GENERAL DIRECTORATE OF
STATE AIRPORTS AUTHORITY
REPUBLIC OF TÜRKİYE

2026

AIRPORT CHARGES REV-02

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REPUBLIC OF TÜRKİYE
GENERAL DIRECTORATE OF STATE
AIRPORTS AUTHORITY
(DHMI)

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DHMI AIRPORT CHARGES REV.02

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Date of Entry Into Force: This tariff shall enter into force as of 15.10.2026

Execution : This tariff is executed by DHMI.
The official text is in Turkish.
The text in Turkish will be taken as the basis in case of dispute.

2026 INTERNATIONAL LANDING AND PARKING CHARGES REV.02

1. CONTENT:

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

2. CHARGES:

a. International Landing Charges:

Airports		Number of Landings*		
	A	B	C	D
		0-2.000	2.001-4.000	4.001 and more
		Euro / Tonne		
1	Adana, Ankara Esenboğa, Antalya, Gaziantep, İstanbul Atatürk, İzmir Adnan Menderes, Kayseri, Muğla Dalaman, Muğla Milas Bodrum and Trabzon	10,12	9,72	9,11
2	Other airports	6,28	5,97	5,67

(*) Fees in the above table are charged according to the number of total international landings operated by the air carrier to all the airports operated by DHMI within the year. Transition between the gradual discount rates are applied to flights conducted as of the subsequent month in accordance with the number of landings. Number of landings are reset every year on December 31st. When seasonal discounts are applied the charges in the column B of the table are taken as basis.

b. International Parking, Approach and Lighting Service Charges:

	Airports	Parking	Approach (Including VFR)	Lighting
		24 hours	Per landing	Per landing and take off
	A	B	C	D
		Euro / Tonne	Euro	
1	Adana, Ankara Esenboğa, Antalya, Gaziantep, İstanbul Atatürk, İzmir Adnan Menderes, Kayseri, Muğla Dalaman, Muğla Milas Bodrum and Trabzon	3,14	56,68	62,76
2	Other airports	1,62		

3. PRINCIPLES OF IMPLEMENTATION:

a. Landing and parking charges are calculated according to the maximum take-off weight / mass of the aircraft duly specified in the Registration Certificate and/or Noise Certificate. In the absence of subject documents Load and Trim Sheet is taken as reference. Tonne fractions are rounded to 1.000 kgs in the calculations. For aircraft with a maximum take-off weight of 20 tons or less, the maximum take-off weight is calculated as 20 tons. (Landing and parking fees with aircraft with a maximum take-off weight of 0-2 tons are calculated based on the aircraft's own maximum take-off weight/mass.)

b. For scheduled and non-scheduled passenger flights at Antalya, Izmir Adnan Menderes, Milas Bodrum, and Mugla Dalaman airports, a 50% landing fee will apply for the 2026 period between January 1 and December 31, 2026, and from January 1 through May 31 and November 1 through December 31, 2027.
c. Parking period begins with the aircraft touchdown and ends with the engine run-up permission. In case the parking period covers a duration equals to or less than 2 hours parking charge is not collected. Parking durations exceeding 2 hours shall be subjected to charge with reference to the landing time and for each 24 hours schedule landing fares as specified in Chart 2b shall be collected.
d. Although an aircraft accomplished all operations for departure and take-off permission was requested by aircraft, if the take-off is retarded by DHMI Air Traffic Control Unit no charges are implemented for this period of delay.
e. At the Antalya, Muğla Dalaman and Milas Bodrum Airports in between May 1st – October 31st for the second parking period exceeding 24 hours 200% surcharge fare and third parking period exceeding 24 hours 300% surcharge fare is implemented. In case of parking of more than three days, 500% surcharge fare is implemented for the whole period of parking.
f. No parking surcharges specified in article 3.d are applied to the aircraft, which are not permitted to take off by international and national, political, military and civil aviation authorities or court of justice, on the condition that suitable parking position is available at the airport and the aircraft park on the field specified by the Airport Authority during flight prohibition period.
g. 50% of the landing and parking charges are implemented at international airports to the aircraft which are commercial air carriers, but do not have traffic rights (i.e. no embarkation and disembarkation of passengers and loads); and which have only technical landing permission concerning refueling, customs procedures, replacement of flight team (crew) and flight team (crew) rest etc. Seasonal discount is not additionally applied for the services charged by 50% discount for technical landings. If the aircraft does not take off immediately after the technical problem is solved, and continues parking, the landing and parking charges are implemented with no discount.
h. Lighting charge is implemented for each landing and take-off according to seasons and visibility conditions when the lighting systems are in operation. In case of Turkish registered aircraft the lighting services fare will be charged by the type of flight (domestic / international flights). Lighting charges are calculated according to time of landing-takeoff as registered in the ATC Tower recordings. (If subject to cash defrayal FPL is decisive.)
i. Turkish registered aircraft, returning from overseas, is charged with an international landing and approach fare at the first airport it arrives.
j. Domestic flights performed by foreign aircraft are evaluated and charged as international flights.(Except for flights with aircraft with a maximum take-off weight of 0-2 tons.)
k. For aircraft arriving in Türkiye for festivals, winter games, Olympics, etc.; provided that a permit is obtained from the General Directorate of Civil Aviation and that they do not qualify as commercial air carriers; fees specified in this tariff are not applicable during the the first five days. However, on subsequent days, 25% of the tariff fees shall apply.
l. Landing, parking and other relevant charges determined by the related Military Forces Commanderships are implemented 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 in the departing airport according to the duration in the flight plan.
m. Parking charge of the aircraft parking compulsorily due to the fact that their registry has been removed or without the intention and control of the operator they are not able to operate flight due to accident incidents such as fire is applied beginning from the incident till the date when the aircraft is towed away on condition that it is towed away by DHMI to a field not in use or outside the specified parking field within 30 days following the incident. 25% of the charge is applied to the aircraft after it is towed away by DHMI to a field not in use or outside the specified parking field within 30 days. When calculating the parking fare, other discounts and increments of the tariff are not considered. DHMI is authorized to remove the aircraft or have it removed provided that the charge of removal is collected from the aircraft owner or operator company in

the event that the aircraft is not removed in 6 months' time latest after the legal procedures are completed (the date notified by Directorate General of Civil Aviation is taken as the basis).

