |
| CFU | Corfu | 30.436 | 30.274 | 0,5 |
| CHQ | Chania | 24.106 | 24.601 | -2,0 |
| EFL | Kefallinia | 6.552 | 6.948 | -5,7 |
| GPA | Patras/Araxos | 1.240 | 1.154 | 7,5 |
| HER | Ηράκλειο | 56.116 | 57.208 | -1,9 |
| JKH | Chios | 3.576 | 3.538 | 1,1 |
| JMK | Mykonos | 12.378 | 13.426 | -7,8 |
| JSH | Sitia | 1.090 | 1.164 | -6,4 |
| JSI | Skiathos | 5.398 | 5.656 | -4,6 |
| JTR | Santorini | 19.330 | 20.956 | -7,8 |
| KGS | Kos | 21.835 | 23.970 | -8,9 |
| KIT | Kithira | 518 | 532 | -2,6 |
| KLX | Kalamata | 2.844 | 2.626 | 8,3 |
| LXS | Lemnos | 2.128 | 2.336 | -8,9 |
| PAS | Paros | 5.584 | 5.454 | 2,4 |
| PVK | Aktion | 6.346 | Level 1 | |
| RHO | Rhodes | 44.545 | 46.218 | -3,6 |
| SKG | Thessaloniki | 39.378 | 37.365 | 5,4 |
| VOL | Volos | 312 | 270 | 15,6 |
| ZTH | Zakynthos | 14.494 | 14.330 | 1,1 |
| Totals | | 482.537 | 301.598 | 60,0 |

End of Summer Period – Total Movements



| Code | Airport | Total Movements S25 | Total Movements S24 | Difference % |
|---------------|---------------|---------------------|---------------------|--------------|
| AOK | Karpathos | 2.802 | 3.008 | -6,8 |
| ATH | Athens | 184.657 | Level 1 | |
| CFU | Corfu | 30.568 | 29.376 | 4,1 |
| CHQ | Chania | 23.761 | 23.105 | 2,8 |
| EFL | Kefallinia | 7.483 | 7.319 | 2,2 |
| GPA | Patras/Araxos | 1.308 | 1.127 | 16,1 |
| HER | Ηράκλειο | 57.965 | 54.672 | 6,0 |
| JKH | Chios | 3.719 | 3.540 | 5,1 |
| JMK | Mykonos | 15.177 | 15.898 | -4,5 |
| JSH | Sitia | 1.055 | 1.186 | -11,0 |
| JSI | Skiathos | 5.222 | 4.875 | 7,1 |
| JTR | Santorini | 17.136 | 20.251 | -15,4 |
| KGS | Kos | 20.944 | 20.439 | 2,5 |
| KIT | Kithira | 574 | 570 | 0,7 |
| KLX | Kalamata | 3.811 | 3.604 | 5,7 |
| LXS | Lemnos | 2.212 | 2.216 | -0,2 |
| PAS | Paros | 6.030 | 6.113 | -1,4 |
| PVK | Aktion | 6.610 | Level 1 | |
| RHO | Rhodes | 43.814 | 41.974 | 4,4 |
| SKG | Thessaloniki | 41.343 | 38.396 | 7,7 |
| VOL | Volos | 357 | 271 | 31,7 |
| ZTH | Zakynthos | 14.543 | 14.343 | 1,4 |
| Totals | | 491.091 | 292.283 | 68,0 |

