

Schedule of airport charges at Poznań Airport

1. General provisions

- 1.1** The charges provided for in this schedule shall be paid to Port Lotniczy Poznań-Ławica Sp. z o.o. (Poznań Airport) by the user of the aircraft using the services rendered by the Poznań Airport. In the event of problems with the identification of the aircraft user, the charges shall be payable by the aircraft owner.
- 1.2** By using the services provided by Poznań Airport you agree to be bound by all the terms and conditions of the present schedule.
- 1.3** The charges are expressed in Polish zlotys (PLN). Invoices shall be issued to customers in Polish zlotys (PLN). Payments shall be made in Polish zlotys (PLN).
- 1.4** The charges specified in this schedule shall be increased to include the goods and services tax (VAT) at the rate applicable on the day the service was provided.
- 1.5** If there are several airports within an agglomeration or conurbation, connections to each one of them shall be regarded as separate connections.

2. Definitions

The following definitions apply to the terms used in this schedule:

- 2.1 Airport** – Poznań Airport / Port Lotniczy Poznań-Ławica Sp. z o.o.
- 2.2 Maximum take-off mass (MTOM)** – the maximum allowed take-off weight of the aircraft defined in the certificate of airworthiness of the specific aircraft, the flight logbook, or another equivalent document.
- 2.3 Scheduled air service** – a service where for each flight seats and capacity to transport luggage, cargo or mail are available for individual purchase by the public and the service is operated between the same locations according to a published timetable or with flights so regular or frequent that they constitute a recognisably systematic series.
- 2.4 Existing connection (destination) in scheduled air service:**
- a) is operated during the year for the most part with at least 2 take-off movements a week

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- b) is a direct connection
- c) is present in the route network of the Airport at the effective date of the present schedule.

All of the above conditions must be fulfilled together jointly.

2.5 New connection (destination) in scheduled air service:

- a) is operated during the year for the most part with at least 2 take-off movements a week
- b) upon the announcement of the connection by the carrier, it is not operated and has not been announced to be opened by another carrier, which would result in opening the given connection within the next 6 months
- c) it has not been operated in the route network of the Airport in the last 6 months, with the 6-month period running from the date of the last movement on the specific connection
- d) is a direct connection.

All of the above conditions must be fulfilled jointly.

2.6 Additional flight on a connection in scheduled air service – is a flight that:

- a) is operated each week with at least 1 take-off movement per day, no less than 5 days a week
- b) is a direct connection

All of the above conditions must be fulfilled jointly.

2.7 Base carrier:

- a) has its operating office on the Airport grounds
- b) has entered into an agreement with the Airport wherein the Airport is explicitly identified as a base port
- c) uses the Airport grounds as a home base for at least one aeroplane which stays there overnight and serves routes to and from the Airport.

All of the above conditions must be fulfilled jointly.

2.8 Passenger – is a departing revenue passenger, over two years of age.

2.9 Landing – is understood to mean each revenue landing for which the aircraft landing fee is charged.

2.10 Ton – is understood to mean each ton or part thereof of the maximum take-off mass of an aircraft for which the aircraft landing fee is charged.

2.11 Promotional flight – a flight of a non-commercial nature, which is intended to promote the Airport (e.g. flights of the Great Orchestra of Christmas Charity (*Wielka Orkiestra Świątecznej Pomocy*), presentation of an aircraft, etc.). A written consent of the Airport Operator is required to obtain the status of a Promotional flight.

2.12 "Touch and go" flight - a flight consisting in the performance of a landing and a take-off without the taxi procedures and the ground handling of the aircraft.

2.13 Training flight - a flight performed by candidates for members of the air crew or by members of the air crew for the purpose of earning specific aviation qualifications, complying with the EU Regulation no. 1178/2011.

2.14 Conurbation – a group of municipalities located close to one another that have economic and transportation ties. A conurbation consists of several urban centres of equal status that stimulate the development of other, minor towns or cities.

2.15 Agglomeration – a cluster of municipalities in a monocentric arrangement characterized by the concentration of jobs and main service centres of which one, e.g. the centre of a large city, is dominant.

