



Tariffs for Aerodrome Services



**KRAKÓW
AIRPORT**

im. Jana Pawła II

www.krakowairport.pl

in John Paul II
International Airport
Kraków-Balice

1. Definitions:

Terms used in the Tariff shall have the following meanings:

- 1.1. Maximum Take-Off Weight (MTOW) of aircraft - the maximum permissible take-off weight of aircraft specified in the aircraft's certificate of airworthiness, logbook or other equivalent document;
- 1.2. MPL Kraków-Balice - the company under the name of Międzynarodowy Port Lotniczy im. Jana Pawła II Kraków - Balice Sp. z o.o. with its registered office in Balice, 32-083 Balice, ul. Kpt. M. Medweckiego 1 - the company managing the Kraków-Balice airport;
- 1.3. Kraków-Balice airport - the airport registered in the register of civil airports under the number 56;
- 1.4. new route - a status granted to a direct route (from the Kraków-Balice airport to a given airport) which is not offered by any carrier at the Kraków-Balice airport at the time of its launch and has not been launched by the given carrier for the past two IATA scheduling seasons;
- 1.5. passenger - a person aged two years or more travelling on an aircraft who is not a member of its crew;
- 1.6. direct transit passenger - a passenger who has landed on the Kraków-Balice airport and is continuing his or her journey on an air connection with the same flight number, without disembarking from the aircraft;
- 1.7. domestic flight - a single-stage flight to/from the Kraków-Balice airport starting and ending in the territory of the Republic of Poland;
- 1.8. long-distance flight - a single-stage flight over a distance that requires a minimum of 8 hours of flight time to travel;
- 1.9. scheduled air transport - an air transport where places on board of an aircraft intended for the transport of passengers, baggage, goods or mail are publicly offered for purchase, and the transport is operated between the same points according to a published schedule of flights, or at regular time intervals, or with a frequency indicating a regularity of the flights;
- 1.10. scheduled connection - a connection provided as part of a scheduled air transport;
- 1.11. charter transport - an air transport operated under an air charter agreement, where an air carrier provides the charterer with a specific number of seats or a capacity of an aircraft for the purpose of carrying out a specific transport of passengers, baggage or mail, as indicated by the charterer;
- 1.12. cargo flight - a flight of an aircraft carrying only goods, except mail and checked baggage;
- 1.13. aircraft user - the owner of an aircraft or another person listed as user in the register of aircraft;
- 1.14. customer - a natural or legal person or an organizational unit without legal personality for which MPL Kraków-Balice performs services involving aircraft take-off, landing and parking operations. A customer can be:
 1. the user of an aircraft,
 2. another person performing an aircraft take-off or landing operation or for the benefit of which such operation is performed, in particular:
 - a) the air carrier whose flight number is used for the flight and, in the case of take-off or landing operations performed under code-share agreements, the air carrier that actually performs the operation,

b) a natural or legal person or an organizational unit without legal personality using the aircraft without being its owner under a lease, lending for use or other similar agreement entitling such person or organizational unit to use the aircraft;

- 1.15. airport user - a customer and any other entity using the infrastructure, installations and facilities of the Kraków-Balice airport when performing ground services or an air transport;
- 1.16. base of operations - an airport where a customer has its own operational facilities, including a crew briefing room, and performs technical maintenance of one or more aircraft. Such customer operates at least three commercial departures per day on average from the Kraków-Balice airport in a given scheduling season, while offering direct connections from the Kraków-Balice airport to at least six different airports, and has entered into an agreement with MPL Kraków-Balice which clearly shows that the Kraków-Balice airport is a base airport for that carrier.