End of Summer Period – Commercial Flights Movements



| Code | Airport | Commercial Movements S25 | Commercial Movements S24 | Difference % |
|---------------|---------------|--------------------------|--------------------------|--------------|
| AOK | Karpathos | 2.774 | 2.966 | -6,5 |
| ATH | Athens | 174.882 | Level 1 | |
| CFU | Corfu | 28.229 | 27.118 | 4,1 |
| CHQ | Chania | 23.368 | 22.671 | 3,1 |
| EFL | Kefallinia | 6.437 | 6.403 | 0,5 |
| GPA | Patras/Araxos | 1.199 | 1.036 | 15,7 |
| HER | Ηράκλειο | 56.648 | 53.229 | 6,4 |
| JKH | Chios | 3.649 | 3.490 | 4,6 |
| JMK | Mykonos | 11.246 | 11.876 | -5,3 |
| JSH | Sitia | 1.008 | 1.134 | -11,1 |
| JSI | Skiathos | 4.922 | 4.603 | 6,9 |
| JTR | Santorini | 16.313 | 19.156 | -14,8 |
| KGS | Kos | 20.466 | 19.929 | 2,7 |
| KIT | Kithira | 552 | 524 | 5,3 |
| KLX | Kalamata | 2.704 | 2.564 | 5,5 |
| LXS | Lemnos | 2.109 | 2.120 | -0,5 |
| PAS | Paros | 5.418 | 5.493 | -1,4 |
| PVK | Aktion | 5.901 | Level 1 | |
| RHO | Rhodes | 42.829 | 40.993 | 4,5 |
| SKG | Thessaloniki | 38.895 | 36.146 | 7,6 |
| VOL | Volos | 285 | 236 | 20,8 |
| ZTH | Zakynthos | 14.224 | 14.027 | 1,4 |
| Totals | | 464.058 | 275.714 | 68,3 |

End of Summer Period - GA/BA Flights Movements



| Code | Airport | GA/BA Movements S25 | GA/BA Movements S24 | Difference % |
|---------------|---------------|---------------------|---------------------|--------------|
| AOK | Karpathos | 28 | 42 | -33,3 |
| ATH | Athens | 9.775 | Level 1 | |
| CFU | Corfu | 2.339 | 2.258 | 3,6 |
| CHQ | Chania | 393 | 434 | -9,4 |
| EFL | Kefallinia | 1.046 | 916 | 14,2 |
| GPA | Patras/Araxos | 109 | 91 | 19,8 |
| HER | Ηράκλειο | 1.317 | 1.443 | -8,7 |
| JKH | Chios | 70 | 50 | 40,0 |
| JMK | Mykonos | 3.931 | 4.022 | -2,3 |
| JSH | Sitia | 47 | 52 | -9,6 |
| JSI | Skiathos | 300 | 272 | 10,3 |
| JTR | Santorini | 823 | 1.095 | -24,8 |
| KGS | Kos | 478 | 510 | -6,3 |
| KIT | Kithira | 22 | 46 | -52,2 |
| KLX | Kalamata | 1.107 | 1.040 | 6,4 |
| LXS | Lemnos | 103 | 96 | 7,3 |
| PAS | Paros | 612 | 620 | -1,3 |
| PVK | Aktion | 709 | Level 1 | |
| RHO | Rhodes | 985 | 981 | 0,4 |
| SKG | Thessaloniki | 2.448 | 2.250 | 8,8 |
| VOL | Volos | 72 | 35 | 105,7 |
| ZTH | Zakynthos | 319 | 316 | 0,9 |
| Totals | | 27.033 | 16.569 | 63,2 |

End of Summer Period – Passengers Totals



| Code | Airport | Passengers Totals S25 | Passengers Totals S24 | Difference % |
|---------------|---------------|-----------------------|-----------------------|--------------|
| AOK | Karpathos | 315.327 | 333.418 | -5,4 |
| ATH | Athens | 28.221.724 | Level 1 | |
| CFU | Corfu | 5.177.790 | 4.906.621 | 5,5 |
| CHQ | Chania | 4.275.016 | 4.074.115 | 4,9 |
| EFL | Kefallinia | 1.019.855 | 1.009.247 | 1,1 |
| GPA | Patras/Araxos | 209.730 | 180.416 | 16,2 |
| HER | Ηράκλειο | 10.359.313 | 9.686.062 | 7,0 |
| JKH | Chios | 269.699 | 253.908 | 6,2 |
| JMK | Mykonos | 1.827.191 | 1.888.325 | -3,2 |
| JSH | Sitia | 69.406 | 90.880 | -23,6 |
| JSI | Skiathos | 777.729 | 733.104 | 6,1 |
| JTR | Santorini | 2.587.442 | 3.111.194 | -16,8 |
| KGS | Kos | 3.557.930 | 3.470.806 | 2,5 |
| KIT | Kithira | 37.814 | 37.744 | 0,2 |
| KLX | Kalamata | 432.823 | 395.001 | 9,6 |
| LXS | Lemnos | 198.143 | 187.848 | 5,5 |
| PAS | Paros | 387.591 | 394.528 | -1,8 |
| PVK | Aktion | 1.020.308 | Level 1 | |
| RHO | Rhodes | 7.713.801 | 7.452.785 | 3,5 |
| SKG | Thessaloniki | 6.438.211 | 5.891.563 | 9,3 |
| VOL | Volos | 43.730 | 31.879 | 7,2 |
| ZTH | Zakynthos | 2.573.921 | 2.518.684 | 2,2 |
| Totals | | 77.514.494 | 46.648.128 | 66,2 |