n. Aircraft which due to meteorological reasons or any malfunctioning of the airport systems / services have to land at another airport than the originally planned airport, are charged according to the tariff. However, if later on continued to the planned airport, 50% of the landing charges (approach, landing and lighting) are applied at the airport where the flight is finalized and the airport of first landing.

o. If the aircraft are subjected to cash payment, the aircraft are allowed to take off in coordination with Air Traffic Management Division / Unit after the payment in cash.

p. In case of more than one discounts that reduces the unit price in the tariff, only the discounts having the highest amount in proportion is applied.

q. Charging is based on the flight purpose or flight plan as indicated in the permission obtained from Directorate General of Civil Aviation.

r. Parking inside and outside the Hangar

1) Private hangars;

Inside the Hangar;

- No parking fees shall be charged for aircraft operated by the private hangar operator.
- Parking fees shall be charged for aircraft operated by other natural or legal persons.

Outside the Hangar:

If the apron area in front of the hangar is allocated to the hangar lessee and leases have been paid and was built by lessee;

- No parking fees shall be charged for aircraft operated by the private hangar operator.
- Parking fees shall be charged for aircraft operated by other natural or legal persons.
- All the aircraft parked by the hangar operator inside or on the private apron in front of the hangar, the allotted area built by the hangar lessee, shall be separately reported to DHMI by the hangar Operator every day. The reports of the hangar operator are checked and verified by the relevant DHMI Authorities.

The special clauses in the lease regarding to parking, if any, shall be implemented.

2) Technical maintenance hangars and private hangars with maintenance authority;

Inside the Hangar;

- No parking fees shall be charged for aircraft operated by the company renting the hangar and/or the founder thereof.
- No parking fees shall be charged for aircraft parked for maintenance and repair (engine and output tests, checks that cannot be carried out in the hangar, awaiting spare parts, etc.) of aircraft operated by other natural or legal persons.
- If aircraft operated by other natural or legal entities are parked for purposes other than maintenance and repair, a parking fee shall be charged.

Outside the Hangar:

If the apron area in front of the hangar is allocated to the hangar lessee and leases have been paid and was built by lessee;

- No parking fees shall be charged for aircraft operated by the company renting the hangar and/or the founder thereof.
- Aircraft parked for maintenance and repair (Engine and engine running tests, controls cannot be performed inside the hangar, awaiting repair parts, and such circumstances) shall not be charged with parking fare.
- Aircraft which have been maintained and repaired, awaiting maintenance and repair parts, including the ones whose maintenance has been completed but continue to park inside or outside the hangar all shall be separately reported to DHMI by the hangar operator every day. The reports of the hangar operator are checked and verified by the relevant DHMI Authorities.
- The reported aircraft that await maintenance and repair, operated by real or legal persons, which are not maintained or repaired, and/or following the completed maintenance and repairs still continue to

park inside or outside the hangar shall be charged with parking fare for the whole of the parking period starting from the landing date.
The special clauses in the lease regarding to parking, if any, shall be implemented.

s. The charges are not implemented on the conditions indicated below:
(1) For the purposes of Search and Rescue, natural disasters alongwith humanitarian aid; to the aircraft carrying aid material and personnel alongwith the victims of such disasters and people accompanying the victims in need.
(2) Aircraft carrying Heads of States on their official visits,
(3) To the aircraft belonging to our national public state entities and organizations, (except the aircraft belonging to universities and aircraft used within the scope of service procurement contracts of public state entities and organizations.)
(4) Aircraft returning to the airport of departure (in case the parking period exceeds 24 hours, parking and lighting -if any- are charged as of the landing time),
(5) For the period of time that Aircraft are not able to take off due to meteorological reasons or any malfunction on the airport systems / services,
(6) For flights performed for exercise or of testing the aircraft (on the condition of prior notice to the airport authority and when both departure and arrival airports are the same / Except parking fee),
(7) Aircraft bringing military aid material to Republic of Türkiye,
(8) Foreign military aircraft on condition of reciprocity.

4. PAYMENT:

a. The charges specified here are accrued and invoiced according to the principles of DHMI Marketing and Trade Directive, and payments are defrayed according to DHMI Collection of Revenues Bylaw.
b. In case air carriers transport their own passengers by leasing aircraft belonging to another air carrier, the fees in the Tariff are paid to DHMI by the air carrier leasing the aircraft.
c. If the arrival and departure airlines are different from each other; approach, landing and arrival lighting fares are collected from the arriving company, parking and departure lighting fares are collected from the departing company.
d. If the registration/operator is changed during the parking period, the part of the parking fare before the registration/operator change date is collected from the arriving company, and the part after the registration/operator change date is collected from the departing company.
e. In case the payments are defrayed via Banks, all expenses resulting from the payment such as bank commission and remittance fee are paid by those who make the payment.
f. The amounts less than 100.-TL will be invoiced with VAT in accordance with the article 13 of VAT Law No.3065 although the amount of 100.-TL and above is free of VAT according to the same article.
Transactions are executed according to the changes in the amount of VAT.

2026 PASSENGER SERVICE CHARGES

1. CONTENT:

This tariff contains the charges for the use of airport facilities and services provided within the Terminals to the departing passengers.

