

**LIMAK KOSOVO INTERNATIONAL AIRPORT J.S.C.**

**PRISTINA INTERNATIONAL AIRPORT**  
**“ADEM JASHARI”**

INCENTIVE PROGRAM

29 March 2020 - 26 March 2022

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## ARTICLE 1: OBJECTIVE

Limak Kosovo International Airport J.S.C. (“LKIA”) is committed to expanding the route network from Pristina International Airport "Adem Jashari" (“PIA”), encouraging the commercial airlines to operate new routes from / to PIA, utilizing the underused capacity and continuing sustainable development, increasing overall volume of passengers promoting economic value to LKIA and the Republic of Kosovo.

The objective of the Incentive Program is to support current commercial airlines using the airport services and to the new entrants intending to use the airport services at PIA, with aim to increase traffic movement and operational efficiency in full compliance with the related regulations of Civil Aviation Authority (“CAA”) of the Republic of Kosovo and the Public Private Partnership (“PPP”) Agreement signed between Republic of Kosovo and LKIA.

The terms and conditions of the incentives which will be implemented at PIA, are defined by this Incentive Program which is subject to the effective charge policy.

## ARTICLE 2: DEFINITIONS

**Airport charge** means a charge that, for the benefit of the airport operator, the commercial airlines pay for the use of facilities, funds, equipment and services, which are provided only by the airport operator.

**Application Form:** means a form to be filled by the commercial airline and submitted to LKIA when applying for the Incentive Program.

**Application Confirmation** means a written confirmation that LKIA shall provide to the commercial airline in order to confirm the application of the commercial airlines under the terms and conditions of the Incentive Program.

**Commercial airline** means an operator that, for remuneration, provides scheduled or non-scheduled air transport services to the public for the carriage of passengers, freight or mail.

**Frequency** means the number of scheduled passenger flights planned on weekly basis.

**IATA season:** means the Period of the year set by the International Air Transport Association (“IATA”), designed as IATA summer (from the last Sunday of March of the current year until the last Saturday of October of the same year) and IATA winter (from the last Sunday of October until the last Saturday of March of the following year).

**Equivalent seasons:** consecutive summer seasons (two summers) or consecutive winter seasons (two winters) as opposed to two consecutive seasons (a summer and a winter season).

**LKIA:** means Limak Kosovo International Airport J.S.C.

**Scheduled flight:** one flight of a series of flights (to/from airport from/to the same destination), operated according to a published timetable and

approved Schedule Facilitator of the airport at the start of the IATA season and all tickets are sold to the public via standard Global Distribution System (“GDS”) or accessible public booking engines.

**Turnaround flight** means a flight operated by the same board from origin to destination airport and back.

### **ARTICLE 3: SCOPE OF THE INCENTIVE PROGRAM**

The Incentive Program will be implemented starting from IATA Summer Season 2020 for all new direct services, it applies to the following incentive products:

- The New Route Development Incentive;
- Additional Frequency Incentive;
- The Fixed Base Operation Support Incentive;
- The Limited Ground Handling Service Incentive.

### **ARTICLE 4: BENEFICIARIES**

The Incentive Program is offered to all commercial airlines, without exception, operating or intending to begin operations at PIA and which fulfil all the requirements and criteria described in this Incentive Program. All commercial airlines benefit from the Incentive Program.

### **ARTICLE 5: VALIDITY**

The Incentive Program of LKIA is effective from ...../...../..... until ...../...../....., unless otherwise advised by LKIA.

## ARTICLE 6: INCENTIVE PRODUCTS

### 6.1. THE NEW ROUTE DEVELOPMENT INCENTIVE

The purpose of this Incentive Program is to stimulate routes to destinations which are not served directly from PIA, by sharing as LKIA the financial risk taken by the commercial airlines when setting up the new routes.

