Tariff Manual

Budapest Airport Budapest Ferenc Liszt International Airport Operator Private Limited Company

Valid: from 1 April 2020

When interpreting this Tariff Manual, the Hungarian version shall prevail.

Budapest Airport Zrt.
1185 Budapest,
BUD International Airport

Approved: 27.01.2020
Table of Contents
Abbreviations ........................................................................................................... 4
Definitions .................................................................................................................. 5
1. General Provisions ............................................................................................... 8
   1.1. The legal background to the Tariff Manual ..................................................... 8
   1.2. Determination and collection of the Charges .................................................. 8
   1.3. Calculation of the weight of the aircraft ......................................................... 11
   1.4. Submission of the data concerning the aircraft fleet ...................................... 11
   1.5. Quality compliance ......................................................................................... 11
   1.6. Other .............................................................................................................. 11
2. Airport charges ..................................................................................................... 13
   2.1. Passenger Aircraft ........................................................................................ 13
       2.1.1. Landing charge ....................................................................................... 13
       2.1.2. Parking charge ....................................................................................... 14
       2.1.3. ‘Deep sleep operation’ charge ................................................................ 15
       2.1.4. Passenger service charge ....................................................................... 16
       2.1.5. Security Charge ...................................................................................... 17
       2.1.6. Charge for baggage handling system .................................................... 18
       2.1.7. Charge for check-in desks ...................................................................... 18
   2.2. Dedicated cargo flights .................................................................................. 18
       2.2.1. Landing charge ....................................................................................... 18
       2.2.2. Parking charge ....................................................................................... 19
3. Incentive Schemes ............................................................................................... 20
   3.1. Passenger Flights ........................................................................................ 20
       3.1.1. Route Incentive Scheme ......................................................................... 20
       3.1.2. System of operational incentives ............................................................. 25
   3.2. Dedicated cargo flights ................................................................................ 28
       3.2.1. New destination incentives ................................................................... 29
       3.2.2. Incentive for frequency increases ............................................................ 30
____________________________________________________________________________
The List of Regulated Activities .............................................................................. 32
Annex II ..................................................................................................................... 33
   II.1. The method of calculating the Price Cap ....................................................... 33
   II.2. Possible modifications of the Price Cap ......................................................... 34
Annex III .................................................................................................................... 37
   III.1. General schedule of the consultation ........................................................... 37
   III.2. Expectations ................................................................................................ 37
   III.3 Determining of the charges ......................................................................... 37
   III.4 List of airline representatives participating in the consultation ..................... 38
Annex IV ..................................................................................................................... 41
   Pre-calculation request form ................................................................................. 41
Annex V ..................................................................................................................... 43
   V.1 The financial incentive system of the services related to the Regulated Activities to support quality of service ................................................................. 43
   V.2 Objective factors regarding the availability of the airport infrastructure .......... 43
   V.3 Content requirements regarding the objective measurements ....................... 44
   V.4 Subjective factors regarding the quality of Airport infrastructure and passenger/client satisfaction (ASQ [Airport Service Quality] Satisfaction Survey) ............ 46
Annex VI ..................................................................................................................... 47
   Objective factors regarding the availability of the Airport infrastructure and the corresponding financial impact ................................................................. 47
Annex VII ................................................................................................................... 51
Subjective factors regarding the quality of Airport infrastructure and passenger/client satisfaction