2. CHARGES:

a. International Passenger Service and Security Charges:

	Airports	Passenger Charges	Security Charges
	A	B	C
		Euro	
1	Diyarbakır, Gaziantep, Hatay, Kayseri, Konya, Samsun Çarşamba and Trabzon	10,63	3,04
2	Other airports	8,50	2,02

b. Domestic Passenger Service and Security Charges:

	Airports	Passenger Charges	Security Charges
	A	B	C
		TL	
1	Diyarbakır, Erzurum, Gaziantep, Kayseri, Ordu-Giresun, Rize-Artvin, Samsun-Çarşamba, Şanlıurfa GAP, Trabzon, Van	68,60	11,80
2	Other airports	45,30	4,10

3. PRINCIPLES OF IMPLEMENTATION:

a. For each departing passenger, domestic or international passenger service fare and passenger security fare are collected in regard to the direction of the departure without taking into consideration whether the flight is connected or not.
b. A fare of 30% of the passenger service fee is collected for each outgoing PetC and 50% of the passenger service fee for Avih.
c. Domestic flights performed by foreign aircraft are evaluated and charged as international flights.
d. Charges are calculated based on the Load and Trim Sheet or other related documents submitted to DHMI by the air carriers or ground handling companies with which they have an agreement.
e. In case of more than one discounts that reduces the unit price in the tariff, only the discounts having the highest amount in proportion is applied.
f. Passenger service charge related to the flights conducted from / to the airports operated not by DHMI but by Military Forces Commanderships is invoiced and taken at the airport of arrival based on the number of passengers reported by the related Military Forces Commanderships.
g. The charges are not implemented on the conditions indicated below:
   (1) For the purposes of Search and Rescue, natural disasters alongwith humanitarian aid; to the aircraft carrying aid material and personnel alongwith the victims of such disasters and people accompanying the victims in need.
   (2) Passengers of the aircraft carrying Heads of States on their official visits,
   (3) For passengers flying with aircraft of our national public state entities and organizations, (except passengers flying with aircraft of universities and aircraft used within the scope of service procurement contracts of public state entities and organizations.)
   (4) Passengers of the aircraft returning to the airport of departure and then departing again, (Provided that passengers do not get off the aircraft)
   (5) Passengers of the aircraft which makes technical landing (Provided that passengers do not disembark from the aircraft, they are exempt during the technical landing period even if they enter Turkey.)

(6) To those passengers of the aircraft that land the planned DHMI airport or the departure DHMI airport after landing to another airport due to meteorological reasons or any drawbacks arisen from the system/services as provided by the subject airport
(7) Passengers of the foreign military aircraft on condition of reciprocity,
(8) Foreign passengers with diplomatic status on their official visits on the condition of reciprocity,
(9) Passengers under or at the age of 2,
(10) Flight crew (Those specified in the Regulation on the Principles of Issuing Aircraft Crew Documents) and back-up crew as enlisted by the air carriers.
(11) For the flight crew either to take over the aircraft in afterwards of the intended flight or to hand over the aircraft while going to/coming from any assigned flight by pass tickets. (Those specified in the Regulation on the Principles of Issuing Aircraft Crew Documents)

4. PAYMENT:

a. The charges specified here are accrued and invoiced according to the principles of DHMI Marketing and Trade Directive, and payments are made according to DHMI Collection of Revenues Bylaw.
b. The fares stated in this tariff are paid to DHMI by air carriers.
c. In case the payments are defrayed via Banks, all expenses resulting from the payment such as bank commission and remittance fee are paid by those who make the payment.
d. This constituent of yield though exempt from VAT in compliance with the article 13 of Law No.3065, in regard to the General Communique of VAT No.113, is duly subject to charge of VAT in case the total passenger service fare belonging to the passengers travelling by each aircraft happen to be below 100 TL. If the amount of exemption changes, this change will automatically be implemented as required.

2026 CHARGES FOR SAFETY MEASURES AGAINST AIRCRAFT FIRE

1. CONTENT:

This tariff contains the charges related to the safety measures against aircraft fire provided by the Airport Rescue and Fire Fighting (ARFF) unit along with fire brigade crew and vehicle for the aircraft landing on or departing from the airports operated by DHMI.

2. CHARGES:

	International Fligths	Domestic Flights
	A	B
	Euro / Hour	TL / Hour
1	273,29	5.866

3. PRINCIPLES OF IMPLEMENTATION:

a. Safety measure service is compulsorily for the aircraft refueling when passengers on board.
b. Charges for safety measures are collected according to the flight destination (domestic / international) of the domestic airline companies.
c. When the safety measure is provided for the first time full charge is defrayed. In case the provision of service exceeds an hour, for each additional 30 minutes half of the fare specified in the subject chart is implemented.
d. The charge on Column B is implemented to the aircraft with foreign registration leased by public institutions following their first entrance to Türkiye provided that permission was taken from Directorate General of Civil Aviation.
e. The charges are not implemented on the conditions indicated below:
   (1) For the purposes of Search and Rescue, natural disasters alongwith humanitarian aid; to the aircraft carrying aid material and personnel alongwith the victims of such disasters and people accompanying the victims in need.
   (2) Aircraft carrying Heads of States on their official visits,
   (3) To the aircraft belonging to our national public state entities and organizations, (except the aircraft belonging to universities and aircraft used within the scope of service procurement contracts of public state entities and organizations.)
   (4) Foreign military aircraft on condition of reciprocity,
   (5) Aircraft to which safety measures service is provided in case of emergency.

4. PAYMENT:

a. The charges specified here are accrued and invoiced according to the principles of DHMI Marketing and Trade Directive, and payments are made according to DHMI Collection of Revenues Bylaw.
b. In case the payments are defrayed via Banks, all expenses resulting from the payment such as bank commission and remittance fee are paid by those who make the payment.
c. The amounts less than 100. - TL will be invoiced with VAT in accordance with the article 13 of VAT Law No.3065 although the amount of 100.-TL and above is free of VAT according to the same article. Transactions are executed according to the changes in the amount of VAT.

2026 CHARGES FOR FOLLOW-ME SERVICE

1. CONTENT:

This tariff contains the charges for follow-me services provided to the aircraft and vehicles at the Runways, Aprons and Taxiways (RTA) areas of Airports operated by DHMI.