Comments

From the tables of the previous section, it can be concluded that the air traffic at the airports under HSCA's responsibility during the summer period of 2025 started and ended with overall positive and upward indicators. Due to the addition of Athens and Aktion airports to the group of schedules facilitated airports, total traffic and passenger numbers showed an impressive increase compared to those of 2024.

Upward were the indicators in most of the airports, both in terms of initial demand for slots/ programs and at the end of the summer season. The table for 31/01-Baseline shows some downward trends, which is normally observed every year during the corresponding period, due to the prior cancellation/return of unwanted slots by airlines.

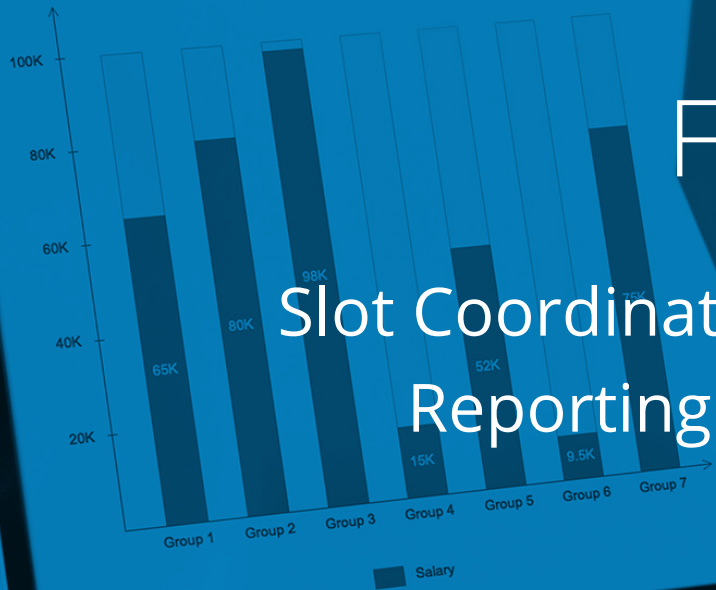
As regards the overall picture of movements and passengers numbers extracted from the database at the end of the summer season, they were notably positive, with a few exceptions, like the airports of Santorini, Sitia, Karpathos and Mykonos. The downward trend observed in Santorini appeared also due to the strong seismic activity that occurred during the summer season of 2025, as a result of which a large number of flights to and from that airport were canceled.



05.

Financial

Slot Coordination and Scheduling Fees Reporting – Comparative Data



Slot Coordination and Scheduling Fees

As an independent non-profit Authority, HSCA also has independent financing, which derives from the Slot Coordination and Scheduling Fees that are imposed on the parties to whom it provides its' services. Slot fee cost reflects the operating costs and the provided services by HSCA. Specifically, Slot Fees are imposed in favor of HSCA to the managing body of a coordinated or schedules facilitated airport as well as to the air carriers-users of each airport, for each take-off or landing slot that has been granted, or each schedule that has been suggested.

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:

- i From the last Sunday of March until the 30th of June.
- ii From the 1st of July until the last Saturday of October.

Slot Coordination and Scheduling Fees

The invoices are issued in electronic form and are now generally sent only via email, except for the cases that they are in parallel sent via physical mail upon demand.