Annex VIII .......................................................... 51
Annex IX ............................................................... 52
Traffic at Budapest Ferenc Liszt International Airport .................................................. 54
  IX.1 Overview of Airport traffic in the last 5 years (2015-2019) .................................. 54
  IX.2 Traffic forecast for the next five years (2020-2024) ........................................ 57
Annex X ................................................................. 59
  Airport Capacity .................................................. 59
Annex XI ............................................................... 60
  Charge comparison of the main airports in the region ............................................. 60
Annex XII ............................................................... 62
  Published charges at Budapest, Vienna, Prague, Belgrade and Bratislava Airports .... 62
Annex XIII .............................................................. 66
  Financial overview and forecast ................................................................. 66
XIII.1 Analysis of the revenue and cost allocation between regulated and non-regulated services ................................................................. 66
XIII.2 The valuation of capital deposited with a view to providing regulated services ... 67
XIII.3 Implemented investments in the previous period .............................................. 67
XIII.4 Operating cost and efficiency forecasts relating to regulated activities .......... 67
XIII.5 Forecasts for aviation-related capex projects to be implemented during the next forecasting period, including indicative schedules for the execution of individual projects ................................................................. 68
XIII.7 The method of financing of ongoing capex projects ....................................... 69
Annex XIV ............................................................... 70
  The List of Non-Regulated Activities ................................................................. 70
Annex XV ............................................................... 70
  Market risks in the air transport sector ............................................................... 70
Annex XVI .............................................................. 75
  Rate of Return ................................................................................................. 75
## Abbreviations

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
</tr>
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<tbody>
<tr>
<td>Civil Code</td>
<td>Act V of 2013 on the Civil Code</td>
</tr>
<tr>
<td>Aviation Act</td>
<td>Act XCVII of 1995 on aviation</td>
</tr>
<tr>
<td>AIP</td>
<td>Aeronautical Information Publication</td>
</tr>
<tr>
<td>ICAO</td>
<td>International Civil Aviation Organization</td>
</tr>
<tr>
<td>IATA</td>
<td>International Air Transport Association</td>
</tr>
<tr>
<td>ACI</td>
<td>Airports Council International</td>
</tr>
<tr>
<td>CAA</td>
<td>Civil Aviation Authority [the organization designated as per section (1) of article 9 of Govt. Decree 382/2016. (XII. 2.)]</td>
</tr>
<tr>
<td>CUTE</td>
<td>Common Used Terminal Equipment</td>
</tr>
<tr>
<td>EUR</td>
<td>Euro</td>
</tr>
<tr>
<td>HUF</td>
<td>Forint</td>
</tr>
<tr>
<td>MTOW</td>
<td>Maximum Takeoff Weight</td>
</tr>
<tr>
<td>Kg</td>
<td>kilogram</td>
</tr>
<tr>
<td>GAT</td>
<td>General Aviation Terminal</td>
</tr>
<tr>
<td>EPNdB</td>
<td>Effective Perceived Noise in Decibel</td>
</tr>
<tr>
<td>NOTAM</td>
<td>Notice To Airmen</td>
</tr>
<tr>
<td>ASQ</td>
<td>Airport Service Quality</td>
</tr>
<tr>
<td>HICP</td>
<td>Harmonized Index of Consumer Prices</td>
</tr>
<tr>
<td>PSC</td>
<td>Passenger Service Charge</td>
</tr>
<tr>
<td>PRM</td>
<td>Persons with reduced mobility (as per regulation 1107/2006/EC of the Parliament and of the Council of 5 July 2006 concerning the rights of disabled persons and persons with reduced mobility when travelling by air)</td>
</tr>
</tbody>
</table>
Definitions

**Aircraft in emergency:** An aircraft that initiates landing for a cause that is declared an emergency situation by the flying crew and forces the aircraft to conduct an emergency landing but the flight’s planned destination is not Budapest.

**Aircraft operator:** In the case of scheduled and charter flights, the airline that operates an aircraft under the airline’s ICAO or IATA code and its airline code is not indicated as code-share partner. In the case of general aviation, the legal entity or individual who/which according to Section 12 of Aviation Act is included in the register of the aviation authority, or in the case of a foreign aircraft, an operator included in the register of the foreign aviation authority.

**Aircraft owner:** According to Section 12 of the Aviation Act, an aircraft owner is a person included in the register of the aviation authority as owner, or in the case of a foreign aircraft a person included in the register of the foreign aviation authority as owner.

**Aircraft:** Any mechanism, the staying of which in the air originates from an interaction with the air different from the effect of the forces of the air on the surface of the earth.

**Airline designator:** the unique 3-character ICAO code or the 2-character IATA code serving the purpose of international identification of the airline.

