

Tariffs and payments

Appendix

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Mittarfeqarfiit
Grønlands Lufthavne | Greenland Airports

CONTENTS

- Appendix 1 Overview of helicopter aerodromes and airports included in this regulation.
- Appendix 2 Start fees
- Appendix 3 Passenger fees pr. passenger
- Appendix 4 Security-fees pr. passenger
- Appendix 5 Parking-fees
- Appendix 6 Opening-fees
- Appendix 7 Season pass
- Appendix 8 Terms of payment
- Appendix 9 DTS-format (engelsk tekst)
- Appendix 10 IATA (engelsk tekst)

Appendix 1

Overview of Helicopter aerodromes and airports included in this regulation.

A. Helicopter aerodromes

Siorapaluk	Kangaatsiaq
Savissivik	Niaqornaarsuk
Kullorsuaq	Iginniarfik
Nuussuaq	Ikerasaarsuk
Tasiusaq (UPE)	Attu
Aappilattoq (UPE)	Sarfannugit
Innaarsuit	Itilleq
Upernavik Kujalleq	Arsuk
Kangersuatsiaq	Qaqortoq
Uummannaq	Narsaq
Ukkusissat	Nanortalik
Saattut	Alluitsup Paa
Niaqornat	Egalugaarsuit
Ikerasak	Ammassivik
Saqqaq	Tasiusaq (NAN)
Qeqertaq	Aappilattoq (NAN)
Ilimanaq	Qassimiut
Qeqertarsuaq	Narsaq Kujalleq
Qasigiannugit	Tasiilaq
Ikamiut	Isertoq
Kitsissuarsuit	Tiilerilaaq
Akunnaaq	Sermiligaaq
	Kuummiit
	Ittoqqortoormiit

B. Airports

Qaanaaq	Maniitsoq
Upernavik	Nuuk
Qaarsut	Paamiut
Ilulissat	Narsarsuaq
Aasiaat	Kulusuk
Sisimiut	Nerlerit Inaat
Kangerlussuaq	

Appendix 2 Start-fess

Fixed wing

Aircrafts until 3.000 kg. (MTOW)	226,00 kr.
Here, in addition to each one starting 1.000 kg. above 3.000 kg. and up to 25.000 kg. (MTOW)	78,00 kr.
Aircrafts from 25.000 kg. (MTOW)	3.911,00 kr.
Here, in addition to each one starting 1.000 kg.	161,00 kr.

Helicopters

Aircrafts until 3.000 kg. (MTOW)	62,00 kr.
Here, in addition to each one starting 1.000 kg.	32,00 kr.

Helicopter sightseeing flights and fixed wing sightseeing flights from the same airport (BL 5-4):

a. until 7.000 kg. (MTOW)	112,00 kr.
b. above 7.000 kg. (MTOW) refers to the above starting rates for fixed wing and helicopters.	

Appendix 3 Passenger-fees pr. passenger

Helicopter traffic:

When starting from an aerodrome, cf. Appendix 1 pkt. A and B:	176,00 kr.
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Fixed wing traffic:

When starting from an aerodrome, cf. Appendix 1 pkt. B:	289,00 kr.
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Helicopter sight seeing and fixed sight seeing from the same airport (BL 5-4):

When starting from an helicopter aerodrome or airport with helicopter or fixed wing aircraft, cf. Appendix 1 pkt. A and B:

- Sight seeing as defined in BL 5-4, and carried out cf. valid legislation	112,00 kr.
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Appendix 4 Security-fees pr. passenger

Fixed wing traffic:

When starting from an airport with a fixed wing aircraft, cf. Appendix 1 pkt. B:

- planned first landing in Greenland:	36,00 kr.
- planned first landing outside Greenland:	211,00 kr.

Appendix 5 Parking-frees

Aircrafts until 3.000 kg. (MTOW)

137,00 kr. pr. started day

Here, in addition for each started 1.000 kg. above 3.000 kg.

11,00 kr. pr. started day

Appendix 6 Opening-fees

On airports cf. Appendix 1, pkt. A is paid:

All year – pr. started hour	1.328,00 kr.
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On airports cf. Appendix 1, pkt. B is paid:

A. If there is no requirement for fire and rescue:

Fixed wing aircraft – pr. started hour	1.946,00 kr.
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However minimum	5.838,00 kr.
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Helicopters – pr. started hour	1.328,00 kr.
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However minimum	3.984,00 kr.
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B. If there is requirement for fire and rescue (CAT 5):

Pr. started hour	2.401,00 kr.
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However minimum	7.203,00 kr.
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C. If there is requirement for large fire and rescue (CAT 7-8):

Pr. started hour	5.142,00 kr.
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However minimum	15.426,00 kr.
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D. Opening in connection to sightseeing from the same airport (BL 5-4):

Opening for 24 hrs,	553,00 kr.
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24 hours opening, provided Mittarfeqarfit doesn't provide any kind of service and the operations comply to BL 5-4.