2. General:

- 2.1. The charges indicated in the Tariff shall be paid to MPL Kraków - Balice by the airport user using the services provided by MPL Kraków - Balice. In the event of difficulties in identifying the customer, the charges will be collected from the owner of the aircraft.
- 2.2. The fact of using the services of MPL Kraków-Balice constitutes acceptance of all terms and conditions of this Tariff.
- 2.3. Charges for additional services not included in this Tariff, provided at the request of airport user, must be agreed with MPL Kraków - Balice separately, prior to the performance of a service.
- 2.4. A customer operating scheduled air transport to/from the Kraków-Balice airport is required to provide the information listed below no later than 14 days before the start of operations / a new scheduling season to the following e-mail address: schedule@krakowairport.pl:
- a) a schedule planned for the given season and any changes to the schedule during a season, including indication of aircraft types and their maximum take-off weights (MTOW). If the maximum take-off weight (MTOW) of an aircraft has not been provided, the highest maximum take-off weight (MTOW) for the given type of aircraft will be taken for the purpose of charge calculation,
 - b) the number of passenger seats offered,
 - c) confirmation of holding commercial rights for the given route, for flights from/to countries outside the European Economic Area.
- 2.5. The rates of charges specified in this Tariff are net rates, and they will be increased by VAT in the amount specified in separate regulations.
- 2.6. The rates of charges are specified in Polish zlotys (PLN).
- 2.7. The charges specified in Sections 3-6 are standard charges. Additional charges are described in Sections 8 and 9.

- 2.8. No airport charges shall be collected at the Kraków-Balice airport from a customer performing tasks in the public interest in connection with the operation of a flight:
1. to prevent or remedy the effects of natural disasters and save human life or health, unless such a flight is operated as part of a business activity, as confirmed by:
 - a) flight status:
 - HOSP (aircraft flight operated to provide medical assistance, notified by relevant medical services), or
 - SAR (aircraft flight operated as part of a search and rescue operation), or
 - HUM (aircraft flight operated as part of a humanitarian operation), or
 - b) an appropriate note in the flight plan;
 2. for the protection of the borders, state security or public order, as confirmed by:
 - a) flight status:
 - STATE (flight of a state or civil aircraft on military, police, customs or Border Guard missions), or
 - GARDA (a password to which an aircraft performs tasks related to general security, public order and the protection of the borders), or
 - b) an appropriate note in the flight plan;
 3. exclusively for the transport of a reigning Monarch on an official mission and his or her close family, a head of state, chairperson of a parliament or a parliamentary chamber, head of government or a person occupying an equivalent position, as confirmed by:
 - a) HEAD flight status (for flights of Polish aircraft with the status assigned by the Chief of the Government Security Office), or
 - b) an appropriate note in the flight plan.

3. Aircraft landing charge

- 3.1. The landing charge, which also includes aircraft take-off, is collected per each landing of an aircraft at the airport.
- 3.2. The landing charge is collected for each commenced tonne of the maximum aircraft take-off weight (MTOW), regardless of the type of aircraft and flight, and amounts to **PLN 32.00**.

4. Aircraft parking charge

- 4.1. The charge for the parking of an aircraft on a designated area of the airport is collected per each commenced tonne of the aircraft's maximum take-off weight (MTOW) and each commenced 24 hours of parking, and amounts to **PLN 12.20**.
- 4.2. Parking time runs from the moment of aircraft reaching the apron until the moment of it leaving the apron. Time adopted for billing purposes is the time counted from the moment the aircraft occupies a space on the apron until the moment it leaves that space (the so-called block time).
- 4.3. The charge specified in Section 4.1. is not collected for parking times of less than 120 minutes.

5. Departing passenger charge

- 5.1. Subject to Section 5.2., a departing passenger charge is collected per each departing passenger, and the charge amounts to **PLN 45.00**.
- 5.2. The charge specified in Section 5.1. and Section 6 does not apply to:
 - a) direct transit passengers,
 - b) children under 2 years of age not entitled to occupy a separate passenger seat on board of an aircraft.

6. Charge for the provision of security and security check of passengers and their baggage

Subject to Section 5.2. of the Tariff, the charge for the provision of security and security check of passengers and their baggage is collected per each departing passenger and it amounts to **PLN 12.01**.