**Airport Operator:** Budapest Airport Zrt., a business association, the duty of which - together with other activities - is to administer and manage the infrastructure of the airport as well as to coordinate and control the activities of the different persons at the airport in accordance with the statutory instruments and the assets management contract concluded with KVI (Treasury Property Directorate).

**Airport system:** A group of airports which are located in the immediate vicinity or catchment area of the same town. The list of these airports and towns are attached hereto under point 2.7.4.

**Airport user:** A natural person or a legal person carrying passengers, postal consignments and/or goods to or from the given airport via air.

**Airport:** Budapest Ferenc Liszt International Airport (BUD).

**Annual operation:** Operation on a particular route for one year (two consecutive schedule periods) actually operating at least one flight a week.

**Basic gate (boarding gate providing a basic level of service):** Boarding gates which enable boarding for remote stands, and from which the aircraft is accessible on foot.

**Code C-, D- or E aircraft:** aircraft categories according to the ICAO Aerodrome Reference Code.

**Chartered flights:** Occasional and periodical flights which fly to and from the Airport not regularly and which are not included in the schedule approved by the aviation authority.

**Code-share airline:** An airline which flies a particular route by a code-share flight and it is not the operating carrier.

**Code-share flights:** A flight used by two or more airlines according to the operating or commercial contract but the actual flight is operated by one of these airlines by means of its own aircraft.

**Dedicated cargo aircraft:** Any aircraft that carries goods and postal consignments and is not a passenger aircraft.

**Flight designator:** A series of characters consisting of the airline designator and the flight number, unambiguously defining the route and its direction.
**Flight number**: IATA standard; minimum three digits (e.g.: 009/520; maximum four digits + one letter (e.g. 7441A).

**Flight frequency**: The total number of scheduled flights on a route in a specific period of time (month, week).

**Frequency / Weekly frequency**: an average value defined as the ratio of the total number of scheduled flights in a specific time period (year, month, schedule period) and the number of weeks in the same period.

**General aviation flight**: A flight that does not operate as a scheduled or chartered flight and is not typically engaged in commercial activity.

**List of service charges**: The document comprising the services provided by Budapest Airport Zrt. which may be requested/used by anyone - with the exception of services under the scope of this Tariff Manual as well as the lease of assets managed by Budapest Airport Zrt. (including public-road car parks) - and their fees/charges.


**Long-haul flights**: Flights lasting at least four and a half hours.

**Low cost carrier**: An air carrier that has a relatively low cost structure in comparison with other comparable carriers and offers low fares and rates. Such an airline may be independent, the division or subsidiary of a major network airline or, in some instances, the ex-charter arm of an airline group.

**Maximum Takeoff Weight (MTOW)**: The maximum structural takeoff weight of an aircraft on the basis of the certificate of the aircraft’s suitability for flying.

**New destination / new seasonal destination**: All cities or airport systems to which no flights were operated by any airline from the Airport during the schedule period preceding the starting date (in the case of a new seasonal destination, during the same schedule period, either summer or winter, preceding the starting date). If there is more than one airport in a city, the incentive can only be used if the given airport is not part of the airport system of the city. The list of cities qualifying as airport systems is included in section 2.7.4.

**Passenger aircraft**: A flight that carries persons who are included on the Passenger Name List and do not belong to the crew of the aircraft.

**Practice and training flights**: A flight, the purpose of which is training activity, and not transport or carriage.

**Price Cap**: The Price Cap is determined as the net sales revenues of Budapest Airport Zrt. per passenger (excluding value added tax) which the airport operator can realize from the whole of the Regulated Activities in a given year. The specification of the Price Cap’s calculation is included in Annex 2.

**Regulated Activities**: The activities relating to airport operation and to aircraft and passenger services listed in Annex 1.

**Rescue flight**: A flight necessary because it carries seriously ill or seriously wounded persons, who have already received medical treatment or first aid, from one hospital to another.

**Scheduled flights**: Flights flying regularly to and from the Airport and included in the schedule approved by the aviation authority.

**Searching flight**: A flight which is aimed at saving someone’s life or protecting someone’s health.

**Seasonal flight**: Flights that are operated in one given schedule period only, or repeatedly during consecutive summer or winter schedule periods.
**Standard gate (boarding gate providing a standard level of service):** Boarding gates used for boarding by air jetty or busing.