As already mentioned above, in the beginning of 2025 HSCA started a cooperation with new specialized external partners, with the aim of further development and improvement of the software that supports the issuance of the invoices concerning the Slot Coordination and Scheduling Fees.

The invoicing software was already in function from 2024 and both invoicing periods were handled successfully. However, in parallel, HSCA seized the opportunity for a new and even more advanced version of this software, which was presented through the new partners. The new version includes more and multi-level features, and the software has been redesigned in accordance with the latest development standards.

Reporting - Comparative Data

Thereinafter, a presentation of the overall picture of the slot coordination and scheduling fees data for the year 2025, as well as comparative data, firstly in relation to the year 2024, secondly in relation to the year 2021, after which the reformation of the Slot and Scheduling Fees Department began to take place.

- HSCA issued 396 invoices in total, which were sent to the interested parties after the end of each billing period as above, while continuously monitoring the flow of their collection.
- Until the 31st of December 2025, 92,3% of the Slot Coordination and Scheduling Fees of all the years had been collected.
- Until the 31st of December 2025, 86,8% of the Slot Coordination and Scheduling Fees from invoices issued during 2025, had been collected.
- There was a 47% increase in total invoicing for 2025 compared to 2024.
- There was a 25,7% increase in the number of the total invoices issued, compared to 2024.

