

# Fees and Charges

For the use heliports and airports in Greenland

Valid from 1th of January 2021, ver. 1



**Mittarfeqarfiit**  
Grønlands Lufthavne | Greenland Airports

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## §1 General provisions

- Stk. 1 Aircrafts that use the heliports and airports listed in Appendix 1 pay fees and charges according to these regulations.
- Stk. 2 These fees and charges are: Take-off fee, passenger fee, parking fee, and opening fee.
- Stk. 3 All amounts in these regulations are stated in Danish kroner (DKK).
- Stk. 4 In these regulations, “the maximum permissible take-off weight” means “the maximum take-off weight according to the airworthiness certificate/flight manual (MTOW) in kilograms”
- Stk. 5 In these regulations, “landing grounds” mean heliports or airports.
- Stk. 6 In cases where Mittarfeqarfiit has handed over responsibility for a function/service of one of the landing grounds mentioned in Appendix 1 to a third party, and provided that nothing else has been agreed to between the parties, the fees and charges must be determined by the third party. The fees and charges determined by the third party must be approved by Mittarfeqarfiit before they become effective.

## §2 Take-Off fee

- Stk. 1 Calculated based on the maximum take-off weight of the aircraft, a fee as listed in Appendix 2 is payable for each take-off, with the exceptions listed in clause 6.
- Stk. 2 The take-off fee may be reduced in pursuance of clause 5.

## §3 Passenger fees

- Stk. 1 In respect of aircrafts, a fee as set out in Appendix 3 is payable, with the exceptions listed in clause 6, for each departing passenger, paying as well as non-paying.
- Stk. 2a The passenger fee is not payable for active crew members.
- Stk. 2b The passenger fee is not payable for children under the age of two.
- Stk. 3 The fee applies to both terminal and transfer passengers. Terminal passengers are passengers who begin their journey from the landing ground in question. Transfer passengers are passengers who change aircraft/helicopter on the landing ground in question (change of route number).
- Stk. 4 For transit passengers on domestic routes with several landings, a passenger fee is only payable to the airport from which the passengers depart. However, if the total journey includes more than one change of aircraft, a new passenger fee is payable for the second and any subsequent change of flight. A transit passenger is a passenger who continues their journey on the same aircraft/helicopter that they arrived on (same route number).

## §4 Security-fee

- Stk. 1 For the passengers mentioned under Appendix 4, a security fee is paid, calculated according to the same principles as the passenger rates, cf. §3. Included in the security fee is the security check of passengers and baggage in force at any time in accordance with the requirements laid down by the Danish Transport Authority. To extent that an air carrier wants a level of control that is

higher than the regulatory requirements, this can be arranged for payment of the associated additional costs.

## §5 Reductions

Stk. 1 The take-off fee mentioned in clause 2 is reduced in the following instances:

- A For school flights, a full take-off fee is payable for the first departure, and for subsequent take-offs (touch-and-go) this fee is reduced by 70 %.
- B In case of practice flights for maintaining crew skills or their adaptation to new types of aircrafts or equipment details, the fee is reduced by 70 %.

To obtain the reduction in 1, take-off and landing must take place from the same landing ground with no intermediate landing elsewhere; specific notice must be submitted to the airport office; and finally, the flight must not obstruct other traffic.

## §6 Exemptions

Stk. 1 Exemption from payment of take-off fee and passenger fee applies to:

- A Test flights at the request of the Transport Authority to ascertain the airworthiness of an aircraft.
- B Technical control flights executed by carriers of commercial air services with no paying passengers/paid freight. Exemption is however subject to flights departing and landing at the same airport with no stopover at another airport
- C Gliding without aircraft propulsion.
- D Technical returns, i.e. take-off with forced return to the landing ground from which the aircraft departed due to technical disturbances, weather conditions and the like.
- E Aircrafts owned or chartered by the Transport Authority or Greenland Airports.
- F Danish and foreign military aircrafts not listed in a civil aviation register.
- G Aircrafts used exclusively for the transport of representatives of foreign states or UN personnel, as well as of the police, customs, and control aircrafts of foreign states.
- H Aircrafts with season cards, see clause 9.