The conditions to fulfill are:

- a. The scheduled, non-ferry, commercial air connection to an airport, which has not been served by direct flights in last two (2) IATA seasons prior to the incentive application,
- b. The commercial airlines resuming service to an already terminated destination, will be eligible for receiving support for this product only if the air services resume 12 (twelve) months or the past two IATA seasons after the destination was terminated. In that case summer schedule is compared with summer schedule of the previous year, winter schedule with the winter schedule of the previous year.
- c. For the purpose of this Incentive Program, flights have to be operated by an aircraft with a Maximum Take-off Weight equal or more than 21,000 kg (twenty-one thousand kilograms).
- d. The route must be operated non-stop, i.e. no transfers via other airports. Route with a technical stop, where no revenue passengers leave or embark the flight, is considered as a non-stop route.
- e. The commercial airlines shall fulfil the 90% (ninety percentage) of frequency requirements for the new destination and operate at least 2 (two) frequencies per week.
- f. The flights shall be performed for at least 2 (two) consecutive IATA seasons, including SS and WS.

#### Incentive Scheme for NEW ROUTE DEVELOPMENT

If the commercial airline introduces a route to a new destination served at PIA, following the Incentive Program will be applied:

<b>Deduction from the Airport Charges</b>	<b>YEAR 1</b>
Discount on the Landing Fee	100%
Marketing Support for New Route (*)	50,000€

- (\*) If the commercial airline introduces a new route based on the submission of the related documents (copy of realized advertisement, invoice and contract with related Media Agency etc.) evidencing the marketing expenses (external and internal marketing activities, events and campaigns) made for the promotion of that new route.

## 6.2. ADDITIONAL FREQUENCY/IES INCENTIVE

The aim of this Incentive Program is to encourage the commercial airlines to plan additional frequency/ies at PIA, by offering discount on applied charges for each additional frequency which will be operated to/from PIA.

New frequency/ies launched by the commercial airlines to currently served destinations or new destinations will be compared as per IATA equivalent seasons, summer vs summer and winter vs winter season or equivalent period of the previous year.

The conditions for being eligible:

- a. The commercial airline applying for the Additional Frequency/ies Incentive Program has to add at least 2 (two) additional weekly frequencies to an existing destination, compared to the previous equivalent IATA season or equivalent period of the previous year.
- b. If the commercial airline reduces the frequencies to a particular destination in previous year will not be entitled to gain support from the incentive if in next year those frequencies will resume.
- c. For the purpose of this Incentive Program, flights have to be operated by the aircraft with a Maximum Take-off Weight equal or more than 21,000 kg (twenty-one thousand kilograms).
- d. The additional frequency/ies has/have to be operated non-stop and an airline must operate 90% (ninety percentage) of flights as per confirmed schedule by LKIA schedule facilitator.
- e. The flights shall be performed for at least 2 (two) consecutive IATA seasons, including SS and WS.

### Incentive Scheme for ADDITIONAL FREQUENCY/IES

The applied incentive to airlines introducing additional frequency/ies is:

<b>Deduction from the Airport Charges</b>	<b>YEAR 1</b>
Discount on the Landing Fee	50%
Marketing Support for Additional Frequency/ies (*)(**)	30.000€

(\*) If the commercial airline adds new frequency/ies, based on the submission of the related documents (copy of realized advertisement, invoice and contract with related Media Agency etc.) evidencing the marketing expenses (external and internal marketing activities, events and campaigns) made for the promotion of that new frequency/ies.

(\*\*) In case of the addition of several frequencies to the same destination, the stipulated Marketing Support Amount remains the same.

### 6.3. THE FIXED BASE OPERATION SUPPORT INCENTIVE

The aim of this Incentive Program is to support the commercial airlines who will base at least 1 (one) aircraft and operate flights from/to PIA.