2. CHARGES:

a. For Aircraft:

	International Flights	Domestic Flights
	A	B
	Euro	TL
1	112,35	2.709

b. For Vehicles:

	All Airports
	A
	TL
1	2.709

3. PRINCIPLES OF IMPLEMENTATION:

a. SHY-22 Airports Ground Handling Services Bylaw along with Follow-me and Marshalling Services Directive clauses are applied within the context of this tariff.
b. Follow-me service is compulsory for security at the RTA areas as follows:
   (1) For the aircraft carrying inflammable, flammable and explosive material at RTA areas and for the vehicles loading / offloading these aircraft.
   (2) For the vehicles with temporary special apron license plate which will reach to the aircraft passing through critical points upon the instruction of the airport authority.
c. The fees in this tariff are charged per aircraft / vehicle served.
d. The charges are not implemented on the conditions indicated below:
   (1) For the purposes of Search and Rescue, natural disasters alongwith humanitarian aid; to the aircraft carrying aid material and personnel alongwith the victims of such disasters and people accompanying the victims in need.
   (2) Aircraft carrying Heads of States on their official visits,
   (3) To the aircraft belonging to our national public state entities and organizations, (except the aircraft belonging to universities and aircraft used within the scope of service procurement contracts of public state entities and organizations.)
   (4) Non-commercial land vehicles owned by public institutions,
   (5) Foreign military aircraft on condition of reciprocity,
   (6) Aircraft which are non-commercial air carriers and visit Republic of Türkiye only for the purposes of sportive flights,
   (7) Funeral vehicles and ambulifts.
   (8) To aircraft served under the instructions of the DHMI Air Traffic Control Unit in order to solve any possible problems related to aircraft ground traffic.
   (9) In the event that the airport authority is required to provide a follow-me service for aviation safety reasons due to the airport's infrastructure and/or inactive facilities/equipment.

4. PAYMENT:
a. The charges specified here are accrued and invoiced according to the principles of DHMI Marketing and Trade Directive, and payments are made according to DHMI Collection of Revenues Bylaw.
b. In case the payments are defrayed via Banks, all expenses resulting from the payment such as bank commission and remittance fee are paid by those who make the payment.

c. The amounts less than 100.-TL will be invoiced with VAT in accordance with the article 13 of VAT Law No. 3065 although the amount of 100.-TL and above is free of VAT according to the same article. Transactions are executed according to the changes in the amount of VAT.

2026 CHARGES FOR THE EXTENSION OF AIRPORT OPERATING HOURS

1. CONTENT:

This tariff contains the charges applied to the aircraft operating flights out of working days / hours of the airports regarding the extension of airport operating hours and / or opening the airports operated by DHMI.

2. CHARGES:

	International	Domestic
	A	B
	Euro	TL
1	1.012,20	10.012

3. PRINCIPLES OF IMPLEMENTATION:

a. In addition to landing and parking charges, another charge for the “extension of operating hours” is also taken from each air carrier which requests and / or utilizes the extension if the airport is requested to be opened out of the working days / hours as announced on the website of DHMI, www.dhmi.gov.tr, in case of delay, additional flight or as an alternate airport even though the aircraft does not land.

b. For the extension of the airport working hours, the landing time for arriving aircraft and the engine start time for departing aircraft is taken as basis.

c. Implementation principles related to the Airport Operating Hours on DHMI web site (www.dhmi.gov.tr) are taken as basis for the requests for the extension of airport operating hours.

d. For a performed flight;
   (1) If the airport is closed during either arrival or departure, the charge mentioned in the tariff will be collected.
   (2) If the airport is closed during both arrival and departure, 100% surcharge of the fare mentioned in the tariff will be collected.
   (3) İf the time period that elapses between arrival and departure is more than 3 hours and if during this period the airport is closed, 150% surcharge of the fare mentioned in the tariff will be collected.

e. If the flight (landing / take off) which was previously requested for the hours that the airport was closed but realized when it was open, charge at the tariff chart will be collected.

f. If the requested hours are different than the actual flight hours, for each exceeding hour an additional 10% of the charge mentioned in the tariff will be collected. When calculating the exceeding time, one hour and less than one hour is assumed as an hour.

g. If the cancel request of the extension of airport operating hours is not declerated or is declarated after the airport operation has started 100% surcharge of the fare mentioned in the tariff will be collected.

h. Charge for the extension of the operating hours for international flights is applied to the aircraft departing from or arriving at an airport abroad.

i. In the event that more than one aircraft belonging to the air carrier requesting the extension benefits from the extension of the airport working hours, the fees in the table for each aircraft are collected separately.

j. Charging is based on the flight purpose or flight plan as indicated in the permission obtained from Directorate General of Civil Aviation.

k. 50% of the fees in the tariff is applied to the aircraft of flight training schools that provide flight training.

l. The charges are not implemented on the conditions indicated below:
   (1) For the purposes of Search and Rescue, natural disasters alongwith humanitarian aid; to the aircraft carrying aid material and personnel alongwith the victims of such disasters and people accompanying the victims in need.
   (2) Aircraft carrying Heads of States on their official visits,
   (3) Aircraft carrying military aid material to Republic of Türkiye,
   (4) To the aircraft belonging to our national public state entities and organizations, (except the aircraft belonging to universities and aircraft used within the scope of service procurement contracts of public state entities and organizations.)
   (5) Foreign military aircraft on condition of reciprocity,

(6) Aircraft returning to the airport of departure upon the request of official authorities or due to technical reasons,
(7) Aircraft which are not able to take off (limited to the flight prohibition period) or returned to the airport of departure due to meteorological reasons or any malfunction on the airport systems / services,
(8) No charge is taken for the extensions due to delays or operational failures related to security, customs procedures and official operations.