7. Discounts on airport charges

7.0. Introduction

MPL Kraków-Balice applies discounts on airport charges on equal treatment and non-discrimination basis with respect to all customers. Discounts on airport charges are granted subject to meeting the specific conditions for each discount.

Discounts on airport charges are granted to customers who meet the conditions for a given discount and are not in arrears with any payments to MPL Kraków-Balice. MPL Kraków-Balice reserves the right to withdraw all discounts granted if arrears in payments are discovered at any time. In such a case, before withdrawing discounts MPL Kraków-Balice will inform the customer of its intention to do so, setting a date on which the arrears must be paid. Failure to pay by the additional set date will result in automatic withdrawal of previously granted discounts on all charges.

Various discounts on airport charges can be combined at the same time, unless the Tariff stipulates otherwise.

For the discounts referred to in Sections 7.2., 7.3., 7.4., 7.7. and 7.8. of the Tariff, if an increase in the number of passengers of a given customer on a given route has resulted from that customer taking over even a part of flights performed on the same route by another customer belonging to the same group, then such an increase will not be taken into account when verifying if the conditions for such a discount have been met.

It is a condition for granting the discounts on airport charges referred to in Sections 7.1. – 7.8. of the Tariff that an application for a discount, made on a form conforming to a template, is submitted to MPL Kraków - Balice. The forms are attached in an annex to the Tariff. Customers who do not submit the applications referred to above may not apply for granting and settlement of discounts. Each correct application meeting the conditions for granting the discount is subject to acceptance by MPL Kraków-Balice. The deadline for MPL Kraków-Balice to accept applications is 15 working days (in Poland) from the date the application is received by MPL Kraków-Balice. The discount shall be calculated from the date of submission of a correct application that meets the conditions for the discount and upon acceptance of the application by MPL Kraków-Balice, subject to additional conditions specified for each discount. If an application is incorrectly filled in, it shall not be subject to acceptance by MPL Kraków - Balice and the customer will be informed of the need to send a corrected application. In the event that an application does not meet the conditions for granting a discount, it shall be rejected by MPL Kraków - Balice, of which the customer will be informed.

Discounts are applied in billing periods. The first day of a billing period, for the discount specified in:

- Section 7.1. is the date of commencement of flights on a given route,
- Section 7.2. is the first day of the month following the exceeding of the passenger traffic volume from the previous calendar year,

- Sections 7.3. and 7.4. is the first day of every calendar year,
- Sections 7.5. and 7.6. is the first day of every calendar year,
- Section 7.7. is the first day of every calendar year,
- Section 7.8. is the first day of the start of the IATA scheduling season in which it increases its offer.

The end of a given billing period falls on the last day of a given calendar year or the end of a IATA season.

After the end of the billing period for a given discount, any difference between the amount of the discount applied and the charge rate resulting from the actual invoiced number of checked-in passengers or completed invoiced landings in a given billing period will be settled, taking into account the declarations submitted.

In 2024, the status of a new route will be retained by routes launched not earlier than at the beginning of the IATA Summer 2023 season.

7.1. Discount for a new route

7.1.1. Any customer that:

- will operate flights on a new route with a frequency of at least one operation per week for at least twelve consecutive weeks,
- has not operated on that route in the last two IATA scheduling seasons prior to the projected date of commencement of flights

will be granted a 90% discount on the charge specified in Section 3.2 of the Tariff for operations on the new route.

7.1.2. New route status is granted for 2 consecutive IATA scheduling seasons, counting from the date of the first operation on the new route.

7.1.3. New route discount is granted to every customer meeting the above-mentioned conditions, regardless of whether such discount on the same route has been granted to other customers operating on the new route.

7.1.4. A new route discount cannot be combined with other discounts on the charge specified in Section 3.2. of the Tariff (i.e. with the discounts described in Sections 7.5., 7.6., 7.7. and 7.8. of the Tariff).

