



Mittarfeqarfiit
Grønlands Lufthavne | Greenland Airports

» FEES AND CHARGES

For the use of
Heliports and Airports
in Greenland

TABLE OF CONTENTS

- A. General Provisions**
- B. Take-Off Fee**
- C. Passenger fee**
- D. Reductions and Exemptions**
- E. Parking Fee**
- F. Opening Fee**
- G. Season Cards and Flights Using Closed Landing Grounds**
- H. Terms of Payment**
- I. Other Provisions**

- Appendix 1. List of Heliports and Airports Covered by These Regulations**
- Appendix 2. Take-Off Fee**
- Appendix 3. Passenger Fee**
- Appendix 4. Parking Fee**
- Appendix 5. Opening Fee**
- Appendix 6. Season Cards**
- Appendix 7. Terms of Payment**

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General Provisions

1.

- (1) Aircrafts that use the heliports and airports listed in Appendix 1 pay fees and charges according to these regulations.
- (2) These fees and charges are: Take-off fee, passenger fee, parking fee, and opening fee.
- (3) All amounts in these regulations are stated in Danish kroner (DKK).
- (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" (for OY registered planes, see the nationality register).
- (5) In these regulations, "landing grounds" mean heliports or airports.
- (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.

A. Take-Off Fee

2.

- (1) Calculated on the basis of 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 5.
- (2) The take-off fee may be reduced in pursuance of clause 4.

B. Passenger Fees

3.

- (1) In respect of aircrafts, a fee as set out in Appendix 3 is payable, with the exceptions listed in clause 5, for each departing passenger, paying as well as non-paying.
- (2)
 - (a) The passenger fee is not payable for air carrier crew on active duty in connection with the exchange of crew members within a period of 12 hours. For all other air carrier crew, a passenger fee must be paid in compliance with the regulations.
 - (b) The passenger fee is not payable for children under the age of two.

- (3) The fee is not payable for passengers travelling within Greenland who, subsequent to a diversion, continue their journey to the original destination on the same aircraft or route on/by which they arrived.
- (4) 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).
- 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).
- (5) A security fee is payable for the abovementioned passengers under 1-4 in accordance with Appendix 3. The security fee covers security check of passengers and baggage that may be conducted at any time, as laid down by the Transport Authority. To the extent that an airline company requests a control level higher than the one determined by the authorities, this may be arranged in return for payment of the extra costs incurred in this respect.
- (6) Separate collection from passengers is not allowed.

D. Reductions and Exemptions

4.

- (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.

5.

- (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.
- (c) Gliding without aircraft propulsion.
- (d) Search and rescue missions or air ambulance operations.

An ambulance operation is a flight performed for the purpose of

1. transporting seriously ill or injured persons and their relatives as well as medical staff to facilities that are vital for the treatment of these seriously ill or injured persons,
2. transporting medical staff to the place where their assistance is vital and/or
3. transporting vital medical supplies such as equipment, blood, organs and drugs.

An air ambulance operation is considered complete when the primary purpose of the flight has been fulfilled. Any subsequent ferry flight is not covered by this provision.

- (e) 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.
 - (f) Aircrafts owned or chartered by the Transport Authority or Greenland Airports.
 - (g) Danish and foreign military aircrafts not listed in a civil aviation register.
 - (h) 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.
 - (i) Aircrafts with season cards, see clause 9.
- (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.
- (j) Passenger fees are not payable with respect to OP personnel on trip checks and for AFIS personnel on route checks.

E. Parking Fees

6.

- (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 4, calculated on the basis of the maximum take-off weight of the aircraft.
- (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.

- (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.
- (4) Payment of the parking fee only gives the right to dispose of the area actually engaged by the aircraft.
- (5) Parking in hangar is subject to a rent that has been specially arranged with the landing ground management.

7.

- (1) 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.

F. Opening Fee

8.

- (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 5.
- (2) The opening fee is payable for each individual aircraft, even if the landing ground has already been opened upon request.
- (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.
- (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.
- (5) Danish military aircrafts not included in the civil aviation register are to pay opening fees in compliance with Appendix 5(B) at a reduced rate of 50 %, irrespective of requested stand-by.
- (6) Aircrafts owned or chartered by the Traffic Authority and Greenland Airports are exempt from payment of the opening fee.

G. Season Cards and Flights Using Closed Landing Ground

9.

- (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.
- (2) The season card covers either one landing ground or all landing grounds mentioned in Appendix 1.
- (3) Several season cards covering each individual landing ground may be issued for each aircraft.
- (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.
- (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.
- (6) Upon repeated violations of the provisions listed in 1, the card will be revoked.

10.

- (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.
- (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.
- (3) Provided that the terms in 1(a), (b) and (c) are complied with, Uummanaq/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.

H. Terms of Payment

11.

- (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.
- (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.
- (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.

12.

- (1) The terms of payment by agreement under 13(3) are 14 days net cash followed by 1.5 % of the invoice amount for each 14-day period.
- (2) 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 7.
- (3) Any failure of payment is subject to the right of retention in section 146 of the Aviation Act.

I. Other Regulations

13.

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.

14.

- (1) In cases of no fundamental or major financial importance, Mittarfeqarfiit may grant exemptions from these regulations.
- (2) In special cases, Mittarfeqarfiit may grant exemptions where commercial considerations justify a temporary limited reduction of fees.
- (3) 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. The criteria for such assessment must be relevant, objective and transparent.

15.

These regulations become effective from 14 June 2015.

MITTARFEQARFIIT
GREENLAND AIRPORTS

Nuuk, 14 June 2014

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