

Charges and payments

When using heliports and airports in Greenland

Applicable from 1 January 2020, version 1



Mittarfeqarfit
Grønlands Lufthavne | Greenland Airports

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Article 1 General provisions

- Subsection 1 Aircraft using the heliports or airports listed in Annex 1 shall pay charges and specified payments in accordance with this regulation.
- Subsec. 2 The charges and payments consist of take-off charges, passenger charges, residency charges, security charges and slot charges.
- Subsec. 3 All amounts stated in this regulation are in Danish kroner (DKK).
- Subsec. 4 For the purposes of this regulation, "maximum allowable take-off mass" shall mean the maximum permissible take-off mass according to the Airworthiness Certificate/Flight Manual (MTOW) in kilograms.
- Subsec. 5 For the purposes of this regulation, "landing sites" shall mean heliport or airport.
- Subsec. 6 To the extent Mittarfeqarfiit has assigned responsibility for a function/service at one of the landing sites listed in annex 1 to a third party, the charges and payments shall be determined by that third-party, unless otherwise agreed by the parties. The charges and payments determined by third parties must be approved by Mittarfeqarfiit before they become applicable.

Article 2 Take-off charges

- Subsec. 1 A charge calculated on the basis of the largest permissible take-off mass (MTOW) of the aircraft according to appendix 2 shall be paid for each take-off, subject to the exceptions specified in Article 6.
- Subsec. 2 Take-off charges may be reduced in accordance with Article 5.

Article 3 Passenger charge

- Subsec. 1 In the case of aircraft, a charge shall be paid for each departing passenger, both paying and non-paying, in accordance with annex 3, subject to the exceptions specified in Article 6.
- Subsec. 2a Passenger charges are not paid for the carrier's crew members.
- Subsec. 2b Passenger charges are not paid for children under 2 years.
- Subsec. 3 The charge shall be paid for both terminal and transfer passengers.
Terminal passenger refers to passengers beginning his/her journey from the relevant landing site.
Transfer passenger refers to passenger changing aircraft/helicopter at the airport/heliport (change of route number).
- Subsec. 4 In the case of transit passengers on a multi-stop domestic route, the passenger charge shall only be paid to the landing site from which the passengers depart. However, if a domestic flight with multiple landings involves a change of aircraft, a passenger charge shall be paid for the second and any subsequent flight changes. Transit passenger refers to a passenger who arrives at the relevant airport/heliport and departs on the same aircraft and the same route number.

Article 4 Security charge

Subsec. 1 In the case of passengers mentioned in Annex 4, a security charge is calculated on the basis of the same principles as the passenger charge in Article 3. The security charge covers the security checking of passengers and baggage in accordance with the requirements stipulated by the Danish Transport Authority. If an airline requires a level of control that is higher than the regulatory requirement, this can be arranged with payment of the associated additional costs.

Article 5 Reductions

Subsec. 1 The take-off charge referred to in Article 2 may be reduced in the following cases:

- A In the case of teaching flights, the full take-off charge shall be paid for the first take-off, and a 70% reduction is granted for subsequent take-offs during the teaching flight (touch-and-go).
- B A 70% reduction is granted for practice flights for staff to maintain their skills or to acquaint themselves with new aircraft types or equipment.

It is a condition for obtaining a reduction in accordance with Subsec. 1, that the flight starts and ends at the same landing site without stopping elsewhere, and that a specific notification is sent to the Port Office, and that the flight does not interfere with other traffic.

Article 6 Exemptions

Subsec. 1 Exemptions to the payment of take-off and passenger charges applies to:

- A Test flights at the request of the Danish Transport Authority to determine the airworthiness of an aircraft.
- B Technical check flights by commercial aviation operators without passengers or goods for payment. Exemptions are also conditional on the flight landing at the same landing site, without a stopover elsewhere.
- C Search and rescue flights.
- D Technical returns; i.e. take-off with a forced return to the landing site due to technical malfunction, weather disturbance, etc. to the same landing site from which the aircraft took off.
- E Aircraft owned or chartered by the Danish Transport Authority or Mittarfeqarfiit.
- F Danish and foreign military aircraft not listed on the Civil Aviation Register.
- G Aircraft used exclusively to carry representatives of foreign states or UN personnel, as well as the police, customs officials and control aircraft of foreign states.
- H Aircraft with annual permits; cf. Article 9.