4. PAYMENT:

a. The charges specified here are accrued and invoiced according to the principles of DHMI Marketing and Trade Directive, and payments are made according to DHMI Collection of Revenues Bylaw.
b. In case air carriers transport their own passengers by leasing aircraft belonging to another air carrier, the fees in the Tariff are paid to DHMI by the air carrier leasing the aircraft.
c. In case the payments are defrayed via Banks, all expenses resulting from the payment such as bank commission and remittance fee are paid by those who make the payment.
d. The amounts less than 100.-TL will be invoiced with VAT in accordance with the article 13 of VAT Law No.3065 although the amount of 100.-TL and above is free of VAT according to the same article. Transactions are executed according to the changes in the amount of VAT.

2026 CHARGES FOR PASSENGER BOARDING BRIDGE SERVICES

1. CONTENT:

This tariff contains the charges for the passenger boarding bridge, 400 Hz power, air conditioning services (PCA), sanitary facility (water) and VDGS services provided by DHMI to the aircraft utilizing passenger boarding bridges at the terminal buildings and the airports operated by DHMI in line with the Airports Passenger Boarding Bridges Management Directive.

2. CHARGES:

Maximum Takeoff Weight (Tonne)		Passenger Boarding Bridge		400 Hz Power		PCA		Water		VDGS	
		30 minutes		Per minute		Per minute		Per use		Per use	
	A	B	C	D	E	F	G	H	I	İ	J
		International	Domestic	International	Domestic	International	Domestic	International	Domestic	International	Domestic
		Euro	TL	Euro	TL	Euro	TL	Euro	TL	Euro	TL
1	0-50	48,59	1.127	1,72	54,90	0,61	19,30	19,23	891	10	446
2	51-75	62,76	1.531								
3	76-106	78,95	1.860								
4	107-152	103,24	2.465			0,91	25,40				
5	153-212	147,78	3.526			1,01	32,20	30,37	1.372		
6	213-300	175,11	4.184			1,21	38,70				
7	301 and more	197,38	4.649								

3. PRINCIPLES OF IMPLEMENTATION:

a. Passenger Boarding Bridge Services fares are calculated according to the maximum take-off weight as specified in the Registration Certificate and/or Noise Certificate. In the absence of subject documents Load and Trim Sheet is taken as reference. Fractions of take-off weights are rounded up to 1000 kg.

b. Charges taking place in the tariff are collected as either domestic or international depending on the direction of the aircraft.

c. The duration for passenger boarding bridge service begins with aircraft parking and ends with push-back from the bridge.

d. The maximum duration for passenger boarding bridge service is 2 hours. When this duration is exceeded, the charge will be increased by 25% per each half an hour. However, for aircraft which have come to the bridge as the last flight and stay at the bridge either on their own request or are obliged to stay due to unavailability of open parking positions 50% of the bridge fee is applied for the duration of the stay.

e. The charge for passenger boarding bridge is calculated on half-hour charge basis per half an hour as specified in the chart. If the duration is less than half an hour, half an hour is charged.

f. 70% of the charge for passenger boarding bridge is implemented to the aircraft landing due to technical problems, or returning from take-off point to the bridged aircraft parking stand, or blocking the bridge due to technical failure occurring while leaving the bridge by push-back.

g. 50% of the charge for passenger boarding bridge is applied to the aircraft which are non-commercial air carriers and visit Republic of Türkiye only for the touristic and sportive purposes but which do not embark / disembark cargo or passenger, and the aircraft with the same qualities which land due to technical problems.

h. In case the passenger boarding bridge is available, aircraft which have approached the bridge before its normal duration and are waiting without receiving any service are charged 25% of the passenger boarding bridge fee for their duration before their scheduled time of stay.

i. The charges for 400 Hz power and air conditioning services (PCA) provided at the passenger boarding bridge are implemented according to the duration of service used.

j. The duration for 400 Hz power service and PCA begins when the system is connected to the aircraft and ends with the disconnection. 50% of the 400 Hz/PCA fee is charged in case 400 Hz electricity / PCA requirements are met with two cable/ventilation canals, 100% in case of three cable/ventilation canals and%150 surcharge in case of four cable/ventilation canals.

k. The charges of 400 Hz power system, water system, VDGS and PCA are applied for the service provided. Even though 400 Hz electricity, PCA, and water systems are operational, if the services in question are not obtained from DHMİ, a fee will be charged for 400 Hz electricity and PCA for the duration of the passenger bridge service, and for water systems, a fee will be charged as specified in the tariff.

l. The charges are not implemented on the conditions indicated below:

(1) For the purposes of Search and Rescue, natural disasters alongwith humanitarian aid; to the aircraft carrying aid material and personnel alongwith the victims of such disasters and people accompanying the victims in need.

(2) Aircraft carrying Heads of States on their official visits,

(3) To the aircraft belonging to our national public state entities and organizations, (except the aircraft belonging to universities and aircraft used within the scope of service procurement contracts of public state entities and organizations.)

(4) Foreign military aircraft on condition of reciprocity,

(5) Passenger Boarding Bridge fare to any aircraft that could not take off due to meteorological conditions or in case the RWYs are closed to air traffic for any reason for a duration exceeding 2 hours,

(6) For the exceeding period if the aircraft exceeds the waiting duration of 2 hours as connected to the passenger boarding bridge having accomplished all procedures and asked for take-off permission to start the engines but granted no permission by the ATC Tower in return.

4. PAYMENT:

a. The charges specified here are accrued and invoiced according to the principles of DHMI Marketing and Trade Directive, and payments are made according to DHMI Collection of Revenues Bylaw.

b. In case the payments are defrayed via Banks, all expenses resulting from the payment such as bank commission and remittance fee are paid by those who make the payment.

c. The fares stated in this tariff are collected from the airline company or its representative.

d. If the arrival and departure airline is different, the company that owns the departure flight number will be charged with the bridge fare.

e. The amounts less than 100.-TL will be invoiced with VAT in accordance with the article 13 of VAT Law No.3065 although the amount of 100.-TL and above is free of VAT according to the same article. Transactions are executed according to the changes in the amount of VAT.

