

## AIS PUBLICATIONS TARIFF

### 1. CONTENT :

This tariff contains the charges and distributed by DHMI for AIS publications, which are published.

### 2. THE TARIFF :

	Name Of The Publication	In Land Fees (* )	Abroad Price	
			Region A	Region B
	A	B	C	
( € )				
1	AIP On Web Base (Internet)	100	100	100
2	AIP Volume I (With Binder)	100	120	140
3	AIP Volume II (With Binder)	100	120	140
4	a. AIP Amendments (AMDT) b. AIP Supplements (SUPP) c. AIC's d. NOTAM Summaries and check lists	(Annual Subscription)		
		200	220	250
		Semiannual subscription (July 1 <sup>st</sup> - December 31 <sup>st</sup> )		
		100	110	125
5	The Annual Subscription of CD AIP Turkey (Including Amendment Services)	160	175	185
6	Single issue purchase of the latest CD of AIP Turkey	20	25	25
(Extra Copies Required)				
7	Ring Binder (AIP Vol I)	25	30	35
8	Ring Binder (AIP Vol II)	25	30	35
9	Air Navigation Chart	6	7	8
10	Terminal Area Chart	0.5	1.5	2.5
11	STAR / SID Chart	0.5	1.5	2.5
12	Aerodrome Chart	2	3	4
13	Aerodrome Obstruction Chart	5	6	7
14	Approach and Landing Chart	One Sided	0.4	
		Two Sided	0.8	

(\* ) Turkish Republic of Northern Cyprus takes place in this column B.

#### I. Region "A" ;

- a. All European Countries,
- b. Neighbour Countries (Iran, Iraq, Syria, Lebanon, Jordan, Southern Cyprus, Egypt, Azerbaijan, Turkmenistan, Uzbekistan, Kazakhstan, Tajikistan, Kyrgyzstan, Armenia and Georgia)

#### II. Region "B" All Other Countries.

3. PRINCIPLES OF APPLICATION :

- a. AIS Publications are sent on request.
- b. Delivery is made after the completion of payment Postage is included in tariff but; if delivery is requested by airmail, freight charge must be added.
- c. On condition of free exchange of publications, postal charge is fixed on mutual agreement.
- d. DHMI is not responsible for losts or late delivery.
- e. AIS publications and amendment published in accordance with conditions and contingency of DHMI.
- f. Subscription period of AIS publications, issued throughout the year, begins on the 1 st January and ends on the 31 st December.
- g. Subscription renewal must be realized up to the date of 31 st December latest. However the AIS unit will continue to mail the publications to be issued up to 31 st March in order to raise the matters to be encountered due to delays, even if subscription fee has been received. Subscription record of subscribers, whose subscription fees were not received up to this date will be cancelled.
- h. Invoices will be mailed after payment.
- i. This tariff does not apply to those organizations stated below (Demands are handled due to stocks) :
  - (1) To non-commercial public corporations that serves in all civil and military airports in Turkey and TRNC and TRNC's League of Aviation.
  - (2) Domestic and international organizations dealing with civil aviation and air transport publications,
  - (3) Foreign organizations which are agreed on free exchange of publications mutually,

4. PAYMENT :

- a. The tariff charges specified in this booklet, are charged and invoiced according to the principles of application of DHMI Revenue Services Directive and payments are made according to DHMI Collection of Revenues Directive.
- b. All additional charges, such as bank commision, transfer fee, will be paid by the one who is to be credited.
- c. According to Act VAT (No 3065); the amounts less than 100.-YTI will be invoiced by adding VAT and the amount of 100.-YTI and above will be free of VAT.

## INTERNATIONAL LANDING AND PARKING TARIFF

### 1. CONTENT :

This tariff contains the charges for Turkish and foreign registrated aircraft using Turkish International Airports operated by DHMI for landing, parking and other additional services on their international flights.

### 2. THE TARIFF :

#### a. The Tariff for Landing and Parking Charges :

a.(1). İstanbul Atatürk, İzmir Adnan Menderes, Antalya, Ankara Esenboğa, Dalaman ve Milas Bodrum Airports :

	Maximum Take - Off Weight	Landing		Parking	
		Aircraft (Plane)	Other crafts (Helicopter, airship, zeppelin, glider etc)	Aircraft (Plane)	Other crafts (Helicopter, airship, zeppelin, glider etc)
		B	C	D	E
	A				
		( € )			
1	Per 1000 Kg	6.5	4	2	1

a.(2). Adana, Kapadokya, Trabzon ve Süleyman Demirel, Bursa Yenişehir, Çardak, Çarşamba, Çorlu, Erzurum, Gaziantep, Kars, Kayseri, Konya, Van Ferit Melen and the airports to be opened to international traffic during the year :

	Maximum Take - Off Weight	Landing		Parking	
		Aircraft (Plane)	Other Crafts (Helicopter, airship, zeppelin, glider etc)	Aircraft (Plane)	Other Crafts (Helicopter, airship, zeppelin, glider etc)
		B	C	D	E
	A				
		( € )			
1	Per 1000 Kg	4	2	1	0.5

#### b. The Tariff for Additional Service Charges :

	The Types Of Charges	Charges
	A	B
		( € )
1	Approaching (Including VFR) Charge / Per Landing	30
2	Lighting Charge / Per Landing or Take-Off	40