**State aircraft:** The aircraft serving the purposes of the defense, customs, police and border guard authorities.

**Technical test flight:** A flight, the aim of which is to obtain the certificate of an aircraft’s suitability for flying or the certificate of the suitability of certain appliances.

**Transfer passenger:** A passenger who changes flights without leaving the transit area of the airport, who arrives at the airport by a different flight to the one he leaves on. A passenger qualifies as transfer passenger if he/she leaves on the same flight but changes aircraft at Budapest.

**Transit passenger:** A passenger who continues his journey by the aircraft of the same flight number and registration number as the one he arrived on.

**Year of operation:** The period commencing from the starting date of the flight and lasting for 365 days.

**Year-round flight:** The operation of at least 1 regular flight per week during the year of operation, for at least 50 weeks.

1.1. The legal background to the Tariff Manual

Decree no. 61/2011 (XI. 25.) of the Minister of National Development on the principles and methods of determining the charges payable for the use of the commercial airport by aircraft (hereinafter: Decree) issued on the basis of Govt. Decree 532/2017. (XII.29.) on supplementary rules of procedural law of the aviation authority (hereinafter: Government Decree) issued on the basis of the authorization of subsection k) of section (3) of article 73 of the Aviation Act as well as the authorization of subsection z) section (1) of article 74 of the Aviation Act provides for the charges payable by those using the Airport and intended to be applied by Budapest Airport Zrt. (hereinafter: Charges).

The scope of the Decree applies to airports serving more than 250 thousand passengers a year, as well as to the revenues originating from Regulated Activities. The list of Regulated Activities is included in Annex I.

In accordance with the Decree, an upper limit (Price Cap) shall apply to the revenues of Budapest Airport Zrt. originating from the Regulated Activities. The trends of the Price Cap shall have a direct effect on the current Charges.

The detailed specification of the calculation of the Price Cap is included in Annex II.

1.2. Determination and collection of the Charges

1.2.1 Determination of the Charges

Based on the authorization of the Aviation Act, Budapest Airport Zrt. shall determine and collect the Charges, and the aviation authority cannot directly influence the rate or the inner structure of the charges adopted by the airport operator for the Regulated Activities. Budapest Airport Zrt. can freely establish the different rates of charges, provided that the regulated revenue per passenger remains below the Price Cap in effect, with the exceptions laid down in the Decree.

1.2.2 Consultation process

An essential element of the determination of charges is the consultation carried out with the users of the Airport, the procedure/schedule of which is included in Annex III.

1.2.3 Collection of the Charges

When using the Airport, the charges determined in the Tariff Manual and issued in the AIP (calculated in EUR) shall be paid in EUR.

It shall be the duty of the operator of the flight to pay the Charges for the use of the Airport, and in the case of a flight of general aviation, it shall be the duty of the operator of the aircraft. If the operator cannot be identified unambiguously, then the owner of the aircraft - identified on the basis of the registration number - shall be obliged to pay the Charges.

In the case of so-called “code-share” flights, the operator of the aircraft shall pay the Charges irrespective of the fact that the flight number of another airline is also linked with the given aircraft.
The due Charges shall be paid in advance. Prepayment shall take place on the basis of calculation. The operator/owner of the aircraft shall request the calculation from Budapest Airport Zrt. in an application for pre-calculation mailed to prepayment@bud.hu. This can be found in Annex IV. The following data shall be submitted to Budapest Airport Zrt. for the purpose of prepayment:

- the aircraft type and subtype,
- flight number,
- registration number,
- time of arrival and departure,
- MTOW,
- the noise certificate of the aircraft,
- seating capacity.

In the case of aircraft arriving for maintenance, during the pre-calculation, Budapest Airport Zrt. is entitled to charge half of the parking fee for the period of time expected to spend at the airport.