Stk.2 To obtain exemption in compliance with 1 (a), (b) and c, a distinct notice must be submitted to the airport office in advance, and the flight must not obstruct other traffic. Furthermore, exemption under (b) is conditional on the aircraft landing on the landing ground with no intermediate landing elsewhere.

## §7 Parking Fees

Stk. 1 Parking fees for parking an aircraft outdoor are payable for each 24-hour period or any part of such period after the first 6 hours, see Appendix 5, calculated on the basis of the maximum take-off weight of the aircraft.

- Stk. 2 As to aircrafts placed in separate or folded up positions, as agreed with the airport office, a discount of 50 % of the applicable parking fee is granted.
- Stk. 3 When required by the circumstances, the airport office may at any time demand the removal of an aircraft to another parking ground other than the originally assigned parking ground. It rests with the owner (user) of the aircraft to provide for the mooring of the aircraft and to arrange for other security arrangements as called for by the conditions or as required by the airport administration, including night markers.
- Stk. 4 Payment of the parking fee only gives the right to dispose of the area actually engaged by the aircraft.
- Stk. 5 Parking in hangar is subject to a rent that has been specially arranged with the landing ground management.
- Stk. 6 In case of lease periods of no less than one week, the parking fee may be replaced by a lease that has been determined according to agreement with the airport administration. The lease is payable in advance and is not refundable. Subleasing is not permitted.

## §8 Opening Fee

- Stk. 1 In accordance to the exceptions listed in paragraph 12 and with the permission from the airport office, service of the landing grounds outside usual opening hours is possible in return for payment of an opening fee in addition to the usual fees and charges, see Appendix 6.
- Stk. 2 The opening fee is payable for each individual aircraft, even if the landing ground has already been opened upon request.
- Stk. 3 If an airline company has requested an opening, this opening applies to all aircrafts chartered or owned by the airline company. The opening fee is payable for the aircraft to which the highest rate applies.
- Stk. 4 If an aircraft, in accordance to a bookable traffic program, has taken off from another landing ground according to plan or later and expects to land before usual opening hours, the payment of the opening fee referred to in 1 does apply, provided that the arrival airport service has been established and the airport accepts the earlier landing and that the aircraft during normal circumstances would have arrived within usual opening hours.
- Stk. 5 Danish military aircrafts not included in the civil aviation register are to pay opening fees in compliance with Appendix 6(B) at a reduced rate of 50 %, irrespective of requested stand-by.
- Stk. 6 Aircrafts owned or chartered by the Traffic Authority and Greenland Airports are exempt from payment of the opening fee.

## §9 Season Cards and Flights Using Closed Landing Ground

- Stk. 1 A season card covering the landing grounds mentioned in Appendix 1 may be issued in return for payment as listed in Appendix 6 to aircrafts not used for commercial flights, private airplanes or flying club planes etc. upon application to the Mittarfeqarfiit finance department.
- Stk. 2 The season card covers either one landing ground or all landing grounds mentioned in Appendix 1.
- Stk. 3 Several season cards covering each individual landing ground may be issued for each aircraft.

- Stk. 4 When the season card is issued, the take-off fee, transit fee and passenger fee for the period in which the card applies will have been paid.
- Stk. 5 The season card is issued for one calendar year and expires on 31 December of the same year for which it has been issued.
- Stk. 6 Upon repeated violations of the provisions listed in 1, the card will be revoked.