(is not valid for Nerlerit Inaat, Narsarsuaq, Sisimiut samt Uummannaq/Qaarsut lufthavne – se E1)*

*Those airports must not be operated under self-service conditions

D1. Opening in connection to sightseeing from the same airport (BL 5-4)

Nerlerit Inaat, Narsarsuaq, Sisimiut samt Uummannaq/Qaarsut lufthavne:

Pr. started hour – provided Mittarfeqarfit doesn't provide any kind of service and in addition to AFIS-service and the operations comply to BL 5-4.	685,00 kr.
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E. Openings in connection to ETOPS-operations:

Pr. started hour	5.142,00 kr.
However minimum	15.426,00 kr.

Discounts on long-term agreements on ETOPS-openings

The Airline receives a 10 % discount on the conclusion of a fixed agreement of a minimum one month's duration

Night supplement

Openings in the period of 21.00 – 05.00 the hourly rates are supplemented 10 %

Extensions and cancellations

If one wants to extend the opening, the request must be submitted no later than 5 hours prior to departure, respectively expiry of the opening being requested extended. If the notion happen less than 5 hours to the closure, the request is seen as a new opening. Upon the request to open later than 24 hours before the desired opening period, the price is increased by 25 %.

An approved opening can be cancelled upon request no later than 24 hours prior to the approved opening would have come to force.

An approved opening in connection to ETOPS-operations can be cancelled upon request no later than 5 hours prior to the approved opening have come in to force.

All times are according to Greenlandic localo time.

Appendix 7 Season card

Season cards issued to an aircraft to an airport:

For aircrafts up to and even 1.500 kg. (MTOW)	1.290,00 kr.
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For aircrafts above 1.500 kg. (MTOW)	5.139,00 kr.
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Season cards issued to sn aircraft to all airports, cf. Appendix 1:

For aircrafts to and even 1.500 kg. (MTOW)	3.855,00 kr.
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For aircrafts above 1.500 kg. (MTOW)	15.417,00 kr.
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Appendix 8 Terms of payment

Administration payment, reminders	179,00 kr.
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Appendix 9 DTS-format

DTS-format descriptions

- Field 1: Record type = 5
- Field 2: Call signal
- Field 3: Date of departure– UTC
- Field 4: Airport of departure – DEP
- Field 5: STD - Scheduled Time of Departure - UTC
- Field 6: ATD - Actual Time of Departure/Off-block Time) - UTC
- Field 7: Delay
- Field 8: Date of arrival – UTC
- Field 9: Destination - ARR
- Field 10: STA - Scheduled Time of Arrival - UTC
- Field 11: ATA - UTC
- Field 12: Registration mark
- Field 13: Type of flight
- Field 14: Total Persons On Board
- Field 15: Crew, active
- Field 16: Crew, passive
- Field 17: Service passengers
- Field 18: Infants
- Field 19: Passengers departed from airport of departure (local boarding)
- Field 20: Passengers departed in transfer
- Field 21: Passengers departed in transit
- Field 22: Passengers arrived at destination (Disembarking)
- Field 23: Cargo loaded
- Field 24: Cargo off-loaded
- Field 25: Post loaded
- Field 26: Post off-loaded
- Field 27: International or Domestic
- Field 28: Domestic leg of international flight
- Field 29: Passengers travelling abroad
- Field 30: Comments etc.
- Field 31: Unique ID

Bilag 10 IATA (engelsk tekst)

Basic regulations for use of IATA messages:

1. All scheduled flights shall be reported to Mittarfeqarfiit using the SSIM or SSM/ASM format.
2. All updated flight times shall be reported to Mittarfeqarfiit.
3. All IATA messages shall be sent to Mittarfeqarfiit.
4. All IATA messages sent to Mittarfeqarfiit Airport Operational DataBase (AODB, Airport 20/20) be in accordance with the latest version of the IATA Airport Handling Manual (AHM) and IATA Standard Schedule Information Manual (SSIM)
5. Reporting shall include the correct data for the number of passengers and kilograms of cargo and post for all arrivals and departures. Data shall be reported per flight number and date.

The following IATA format is supported, and data will be used for the following purposes:

Scheduled flight plans

SSIM	IATA File format used for the presentation of complete seasonal flight plans, including all flights, for one operator for a limited period of time.	3 weeks ahead of season change.
SSM (Standard Schedules Message Procedure)	IATA message format used to report permanent additions and/or changes to original seasonal flight plans.	24 hours before take-off at the latest.

Aircrafts movement

ASM (Ad-hoc Schedules Message)	IATA message format for reporting temporary/ time-limited deviations from the original seasonal flight plan	6 hours before take-off at the latest
MVT (Aircraft movement message)	IATA message format for reporting departure times, arrival times and delays.	Departure and arrival times to be sent immediately after departure or arrival. Delay messages to be sent as soon as the delay is known.
MVA (Aircraft movement message)	IATA message format for reporting departure times, arrival times and delays, automatically sent directly from the individual aircraft (e.g. ACARS).	Departure and arrival times to be sent immediately after departure or arrival. Delay messages to be sent as soon as the delay is known.

DIV (Aircraft Diversion Message)	IATA message format for reporting diversions from the original flight path.	To be sent as soon as the diversion is known.
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Passenger/ cargo

SLS (Statistical Load Summary)	IATA message format for reporting passenger numbers, baggage, freight and post.	Immediately after take-off
LDM (Loadmessage)	IATA message format for reporting passenger numbers and weight.	Immediately after take-off.
PTM (Passenger Transfer Message)	IATA Message format for reporting transfer passengers.	Immediately after take-off.