### 3. PRINCIPLES OF APPLICATION :

- a. Landing and parking fees are applicable according to the maximum take-off weight of the aircraft as indicated in its Registry. Fractions of a tonne are to be rounded off.
- b. The duration for parking begins 2 hours after actual time of arrival and ends when the engine start permission is given (In case engine start permission is not given it ends at request time). This parking charge covers 24 hours. 24 hour parking charge applied for parkings less than 24 hours. For parking over 24 hours, the charge at the Tariff Table (a) is applicable for each elapsing 24 hours. For the 2<sup>nd</sup> parking period 100 % and for the 3<sup>rd</sup> parking 200% surcharge is applicable for each parking period at Atatürk, Antalya and Dalaman Airports. This application is permanent for Atatürk Airport and is valid between 01 April - 31 October at Antalya and Dalaman Airports.
- c. The airports where slot allocation is applied and the implementation dates of slot allocation is stated in the "Slot Coordination Booklet" which is published by DGCA. The practices regarding

inconsistencies that will be notified by The Slot Coordination Centre related with the flights subject to slot are as follows:

- (1) The parking fee in the Tarif is applied to the aircraft which arrive and depart according to their slot. For the ones which arrive without slot allocation or do not obey their slot, the following additional surcharge parking fee is applied:
  - (2) Aircraft which have slot up to 24 hours and do not obey their slot
    - (a) For the aircraft having slot of 2 hours or less; when they arrive earlier than their slot time, €2 x tonne x hour surcharge parking fee is applied for the period between the arrival time and slot time and, when they depart later than their slot time, €2 x tonne x hour surcharge parking fee is applied for the period between the slot time and engine starting time.
    - (b) For the aircraft having slot up to 24 hours (but not including 24 hours) and which arrive earlier or later than their slot time, €2 x tonne x hour surcharge parking fee is applied for the period between the arrival time and slot time and for the aircraft having slot up to 24 hours (but not including 24 hours) and which depart earlier or later than their slot time, €2 x tonne x hour surcharge parking fee is applied for the period between the departure/engine starting time and the slot time.
  - (3) Aircraft which have night slot of 24 hours or more and do not obey their slot;
    - (a) For the aircraft arriving earlier/departing later than their slot time, €2 x tonne x hour surcharge parking fee is applied for the period that exceeds the slot time.
    - (b) For the aircraft arriving/departing in their slot span time, parking fee in the Tarif is applied. For such aircraft, as long as they stay within their slot time, additional €1 x tonne x hour surcharge parking fee is applied when they arrive later than their slot time and additional €1 x tonne per hour surcharge parking fee is applied when they depart earlier than their slot time.
  - (4) For the aircraft having no intersection between their slot and the actual arrival/departure time spans, €3 x per / tonne per hour surcharge parking fee is applied during parking.
  - (5) €3 x tonne x hour surcharge parking fee is applied during parking for the aircraft which arrive without slot allocation.
  - (6) Exceptional Circumstances
    - (a) +/- 20 minutes of variation in arrivals-departures is applied as +/- 30 minutes for the flights of 8 hours and more. Additional exceptions and the airports where slot allocation is applied are stated in the Slot Application Principles Instructions.
    - (b) Between 23:00 and 05:00 (local time) surcharge parking fee is reduced 50% (provided that both the arrival and the departure times are between the mentioned time interval)
    - (c) If the engine starting request is not accepted because of ATC, engine starting request time is considered in pricing.
    - (d) €100 is applied for each flight to the airline/representative company which does not cancel at least 72 hours before the slot that will not be utilized by itself.
    - (e) Since Turkish registered aircraft become national after flying back from international flights, conflicts in arrival slots are priced according to this tariff, on the other hand, conflicts in the departure slots are priced according to Domestic Landing and Parking Tariff.
    - (f) If slot violation at the departure/arrival airport affects successively other airports where slot allocation is applied due to the exceptions in the Slot Application Principles Instructions / Regulations, surcharge parking fee is not applied at the other airports provided that the registry and call sign are stated.
    - (g) Excluding the exceptions in the Slot Application Principles Instructions / Regulations, if the slot violation resulting from the air carrier at the departure / arrival airport affects successively other airports where slot allocation is applied, surcharge parking fee is not applied at the other airports which have available capacity provided that change request is notified to DHMI and is admitted by the SCC.
    - (h) If the flight is with slot and is single arrival or single departure, the application is according to the current tariff for the arrival or departure slot violations. If the airport capacity is available and the flight is single arrival without slot or single departure without slot, €3 x tonne x hour (arrival or departure inconsistency) surcharge parking fee is applied. Additional surcharge parking fee is not applied for the parking duration of these aircraft (with or without slot).
- d. International landing charge is applied at the first airport of landing to the Turkish registered aircraft when they fly back from an international flight. Domestic parking charge is applied when Turkish registered aircraft flies back from an international flight. Domestic parking charge is applied to the aircraft that notified by the Ministry of Transport, that the procedures for Turkish registration are continuing.