Eligibility conditions are:

- a. This Incentive Program is only valid for the commercial airlines which operate scheduled, non-ferry, flights from/to PIA.
- b. The commercial airline shall use PIA as a base airport for at least one of its aircraft of the same type and capacity, with same registration(s) listed specifically on the Incentive Application Form for the Fixed Base Operation Support Incentive provided to LKIA.
- c. The commercial airline shall take an approval of LKIA as a Fixed Base operator and submit the Airworthiness document to the related aircraft.
- d. The based aircraft shall use PIA for overnight stay and the commercial airline has to start its morning operations from PIA.
- e. For the purpose of this Incentive Program, flights have to be operated by the aircraft with a Maximum Take-off Weight equal or more than 21,000 kg (twenty-one thousand kilograms).
- f. The commercial airline shall have at least 1000 (one thousand) turnarounds per year from PIA with the based aircraft(s).
- g. Upgrades on seat capacity or change of the aircraft type for maintenance or technical reasons without downgrade on seat capacity shall be subject to approval of LKIA.
- h. The aircraft must be the same aircraft with same registration, crew must serve from/to PIA as well. This incentive scheme and other possible incentive schemes that might be used as merged with this incentive scheme shall be stopped immediately in any case of the aircraft change (without prior approval of LKIA in any case of technical issue or capacity changes due to season etc.) even the type of aircraft should be the same.

#### Incentive Scheme for FIXED BASE OPERATION

Deduction from the Airport Charges	Duration As Long as Based an AC	
Discount on Parking Fee	100% Free	
400Hz Fee	1 Hour Free for each Based AC for each turnaround	
Discount on Overnight Stay Cleaning	100% Free	
Discount For 20m <sup>2</sup> Technic Office Area on Airside	100% Free	
Hotel Accommodation / Crew Transport Support (*)	350€ per Turnarounds	1 Based Aircraft 25% of Accommodation Cost
		2 Based Aircraft 50% of Accommodation Cost
		3 or more Based Aircraft 75% of Accommodation Cost

(\*)For the avoidance of doubt, the carrier shall arrive with the incentive beneficiary airline call sign to benefit from the parking discount.

(\*\*) to avoid of any doubts, Hotel Accommodation / Crew Transport Support will be calculated based on number of turnarounds of the based aircraft(s). The formula will be applied as below;

- if 1 (one) Aircraft based; the calculated amount (No of Turnarounds x 350€ x 25%) will be covered by LKIA.
- if 2 (two) Aircrafts based; the calculated amount (No of Turnarounds x 350€ x 50%) will be covered by LKIA.
- if 3 (three) or more Aircrafts based; the calculated amount (No of Turnarounds x 350€ x 75%) will be covered by LKIA.

LKIA shall cover the part of Hotel Accommodation / Crew Transport cost, as it's described above via deduction from the payments of the commercial airline, if;  
the commercial airline must prove that usage cost of Hotel Accommodation / Crew Transport via presenting invoices with the amount which must be equal/higher than total amount of Monthly Turnarounds x 350€. At the end of each month, within three (3) business days, the eligible airlines must provide the monthly PRN operation crew confirmation to a previously confirmed contact at LKIA.

#### **6.4. LIMITED GROUND HANDLING SERVICE INCENTIVE**

The purpose of this Incentive Program is to stimulate new air services to be offered from/to PIA via reduction of the cargo handling services.

The Incentive Program will be applicable to the commercial airlines which fulfill the following conditions and criteria;

