

Regulations and price list for the use of passenger jet bridges,
an element of the centralised infrastructure
of Gdańsk Lech Wałęsa Airport

VALID FROM 11 MAY 2016

1. Passenger jet bridges are installed at Gdańsk Airport Ltd. [Port Lotniczy Gdańsk sp. z o.o.] (hereinafter referred to as "PLG") in order to enable the direct passage of passengers from the terminal to the aircraft and from the aircraft to the terminal (hereinafter referred to as "jet bridges").

2. In principle, all aircrafts operating passenger flights of the following types are docked to the jet bridges on mandatory basis, subject to the availability of jet bridges: Airbus (all models); Boeing (all models); Embraer 170, 175, 190 and 195; Bombardier CS100, CS300; Fokker 70, 100; Mc Donnell Douglas (all models).

a. No aircraft of the types listed in Point 2 shall be docked to a jet bridge, if the PLG does not have a parking stand equipped with a jet bridge adapted to the aircraft type. The provisions of the AIP shall be applied in order to determine such adaptation.

b. Docking is not obligatory if the aircraft to be docked arrives in Gdańsk from the Schengen zone and then flies to the non-Schengen zone, or if the aircraft arrives in Gdańsk from the non-Schengen zone and then flies to the non-Schengen zone.

c. PLG may waive the planning and execution of docking of an aircraft subject to the mandatory docking requirement under Point 2.

3. Carriers who do not wish, for technical, operational or commercial reasons, to dock their aircrafts of the types listed in Point 2, should send an appropriate request for a waiver of the obligatory docking with justification by e-mail to airbridge@airport.gdansk.pl , by fax to +48 58 345 22 83, or by post to Port Lotniczy Gdańsk Sp. z o.o. ul. Słowackiego 200, 80-298 Gdańsk. Such request will be considered by PLG within 7 days of receipt in terms of its impact on the safety and operational efficiency of the Airport. The on-going requests of an operational nature concerning the use of the jet bridges are processed through the provided channels for operational contacts between carriers and PLG.

4. The charge for using the jet bridge is collected from the carrier and amounts to PLN 170 before VAT per one aircraft, subject to Points 5, 9 and 14.

5. In the event that an aircraft is docked to a jet bridge for more than 1 hour, the charge in question shall be calculated on the basis of the formula: $A=K \cdot S/4$, where A is the charge payable, K is the number of 15-minute periods for which the aircraft is docked to the jet bridge, and S is the rate specified in Point 4, subject to Points 6 and 9.

6. In the event that an aircraft layover of more than 1 hour does not limit the use of the jet bridges by other carriers during the layover between 6:00 a.m. and 10:00 p.m. local time , or if it takes place between 22:00 and 06:00 local time, PLG may waive the procedure referred to in Point 5.

7. The moment when the obligation to pay is triggered shall be defined as the moment when the aircraft has docked at the jet bridge.

8. The payment shall be made on the basis of invoices to be issued by PLG for each calendar month in which the carrier concerned has used the jet bridges. PLG reserves the right to introduce a different procedure for handling payments - e.g. charging prepayments to all carriers as well as to any carriers at PLG discretion.

9. Carriers are entitled to preferential rates, the amount of which depends on the number of dockings of an aircraft of a particular carrier in the calendar month for which the preferential rates are calculated.

a. PLN 130.00 - if the carrier has docked its aircraft to the jet bridges at least 90 times but no more than 250 times in a given month;

b. PLN 110.00 - if the carrier has docked its aircraft 251 times or more in the given month

c. When calculating the number of dockings that took place in the month of February, the thresholds giving entitlement to individual discounts shall be multiplied by 0.9 and rounded up.

d. The amounts specified in Points 9a and 9b must be increased by VAT.

10. Carriers or their representatives shall operate the jet bridges themselves.

11. PLG will provide training, free of charge, for the persons designated by the carrier or their representative to operate jet bridges.

12. PLG reserves the possibility of compulsory docking of an aircraft of another type than specified in Point 2 or belonging to a carrier who has been granted the waiver from the obligatory docking rule, if it results from operational and safety reasons etc. In such case, the charges under Points 4, 5 and 9 shall not apply.

If the situation described in Point 5 does not occur and docking is carried out after the arriving passengers have left the aircraft in order to use the jet bridge exclusively for boarding the departing passengers, the charge referred to in Point 4 and the preferential rates referred to in Point 9 shall be divided by 2.

14. For the types other than those provided for in Point 2 for mandatory docking, in particular Bombardier Q400 and CRJ aircraft, the use of jet bridges shall be optional. The wish to use jet bridges in this case shall be notified by the means set out in Point 3.