- e. No parking fee, stated on tariff 2.a.(1) and (2) columns B and D, is applied for the first 3 days to the aircrafts that have no deal in commercial air transport (visit only for the purposes of sports, related to civil aviation) and having permission from Turkish CAA. For the following days, 25% of parking charges of the tariff 2.a.(1), columns B and D is applied.
- f. Domestic landing and parking charges are applied to the foreign registered aircraft rented by the Public Corporations and Organisations located in Turkey, under permission of Ministry of Transport after they first landed in Turkey.
- g. When the lighting systems are in operation, lighting charge is applied only for either landing or take off that takes place between sunrise and sunset according to seasons and visibility conditions. In the event of providing lighting service for both legs of Turkish registered aircraft in domestic and international flights, landing is considered. 50% of this charge is applied for the aircraft other than aeroplane and 25% of this charge is applied for the aircraft arriving in Turkey for sports purposes regarding civil aviation. Engine start/landing hours are considered.
- h. If the scheduled departure of an aircraft is delayed by congestion or by DHMI ATC units for any reason causing the parking period extension, no parking charge is applied for exceeding time.
- i. 50% of the charges of the tariff 2.a.(1) and (2) are applied to the training flights that takes off and lands at the same airport and carries no passenger other than flight crew and trainee, on condition of notice provided to DHMI beforehand. No charge is applied for "touch and go".
- j. 50% of the landing and parking charges is applied to those aircraft which are commercial air carriers but having no traffic rights (i.e. no embarkation and disembarkation of passengers and loads) and which only have technical landing permission concerning refuelling, customs formalities, alteration of flight team (crew) and flight team (crew) relaxation. If the parking is continued for the aircraft which does not take off immediately after tackling technical landing issue, no reduction is applied for the landing and parking charges.
- k. In airports which are subject to slot allocation, 50% of parking charges are applied during slot period for all technical landings under the conditions mentioned on 3.k. of this tariff. No discount is applied for exceeding period and € 3 per tonne per hour parking surcharge is applied for each exceeding hour.
- l. In case of suitable park position availability and on condition of providing parking at the places specified by the Airport Authority, no parking surcharges in item 3.b. applied to aircraft which are not permitted to take off by international and national, political, military and civil aviation authorities or court of justice, during flight prohibition period.
- m. Landing, parking and other tied charges determined by the related Military Forces Commanderships are applied at the airports which are not operated by DHMI but Military Forces Commanderships. Landing, parking, lighting and approach charges for the flights to the above-mentioned airports are assessed by the departure airport. Parking charge is assessed according to the duration in the flight plan.
- n. On condition of parking at an isolated park position specified by Airport Authority within 30 days, the tariff is applied for the period that the event happened and the parking ended at the isolated park place for aircraft which has to be parked for compulsory reasons out of operators wish and will, such as crash-accident and / or fire. After parking at an isolated park position specified by Airport Authority, 25% of the charge is applied.
- o. No landing, parking and other additional fees (lighting, approach and extension of declared operational hours, follow-me, safety precautions against aircraft fire) applied to aircraft which are flying between TRNC and the third countries; aircraft of which arrival / departure airports are TRNC and the third countries which lands on airports operated by DHMI, national and international aircraft carrying transit passenger and aircraft flying between TRNC and Turkey directly.
- p. 50% of landing and parking charges is applied at the international airports other than Atatürk and Esenboğa between Nov 1<sup>st</sup> and March 31<sup>st</sup>.
- q. Gradually reduced landing charges will be applied according to the landing number of air carriers as follows: %15 less for air carriers having landing numbers 1501-4000 and %20 less for air carriers having landing numbers 4001 or above. (Gradual reduction application principles for landing charge are specified by DHMI.)
- r. No landing fee and for the first 30 days no parking fee is taken from the aircraft having weights between 0 and 6000 kg. The fee in the Tariff is applied for the aircraft which park for more than 30 days.
- s. No service fee is applied for the landing, parking and lightening services at Isparta Süleyman Demirel, Nevşehir Kapadokya and Bursa Yenişehir Airports.
- t. 50% of the landing and lighting charges is applied at Tekirdağ Çorlu Airport. First four hours is free of charge for parking, %50 of the charges tariff is applied for the next four hours and %100 is applied for parking above eight hours.
- u. This tariff is not applied for the conditions indicated below :

- (1) Aircraft carrying aid material and personnel, sufferers and their accompanies for the purpose of natural disasters or humanitarian aid
- (2) Aircraft carrying Heads of States on their official visits,
- (3) Aircraft bringing military aid material to Turkey,
- (4) Aircraft, specially assigned to the military or civilian staff who are rendering official visits,
- (5) Aircraft specified by the Prime Ministry or Ministry of Transport,
- (6) Foreign military aircraft on condition of reciprocity,
- (7) Aircraft returning to the departure airport due to technical reasons or order of official authorities (in case of exceeding 24 hours, parking fee is taken.),
- (8) Aircraft, flying back and landing to departure airport, without embarking/disembarking pax/freight or another airport because of meteorological reasons in arrival airport,
- (9) Test flights not exceeding 30 minutes, provided notice given beforehand.
- (10) Aircraft landing due to emergency disease on board.

4. PAYMENT :

- a. The tariff charges specified in this booklet, are charged and invoiced according to the principles of application of DHMI Revenue Services Directive and payments are made according to DHMI Collection of Revenues Directive.
- b. In case of the national air carriers carrying their passengers on the board of the foreign registered aircraft due to congestion of their flights, landing and parking charges are paid by T.C. registered air carriers.
- c. According to Act VAT (No 3065); the amounts less than 100.-YTL will be invoiced by adding VAT and the amount of 100.-YTL and above will be free of VAT.

## THE TARIFF FOR THE EXTENSION OF AIRPORT OPERATIONAL HOURS

### 1. CONTENT :

This tariff contains the charges and principals of application regarding the extension of airport operational hours and / or opening the airports, operated by DHMI.