7.2. Discount for an increased number of passengers

7.2.1. Each customer operating flights on at least one route, with the frequency of at least one air operation per week for at least twelve consecutive weeks, is granted a discount of PLN 20 on the charge specified in Section 5.1. of the Tariff for additional passengers departing on scheduled connections compared to the number of passengers invoiced on those connections of the customer in the previous calendar year.

7.2.2. The discount is applied from the first day of the month following the exceeding of the number of passengers checked in by the customer in the previous calendar year.

- 7.2.3. The discount shall be granted only for checked in passengers starting from the calendar month following the month in which the number of departing passengers of the given customer exceeded that of the previous year.
- 7.2.4. If in the year preceding the year of granting the discount the customer did not operate scheduled air transport for 12 months, the rate of the discount is adjusted by the following factor:

$$\text{amount of discount for additional passenger} = \frac{m(y-1)}{m(y)} \times \text{discount for additional departing passenger}$$

where:

$m(y-1)$ - the number of months in which the customer operated scheduled air transport in the year preceding the granting of the discount.

$m(y)$ - the number of months in which the customer operates scheduled air transport in the year of granting the discount.

If the factor $\frac{m(y-1)}{m(y)} > 1$, its maximum value cannot be greater than 1.

7.3. Discount for long-term and stable development of the offer

- 7.3.1. Every customer who submits a reliable declaration of the forecast number of passengers in a given calendar year, showing that its average annual increase since the beginning of uninterrupted operation from the Kraków-Balice airport will total at least 25,000 departing passengers, will receive a discount on the charge specified in Section 5.1. of the Tariff at the rate of 15%.
- 7.3.2. If the average annual increase from the beginning of uninterrupted provision by the customer of scheduled air transport from the Kraków-Balice airport totals at least 50,000 departing passengers, the rate of the discount referred to in Section 7.3.1. is 25%.
- 7.3.3. The average annual growth is calculated according to the following formula:

$$\text{Average annual growth on KRK} = \frac{x_{t_n}}{1+t_n-t_0}$$

where:

t_n - the calendar year to which the declaration applies.

t_0 - the first calendar year of uninterrupted provision by the customer of scheduled air transport at the Kraków-Balice airport (not earlier than 2004).

x_{t_n} - the number of departing passengers of the customer (according to the submitted declaration).

- 7.3.4. If in the year preceding the year of granting the discount the customer did not operate scheduled air transport for 12 months, the rate of the discount is adjusted by the following factor:

$$\begin{aligned} & \text{amount of discount for long – term and stable development of the offer} = \\ & = \frac{m(y-1)}{m(y)} \times \text{discount for long – term and stable development of the offer} \end{aligned}$$

where:

$m(y-1)$ - the number of months in which the customer operated scheduled air transport in the year preceding the granting of the discount.

$m(y)$ - the number of months in which the customer operates scheduled air transport in the year of granting the discount.

If the factor $\frac{m(y-1)}{m(y)} > 1$, its maximum value cannot be greater than 1.

7.3.5. The discount is limited to five years.

7.4. Discount for the volume of traffic

7.4.1. Every customer who submits a reliable declaration of the forecast number of passengers in a given calendar year, showing that the number of its passengers will exceed 300,000 departing passengers, is granted a discount on the charge specified in Section 5.1. of the Tariff at the rate of 10%.

7.4.2. If a customer submits a reliable declaration of the forecast number of passengers in a given calendar year, showing that the number of its passengers will exceed 450,000 departing passengers, the rate of the discount on the charge specified in Section 5.1. of the Tariff is 13.75%.

7.4.3. If a customer submits a reliable declaration of the forecast number of passengers in a given calendar year, showing that the number of its passengers will exceed 600,000 departing passengers, the rate of the discount on the charge specified in Section 5.1. of the Tariff is 17.5%.

7.4.4. If a customer submits a reliable declaration of the forecast number of passengers in a given calendar year, showing that the number of its passengers will exceed 750,000 departing passengers, the rate of the discount on the charge specified in Section 5.1. of the Tariff is 21.25%.