- a. The commercial airline, who aims to benefit from this Incentive Program must have continuous growth on number of performed flights and/or passenger traffic carried in the last 3 (three) years' period in the aviation industry.
- b. To benefit from this Incentive Program, the flights of the commercial airline shall be performed by offering transport only for passengers and their Personal Baggage. To avoid any misunderstanding, "Personal Baggage" means no mail, no cargo, no other goods than passenger baggage is carried. the commercial airline must continue to have operation via carrying only Passenger Baggage.
- c. The commercial airline aiming to be eligible for this Incentive Program must enter in the contractual agreement with LKIA, and in request of LKIA, the airline is obliged to provide a bank guarantee letter for the total discount amount they would be eligible by this Incentive Program. The total discount amount will be calculated with using the number of turnarounds for the planned flight schedules relating to the aforementioned period. The bank guarantee shall be issued by a bank approved by LKIA. The bank guarantee shall remain valid for a further period of 90 (ninety) days after the expiry date of the aforementioned period relating to this Incentive Program. The commercial airline who would have benefit of this Incentive Program, shall automatically accept that in any case of cancellation of the Incentive Program due to unfulfilling of criteria(s), LKIA shall have the right to withdraw the amount corresponding to all discounted amount from the bank guarantee amount or reserves its right to issue an additional invoice pertaining to the specific amount. If, after the execution of this Incentive Program, LKIA finds that the bank guarantee amount is insufficient and inadequate to guarantee the total discount amount, LKIA may request from the commercial airline to increase the bank guarantee amount.
- d. The commercial airline which wants to benefit from this Incentive Program, must not have any financial or contractual issue with LKIA in the past.
- e. The commercial airline shall add minimum 1 (one) new route or 2 (two) additional frequencies on any of already served destinations by the commercial airline per each IATA season consecutively to be eligible for support by this Incentive Program.
- f. The commercial airline which wants to benefit through this Incentive Program, must agree that there will be no cabin cleaning services (only overstay cabin cleaning would be the benefit, if the commercial airline fulfills the criteria of clause (e) above), no cargo loading/offloading, no Unit Load Device ("ULD") loading/offloading, no mail loading/offloading ,and none of the any other services related with the cargo.
- g. New route(s) or additional frequencies must be performed minimum 2 (two) times weekly.
- h. To be eligible for this Incentive Program, the existing and operating commercial airlines shall continue to perform all air services operated before this Incentive Program and keep growing phases as per projections of this Incentive Program. Any downgrade on air services will result on losing the eligibility to be part of the Incentive Program.



- i. In case of development at once of more than defined numbers of new route or add frequencies, the discount applied through this product will be distributed over consecutive IATA seasons in proportion with developed new routes or additional frequencies and with reference to minimum fulfilled criteria per IATA season. To avoid doubts, the commercial airline may start to fly more than 1 (one) or 2 (two) new route(s) and/or 2 (two) or 3 (three) additional frequencies immediately. In that case, every new route - twice a week and/or every additional frequency/ies - twice a week will create an IATA season being eligible to use benefits of this incentive scheme.
- j. In case of low performance of new routes or additional frequencies, the commercial airline would have an opportunity to replace these flights with the any other new route or additional frequencies with the same number of turnarounds in a week. The change of request must be officially written to the LKIA by the commercial airline at least 60 (sixty) days before change will take place.
- k. The Incentive Program of “Limited Ground Handling Service Incentive” may continue as long as the commercial airline has fulfilled the terms of incentive scheme and with reference the validity of current Incentive Program of PIA.
- l. The route has to be operated non-stop, i.e. no transfers via other airports. The route with a technical stop, where no revenue passengers leave or embark the flight, is considered as a non-stop route.
- m. The commercial airline shall fulfil the 90% (ninety percentage) of frequency requirements for a new route and additional frequencies. Any cancellation will be subject to proof of reason which must be submit by the commercial airline to LKIA. Whenever a commercial airline stops any of the flights or reduces the number of flights in its operation, this Incentive Program will be stopped immediately and Clause (c) shall be activated automatically.

**Incentive Scheme for LIMITED GROUND HANDLING SERVICE**

<b>Deduction from the Airport Charges</b>	
Discount on Ground Handling Package (per Turnaround)	50%