### 2. THE TARIFF :

	Types of Services	International (€/per hour)	Domestic (YTL/per hour)	
			Aircraft 6000 kg and over	Aircrafts less than 6000 kg
	A	B	C	D
1	Extension of Declared Airport Operational Hours	400	500	250

### 3. PRINCIPLES OF APPLICATION :

- a. If the airport is requested to be opened out of declared airport operational days or hours for the reason of an aircraft delay, additional flight or as an alternate airport even if landing is not realized, "Extension of Airport Operational Hours" charge is collected from each airline which requests extension and/or which utilizes from this extension. The charge for the extension of airport operational hours or airport opening is calculated regarding the period that begins one hour earlier from the notified arrival time and half an hour later after the departure of the aircraft.
- b. Column (B) is applied to the aircraft of which arrival or departure leg is abroad.
- c. Single charge is collected from the airline which has more than one aircraft utilizing this extension.
- d. Extension period is the time period between one hour before the notified arrival time of the aircraft and half an hour after the departure of the aircraft.
- e. Extension periods are calculated by half hour periods. Periods over 15 minutes are taken as half an hour and periods below 15 minutes are not taken into account in the calculations.
- f. Opening and closing days/hours are taken into consideration while calculating extension periods.
- g. If the request is cancelled after the beginning of the extension period, the charge of 3 hours is applied.
  - (1) For the aircraft which arrives on the day or hours on which the airport is not operational, calculation will be made as follows;
    - a) If the requested period is equal or less than 3 hours, 3 hours of extension period will be charged.
    - b) If the period taken into calculation is more than 3 hours, 2 hours for arrival and 2 hours for departure totally 4 hours of extension period will be charged.
  - (2) If the airport is not operational on the arrival or departure leg;
    - a) If the extension or opening period taken into calculation, equal or less than 3 hours, the duration for extension/opening is charged.
    - b) If the above mentioned duration is more than 3 hours the period of 3 hours is charged.
  - (3) The delays of planned or notified traffics are charged separately.
  - (4) Single charge is collected from an airline which has more than one aircraft utilizing this extension.
  - (5) 20% of charge is applied for the extension of operational hours / opening of Ağrı, Balıkesir Körfez, Balıkesir Merkez, Çanakkale, Erzincan, Kahramanmaraş, Muş, Siirt, Tokat and Uşak Airports; 40 % of charge is applied for the extension of operational hours / opening of Isparta Süleyman Demirel, Nevşehir Kapadokya, Adıyaman, Bursa Yenişehir, Denizli Çardak, Tekirdağ Çorlu, Elazığ, Kars, Konya, Mardin, Sivas, Şanlıurfa GAP Airports.
- h. Requests for the extension of Airport Operational Hours are done according to the Airport Operational Hours application principles at DHMI website ([www.dhmi.gov.tr](http://www.dhmi.gov.tr)).
- i. This tariff is not applied for the conditions indicated below :
  - (1) Aircraft carrying aid material and personnel, sufferers and their accompanies for the purpose of natural disasters or humanitarian aid

- (2) Aircraft carrying Heads of States on their official visits,
- (3) Aircraft carrying military aid material to Turkey,
- (4) Aircraft, specially assigned to the military or civilian staff who are rendering official visits,
- (5) Aircraft specified by the Prime Ministry or Ministry of Transport,
- (6) Foreign military aircraft on condition of reciprocity,
- (7) Aircraft returning to the departure airport due to technical reasons or order of official authorities,
- (8) Aircraft, flying back and landing to departure airport, without embarking/disembarking pax/freight or another airport because of meteorological reasons in arrival airport,
- (9) Aircraft landing due to emergency disease on board.
- (10) In case of extension of airport operational hours due to meteorological reasons, security, customs, procedures obeyed by official posts and delays or troubles arising from DHMI's activities.

4. PAYMENT :

- a. The tariff charges specified in this booklet, are charged and invoiced according to the principles of application of DHMI Revenue Services Directive and payments are made according to DHMI Collection of Revenues Directive.
- b. In case of the national air carriers carrying their passengers on the board of the foreign registered aircraft due to congestion of their flights, landing and parking charges are paid by T.C. registered air carriers.
- c. According to Act VAT (No 3065); the amounts less than 100.-YTL will be invoiced by adding VAT and the amount of 100.-YTL and above will be free of VAT.

## SAFETY PRECAUTIONS AGAINST AIRCRAFT FIRE TARIFF

### 1. CONTENT :

This tariff contains the charges, rendering for safety precautions against aircraft fire services for landing and taking-off aircraft at the airports operated by DHMI.

### 2. THE TARIFF :

	Aircraft	Foreign Air Carriers ( Hour / € )	Domestic Air Carriers ( Hour / YTI )
	A	B	C
1	0 - 6 Tonnes	37	34
2	6 Tonnes and Above	84	74

### 3. PRINCIPLES OF APPLICATION :

- a. Safety precaution service is given compulsorily for the aircraft which have passengers on board and is refuelled, and the tariff is charged.
- b. Fire Fighting Vehicle is allocated with its crew for safety precaution service.
- c. Charges in Column C are applied for the aircraft rented by public organizations following their first entrance to Turkey provided that permission is gotten from Ministry of Transport.
- d. This tariff is not applied for the conditions indicated below :
  - (1) Aircraft carrying aid material, aid personnel, sufferers and their accompanies,
  - (2) Aircraft carrying Heads of States on their official visits,
  - (3) Aircraft, specially assigned to the military or civilian staff who are rendering official visits,
  - (4) Aircraft specified by the Prime Ministry or Ministry of Transport,
  - (5) Military aircraft specified by the Head of General Staff and Force Commanders,
  - (6) Aircraft on search and rescue,
  - (7) Aircraft on checking flight of navigational aids,
  - (8) Foreign military aircraft on condition of reciprocity,
  - (9) Safety precaution services provided to the aircraft in every kind of emergency situation.

### 4. PAYMENT :

- a. The tariff charges specified in this booklet, are charged and invoiced according to the principles of application of DHMI Revenue Services Directive and payments are made according to DHMI Collection of Revenues Directive.
- b. According to Act VAT (No 3065); the amounts less than 100.-YTI will be invoiced by adding VAT and the amount of 100.-YTI and above will be free of VAT.

## FOLLOW-ME SERVICE TARIFF

### 1. CONTENT :

This tariff contains the charges for follow-me services performed to aircraft and vehicles at the movement areas of Turkish Airports operated by DHMI.