7.4.5. If a customer submits a reliable declaration of the forecast number of passengers in a given calendar year, showing that the number of its passengers will exceed 900,000 departing passengers, the rate of the discount on the charge specified in Section 5.1. of the Tariff is 25%.

7.4.6. The discount is limited to five years.

7.5. Discount for the development of domestic offer

- 7.5.1. A customer operating flights on a domestic route from the Kraków-Balice airport with the frequency of at least one operation per day for at least twelve consecutive weeks is granted a discount on the charge specified in Section 3.2. of the Tariff, at the rate of 20%, on a given route.
- 7.5.2. A discount for the development of domestic offer will be granted on the condition that the customer carries at least the same or a higher number of passengers on the domestic route referred to in Section 7.5.1., compared to the previous year.
- 7.5.3. A deviation of no more than 2% from the required number of passengers, referred to in Section 7.5.2, is allowed.
- 7.5.4. The discount is limited to five years.

7.6. Discount for the development of long-distance offer

- 7.6.1. A customer operating flights on a long-distance route from the Kraków-Balice airport with the frequency of at least one operation per week for at least twelve consecutive weeks is granted a discount on the charge specified in Section 3.2. of the Tariff, at the rate of 20%, on a given route.
- 7.6.2. A discount for the development of long-distance offer will be granted on the condition that the customer carries at least the same or a higher number of passengers on the long-distance route referred to in Section 7.6.1., compared to the previous year.
- 7.6.3. A deviation of no more than 2% from the required number of passengers, referred to in Section 7.6.2, is allowed.
- 7.6.4. The discount is limited to five years.

7.7. Discount for a high frequency of arrivals within a 24- hour period

- 7.7.1. Every customer who submits a reliable declaration of the forecast number of arrivals in a given calendar year, showing that its average number of arrivals per day on a given route, calculated according to the following formula:

$$\text{average number of arrivals per day on a given route} = \frac{\text{number of arrivals in a given calendar year}}{\text{number of days in a given calendar year}}$$

will total at least 2, is granted a discount on the charge specified in Section 3.2 of the Tariff at the rate of 15%.

- 7.7.2. If a customer submits a reliable declaration of the forecast number of arrivals in a given calendar year, showing that its average number of arrivals per day on a given route will total at least 5, the discount rate is 25%.

- 7.7.3. If a customer submits a reliable declaration of the forecast number of arrivals in a given calendar year, showing that its average number of arrivals per day on a given route will total at least 8, the discount rate is 35%.
- 7.7.4. A deviation of up to 10% from the number of required arrivals is allowed.
- 7.7.5. A discount for a high frequency of arrivals within a 24-hour period will be granted on the condition that the carrier carries at least the same or a higher total number of passengers on a given route of the carrier applying for the discount, compared to the previous year.
- 7.7.6. A deviation of no more than 2% from the required number of passengers referred to in Section 7.7.5, is allowed.
- 7.7.7. The discount is limited to five years.

7.8. Discount for a significant increase of route frequency

7.8.1. After meeting the following conditions:

- c) increasing the frequency of flights on a given route by at least 5 arrivals per week throughout an entire scheduling season (compared to the corresponding scheduling season in the previous year),
- b) operating a scheduled route with a minimum frequency of 6 arrivals per week throughout the entire corresponding scheduling season prior to significantly increasing the frequency of flights on that route,
- d) offering for purchase more seats per week on average after increasing the frequency than in the period before increasing the frequency, taking into account the corresponding scheduling seasons,

every customer significantly increasing the frequency of a route will be granted a discount on the charge specified in Section 3.2 of the Tariff. A discount of 99% is granted after exceeding the number of arrivals from the previous corresponding scheduling season (for each additional operated arrival compared to the corresponding season preceding the season in which the discount is granted). The discount is granted for a maximum of two consecutive IATA Summer and Winter scheduling seasons, starting from the date of increasing the frequency on the given route.

- 7.8.2. The discount for a significant increase of route frequency cannot be combined with other discounts, except for the discount specified in Section 7.9. of the Tariff.