## ARTICLE 7: GENERAL TERMS AND CONDITIONS

- a. In order to benefit from this Incentive Program, an agreement shall be concluded between LKIA and the commercial airline concerned. In this agreement, the conditions for the refund of a certain incentive are defined.
- b. The final settlement shall be made according to an agreement with the commercial airline.
- c. The commercial airline shall not have a legal claim to concluding an incentive agreement. However, for reasons of competition regulations all commercial airlines will be treated equally according to the stipulated provisions
- d. Regarding code-sharing flights, only the operating commercial airline is eligible. The decisive factor therefore will be the airline call sign (no marketing commercial airline).
- e. LKIA has the right to non-enforcement of the Incentive Program based on the airlines non-compliance with the defined eligibility criteria. Pursuant to Article 8, LKIA shall make a final decision and duly inform the airline regarding their eligibility to the Incentive Program.
- f. LKIA reserves the right to review and amend the Incentive Program at any time subject to a written notification accordingly informing the airlines, pursuant to Article 8.
- g. Except “Limited Ground Handling Incentive”, the total incentive amount to be applied to the commercial airline will be calculated at the end of each IATA season based on the realization figures. In order to have the timely confirmation, the commercial airlines may ask to perform the quarterly reconciliations which confirm the traffic numbers and the outstanding balance with LKIA.
- h. The new connections, the additional frequencies and their schedules included in the operating program must have their schedule approved by the Schedule Facilitator.
- i. The Application Form is a document that supports the entire process of this program, in particular for the purpose of monitoring the airline and certifying the number of Air Traffic Movements.
- j. To benefit from the Incentive Program, commercial airlines must apply by the end of each Winter Season (WS) of the effective years of the incentive program to be considered for 6.1- 6.4 incentive eligibility for the upcoming two IATA seasons. Applications for Limited Ground Handling Incentive, referred to in 6.5, should be submitted upon changes on the confirmed scheduled operations conform conditions stipulated on sub-article 6.5. Only airlines which submit the application Forms within the above stipulated deadline will be considered for the Incentive Program.
- k. Each Application Form should specify the routes and/or frequencies for each incentive category for which the airline intends to be considered for. This incentive program is new and if any unclear situations regarding the calculations arise, LKIA reserves the right to develop additional regulations to ensure achievement of the overall purpose of this Incentive Program.
- l. The 90% (ninety percentage) of the scheduled frequencies must be operated to be deemed eligible. In case of more than 10 % (ten percentage) missed/delayed flights, the airline shall be subject of incentive cancellation.
- m. Every new route (s) of airline, which was not served at PIA in the last two (2) IATA seasons, will be qualified as a new route for PIA.
- n. Additional frequency/ies are considered all new flights which are offered only to the destinations which have 6 (six) or less than 6 (six) turnarounds in a week, with reference based on operations by the other commercial airlines during previous equivalent IATA Season. LKIA, reserves its rights to change the number of maximum weekly turnarounds at any time upon market needs and/or any cancellation of existing flight(s). At this point, the airline/s intending to benefit from the incentive program, must add at least two additional frequencies on top of the number of existing frequencies on the specific destination.

- o. If two or more airlines make an application for New Route Incentive Program within the same time frame in relation to the same route, approval will be given to the commercial airline which applied the slot application earliest, if the route proposals are similar in terms of capacity and frequency proposed.
- p. The commercial airline, which Application Form has been submitted and confirmed in compliance with the terms and conditions of the Incentive Program, will be sent the Approval Letter. The commercial airline is not eligible to this Incentive Program until it has received an Approval Letter.
- q. Once the Approval Letter for the Incentive Program has been issued, the commercial airline will be eligible to receive discount under the terms of the Incentive Program as long as the commercial airline is compliant with the terms and conditions of the Incentive Program during the validity of the Incentive Program.
- r. The effective date of incentive program application is the actual date of the flight operation start.
- s. Airline that ceases operations at any LKIA during any single Period will not be eligible to the Incentive Program rebate for the whole Period.

## **ARTICLE 8: FINAL DECISION IN REGARD TO GRANTING OF THE INCENTIVE**

The final decision concerning the eligibility of the commercial airline for this Incentive Program is a solely responsibility of the LKIA. LKIA reserves the right, at any moment, to refuse or suspend granting an incentive in the following cases:

- a. When the commercial airline does not ensure the prompt payment of any outstanding invoices to LKIA.
- b. When the PIA capacity has been reached, or is at saturation point, LKIA suspends the valid Incentive Program for any new routes or additional frequency/(ies) which will apply to the Incentive Program.
- c. Besides, LKIA reserves the right at any moment, to refuse, suspend or change the structure of granting an incentive with a prior notice period of 60 (sixty days).
- d. LKIA reserves the right to revoke the Incentive Program in the event the commercial airline fails to comply with the prerequisites subject to the Incentive Program qualifications for the entire time of validity of the Period for which it has applied. For the sake of clarity, in case of revocation of the Approval, the incentives are not applicable for the whole single Period.
- e. LKIA reserves the right to suspend the approved incentive, at any time during the term of the Incentive Program, in accordance with changing business policy of LKIA and circumstances in the market.
- f. LKIA has the right to unilaterally amend or supplement the Incentive Program or adopt the new Incentive Program at any time during the term of the Incentive Program, in accordance with change of business policy of LKIA and circumstances in the market or in accordance with the decision of the competent state authority.
- g. In case, LKIA intends to amend and supplement the Incentive Program or adopt a new Incentive Program, LKIA shall timely notify the commercial airlines in advance.