2.16 Night time hours – hours defined by the Airport Operator as the time from 10.00 PM up to 06.00 AM of the following day, inclusively.

2.17 Act – Act of 03 July 2002 – Aviation Law, Journal of Laws 2012 item 933 as amended.

2.18 Group of companies – all enterprises controlled directly or indirectly by a single enterprise, including that enterprise.

3. Airport charges

3.1 Aircraft landing charge

3.1.1 The landing charge is applied to each landing of an aircraft at the Airport. The charge also covers the take-off of the aircraft.

3.1.2 In the case of aircraft with maximum take-off mass (MTOM) up to and including 2 tons, the landing fee amounts to **PLN 75.00**.

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3.1.3 In the case of aircraft with maximum take-off mass (MTOM) in excess of 2 tons, the landing fee is payable at the rate of **PLN 50.00** for each ton or part thereof of the aircraft's maximum take-off mass.

3.2 Parking charge

3.2.1 The parking charge for parking an aircraft in a designated area of the airport is payable at the rate of **PLN 10.00** for each ton or part thereof of the aircraft's maximum take-off mass and for each commenced 24-hour period of parking.

3.2.2 The parking period starts at the time the aircraft arrives at the parking apron and ends at the time it leaves the area. For accounting purposes, the parking time shall run from the time the aircraft takes up the parking position on the parking apron until the aircraft leaves the parking position (the so-called block time).

3.2.3 The charge is not levied for parking time of up to 3 hours.

3.2.4 In the event of an aircraft being grounded for the purposes of securing claims arising from a failure to pay any outstanding amounts to the Airport, parking shall be subject to a special parking charge amounting to 300% of the standard rate.

3.3 Passenger charge

3.3.1 The passenger charge amounts to **PLN 35.00** per passenger.

3.4 Noise charge

3.4.1 The charge applies to each take-off and landing operation taking place during night time hours.

3.4.2 The amount of the charge depends on the assigned Quota Count points of the aircraft and its MTOW according to the formula:

$$(QC_i + QC_s) * MTOW * rate$$

3.4.3 The noise charge is payable at the rate of **PLN 5.00** for each ton or part thereof of the aircraft.

3.4.4 Quota Count points: aircraft are classified into groups according to acoustic parameters, determined on the basis of the noise level data in EPNdB emitted during take-off and landing, as defined in the course of aircraft noise certification.

Noise classification	Quota Count
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Below 84 EPNdB	0
84-86.9 EPNdB	0.25
87-89.9 EPNdB	0.5
90-92.9 EPNdB	1
93-95.9 EPNdB	2
96-98.9 EPNdB	4
99-101.9 EPNdB	8
Greater than 101.9 EPNdB	16

3.4.5 The noise level in EPNdB for the purposes of determining Quota Count points using the chart in 3.4.4 is determined in accordance with the formula:

- a) On take-off $QC_s : [EPNdB(\text{lateral})+EPNdB(\text{flyover})]/2$
- b) On landing $QC_l : EPNdB(\text{approach}) - 9$

3.4.6 QC_l and QC_s are calculated on the basis of the noise certificate containing all the necessary information to determine the noise charge. If the customer has failed to submit the noise certificate to the Airport, it shall be assumed that QC_l and QC_s amount to 16.

3.4.7 When only one operation of the aircraft takes place during night time hours, the charge shall be applied only to that operation.

3.5 Passenger and luggage security and screening charge

3.5.1 Passenger and luggage security and screening charge is levied for each passenger and amounts to **PLN 6.00**.

3.6 Additional charges

3.6.1 The charge for additional illumination of the parking position amounts to **PLN 125.00** per 24 hours or part thereof and per each lighting point.

3.6.2 The charge for fencing off a parking position amounts to **PLN 250.00**.

3.6.3 The charge for removing contamination from airport pavement caused by users of the airport and for additional snow removal and de-icing requested by the airport user amounts to **PLN 250.00** per square metre or part thereof of cleaned surface.