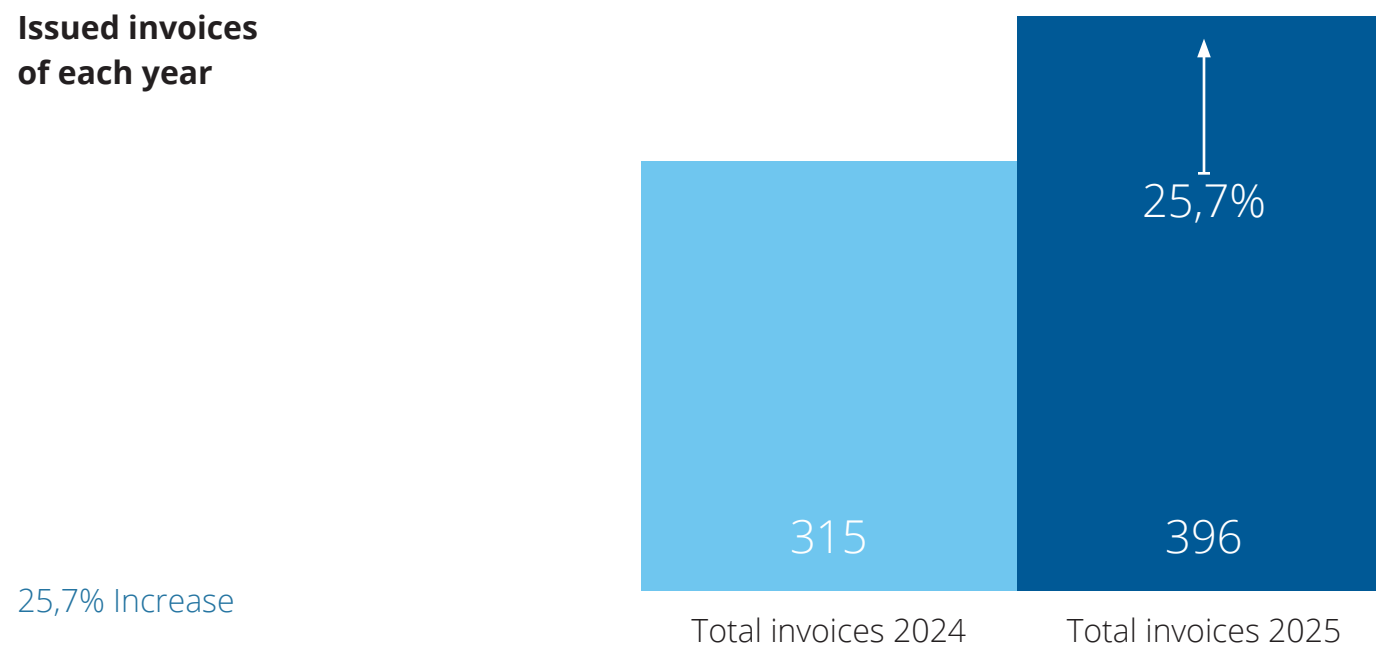
Reporting - Comparative Data

- There was a 76% increase in collections from invoice debts (regardless of the year of issue) compared to the corresponding amounts collected in 2024. This increase took place also due to the ongoing and coordinated plan to recover old debts.
- There was a 6% increase in the fees collection of 2025 compared to 2024, regarding invoices that were issued in each year.
- There was a 17% increase in the total collections of all years at the end of 2025, compared to 2024.
- As regards the comparison of the years 2025 and 2021, the following increases were recorded:
 - 124% increase in total invoicing for 2025 compared to 2021.
 - 131% increase in total collections in 2025 compared to 2021.
 - 66% increase in the total collections of all years at the end of 2025, compared to 2021.