## ARTICLE 9: DECISION

- a. LKIA will analyze the submitted application and will reach a final decision within a period of 15 (fifteen) working days after having received the application.
- b. The final decision will be announced to the applicant via registered mail or fax, with confirmation upon reception, to the applicant's head office or to the address stated on the Application Form.
- c. If the application and its flight plan are approved, the announcement mentioned in Article 9.b may, upon request, include an initial estimate of the incentive amount to be granted.
- d. The reception of LKIA's final decision by the terms of this article and the Application Form submitted do formalize the mutual acceptance of the conditions determined in this Incentive Program.
- e. Final agreement (Decision) for Incentive Program will be in a contract form in between LKIA and the commercial airline that apply.

## **ARTICLE 10: PAYMENT OF THE INCENTIVE**

- a) The incentive amount calculated and approved by the terms of this Incentive Program will be paid through a deduction from the LKIA receivable amount (crediting against the invoices issued) from the commercial airline at the end of two consecutive IATA seasons, based on the credit note to be issued by LKIA during the subsequent period. Such credit note will have no cash value and no cash payment will be made in relation to this incentive calculated amount.
- b) The Limited Ground Handling Incentive, referred to in 6.4, is applied in each actual flight upon the approval to benefit from this incentive. The confirmation on the requirement to fulfil at least 90% (ninety percent) of the scheduled turnarounds is performed at the end of each IATA season. As such, LKIA reserves its right to annul and collect the incentive should the requirement is not fulfilled.
- c) The payment of the incentive will always depend on previous validation, that the commercial airline complied with the conditions set forth for each incentive category and operations planned on the Application Form and approved by LKIA.

## **ARTICLE 11: SPECIAL CONDITIONS**

- a. After the approval of the application for incentive, LKIA will inform the commercial airline with the application confirmation that regulates the specific conditions of the incentive and that may include at least the following information:
  - Duration of the application;
  - Operating plan;
  - Initial estimate of the incentive amount calculated in accordance with the schedule confirmed by the LKIA Schedule Facilitator;
  - Method for granting the incentive.
- b. Any changes to the conditions initially established for granting the incentive shall be duly amended and become an integral part of the document mentioned in Article 8.a.

## **ARTICLE 12: SUPERVISION**

The Incentive Program will be monitored and controlled based on the detailed plan outlining the series of operations covered by the incentive, as well as on the traffic forms mentioned in Article 7.j.

# ARTICLE 13: APPLICATION FORM

## PART A

Please note: The application form should be submitted in the beginning of each summer season (SS) for the below incentive products.

Incentive Type
<input type="checkbox"/> New Route Development Incentive
<input type="checkbox"/> New Frequency Incentive
<input type="checkbox"/> Fixed Base Operation Support Incentive

Company Details	
<b>Registered Company Name:</b>	
<b>Trading Name (if different):</b>	
<b>ICAO/IATA Airline Code:</b>	
<b>Registered Business Address:</b>	..... ..... .....
<b>Postcode/Zipcode:</b>	<b>Country:</b>
<b>Postal Address:</b> (If different to the Registered Business Address)	..... ..... .....
<b>Postcode/Zipcode:</b>	<b>Country:</b>
<b>Physical Address of your Principle Place of Business:</b>	..... ..... .....
<b>Postcode/Zipcode:</b>	<b>Country:</b>

Airline Contact Person
<b>Name &amp; Surname:</b>
<b>Title:</b>
<b>E-mail:</b>
<b>Phone:</b>