1. CONTENT:

This tariff contains the charges to be paid to DHMI in return for the services to be operated by the ground handling companies which have working licenses A, B, C or D and the air carriers, which operate international flights and perform the ground handling services permitted in the Airports Ground Handling Services Bylaw (SHY-22) for themselves, and the air carriers, which perform the ground handling services for another air carrier in special cases that are permitted in the same Bylaw and the companies which have SHY-145 certificate of authority and which perform aircraft line maintenance.

2. CHARGES:

a. Charges for Passenger Aircraft:

	Seat Capacity	Mandatory Services				Aircraft Line Maintenance	Flight Operation	Catering Service	Representation	Supervision and Administration
		Passenger Services	Load Control and Communication	Ramp	Cargo and Mail					
	A	B	C	D	E	F	G	H	İ	J
		Euro								
1	1-50	10,12	3,04	12,15	5,06	6,07	9,11	5,06	9,11	9,11
2	51-100	24,29	3,04	32,39	14,17	9,11	9,11	7,09	9,11	9,11
3	101-150	55,67	6,07	66,81	28,34	9,11	9,11	14,17	9,11	9,11
4	151-200	69,84	6,07	85,02	38,46	16,20	9,11	23,28	9,11	9,11
5	201-250	95,15	10,12	109,32	46,56	23,28	9,11	30,37	9,11	9,11
6	251-300	109,32	10,12	132,60	55,67	30,37	9,11	32,39	9,11	9,11
7	301-350	122,48	10,12	145,76	70,85	34,41	9,11	38,46	9,11	9,11
8	351 and more	139,68	12,15	173,09	74,90	39,48	9,11	44,54	9,11	9,11

b. Charges for Cargo Aircraft:

	Maximum Takeoff Weight / Mass (Tonnes)	Mandatory Services			Aircraft Line Maintenance	Flight Operation	Representation	Supervision and Administration
		Load Control and Communication	Ramp	Cargo and Mail				
	A	B	C	D	E	F	G	H
		Euro						
1	1-25	3,04	16,20	7,09	6,07	9,11	9,11	9,11
2	26-50	5,06	38,46	17,21	7,09	9,11	9,11	9,11
3	51-75	6,07	86,04	37,45	19,23	9,11	9,11	9,11
4	76-100	7,09	103,24	45,55	23,28	9,11	9,11	9,11
5	101-150	9,11	131,59	56,68	30,37	9,11	9,11	9,11
6	151-200	10,12	145,76	70,85	32,39	9,11	9,11	9,11
7	201-300	12,15	169,04	71,87	39,48	9,11	9,11	9,11
8	301 and more	13,16	215,60	93,12	46,56	9,11	9,11	9,11

3. PRINCIPLES OF IMPLEMENTATION:

a. The provisions of **"Airports Ground Handling Services Bylaw (SHY-22)"** are valid for implementation of this tariff. The amendments will be implemented in case of any change on **Airports Ground Handling Services Bylaw (SHY-22)** during the year.
b. Passenger aircraft are classified by seat capacity and cargo aircraft are classified by maximum take-off weight. The aircraft carrying only baggage are regarded as cargo aircraft. Tonne fractions regarding maximum take-off weight of cargo aircraft are rounded up to 1000 kg.
c. At Antalya, İzmir Adnan Menderes, Milas Bodrum, and Muğla Dalaman airports, 50% of the fees listed in the Passenger Aircraft Tariff Table will apply between January 1 and December 31 for the year 2026, and between January 1 and May 31 and between November 1 and December 31 for the year 2027.
d. To national air carrier companies 50% (one side) of the fares in tariff chart 2a and 2b applied for the flights conducted from domestic to international and international to domestic. (One side application is implemented additionally to the seasonal discounts involving in certain date intervals within this tariff.)
e. No charge for passenger services is applied if both the arrival and departure flights are without passengers. With regard to one side operations, if there is no passenger on board in an international flight no charge for passenger service shall be implemented.
f. Full charge of service specified in the table is applied since it is assumed that the entire service is provided if any of the ground handling services that are mandatory (ramp, passenger services, load control and communication, cargo and mail) is performed partially.
g. 5.67.- € per tonne is paid to DHMI for the cargo (excluding post and passenger baggage) carried by passenger aircraft and cargo aircraft for the services of embarking, disembarking and transporting on the apron. Ton fractions are rounded up to the next whole ton in monthly total. (The discounts peculiar to specific periods of this tariff are not applied.)
h. 5% of the invoice amount drawn up for the air carriers is taken from the Aircraft Private Security and Control agents. (The discounts peculiar to specific periods of this tariff are not applied)
i. From the aircraft making technical landing without disembarking passenger and cargo no passenger fare is charged whereas 50% ramp fare is charged and full fares are charged for all other compulsory service types.
   In case aircraft passengers are disembarked to transit lounge 50% of the passenger services fares in chart 2a are collected.
   After the reason causing the technical landing is resolved aircraft not taking-off are charged by fares without any discount.
   Seasonal discounts are not additionally applied for the services charged by 50% discount for technical landings.
j. Charging for technical landings is based on the flight purpose or flight plan indicated in the permission taken from Directorate General of Civil Aviation.
k. Catering supplies obtained by air carriers on their domestic flights for the purpose of serving them on their next international flights, are charged at the airport where said catering supplies are acquired.
l. The charges are not implemented on the conditions indicated below:
   (1) In the event that ground handling services are provided free of charge by the companies to the aircraft carrying aid material in case of natural disasters, humanitarian aid, search and rescue and etc upon the instruction of Ministry of Transport and Infrastructure,
   (2) In the event that ground handling companies provide service free of charge to the aircraft declared as an exception upon the instruction of Ministry of Transport and Infrastructure,
   (3) For the ground handling services which will be given to the aircraft returning from take-off point to aircraft parking stand or returning to the airport of departure pursuant to takeoff upon the request of official authorities,
   (4) For the service if the air carriers which have working licenses perform the representation, supervision and administration; aircraft special security service and control; flight operation, aircraft line maintenance, load control and communication services for their own aircraft wholly or partially,
   (5) Foreign military aircraft on condition of reciprocity,
   (6) Aircraft line maintenance and flight operation charges of the aircraft carrying Heads of States on their official visits**,**
   (7) Fares to be disbursed to airport management in return for ground services to be performed in regard to domestic flights.