### 2. THE TARIFF :

#### a. For Aircraft :

	Airport	International ( Per Aircraft )		Domestic ( Per Aircraft )	
		0 - 6 Tonnes	6 Tonnes and Above	0 - 6 Tonnes	6 Tonnes and Above
	A	B	C	D	E
		( € )			
1	Atatürk Airport	6	33	3	6
2	Other Airports	4	18	2	4

#### b. For Vehicles :

	For Vehicles	International Airports	Other Airports
	A	B	C
		( YTL )	
1	Per Vehicle	26	13

### 3. PRINCIPLES OF APPLICATION :

- a. This service is only compulsory for International flights at Atatürk Airport.
- b. This service is given by DHMI except national registered aircarriers.
- c. Follow-me service is compulsory in following cases due to security need at movement areas;
  - (1) For aircraft carrying burnable, flammable and explosive material at movement areas and vehicles embarking or disembarking from these aircraft.
  - (2) For vehicles having temporary apron cards, reaching to aircraft by passing critical places, upon the instruction of airport authority.
- d. This tariff is not applied for the conditions indicated below:
  - (1) Aircraft carrying aid material, aid personnel, sufferers and their accompanies,
  - (2) Aircraft carrying Heads of States on their official visits,
  - (3) Aircraft, specially assigned to the military or civilian staff who are rendering official visits,
  - (4) Aircraft specified by the Prime Ministry or Ministry of Transport,
  - (5) Foreign military aircraft on condition of reciprocity,
  - (6) For the aircrafts that have no deal in commercial air transport ( visit only for the purposes of tourism or sports, related to civil aviation),
  - (7) For the non-commercial land vehicles owned by public sector organizations

### 4. PAYMENT :

- a. The tariff charges specified in this booklet, are charged and invoiced according to the principles of application of DHMI Revenue Services Directive and payments are made according to DHMI Collection of Revenues Directive.
- b. According to Act VAT (No 3065); the amounts less than 100.- YTL will be invoiced by adding VAT and the amount of 100.- YTL and above will be free of VAT.

## GROUND HANDLING WORKING LICENCES TARIFF

### 1. CONTENT :

This tariff contains the charges for the airports' ground handling working licences, to be given in accordance with "SHY-22 Airports' Ground Handling Regulation".

### 2. THE TARIFF :

#### 2.a. Working Licence First Grant Tariff :

##### 2.a.(1). International Working Licence, Group A and C :

	Types Of Services	Airports					
		Atatürk	Antalya	A.Menderes Dalaman M.Bodrum	Esenboğa	Adana Trabzon	Other Airports
		A	B	C	D	E	F
		( € )					
1.	Passenger Traffic	600,000	400,000	200,000	100,000	20,000	1,000
2.	Load Control And Communication	80,000	60,000	40,000	20,000	4,000	1,000
3.	Ramp	1,800,000	1,200,000	600,000	300,000	40,000	1,000
4.	Line Maintenance	45,000	30,000	15,000	10,000	2,000	500
5.	Flight Operation	30,000	20,000	10,000	10,000	2,000	500
6.	Transportation	10,000	7,500	5,000	5,000	2,000	1,000
7.	Catering Service	100,000	75,000	50,000	50,000	20,000	1,000
8.	Supervision Administration	70,000	50,000	30,000	25,000	5,000	1,000
9.	Special Security Service And Control	150,000	60,000	50,000	50,000	10,000	500
10.	Representation	40,000					

a.(1).(1).The airports where tender method will be used in order to give Group A International Working Licence for Passenger Traffic, Load Control and Communication and Ramp services are determined by DHMI Headquarters.

##### 2.a.(2). International Working Licence Group B :

	Types Of Services	Airports					
		Atatürk	Antalya	A.Menderes Dalaman M-Bodrum	Esenboğa	Adana Trabzon	Other Airports
		A	B	C	D	E	F
		( € )					
1.	Passenger Traffic	300.000	200.000	100.000	50.000	10.000	200
2.	Load Control And Communication	40.000	30.000	20.000	10.000	2.000	200
3.	Ramp	900.000	600.000	300.000	150.000	20.000	200
4.	Line Maintenance	9.000	6.000	3.000	1.500	200	100
5.	Flight Operation	4.000	3.000	2.000	1.000	200	100
6.	Transportation	2.000	1.500	1.000	1.000	400	200
7.	Catering Service	20.000	15.000	10.000	10.000	4.000	200
8.	Special Security Service And Control	40.000	30.000	20.000	20.000	8.000	200

2.b. Working Licence Extention Tariff :

2.b.(1). International Working Licence, Group A and C :

	Types Of Services	Airports					
		Atatürk	Antalya	A.Menderes Dalaman M-Bodrum	Esenboğa	Adana Trabzon	Other Airports
		A	B	C	D	E	F
( € )							
1.	Passenger Traffic	300,000	200,000	100,000	50,000	10,000	500
2.	Load Control And Communication	40,000	30,000	20,000	10,000	2,000	500
3.	Ramp	900,000	600,000	300,000	150,000	20,000	500
4.	Line Maintenance	22,500	15,000	7,500	5,000	1,000	250
5.	Flight Operation	15,000	20,000	5,000	5,000	1,000	250
6.	Transportation	5,000	3,750	2,500	2,500	1,000	500
7.	Catering Service	35,000	20,000	15,000	15,000	7,500	500
8.	Supervision Administration	25,000	20,000	12,500	10,000	1,000	500
9.	Special Security Service And Control	40,000	20,000	15,000	10,000	2,000	250
10.	Representation	20.000					

2.b.(2). International Working Licence, Group B :