Reporting - Comparative Data

Comparisons with 2024

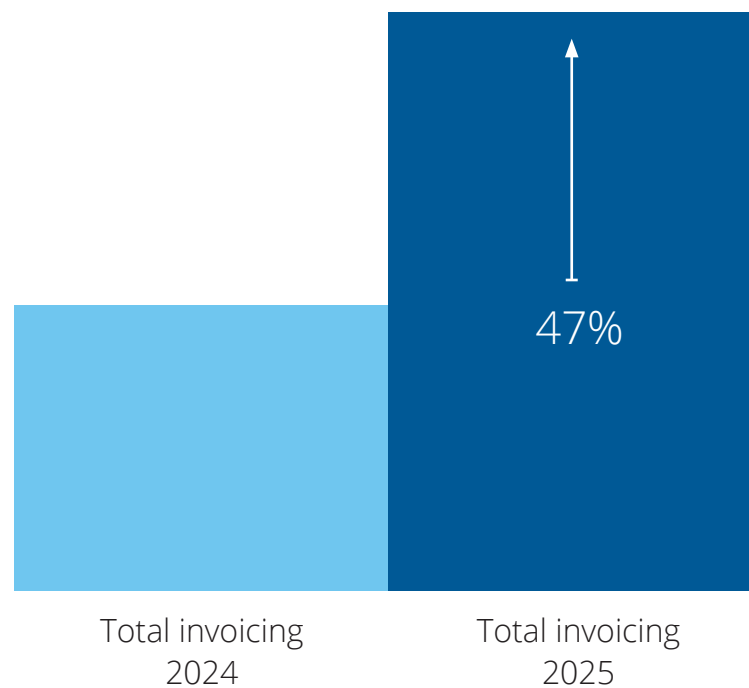
Issued invoices
of each year



Reporting - Comparative Data

Total invoicing
of each year

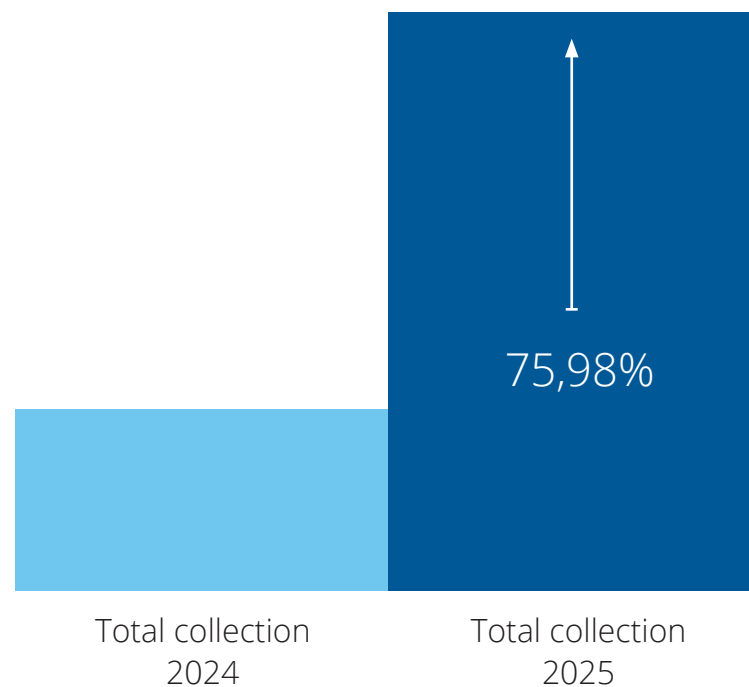
47% Increase



Reporting - Comparative Data

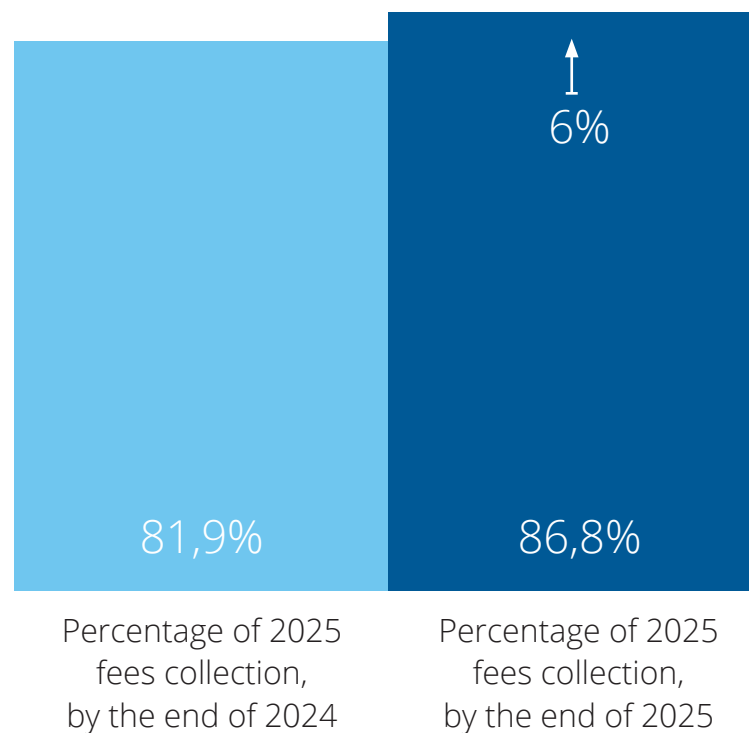
Total each year's fees collection, regardless the year of invoice issuance

75,98% Increase



Reporting - Comparative Data

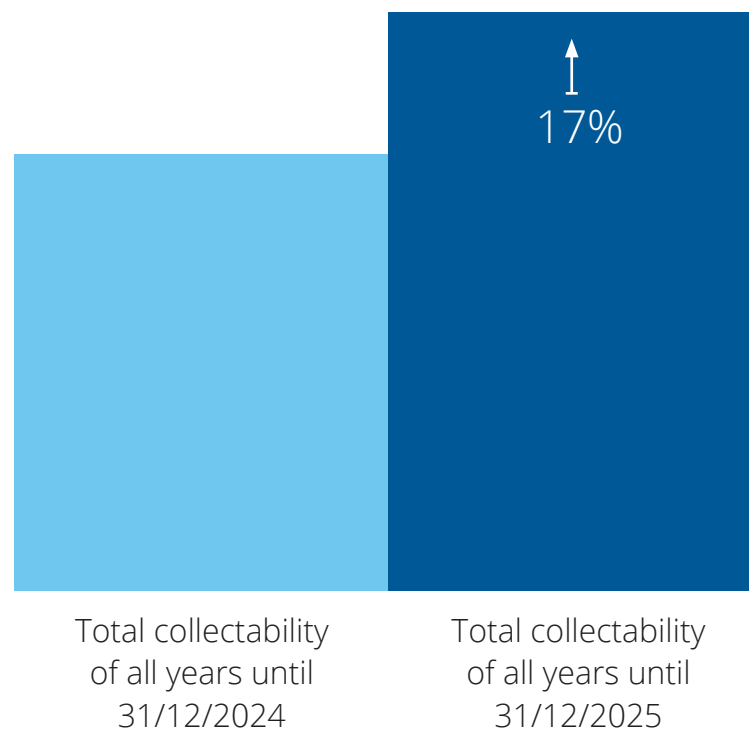
Collection of each year's fees,
at the end of each year