## §10 Flights under self-service conditions

- Stk. 1 The landing grounds mentioned in Appendix 1 (excluding the airports Nerlerit Inaat, Kulusuk, Narsarsuaq, Uummannaq/Qaarsut and Sisimiut) may, without payment of the opening fee listed in Appendix 5, be used for flights outside usual opening hours on the following terms:
- a. Approval of the flight has been granted by the airport office.
  - b. The landing ground is continuously informed about the number of take-offs carried out under “the terms of self-service”.
  - c. The landing ground offers no services, i.e. no snow clearing, weather information or servicing of the lighting systems of the landing ground.
- Stk. 2 Provided that the terms in 1(a), (b) and c are complied with, the landing grounds mentioned in 1 may be used in the following cases without payment of opening fees:
- a. A season card has been issued for the aircraft that wants to use the landing ground.
  - b. Search and rescue missions.
  - c. Danish and foreign military aircrafts not listed in a civil aviation register.
  - d. School flights.
  - e. Test flights for maintenance of crew skills or for their adaptation to new aircraft types or equipment.
  - f. Technical control flights.
  - g. Aircrafts owned or chartered by the Transport Authority or Greenland Airports.
  - h. Empty flights/transfer flights.
- Stk. 3 Provided that the terms in 1(a), (b) and c are complied with, Uummannaq/Qaarsut, Nerlerit Inaat and Kulusuk may be used in the following cases without payment of opening fees:
- a. Danish and foreign military aircrafts not listed in a civil aviation register.

## §11 Terms of payment

- Stk. 1 Immediately prior to take-off to and after landing from another landing ground, the aircraft's owner, pilot, or representative must contact the airport office, unless otherwise is agreed beforehand.
- Stk. 2 Fees and charges listed in these regulations must be paid in cash at the airport office before each planned flight. Payments using common credit cards are accepted as cash payment.
- Stk. 3 If airline companies or individuals regularly use the landing ground, it is possible to arrange periodic settlement of fees and charges with the Mittarfeqarfiit finance department.

- Stk. 4 The terms of payment by agreement under 11(3) are 14 days net cash followed by 1.5 % of the invoice amount for each 14-day period.
- Stk. 5 In the event of arrears of more than 14 days, a reminder fee will be added to the invoice amount in the reminder notice, see Appendix 8.
- Stk. 6 Any failure of payment is subject to the right of retention in section 146 of the Aviation Act.

## §12 Liability

The individual landing grounds are not liable in the case of theft, fire damage, water damage or any other damage in relation to aircrafts, their equipment, crew, passengers, loading etc. during the aircraft's stay at the landing ground.

## §13 Other regulations

In cases of no fundamental or major financial importance, Mittarfeqarfiit may grant exemptions from these regulations.

- Stk.1 In cases of no fundamental or major financial importance, Mittarfeqarfiit may grant exemptions from these regulations.
- Stk. 2 Mittarfeqarfiit may continuously adjust the opening hours of individual airports and heliports. Mittarfeqarfiit may adjust the opening hours of airports and heliports based on an application and positive business plan from a user.
- Stk. 3 The criteria for such assessment must be relevant, objective, and transparent.
- Stk. 4 The operator must according to annex 1-point A and B submit adequate information in accordance to the DTS-formats (annex 9), no later than 24 hrs. post start and landing from the airports. If this information is not submitted within 24 hours, the tariff will be calculated based on the standard aircraft type configuration of the particular aircraft type. If the correct passenger declaration is submitted after the 24 hrs. has passed, the operator is not entitled to reimbursement of tariffs based on the number of seats provided for in this Regulation.  
For samples relating to tariffs, the operator must always be able to produce the above basis for tariffs on each departure and arrival. If Mittarfeqarfiits demands it, the loadsheet of the airplane must also be submitted. However, the requirement of the loadsheet must be raised by Mittarfeqarfiit within 60 days after the operation has taken place.
- Stk. 5 Any discrepancy between the operator and the handling agent to the operator regarding incorrect reporting and retention of deadlines is a matter between the two parties and does not affect the obligation by the aviation operator as a debtor to Mittarfeqarfiit. Besides DTS-posts traffic information in the form of IATA-messages (annex 10) also be submitted to Mittarfeqarfiits Airport Operational Database (AODB, Airport 20/20) in accordance with the requirements and conditions as stated in the Fees and Charges Regulations

This Regulation will become effective January 1 - 2020

MITTARFEQARFIIT  
GRØNLANDS LUFTHAVNE  
GREENLAND AIRPORTS

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