3.6.4 The services listed in 3.6.1 – 3.6.2 may be provided subject to prior confirmation from the Airport.

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4. Exemptions from charges

4.1 Airport charges shall not be levied, subject to the conditions stipulated in the Act, from entities acting in the public interest carrying out tasks related to the operation of flights:

4.1.1 aimed at preventing or eliminating the consequences of natural disasters and at saving human life or health, unless the flight is performed within the framework of the entity's business operations – confirmed by:

a) flight status:

- HOSP (flight operated for the purposes of medical assistance declared by a relevant medical service), or
- SAR (flight engaged in a search and rescue mission), or
- HUM (flight involved in a humanitarian mission), or

b) a relevant remark in the flight plan;

4.1.2 engaged in the protection of borders, upholding state security or public order – confirmed by:

a) flight status:

- STATE (flight operated by state or civil aircraft engaged in military, police, customs or border guard services), or
- GARDA (code of an aircraft performing tasks related to general safety, public order and border protection), or

b) a relevant remark in the flight plan;

4.1.3 exclusively for the transport, on official mission, of a reigning monarch and his or her immediate family, head of state, president of parliament or a chamber of parliament, head of government or a person holding an equivalent position – confirmed by:

a) flight status:

- HEAD (flight by Polish aircraft commissioned by the Chief of the State Protection Service), or

b) a relevant remark in the flight plan;

4.2 Entities operating flights subject to exemption from airport charges referred to in 4.1 are obliged to submit to the Poznań Airport a copy of the flight plan to evidence their eligibility for the exemption. A copy of the flight plan is to be submitted no later than 24 hours following the event triggering the application of airport charges:

- by fax to: +48 61 847 49 09;

or

- by email (document scan) to: invoices@airport-poznan.com.pl

5. Discounts on airport charges

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Carrier-specific discounts are applied taking into account the circumstances relating to that carrier as well as other carriers using the services of the Poznań Airport and belonging to the same group of companies as the given carrier.

In the event of past-due amounts payable in the carrier's account, the Airport reserves the right to withhold the application of discounts.

If the carrier qualifies for several discounts on a given airport charge for different reasons, the applicable discounts shall be added up, subject to the provisions of 5.1.19 and 5.2.11.

5.1 Discounts on the aircraft landing charge

- 5.1.1** The carriers who generate volumes of passenger traffic in excess of 150,000 passengers a year in scheduled air services, on at least 6 connections, are granted a discount of 49.74% per ton for a period of 5 years as of the effective date of the present schedule. The discount shall be applied to each connection served by such carriers.
- 5.1.2** The base carriers who generate volumes of passenger traffic in excess of 135,000 passengers a year in scheduled air services, on at least 5 connections, are granted a discount of 49.74% per ton for a period of 5 years as of the effective date of the present schedule. The discount shall be applied to each connection served by such carriers.
- 5.1.3** The base carriers who generate in excess of 1,430 landings a year, on at least 6 connections, are granted a discount of 20.96% per ton for a period of 5 years as of the effective date of the present schedule. The discount shall be applied to the connections referred to in 2.4 and 2.5.
- 5.1.4** The base carriers who generate in excess of 1,200 landings a year, on at least 6 connections, are granted a discount of 16.76% per ton for a period of 5 years as of the effective date of the present schedule. The discount shall be applied to the connections referred to in 2.4 and 2.5.
- 5.1.5** The base carriers who generate in excess of 900 landings a year, on at least 5 connections, are granted a discount of 6.7% per ton for a period of 5 years as of the effective date of the present schedule. The discount shall be applied to the connections referred to in 2.4 and 2.5.
- 5.1.6** The carriers who generate in excess of 1,850 landings a year, on at least 6 connections, are granted a discount of 40% per ton for a period of 5 years as of

the effective date of the present schedule. The discount shall be applied to the connections referred to in 2.4 and 2.5.

5.1.7 The carriers who generate in excess of 1,600 landings a year, on at least 6 connections, are eligible for a discount of 16.76% per ton for a period of 5 years as of the effective date of the present schedule. The discount shall be applied to the connections referred to in 2.4 and 2.5.