	Types Of Services	Airports					
		Atatürk	Antalya	A.Menderes Dalaman M-Bodrum	Esenboğa	Adana Trabzon	Other Airports
		A	B	C	D	E	F
( € )							
1.	Passenger Traffic	60.000	40.000	20.000	10.000	2.000	40
2.	Load Control And Communication	8.000	6.000	4.000	2.000	400	40
3.	Ramp	180.000	120.000	60.000	30.000	4.000	40
4.	Line Maintenance	1.800	1.200	600	300	40	20
5.	Flight Operation	800	600	400	200	40	20
6.	Transportation	400	300	200	200	80	40
7.	Catering Service	4.000	3.000	2.000	2.000	800	40
8.	Special Security Service And Control	8.000	6.000	4.000	4.000	1.600	40

3. PRINCIPLES OF APPLICATION :

- a. The principles of "SHY-22 Ground Handling Regulation" is valid for the application of this tariff.
- b. Possessing licences to perform ground handling services of different types specified in SHY-22 Ground Handling Regulation is compulsory.
- c. Ground Handling companies will have to provide separate working licences for each type of service at each airport to provide services.
- d. Charges are collected for each airport and each type of service.
- e. The charges are applied for the working licences which are given for any services, even if the handling company had not been organized for all types of services specified for each services.
- f. No working licence or authorization to perform handling services are given before the collection of licence charges and Service Contract is completed.
- g. Due to SHY-22 Ground Handling Regulation, the companies who are accepted to be given licences by the Ministry will have to receive said licence from DHMI by effecting payment within 30 days latest. Otherwise the licence will be annulled after due transactions were made as per the regulation.

- h. In case the licence holding company has not applied for the extension and has not paid extension charge said licence will be annulled by the execution of due transactions.
  - i. Validity period of International Working Licence is 2 years and Domestic Licence is 5 years.
  - j. In case of cancellation of any licence by DHMI, or demand for cancellation of the licence by the holder, the charges collected by DHMI are not reimbursed or deemed as equivalence of a part of the charge for a licence.
  - k. Airlines that offer their own representation supervision and administration services are exempt from charges for licences they will obtain.
  - l. Except for representation, the first grant domestic licence fee is € 10,000 at Atatürk, Esenboğa, Adnan Menderes, Antalya, Dalaman, Milas Bodrum, Adana, Trabzon Airports and € 2,000 for other airports.
  - m. The extension fee for domestic working licence is € 5,000 for Atatürk, Esenboğa, Adnan Menderes, Antalya, Dalaman, Milas Bodrum, Adana, Trabzon Airports and € 1,000 for other airports.
  - n. The domestic working licence fee, either for the first grant or extension, is collected in all airports and the number of services (except for domestic representation licence) is not taken in to account.
  - o. The first grant fee is € 10,000 and the extension fee is € 5,000 for Domestic Representation Working Licence in all airports.
  - p. Charges for working licences for the airports to be opened service and airports to be opened to international flights will be separately specified by DHMI.
4. PAYMENT :
- a. The tariff charges specified in this booklet, are charged and invoiced according to the principles of application of DHMI Revenue Services Directive and payments are made according to DHMI Collection of Revenues Directive.
  - b. The charges are paid to DHMI by those who receive(d) working licences.
  - c. The first grant licences fee in table 2.a.(2), is paid by two equal equal installments; the first one is before the licencing and the second will be paid until the same date a year later.
  - d. Working Licence extension fee is paid by four equal installments; the first installment's deadline is the last day of validity date of licence and the others are collected in six months periods. The installment amount is paid upon the first installment tariff charge. In case of the invalidity of the given licence before the last payment deadline, the rest of installments are not paid.
  - e. VAT is included in the charges.

## PASSENGER SERVICE TARIFF

### 1. CONTENT :

This tariff contains the charges for the use of airport facilities and services given to passengers when they are leaving or travelling in Turkey.

### 2. THE TARIFF :

#### 2.a. International :

	Airport	International	
		B	C
	A	( \$ )	( € )
1	Adnan Menderes, Esenboğa		15
2	Atatürk, Antalya, Dalaman, Milas Bodrum	15	
3	Other Airports		5

#### 2.b. Domestic :

	Airport	Domestic	
		B	C
	A	( € )	( YTL )
1	Atatürk, Esenboğa	3	
2	Adnan Menderes, Antalya, Dalaman, Milas Bodrum, Adana, Trabzon		6
3	Adana, Trabzon, Diyarbakır, Erzurum, Gaziantep, Kayseri, Malatya, Samsun Çarşamba, Van Ferit Melen		4
4	Other Airports		2

### 3. PRINCIPLES OF APPLICATION :

- Passenger service charge that should be paid to DHMI is included in passenger's ticket fare. Airline officials can collect passenger service charge during check-in, if it is not collected at the time the ticket is purchased. But this application is possible only for exclusive cases which are based on individual passenger.
- Payments are made to DHMI by airlines or their handling companies on a monthly basis. Charges are made based on Load and Trim Sheet and on other official documents.
- Charges mentioned in column B are applied with a discount to be determined by DHMI, to the passengers of special flights regarding the 3<sup>rd</sup> age tourism between the dates of 1 Nov - 31 May, having received permit from Ministry of Transport.
- 50% of international passenger service charge will be applied at Milas Bodrum, Erzurum and Denizli Çardak International Airports between 1 Nov and 31 March.
- The international passenger service charge at the last exit airport is collected from the passengers who fly abroad with domestic leg and do not stop over. In case of stop over, domestic passenger service charge at the airport of stop over is collected from the passengers as well.
- No passenger service charge is collected from the transfer passengers who fly from abroad and do not stop over. In case of stop over, domestic passenger service charge at the airport of stop over is collected from the passengers.
- In case of direct flights for abroad, the international passenger service charge is collected at the airport of direct flight.
- The passenger service charge of the passengers who come from other airports and fly abroad from Atatürk International Airport is collected as US\$ 15 from TAV Co. according to the agreement between the airports and airlines.