Subsec. 2 The condition for obtaining an exemption in accordance with Subsec. 1 items a, b and c is that a specific notification is sent in advance to the Port Office and that the flight does not interfere with other traffic.

Article 7 Berthing charge

- Subsec. 1 In accordance with Annex 5, the charge for an aircraft's berthing outdoors, for each commenced 24 hour period, in addition to the first 6 hours, is calculated on the basis of the aircraft's maximum take-off weight (MTOW).
- Subsec. 2 A discount of 50% of the otherwise applicable charge is granted for aircraft which, with prior agreement with the Port Office, are left in a separated or collapsed condition.
- Subsec. 3 If necessary, the Port Office may at any time demand that an aircraft be moved to a parking area other than originally designated. It is the responsibility of the aircraft owner (user) to provide for the berthing of the aircraft, and to implement such safety measures as may be necessary by the conditions, or as required by the airport administration, including night markings.
- Subsec. 4 Payment of the berthing charge grants solely the use of the area actually occupied by the aircraft.
- Subsec. 5 In the case of berthing in a hangar, rent shall be paid in accordance with a specific agreement with the landing site's management.
- Subsec. 6 In the case of rent for a period not less than one week, the charge may be replaced by a rental rate determined in agreement with the airport's administration. The rental rate shall be paid in advance and is non-refundable. Subletting is not allowed.

Article 8 Take-off charge

- Subsec. 1 Subject to the exemptions in Article 10, landing sites may be used outside normal opening hours, with the permission of the Port Office, with the payment of an opening charge in addition to the other charges and payments, cf. Annex 6.
- Subsec. 2 The opening charge shall be paid for each aircraft, regardless of whether the landing site is already requested to be open.
- Subsec. 3 If an airline has requested an opening, this opening applies to all aircraft owned or chartered by the company. The opening charge shall be paid for the aircraft for which the highest charge shall be paid.
- Subsec. 4 If, according to an issued bookable traffic programme, an aircraft has taken off, on time or later, from another landing site and expects to land before the normal opening hours, this shall not entail payment of the opening charge referred to in Subsec. 1 if the service of the airport of arrival has been established and the airport accepts the early landing and, under normal circumstances, the aircraft would arrive within the normal opening hours.
- Subsec. 5 Danish military aircraft that are not listed on the Civil Aviation Register pay, irrespective of the requisite readiness, the opening charge in accordance with Annex 6, B, reduced by 50%.
- Subsec. 6 Aircraft owned or chartered by the Danish Transport Authority and Mittarfeqarfiit are

exempt from paying the opening charge.

Article 9 Annual permits and air services in the event of closed landing sites

- Subsec. 1 In the case of aircraft not used for commercial, private or flying club flights, etc. an annual permit may be issued to use the landing sites listed in Annex 1 at the rates listed in Annex 7 upon application to Mittarfeqarfiit's finance department.
- Subsec. 2 Annual permits are issued to either one landing site or to all landing sites mentioned in Annex 1.
- Subsec. 3 A number of annual licenses may be issued to an aircraft for each landing site it uses.
- Subsec. 4 When issuing an annual permit, the take-off and passenger charges have been paid during the period in which the pass is valid.
- Subsec. 5 The annual permit is issued for one calendar year, expiring on 31 December of the calendar year for which it was issued.
- Subsec. 6 If the conditions are transgressed, cf. Subsec. 1, the annual card shall be withdrawn.