5.1.8 With respect to the provisions of 5.1.1 – 5.1.7, the following principles apply:

- a) The discount shall be applied on the basis of a planned flight schedule or written information from the carrier, including electronic correspondence.
- b) The discounts shall be reviewed at the end of each calendar year based on the actual number of passengers and/or landings. If the number of passengers handled or landings operated by the carrier at the end of the calendar year is different than that declared pursuant to 5.1.1 – 5.1.7, the Airport shall issue appropriate adjusting invoices.
- c) The discount shall be applied to flights in scheduled air service, diverted and additional flights on connections eligible for the discount.

5.1.9 With respect to the provisions of 5.1.3 – 5.1.7, the following principles apply:

- a) If a given connection eligible for a discount is suspended by a given carrier, and it had previously been handled or is launched by another carrier, then the other carrier shall be entitled to the discount for that connection until the original carrier resumes its service. The discount shall be transferred permanently to the other carrier if the original carrier does not resume the suspended service within 6 months of the date of suspension.
- b) If the original carrier does not resume the service on the existing connection within 6 months, its right to the discount on that connection shall be forfeited. This, however, does not exclude the possibility of re-qualifying for the discount, subject to the terms applicable to new connections in scheduled air service.

5.1.10 A 50% discount over a period of 12 months is granted for a new connection in scheduled air service.

- a) If a given connection eligible for the discount in question is suspended by one carrier, and it had previously been handled or is launched by another carrier, then the other carrier shall be entitled to that discount for that connection.
- b) If a given connection eligible for the discount in question is suspended by the given carrier who then resumes the service within less than 6 months of the date of

suspension, the carrier shall be entitled to that discount for that connection, as long as the service on that connection has not been started by another carrier.

- c) If the original carrier does not resume the service on the existing connection within 6 months, its right to the discount on that connection shall be unconditionally forfeited. This, however, does not exclude the possibility of re-qualifying for the discount, subject to the terms applicable to new connections in scheduled air service.
- d) The entitlement to the discount referred to in a) and b) may not exceed the period of 12 months during which the discount is applied to the given connection, from the time it was first granted.

5.1.11 Carriers operating scheduled air services are granted discounts for the number of landings on a given connection within a 24-hour period, for a period of 5 years, as outlined below:

- a) a 25% discount for the average number of 2.5 landings per 24 hours;
- b) a 35% discount for the average number of 3 landings per 24 hours;
- c) a 45% discount for the average number of 3.5 landings per 24 hours;
- d) a 50% discount for the average number of 4 landings per 24 hours;

The discount shall be accounted for a monthly basis by dividing the total number of flights on a given connection by the number of days in the month.

5.1.12 The carrier shall be entitled to a 50% discount per ton, for each landing that will increase the initial number of landings in scheduled air services of the given carrier by no less than 100%.

- a) The discount may only be claimed by carriers operating connections from the Airport for no less than 6 consecutive months, who handle operations in scheduled air services from the Airport, with at least 5 landing operations per week.
- b) The discount shall apply exclusively to connections in scheduled air services (non-applicable to diverted or additional services).
- c) The discount entitlement shall not exceed 18 months during which it is applied, from the time it was first granted. Service interruptions shall be allowed, as long as they do not exceed 6 months.
- d) The discount shall be applied on the basis of a planned flight schedule or written information from the carrier, including electronic correspondence.

5.1.13 A 70% discount shall be applied to training flights, provided that the landing and the take-off to which the discount applies are not performed during night time hours.

5.1.14 A 90% discount shall be applied to "touch and go" flights, provided that the landing and the take-off to which the discount applies are not performed during night time hours.

5.1.15 A 50% discount shall be applied to helicopter flights, provided that the landing and take-off to which the discount applies are not performed during night time hours.

5.1.16 A 50% discount shall be applied to aircraft put into operation on existing connections in scheduled air service. The discount is granted if the aircraft already serving a particular connection, with MTOM at or below 30 tons, is replaced by a heavier aircraft, with MTOM up to 50 tons.

The discount is granted for a period of 2 years, for connections with no less than 5 landing operations a week.

5.1.17 A 70% discount shall be applied to aircraft put into operation on existing connections in scheduled air service. The discount is granted if the aircraft already serving a particular connection, with MTOM at or below 30 tons, is replaced by a heavier aircraft, with MTOM in excess of 50 tons.