- i. The passenger fee in the implementation / leasing arrangement will be applied as of the date of the terminal inauguration at the terminals which will be operated by Build-Operate-Transfer and leasing models.
- j. No service fee is applied for the domestic and international lines passenger service at Isparta Süleyman Demirel, Nevşehir Kapadokya, Bursa Yenişehir Airports.
- k. This tariff is not applied for the conditions indicated below :
  - (1) Aircraft carrying aid material and personel, sufferers and their accompanies for the purpose of natural disasters or humanitarian aid
  - (2) Aircraft carrying Heads of States on their official visits,
  - (3) Aircraft, specially assigned to the military or civillian staff who are rendering official visits,
  - (4) Aircraft specified by the Prime Ministry or Ministry of Transport,
  - (5) Foreign military aircraft on condition of reciprocity,
  - (6) Aircraft returning to the departure airport due to technical reasons or order of official authorities,
  - (7) Children at 2 years and under,
  - (8) Transit passengers who do not leave the airport,
  - (9) Passengers, who travel by Turkish military aircraft,
  - (10) Passengers, of aircraft which lands by technical reasons (even if they make entrance to Turkey),
  - (11) Foreign teams participating in International 23<sup>rd</sup> April Children Festival and Turkish National Sport Teams going abroad,
  - (12) To foreign passengers with diplomatic statue on their official visits, on the condition of reciprocity,
  - (13) Aircrew members and duty crew members who take place at airlines' lists of the crew (pilot, flight engineer, cabin crew and technician) and stand-by fight crew (provided that employer organization's identification card is shown),
  - (14) Crew shifts to take over the aircraft for the laterleg of the flight, or those given it over before the former leg of the flight, in case they travel by pass tickets to or from their duty places (provided that employer organization's identification card is shown).

4. PAYMENT :

- a. The tariff charges specified in this booklet, are charged and invoiced according to the principles of application of DHMI Revenue Services Directive and payments are made according to DHMI Collection of Revenues Directive.
- b. According to Act VAT (No 3065); the amounts less than 100.-YTI will be invoiced by adding VAT and the amount of 100.-YTI and above will be free of VAT.

## TERMINAL SERVICES TARIFF

### 1. CONTENT :

This tariff contains the charges for the terminal services presented to an aircraft docking to the bridge at the terminal buildings and the airports operated by DHMI.

### 2. THE TARIFF :

#### a. International Terminal Charges:

	Maximum Take-Off Weight	Load Bridge ( Hour )	400 Hz Electricity ( Hour )	Water ( Per Flight )
	A	B	C	D
	( € )			
1	0- 50.000 Kg	60	66	12
2	50.001- 75.000 Kg	80		12
3	75.001- 106.000 Kg	102		12
4	106.001- 152.000 Kg	132		12
5	152.001- 192.000 Kg	180		18
6	192.001- 212.000 Kg	204		18
7	212.001- 300.000 Kg	226		18
8	300.001- Kg / Above	254		18

(\*) The tariff for the international lines terminals operated with BOT model will be applied at Atatürk Airport International Lines Terminal, and the difference will be paid to DHMI by the operator of Atatürk Airport.

#### b. Domestic Terminal Charges:

	Maximum Take-Off Weight	Load Bridge ( Hour )	400 Hz Electricity ( Hour )	Water ( Per Flight )
	A	B	C	D
	( € )			
1	0- 50.000 Kg	30	33	12
2	50.001- 75.000 Kg	40		12
3	75.001- 106.000 Kg	51		12
4	106.001- 152.000 Kg	66		12
5	152.001- 192.000 Kg	90		18
6	192.001- 212.000 Kg	102		18
7	212.001- 300.000 Kg	113		18
8	300.001- Kg / Above	127		18

### 3. PRINCIPLES OF APPLICATION :

- a. Terminal services charges are applied according to the maximum take-off weight of aircraft as indicated in their Registry. Fractions of take off weights are to be rounded off 1000 kg.
- b. The charges in columns B and C are applied for one hour. If the time exceeds one hour and if it is less than 30 minutes, half an hour charge; but if it is more than 30 minutes, one hour charge hour is applied. (The first 15 minutes exceeding the first one hour is free.)
- c. Duration (the charges in column B) for the use of a loading bridge begins with the docking of aircraft to the bridge and ends by push-back from the bridge.
- d. Duration for 400 Hz system in column C begins with the connection of the system to aircraft and ends with the disconnection of the system from aircraft.