4. PAYMENT:

a. The charges specified here are accrued and invoiced according to the principles of DHMI Marketing and Trade Directive, and payments are made according to DHMI Collection of Revenues Bylaw.
b. The charges in this tariff are paid to DHMI by the persons and / or agents providing ground handling services.
c. For international flights; airline companies authorized to provide aircraft line maintenance services to their own aircraft and conduct flight operations by their own aircraft through taking operations licence if happen to provide subject services to another air carrier in line with the special cases stated in SHY-22 bylaw, the service charge is accrued and invoiced to the air carrier providing the service whereas on condition that the subject services be provided by a maintenance company duly authorized in compliance with the bylaw of SHY-145 concerning Approved Aircraft Maintenance Companies, the service charge is accrued and invoiced to the company having the license of approval.
d. In the case where the arriving and departing airline companies are different, and different ground service organizations provide services for the arrival and departure, separate invoices are issued for each direction of the flight to the organizations providing services for arrival and departure, each invoice amounting to 50% of the fees specified in the tariff.
e. In case the payments are defrayed via Banks, all expenses resulting from the payment such as bank commission and remittance fee are paid by those who make the payment.
f. The amounts less than 100.-TL will be invoiced with VAT in accordance with the article 13 of VAT Law No.3065 although the amount of 100.-TL and above is free of VAT according to the same article. Transactions are executed according to the changes in the amount of VAT. However, cargo services are exempt from VAT in accordance with the Article 17 of VAT Law No. 3065.

2026 CHARGES FOR CHECK-IN / TRANSIT COUNTERS, CHECK-IN KIOSK AND INFORMATION DESKS

1. CONTENT:

This tariff contains the charges for the allocation of check-in / transit counters, check-in kiosk and information desks at the airports operated by DHMI.

2. CHARGES:

a. Counters:

		Permanent Allocation	Temporary Allocation
		(For 30 usages per month)	(Per hour)
	A	B	C
		TL	
1	Check-in Transit Counter	2.853	110
2	Equipped with CUTE system	5.321	192

b. Kiosks:

	A	B
		TL / Month
1	*Check-in Kiosk*	3.346
2	Self Bag Drop	3.346
3	*Qmatik	891
4	Baggage Sizer	2.414
5	Pet Container	2.414

*Extra charge will be implemented to the areas that are not allocated with them.

c. Charges for Information Desks:

	Information Desks	Per Hour	Per Week	Per Month	Per Year
	A	B	C	D	E
		TL			
1	For Each Desk	192	3.141	8.229	86.528

d. Charges for Baggage Tracking Service:

		International	Domestic
	A	B	C
		Euro	TL
1	For Each Baggage	0,30	2,75

e. Local Departure Control System

		International
	A	B
		Euro
1	For Each Passenger	0,25

3. PRINCIPLES OF IMPLEMENTATION:

a. The provisions of the "Check-In Counters Operation Instruction" prepared by the Airport Chief Directorates / Airport Directorates will be applicable in the implementation of this tariff.

b. In case check-in and transit counter allocations exceed the first duration of 2,5 hours for the excess period, 50% surcharge of Check-in Transit Counter (temporary allocation) fares is applied.

c. Time periods less than half an hour are rounded up to half an hour.

d. Request for temporary check-in and transit counter allocations are made to DHMI authority at least one hour prior to the desk opening through signing up the form. If there is a system available that allows requests for the temporary allocation of check-in and transit counters to be received electronically, such requests can be sent electronically.

e. Duration for temporary counter allocations;
   (1) At the terminals with electronic scales;
      (a) Begins with the delivery of an electronic scale and ends when the key of the scale is delivered to DHMI authority at the check-in counters.
      (b) Begins with the docking of the aircraft to the boarding bridge or parking, and ends when the key of transit lounge is delivered to DHMI authority at transit counters.
   (2) At the terminals with no electronic scales; begins with counter opening and ends when the related air carrier or ground handling company inform DHMI that the counter is closed, and sign the form.

f. The charges for temporary allocations are implemented to the companies to which pre-check-in desks and ticket sale desks are allocated.

g. Except for ground handling companies who possess a ground handling licence for passenger services, it is obligatory for the air carriers to get a ground handling license to perform their passenger services for permanent counter allocations.

h. In regard to permanent counter allocations for each service exceeding 30 times per month, temporary horary allocation fare is applied as specified in the tariff.

i. Only the company to which the desks are allocated can use them in case of permanent allocations. However, the desks may be allocated temporarily to other agencies by DHMI for a certain sum when available.

j. The agencies which open temporary check-in counters and / or use baggage sizers and pet containers without permission of DHMI are charged threefold of current fares.

k. The charge of electricity used for devices and systems such as electronic scales, computers, monitor etc. at the counters and kiosks are included in the charges.

l. “Share For General Expenses(SFGE) are not charged from the allocations included in this tariff.

m. 6,940.-TL is charged one-time for the first setup of the baggage reconciliation system.

n. If airlines request to track the baggage information of their arriving passengers from the airport/terminal operator, the fees listed in Table 2.d shall be charged per passenger baggage and according to the passenger's arrival direction at the terminal.

o. For each passenger departing locally using the Departure Control System (DCS), the fees listed in Table 2.e are collected from ground handling agencies. No fees are applied when air carriers use their own DCS systems.