The discount is granted for a period of 2 years, for connections with no less than 5 landing operations a week.

5.1.18 A 35% discount shall be applied to aircraft put into operation on existing connections in scheduled air service. The discount is granted if the aircraft already serving a particular connection, with MTOM below 50 tons, is replaced by a heavier aircraft, at or in excess of 50 tons.

The discount is granted for a period of 2 years, for connections with no less than 5 landing operations a week.

5.1.19 One of the discounts in 5.1.3, 5.1.4, 5.1.5, 5.1.6 and 5.1.7 may be applied cumulatively with one of the discounts in 5.1.1 and 5.1.2. Other discounts cannot be combined.

5.2 Discounts on the passenger charge

5.2.1 The carriers who generate volumes of passenger traffic in excess of 150,000 passengers a year in scheduled air services, on at least 6 connections, are granted a discount of 32.43% for a period of 5 years as of the effective date of the present schedule. The discount shall be applied to each connection served by such carriers.

- 5.2.2** The base carriers who generate volumes of passenger traffic in excess of 135,000 passengers a year in scheduled air services, on at least 5 connections, are granted a discount of 32.43% for a period of 5 years as of the effective date of the present schedule. The discount shall be applied to each connection served by such carriers.
- 5.2.3** The carriers who generate volumes of passenger traffic in excess of 150,000 passengers a year in scheduled air services, on at least 6 connections, are granted a discount of 63.48% for a period of 5 years as of the effective date of the present schedule. The discount shall be applied to the connections referred to in 2.4 and 2.5.
- 5.2.4** The base carriers who generate volumes of passenger traffic in excess of 135,000 passengers a year in scheduled air services, on at least 5 connections, are granted a discount of 58.68% for a period of 5 years as of the effective date of the present schedule. The discount shall be applied to the connections referred to in 2.4 and 2.5.
- 5.2.5** With respect to the provisions of 5.2.1 – 5.2.4, the following principles apply:
- a) The discount shall be applied on the basis of a planned flight schedule or written information from the carrier, including electronic correspondence.
 - b) The discounts shall be reviewed at the end of each calendar year based on the actual number of passengers. If the number of passengers handled or landings operated by the carrier at the end of the calendar year is different than that declared pursuant to 5.2.1 – 5.2.4, the Airport shall issue appropriate adjusting invoices.
 - c) The discount shall be applied to flights in scheduled air service, diverted and additional flights on connections eligible for the discount.
- 5.2.6** With respect to the provisions of 5.2.3 – 5.2.4, the following principles apply:
- a) If a given connection eligible for a discount is suspended by a given carrier, and it had previously been handled or is launched by another carrier, then the other carrier shall be entitled to the discount for that connection until the original carrier resumes its service. The discount shall be transferred permanently to the other carrier if the original carrier does not resume the suspended connection within 6 months of the date of suspension.
 - b) If the original carrier does not resume the operation of the existing connection within 6 months, its right to the discount on that connection shall be forfeited. This, however, does not exclude the possibility of re-qualifying for the discount, subject to the terms applicable to new connections in scheduled air service.

5.2.7 A discount is granted for each new connection in scheduled air service, in the following amounts depending on the respective operating period:

- a) 71.43% in months 1 to 6
- b) 57.14% in months 7 to 12
- c) 42.86% in months 13 to 18
- d) 28.57% in months 19 to 24

5.2.8 With reference to 5.2.7, the following principles apply:

- a) If a given connection eligible for the discount in question is suspended by the given carrier, and it had previously been handled or is launched by another carrier, then the other carrier shall be entitled to that discount for that connection.
- b) If a given connection eligible for the discount in question is suspended by the given carrier who then resumes the service within less than 6 months of the date of suspension, the carrier shall be entitled to that discount for that connection, as long as the service on that connection has not been started by another carrier.
- c) The total period of the discount may not exceed 24 months from the time it was first granted.
- d) If the carrier resumes the service on the given connection after more than 6 months of the date of suspension, the discount in question shall no longer apply, and the carrier may request to be granted a discount subject to the terms applicable to new connections.