### Aircraft Specifications

Manufacturer: Type/Model: MTOW: Seat Capacity:
Manufacturer: Type/Model: MTOW: Seat Capacity:
Manufacturer: Type/Model: MTOW: Seat Capacity:
Manufacturer: Type/Model: MTOW: Seat Capacity:

### Flights Subject to Incentive\*

Departure Airport (Only)	Route Operations Start Date – End Date	A/C Data	Time of Arrival (UTC)	Time of Departure (UTC)	Day/s of Operation (1-7)
1.					
2.					
3.					
4.					
5.					
6.					
7.					
8.					

\*Note: Please apply only with the flights that are additional frequencies, new routes or new frequencies subject to incentive.

Additional Remarks:

## PART B

Please note: The application form should be submitted before the beginning of each IATA season for the below incentive product.

### Incentive Type

Limited Ground Handling Service Incentive

### Company Details

<b>Registered Company Name:</b>	
<b>Trading Name</b> (if different):	
<b>ICAO/IATA Airline Code:</b>	
<b>Registered Business Address:</b>	..... ..... .....
<b>Postcode/Zipcode:</b>	<b>Country:</b>
<b>Postal Address:</b> (If different to the Registered Business Address)	..... ..... .....
<b>Postcode/Zipcode:</b>	<b>Country:</b>
<b>Physical Address of your Principle Place of Business:</b>	..... ..... .....
<b>Postcode/Zipcode:</b>	<b>Country:</b>

### Airline Contact Person

<b>Name &amp; Surname:</b>
<b>Title:</b>
<b>E-mail:</b>
<b>Phone:</b>



**Flights Subject to Incentive\***

Departure Airport (Only)	Route Operations Start Date- End Date	Aircraft Type	Time of Arrival (UTC)	Time of Departure (UTC)	Day/s of Operation (1-7)
1.					
2.					
3.					
4.					
5.					
6.					
7.					
8.					

\*Note: Please apply only with the flights that are additional frequencies, new routes or new frequencies subject to incentive.

Additional Remarks:

## PART C

### Supporting Documentation

- 1) Business Registration Certificate and List of Shareholders
- 2) Standard Ground Handling Agreement
- 3) Authorization Certificate
- 4) Aircraft Registration Certificates
- 5) Carrier are required to report any changes of aircraft type and/or Series at least 15 days in advance during the incentive period

### Declaration

The undersigned applies for the incentive program pursuant to Limak Kosovo International Airport JSC published Incentive Program 2020-2022, on behalf of the organization identified below. Further, the undersigned certifies that the facts in this application are complete and correct and that any attached documents are true copies.

The undersigned shall return to LKIA the total amount of money saved or benefited under the selected Incentive Product/s within [30 calendar days] from LKIA request, in case the conditions entitling the undersigned to such savings and/or benefits are no longer met during the relevant period.

The undersigned shall, if required by LKIA, provide LKIA with a first demand and unconditional bank guarantee issued in the form and by a bank that are satisfactory to LKIA, in an amount not inferior to the total value to be benefited/saved by the undersigned under the Incentive Product/s selected, in order to guarantee the above mentioned repayment.

This application, together with the provisions laid down in the document entitled "Incentive Program 2020 - 2022", including without being limited to, the General Terms and Conditions therein, constitute a contract that will be construed and enforced according to the laws of the Republic of Kosovo.

Pristina court shall have exclusive jurisdiction to settle disputes that may arise among the parties, which has not been resolved amicably, in relation to the validity, interpretation and/or enforcement of this contract.

Carrier: \_\_\_\_\_

Name, Surname: \_\_\_\_\_

Application Date: \_\_\_\_\_

Title: \_\_\_\_\_

Signature: \_\_\_\_\_

**Evaluation**

Evaluated By:	Date:
Comments ..... ..... .....	
<input type="checkbox"/> Approved	<input type="checkbox"/> Rejected
Signed By: Title:	Date: Signature:

The application form shall be sent to:

[incentive@limakkosovo.aero](mailto:incentive@limakkosovo.aero)