4. PAYMENT:

a. The charges specified here are accrued and invoiced according to the principles of DHMI Marketing and Trade Directive, and payments are made according to DHMI Collection of Revenues Bylaw.

b. In case the payments are defrayed via Banks, all expenses resulting from the payment such as bank commission and remittance fee are paid by those who make the payment.

c. VAT is not included in the charges.

d. Baggage tracking service fees are billed monthly in the first three business days of the following month with a payment deadline of two business days.

2026 CHARGES FOR AERONAUTICAL INFORMATION SERVICES (AIS) PUBLICATIONS

1. CONTENT:

This tariff contains the charges for Aeronautical Information Services (AIS) publications issued by DHMİ.

2. Charges for AIS Publications:

	Publications	Monthly subscription	Six month subscription	Annual subscription
	A	B	C	D
		Euro		
1	Web based AIP	28,34	84,01	154,87

3. PRINCIPLES OF IMPLEMENTATION:

a. Publications are delivered only through internet to individuals and organizations upon payment of a fee.
b. AIS publications and amendments are issued based on the conditions and facilities of DHMI.
c. Invoices will be sent after the payment.
d. The charges are not implemented to the institutions indicated below (limited to stocks):
   (1) Non-commercial public corporations which provide service at all civil and military airports in Republic of Türkiye and Turkish Republic of Northern Cyprus (TRNC), and TRNC Aviation Association,
   (2) National and international civil aviation.
   (3) Foreign institutions whose offer for free exchange of publications is accepted by DHMI

4. PAYMENT:

a. The charges specified here are accrued and invoiced according to the principles of DHMI Marketing and Trade Directive, and payments are made according to DHMI Collection of Revenues Bylaw.
b. In case the payments are defrayed via Banks, all expenses resulting from the payment such as bank commission and remittance fee are paid by those who make the payment.
c. The amounts less than 100.-TL will be invoiced with VAT in accordance with the article 13 of VAT Law No.3065 although the amount of 100.-TL and above is free of VAT according to the same article. Transactions are executed according to the changes in the amount of VAT.

2026 GENERAL AVIATION TERMINAL CHARGES

1. CONTENT

This tariff contains the charges and principles of application regarding General Aviation services provided at the Airports operated by DHMI.

2. CHARGES

	International			Domestic		
	General Aviation	Passenger Service	Passenger Security	General Aviation	Passenger Service	Passenger Security
	A	B	C	D	E	F
	Euro					
1	151,83	21,26	10,12	50,61	4,05	3,04

3. PRINCIPLES OF IMPLEMENTATION

a. For each arriving and departing passenger, an International or Domestic General Aviation Fee is charged depending on the direction of arrival/departure. Flights with no-passengers are not charged.
b. For each departing passenger, Passenger Service Fee and Passenger Security Fee for International-Domestic Flight are charged depending on the direction of departure.
c. For each departing PetC (pet carried in the cabin), 30% of the Passenger Service Fee, and for each Avih (pet carried in the cargo hold of the aircraft), 50% of the Passenger Service Fee is charged.
d. General Aviation Usage Form must be filled truly and submitted to DHMI by ground handling companies or company which will perform the flight. DHMI checks the accuracy of this form and charging is made according to this form.
e. Domestic flights performed by foreign registered aircraft are evaluated and charged as international flights.
f. A fee of ½ of the General Aviation Charge in the General Aviation Terminal Charges Tariff table is charged to the greeters and persons saying fare well using the General Aviation Terminal, if they use the terminal.
g. In case of using the General Aviation Terminal for ambulance flights, the general aviation fee is not collected from the sick passenger. The accompanying passengers are charged full fare. Passenger service and passenger security fees are collected from all passengers on the ambulance flights, including sick passengers.
h. The charges are not implemented on the conditions indicated below:
(1) For the purposes of Search and Rescue, natural disasters alongwith humanitarian aid; to the aircraft carrying aid material and personnel alongwith the victims of such disasters and people accompanying the victims in need.
(2) Aircraft carrying Heads of States on their official visits,
(3) To the aircraft belonging to our national public state entities and organizations, (except the aircraft belonging to universities and aircraft used within the scope of service procurement contracts of public state entities and organizations.)
(4) Passengers of the aircraft returning to the airport of departure and then departing again, (Provided that passengers do not disembark the aircraft.)
(5) Passengers of the aircraft which makes technical landing (Provided that passengers do not disembark from the aircraft, they are exempt during the technical landing period even if they enter Turkey.)
(6) To those passengers of the aircraft that land the planned DHMI airport or the departure DHMI airport after landing to another airport due to meteorological reasons or any drawbacks arisen from the system/services as provided by the subject airport
(7) Passengers of the foreign military aircraft on condition of reciprocity,
(8) Foreign passengers with diplomatic status on their official visits on the condition of reciprocity,
(9) Passengers under or at the age of 2,

(10) Flight crew (Those specified in the Regulation on the Principles of Issuing Aircraft Crew Documents) and back-up crew as enlisted by the air carriers. (This exemption applies only to passenger service fees and passenger security fees.)

(11) For the flight (Those specified in the Regulation on the Principles of Issuing Aircraft Crew Documents) crew either to take over the aircraft in afterwards of the intended flight or to hand over the aircraft while going to/coming from any assigned flight by pass tickets. (This exemption applies only to passenger service fees and passenger security fees.)

4. PAYMENT:

a) The charges specified here are accrued and invoiced according to the principles of DHMI Marketing and Trade Directive, and payments are made according to DHMI Collection of Revenues Bylaw.

b) In case the payments are defrayed via Banks, all expenses resulting from the payment such as bank commission and remittance fee are paid by those who make the payment.

c) This constituent of yield though exempt from VAT in compliance with the article 13 of Law No.3065, in regard to the General Communique of VAT No.113, is duly subject to charge of VAT in case the total passenger service fare belonging to the passengers travelling by each aircraft happen to be below 100 TL. If the amount of exemption changes, this change will automatically be implemented as required.