7.9. Parking discount for a base of operations.

Customers for which the Kraków-Balice Airport is a base of operations are charged a parking charge of PLN 1.00 for each commenced 24 hours of parking. Where an aircraft with the same registration marks stops for parking multiple times within a 24-hour period, the parking charge will only be charged once.

8. Charge for the removal of contaminants and waste from airport pavements, inoperative or improperly parked vehicles and stored equipment, and for additional aircraft security during parking.

8.1. Decontamination of airport pavements.

The charge is collected for decontamination of airport pavements where contamination has been caused by airport users, as per the following table:

No.	Type of charge	Amount of charge
8.1.1.	Removal of spillages of propellants, lubricants, hydraulic oil, fluid used for aircraft de-icing in an area not intended for this purpose, other operating fluids:	
	up to 10 m ² - charge per each commenced m ²	PLN 250
	Over 10 m ² and under 50 m ² - one-off charge	PLN 5 000
	Over 50 m ² and under 150 m ² - one-off charge	PLN 7 000
	Over 150 m ² and under 300 m ² - one-off charge	PLN 9 000
	over 300 m ²	PLN 9000 + PLN 20 for each commenced m ² over 300 m ²
8.1.2.	removing other contaminants	65% of the rate for the area indicated in section 8.1.1.
8.1.3.	additional snow removal and de-icing of airport pavements at customer's request	40% of the rate for the relevant area indicated in section 8.1.1.

The above charges do not take into account claims arising from the exclusion from use of airport pavements contaminated by the airport user.

8.2. Additional aircraft security service during parking.

The charge is collected for non-standard aircraft security services provided at the time of parking at the airport:

type of charge	amount of charge
aircraft security service provided by a dedicated guard (PLN/h for each guard)	PLN 368.90
dedicated parking space lighting (PLN/day) per 1 lighting point	PLN 245.90
each fencing off of one parking space (PLN/day)	PLN 491.80

9. Safeguarding by the Airport Rescue and Firefighting Service

The charge is collected for the safeguarding by the Airport Rescue and Fire Fighting Service of aircraft refueling/defueling operations during passenger embarkation/disembarkation or stay on board, as decided by the aircraft commander or other authorized airport user representative.

type of charge	amount of charge
safeguarding by the Airport Rescue and Fire Fighting Service of aircraft refueling/defueling during passenger embarkation/disembarkation and/or stay on board (PLN/1 operation)	PLN 82.00

10. Terms and methods of payment

- 10.1. Payments for the services listed in this Tariff shall be made against received invoices issued in Polish zlotys:
- a) in cash - cash payments will be rounded off, in accordance with the arithmetic rule, to the full unit of the payment currency,
 - b) by credit card,
 - c) by wire transfer to a bank account, following a written request submitted to MPL Kraków-Balice, based on prior arrangements between the parties.
- 10.2. MPL Kraków - Balice reserves the right to demand additional financial collateral for deferred dates of payment.
- 10.3. Statutory interest will be charged on overdue amounts at the applicable rate.

11. Denial of service

- 11.1. MPL Kraków-Balice reserves the right to deny service to customers who fail to respect the terms of this Tariff, including untimely payment of due amounts.
- 11.2. MPL Kraków-Balice reserves the right to refuse to accept an aircraft due to important circumstances related to the operation of the Kraków-Balice airport, which prevent the safe landing of the aircraft.

Application for a discount for a new route

Pursuant to Section 7.1 of the Airport Charges Tariff of MPL Kraków-Balice I hereby apply for a discount for a new route.

Carrier:	
Discounted route:	
(IATA code of the route):	
Offered for 12 weeks uninterrupted (yes/no)	
Planned launch date of the route	

I confirm that the conditions set out in Section 7.1 of the Airport Charges Tariff of MPL Kraków-Balice have been met.