- e. For the services indicated in columns C and D, the system is allocated to handling companies by DHMI. The charges in Column C and D are paid for usage of the system. If the 400 Hz electric and water systems services are not received from DHMI but received from elsewhere although the 400 Hz electric and water systems are active, then this is not a hindrance for the assessment of the charges.
- f. These charges mentioned here applied additionally to the ground service charges. Those services not included in the tariff list are not charged.
- g. 70% of the Passenger Bridge charge is applied to the aircraft on technical landing or for the aircraft which returns to ramp site from take-off point or for the aircraft which blocks the bridge due to technical failure when it clears the bridge off by push-back.
- h. For aircraft, having no deal in commercial air transport, but arriving to Turkey only for the purpose of sports or tourism activities related to civil aviation and technical landing, without embarkation / disembarkation of freight, mail or passenger and who performs technical landing without the aim of arriving Turkey are subject to pay 50% Passenger Bridge charge.
- i. The duration for loading bridge use is maximum 2 hours. If it exceeds 2 hours, 25% surcharge of Passenger Bridge charge is applied for every extra half hour. But, if departure of an aircraft is delayed by any reason regarding the airport such as adverse weather conditions and it exceeds 2 hours, no charge is applied.
- j. For any reason, actual departure time of an aircraft is delayed by ATC Units and if for this reason the time of using bridge exceeds 2 hours, no additional loading bridge charge is applied.
- k. If the loading bridge is available for the docking of an aircraft before its notified schedule, only 25% of the Passenger Bridge charge per hour is applied for this period.
- l. For the aircraft docking to the loading bridge, the parking plan of Ramp Control is fundamental. In case of extension of the duration of using loading bridge and / or extension is caused by a delayed landing and in turn these extension impedes later allocations, Ramp Control may ask aircraft to park at open park position by cancelling previous allocation. Long period parking at the loading bridge is only possible if the allocation plan of Ramp Control is not impeded.
- m. The 25% of the international line passenger bridge charge paid to DHMI at Atatürk Airport will be applied as %20 for the companies which have bridge usage number between 7.001 and 14.000 (7.001 and 14.000 included), %15 for the companies which have bridge usage number between 14.001 and 21.000 (14.001 and 21.000 included) and %10 for the companies which have bridge usage number 21.001 and more provided that the charge is passed on users by the terminal operator.
- n. In case of difference in the arrival and departure airlines, bridge charge is invoiced to the airline related to the departure flight number.
- o. This tariff is not applied for the conditions indicated below:
  - (1) Aircraft carrying aid material, aid personnel, sufferers and their accompanies,
  - (2) Aircraft carrying Heads of States on their official visits,
  - (3) Aircraft, specially assigned to the military or civilian staff who are rendering official visits and those aircraft notified by Ministry of Transport,
  - (4) Foreign military aircraft on condition of reciprocity,

#### 4. PAYMENT :

- a. The tariff charges specified in this booklet, are charged and invoiced according to the principles of application of DHMI Revenue Services Directive and payments are made according to DHMI Collection of Revenues Directive.
- b. According to Act VAT (No 3065); the amounts less than 100.-YTL will be invoiced by adding VAT and the amount of 100.-YTL and above will be free of VAT.

## CHECK-IN AND TRANSIT COUNTERS, KIOSK AND GREETING DESKS TARIFF

### 1. CONTENT :

This tariff contains the charges and principles of application on allocations of check-in and transit desks at airports.

### 2. THE TARIFF :

#### 2.a. Check-in Transit Counter :

	Airports	Terminals	Temporary Allocation (Per Hour)	Permanent Allocation (For Each 30 Flights)
	A	B	C	D
	( YTI )			
1	Milas Bodrum	International	12	1.506
2	Izmir Adnan Menderes, Antalya, Dalaman, Milas Bodrum	Domestic	8	241
3	Other Airports	International Domestic	5	180

#### 2.b. Check-in Kiosk :

	A	Domestic B	International C
	( Month / YTI )		
1	Check-in Kiosk	164	218

#### 2.c. Greeting Desks :

	Greeting Desks	Hourly	Weekly	Monthly	Yearly
	A	B	C	D	E
	( YTI )				
1	For each desk	12	200	502	5.525

### 3. PRINCIPLES OF APPLICATION :

- a. Charges indicated in column B are valid for the first 2,5 hours, 50% surcharge is applied for exceeding period.
- b. Any period less than half an hour is considered as half an hour.
- c. Request for temporary desk allocations are made to DHMI officer at least one hour prior to the desk opening.
- d. Duration for temporary desk allocations where the electronic scales are available;
  - (1) Begins with the delivery of an electronic scale and ends with the submittance of the key of the scale to DHMI officer,
  - (2) At the transit desks, begins with docking of an aircraft to the loading bridge or parking and ends with the submittance of the key of transit desk to DHMI officer.
  - (3) In temporary allocations, duration starts by the opening of counter allocation form and ends with the delivery/closure of the counter allocation form to the counter allocation officer.
- e. The duration of temporary desk allocations at other airports, begins with the opening of the desk and ends with the related airline / handling company's desk officials notification to DHMI official for closing of the desk and by signing the related forms.

- f. At terminals where the electronic scales are available, delivery and submittance of check-in desks; (electronic scales are checked on both) If any damage or failure is noticed during usage or check, the loss is compensated by the user.
- g. Column C of the tariff is also applied to pre-check-in desks and ticket sale desks allocated to charter companies.
- h. Except ground handling companies, for permanent desk allocations airline companies must have self handling licence for traffic service. If the number of the desks are not available to meet the all requirements, the number of monthly flights is taken into consideration.
- i. On permanent allocations, if the number of flights exceeds 30, one hour charge is applied for each flight.
- j. On permanent allocations, desks are used only by the company allocated. But upon the permission of DHMI the desks can be used by more than one air carrier jointly. In such cases no extra charge is claimed.
- k. At the airports which will be opened to international traffic during the year, the third line of the tariff is applied.
- l. % 50 of the third line of the tariff will be applied to air carriers who only have domestic operation licence.
- m. The organisations which open temporary check-in counters without permission of DHMI are charged three times of the counter fee in the tariff.
- n. Greeting Desk tariff is not applied for the following persons and organisations;
  - f. Non-commercial public bodies/organisations (except for the organisation companies which work on behalf of these bodies/organisations)

#### 4. PAYMENT :

- a. The tariff charges specified in this booklet, are charged and invoiced according to the principles of application of DHMI Revenue Services Directive and payments are made according to DHMI Collection of Revenues Directive.
- b. VAT is included in the charges.