5.2.9 A discount is granted for each additional flight in scheduled air service on a connection already served by the given carrier at least 5 times a week, in the following amounts depending on the respective operating period:

- a) 42.86% in months 1 to 6
- b) 28.57% in months 7 to 12
- c) 14.29% in months 13 to 18

5.2.10 With reference to 5.2.9, the following principles apply:

- a) The discount shall be applied on the basis of a planned flight schedule or written information from the carrier, including electronic correspondence.
- b) If the given additional flight in scheduled air service eligible for the discount in question is suspended by the given carrier who then resumes the service within less than 6 months of the date of suspension, the carrier shall be entitled to that discount for that connection, as long as the service on that connection has not been started by

another carrier. Service interruptions shall be allowed, as long as they do not exceed 6 months.

- c) The total period of the discount may not exceed 18 months from the time it was first granted.
- d) If the carrier resumes service of the given additional flight in scheduled air service after more than 6 months of the date of suspension, the discount in question shall no longer apply, and the carrier may request to be granted a discount subject to the terms applicable to an additional flight in scheduled air service on a connection already served by the given carrier.

5.2.11 One of the discounts in 5.2.3 and 5.2.4 may be applied cumulatively with one of the discounts in 5.2.1 and 5.2.2. Other discounts cannot be combined.

5.3 Discounts on the parking charge

5.3.1 The carriers operating scheduled air services within a 24-hour period are granted a discount on the parking of aircraft for a period of 5 years as of the effective date of this schedule, as outlined below:

- a) a 30% discount in the case of carriers who park 2 aeroplanes in a 24-hour period at the Airport
- b) a 40% discount in the case of carriers who park more than 2 aeroplanes in a 24-hour period at the Airport

5.3.2 A 99% discount on the parking charge shall be granted to base carriers for a period of 5 years as of the effective date of this schedule or from the date the given carrier starts up its operating base.

- a) The discount shall be applied on the basis of a planned flight schedule or written information from the carrier, including electronic correspondence.

5.3.3 The carrier shall be entitled to a 50% discount for parking an aeroplane whose landing will increase the initial number of landings in scheduled air services of the given carrier by no less than 100%, according to the provisions of 5.1.12.

- a) The discount shall be applied on the basis of a planned flight schedule or written information from the carrier, including electronic correspondence.

5.3.4 A 30% discount shall be applied to aircraft put into operation on existing connections in scheduled air service. The discount is granted if the aircraft already

serving a particular connection, with MTOM at or below 30 tons, is replaced by a heavier aircraft, with MTOM up to 50 tons.

The discount is granted for a period of 2 years, for connections with no less than 5 landing operations a week.

5.3.5 A 60% discount shall be applied to aircraft put into operation on existing connections in scheduled air service. The discount is granted if the aircraft already serving a particular connection, with MTOM at or below 30 tons, is replaced by a heavier aircraft, with MTOM in excess of 50 tons.

The discount is granted for a period of 2 years, for connections with no less than 5 landing operations a week.

5.3.6 A 30% discount shall be applied to aircraft put into operation on existing connections in scheduled air service. The discount is granted if the aircraft already serving a particular connection, with MTOM below 50 tons, is replaced by a heavier aircraft, at or in excess of 50 tons.

The discount is granted for a period of 2 years, for connections with no less than 5 landing operations a week.

5.3.7 The discounts cannot be combined.

5.4 Other discounts

5.4.1 A 99% discount on airport charges shall apply to promotional flights, with the exception of charges provided for in 3.4, 3.5 and 3.6 of the present schedule.

6. Refusal of service

6.1 The Airport may refuse access to the facilities and/or equipment, and/or to provide services to an entity referred to in article 75 (1) of the Act if such entity falls into arrears, within the meaning of the Civil Code, with the payment of airport charges due to the Airport, provided that this does not compromise the safety of aircraft movements, passengers and/or cargo (goods and mail).

6.2 The Airport reserves the right to refuse to allow aircraft to land due to extenuating circumstances related to airport operations making it impossible for the aircraft to land safely.

7. Terms of payment

7.1 All information regarding the rules and terms of payment can be found on the website of the Airport.