Person authorized on behalf of the Carrier:
(date and signature)

Application for a discount for an increased number of passengers

Pursuant to Section 7.2 of the Airport Charges Tariff of MPL Kraków-Balice, I declare to carry the following number of departing passengers (for scheduled traffic) and I apply for a discount for an increased number of passengers.

Carrier:	
Year	
Number of months in the given calendar year in which the carrier operates scheduled air services	
Declared number of departing passengers:	

I confirm that the conditions set out in Section 7.2 of the Airport Charges Tariff of MPL Kraków-Balice have been met.

Person authorized on behalf of the Carrier:
 (date and signature)

Application for a discount for long-term and stable development of the offer

Pursuant to Section 7.3 of the Airport Charges Tariff of MPL Kraków-Balice, I declare to carry the following number of departing passengers and I apply for a discount for long-term and stable development of the offer.

Carrier:	
Year:	
Number of months in the given calendar year in which the carrier operates scheduled air services:	
Declared number of departing passengers:	

I confirm that the conditions set out in Section 7.3 of the Airport Charges Tariff of MPL Kraków-Balice have been met.

Person authorized on behalf of the Carrier:
(date and signature)

Application for a discount for the volume of traffic

Pursuant to Section 7.4 of the Airport Charges Tariff of MPL Kraków-Balice, I declare to carry the following number of departing passengers and apply for a discount for the volume of traffic.

Carrier:	
Year:	
Declared number of departing passengers:	

I confirm that the conditions set out in Section 7.4 of the Airport Charges Tariff of MPL Kraków-Balice have been met.

Person authorized on behalf of the Carrier:
(date and signature)

Application for a discount for the development of domestic offer

Pursuant to Section 7.5 of the Airport Charges Tariff of MPL Kraków-Balice I hereby apply for a discount for the development of domestic offer.

Carrier:	
Year:	
Domestic route (IATA code):	
Declared number of departing passengers for the route indicated above:	
Declared number of arrivals for the route indicated above in the given calendar year	
Offered for 12 weeks uninterrupted (yes/no)	

I confirm that the conditions set out in Section 7.5 of the Airport Charges Tariff of MPL Kraków-Balice have been met.

Person authorized on behalf of the Carrier:
(date and signature)

Application for a discount for the development of long-distance offer

Pursuant to Section 7.6 of the Airport Charges Tariff of MPL Kraków-Balice I hereby apply for a discount for the development of long-distance offer.

Carrier:	
Year:	
Long-distance route (IATA code):	
Declared number of departing passengers for the route indicated above:	
Declared number of arrivals for the route indicated above in the given calendar year	
Offered for 12 weeks uninterrupted (Yes/No)	

I confirm that the conditions set out in Section 7.6 of the Airport Charges Tariff of MPL Kraków-Balice have been met.

Person authorized on behalf of the Carrier:
(date and signature)

Application for a discount for a high frequency of arrivals within a 24-hour period

Pursuant to Section 7.7 of the Airport Charges Tariff of MPL Kraków-Balice I hereby apply for a discount for a high frequency of arrivals within a 24-hour period.

Carrier:	
Year:	
Discounted route: (IATA code):	
Declared number of arrivals per year on the route indicated above:	
Declared number of departing passengers on the route indicated above:	

I confirm that the conditions set out in Section 7.7 of the Airport Charges Tariff of MPL Kraków-Balice have been met.

Person authorized on behalf of the Carrier:
(date and signature)

Application for a discount for a significant increase of route frequency

Pursuant to Section 7.8 of the Airport Charges Tariff of MPL Kraków-Balice I hereby apply for a discount for a significant increase of route frequency.

Carrier:	
Discounted route: (IATA code):	
IATA season:	
Number of arrivals on the discounted route in the IATA season indicated above:	
Number of arrivals in the corresponding IATA season preceding the season indicated above (Summer vs previous Summer or Winter vs previous Winter):	

I confirm that the conditions set out in Section 7.8 of the Airport Charges Tariff of MPL Kraków-Balice have been met.

Person authorized on behalf of the Carrier:
(date and signature)