6% Increase

Reporting - Comparative Data

Total collectability of all years,
at the end of each year
(2024 VS 2025)

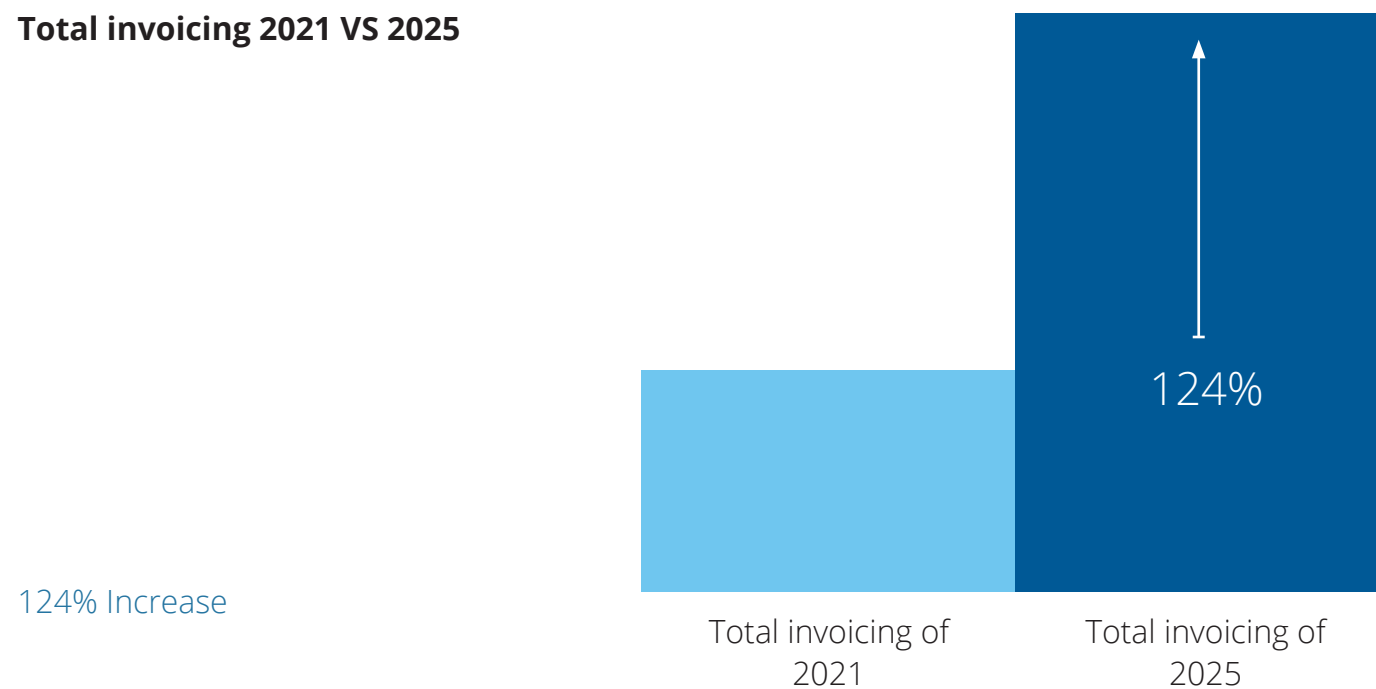


17% Increase

Reporting - Comparative Data

Comparisons with 2021

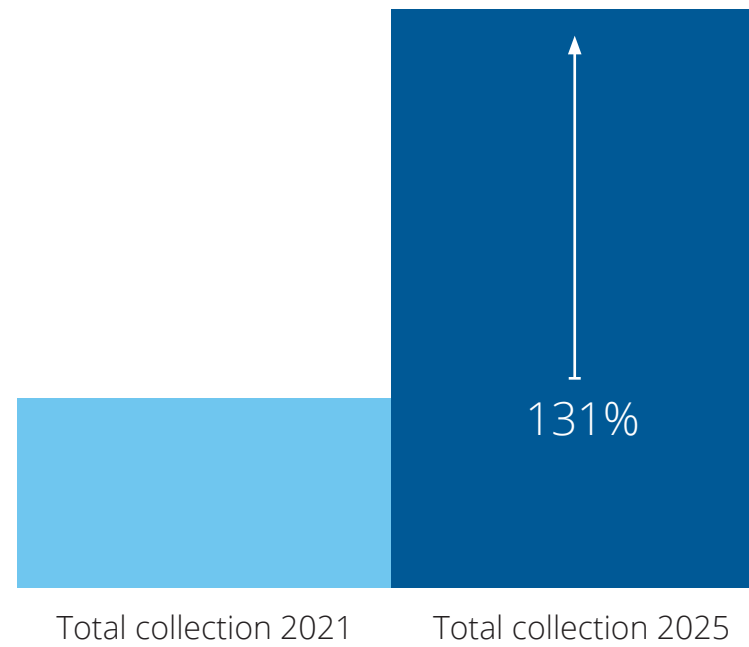
Total invoicing 2021 VS 2025



Reporting - Comparative Data

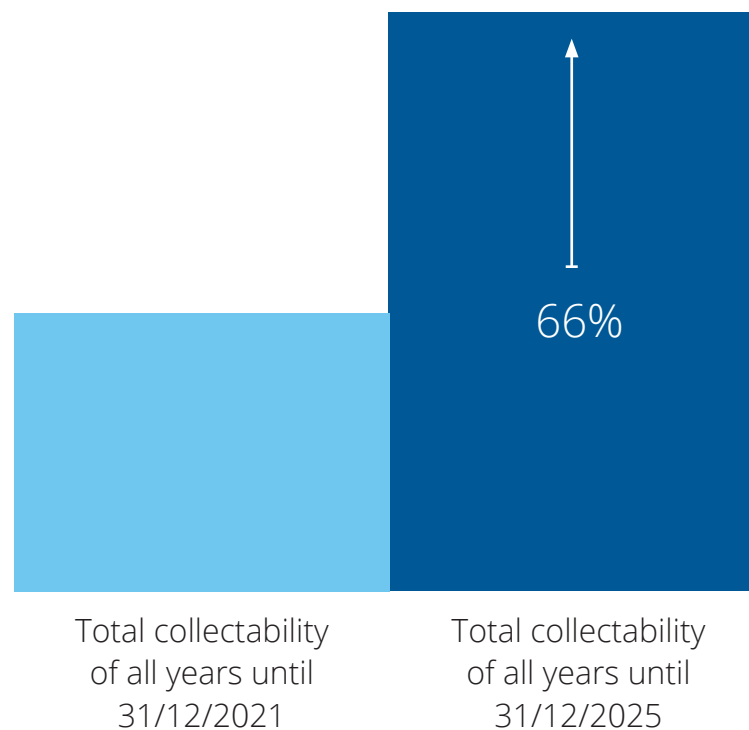
Total fees collection 2021 VS 2025

131% Increase



Reporting - Comparative Data

**Total collectability of all years,
at the end of each year
(2021 VS 2025)**





06. Epilogue



Epilogue

In conclusion and following all the above mentioned in this Annual Report for 2025, HSCA is grateful for the past year, as it has been a period of multi-level activity, new beginnings and progress for the Authority. The air traffic showed an upward trend characterized by particularly positive indicators, the number of airports under HSCA's jurisdiction was increased, and the procedures regarding the coordination/schedules facilitation were further enriched, also due to the inclusion of Athens International Airport. HSCA's research and operational work has been rich, while the new partnerships formed regarding the aforementioned software have provided a new perspective and an even stronger foundation to the existing procedures. Following the above, HSCA continues with strength and optimism towards the new year.



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