Article 10 Air services on self-service terms and conditions

- Subsec. 1 The airports mentioned in Annex 1 (excluding Nerlerit Inaat, Narsarsuaq, Uummanaq/Qaarsut and Sisimiut airports) can be operated outside normal opening hours in individual cases, without the imposition of an opening charge in accordance with Annex 6:
- a. Approval for air services has been obtained from the Port Office
 - b. The landing site shall be continuously informed of how many take-offs there have been under "self-service terms and conditions" in accordance with Article 13, Subsec. 4.
 - c. The landing site does not provide any services, e.g. snow removal, weather information or operation of the landing site's lighting systems.
- Subsec. 2 Provided that the conditions stipulated in Subsec. 1 a, b and c are fulfilled, the following operations may be carried out on the landing sites referred to in Subsec. 1, without opening charges:
- a. An annual permit has been issued for the aircraft wishing to use the landing site.
 - b. This is a search or rescue flight.
 - c. Flights by Danish and foreign military aircraft not listed on the civil aircraft register.
 - d. Aviation schools.
 - e. Practice flights for staff maintaining their skills or to acquaint themselves with new aircraft types or equipment.
 - f. Technical control flights.
 - g. Aircraft owned or chartered by the Danish Transport Authority or Mittarfeqarfiit.
 - h. Empty/transfer flights.

- Subsec. 3 Provided that the conditions stipulated in Subsec. 1 a, b and c are fulfilled, the following operations may be carried out in Uummanaq/Qaarsut, Nerlerit Inaat and Kulusuk, without opening charges:
- a. Danish and foreign military aircraft not listed on the civil aircraft register.

Article 11 Payment terms

- Subsec. 1 Immediately before take-off to and after landing from another landing site, the aircraft owner, operator or representative must contact the Port Office, unless otherwise agreed.
- Subsec. 2 Charges and payments covered by this regulation must be paid in cash to the Port Office prior to each scheduled flight. Payment with a regular credit card is considered a cash payment.
- Subsec. 3 If airlines or individuals regularly fly to the landing site, Mittarfeqarfiit's finance department may enter into an agreement for periodic settlement of charges and payments.
- Subsec. 4 In the event of an agreement in accordance with Article 11 Subsec. 3, payment terms are 14 days net cash, and 1.5% of the invoice amount per commenced 14 days thereafter.
- Subsec. 5 In the event of arrears beyond 14 days, the invoice amount will incur a payment in connection with the sending of reminder letters, cf. Annex 8.
- Subsec. 6 In the event of non-settlement, the provisions of Article 146 of the Aviation Act on the right of retention shall apply.

Article 12 Liability for damages

The individual landing sites are not responsible for theft and fire, water or other damage with respect to aircraft, their equipment, personnel, passengers, cargo, etc. during the aircraft's berthing at the landing site.

Article 13 Other provisions

Mittarfeqarfiit may grant exemptions from this regulation in cases that are not of fundamental or financial significance.

- Subsec. 1 In special cases, Mittarfeqarfiit may grant exemptions if Mittarfeqarfiit can justify a temporary and limited charge reduction on commercial grounds.
- Subsec. 2 Mittarfeqarfiit can continuously adjust the opening hours of individual airports and heliports. Mittarfeqarfiit can, based on an application and a positive business plan from a user, adjust the opening hours of airports and heliports.
- Subsec. 3 The criteria for such an assessment must be relevant, objective and coherent.
- Subsec. 4 The operator must, within 24 hours of take-off from and/or landing at the landing sites, cf. Annex 1, items A and B, provide complete information in accordance with the DTS formats (Annex 9). If this information is not submitted within 24 hours, the charge will be calculated based on the standard seat configuration of the stated aircraft type. If the correct passenger statement is presented after the passing of the deadline, the operator is not entitled to reimbursement of the charges based on the number of seats in accordance with this regulation.

For random samples related to charges, the operator must always be able to produce the above-mentioned basis for the charges for each departure and arrival. If Mittarfeqarfiit so wishes, the aircraft's Loadsheet must also be submitted. Mittarfeqarfiit must, however, request Loadsheets within 60 days of the operations.

Subsec. 5 Any disagreement between the operator and the operator's action agent regarding incorrect reporting and the keeping of deadlines is a matter between these parties, and does not affect the aircraft operator's obligations as a debtor to Mittarfeqarfiit.

In addition to DTS submissions, traffic information in the form of IATA messages (Annex 10) must also be submitted to Mittarfeqarfiit's Airport Operational DataBase (AODB, Airport 20/20) in accordance with the requirements and conditions stipulated in the Charge and Payment Regulation.

This Directive will enter into force on 1 January 2020.

MITTARFEQARFIIT
GREENLAND'S AIRPORTS

Nuuk, on xx/xx/2019

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