Based on the above data, Budapest Airport Zrt. shall prepare the pre-calculation and send it to the airline within 2 (two) working days of the receipt of the request. In the case of prepayment, the calculated amount must be transferred to the bank account of Budapest Airport Zrt. not later than the 3rd (third) working day preceding the date of the arrival of the flight. When requesting prepayment all abovementioned deadlines shall be considered. If the prepayment does not arrive at Budapest Airport Zrt.’s bank account in time, Budapest Airport Zrt. (or its contracted partner) shall be entitled to demand the payment of the Charges on the spot either in cash or by bank card. In case of cash or credit card payment, Budapest Airport Zrt. collects a one-off fee of €40 (administration fee) on top of the published airport charges. The administration fee shall be paid along with the airport charges.

In the case of airlines operating flights to and from the airport continuously, the due Charges shall be paid in advance bi-weekly to Budapest Airport Zrt. after the flights between the 1st day and 15th day, and the flights between the 16th day and the last day of the month. The amount calculated for the two-week period must arrive at the bank account of Budapest Airport Zrt. until the 3rd (third) working day before the arrival of the first flight in the given period.

Budapest Airport Zrt. is entitled to request a monthly advance on the Parking charges to be incurred pursuant to section 2.2 from the operators / owners of aircraft present at the airport for more than 1 (one) month continuously. This advance must be transferred to the bank account of Budapest Airport Zrt. not later than the 3rd (third) working day preceding the commenced month of parking. Budapest Airport Zrt. shall issue a final invoice for the Parking charge subsequently, on a monthly basis, and if any Parking charge is payable, it shall be due by the 8th (eighth) day following the date of issue of the invoice.

In the event that the Basic Gate is temporarily not available attributed to Budapest Airport Zrt.’s responsibility and therefore the given airline - instead of the otherwise used Basic Gate - has to use the Standard Gate temporarily, Budapest Airport Zrt. accounts for the Passenger Service Charge of the Basic Gate.

Budapest Airport Zrt. forwards the invoices to aircraft operators/owners in an authenticated electronic form, as an electronic invoice furnished with all legal requirements, to the email...
address(es) specified by the aircraft operator/owner to Budapest Airport Zrt. in the pre-
calculation request or in some other written form.

If the operator/owner of the aircraft issues a written declaration refusing to accept
electronic invoices, then Budapest Airport Zrt. reserves the right to charge the invoicing fee
specified in the List of Service Charges for each paper-based invoice.

Until the due Charges are paid to Budapest Airport Zrt. and to its subsidiaries, the airport
operator shall be entitled to block take-off without prejudice to the safety of aviation. If the
airport operator blocks take-off because of non-payment, the operator/owner of the
aircraft having failed to pay may not claim damages from Budapest Airport Zrt. If the
operator/owner of an aircraft cannot comply with its cash/bankcard payment obligation,
the airport operator shall be entitled to charge triple the one-off administration fee of €40.

Except for claims acknowledged by Budapest Airport Zrt. or based on a final and valid court
resolution, the operator of the aircraft is not entitled to offset any kind of actual or
presumed claim on any grounds against the Charges payable under the Tariff Manual.

It is possible to deviate from the above terms of payment on the basis of the provisions of a
bilateral agreement (payment agreement) concluded with Budapest Airport Zrt. A payment
agreement may only be concluded in the case of scheduled flights or regular charter flights.
The conclusion of such a payment agreement may be initiated by Budapest Airport Zrt. or
by the airline. Budapest Airport Zrt. shall decide on the conclusion of a payment agreement
within its own competence.

1.2.4 Delayed payment

If the invoices issued for the airport charges are not settled on time, Budapest Airport Zrt.
shall be entitled to charge default interest, the rate of which shall be determined in
accordance with the provisions of the Hungarian Civil Code (the base rate determined by the
National Bank of Hungary in effect on the first day of the calendar half-year affected by the
default, or in the case of a foreign currency debt the base rate determined by the central
bank which issued the affected currency or in the absence of it the relevant rate in the
money market, increased by an additional 8 percentage points).

Pursuant to the provisions of the Civil Code, in the event of late payment Budapest Airport
Zrt. shall be entitled to satisfy - out of the paid amount - the costs in the first place, after
that the default interest, and finally the principal. On the remaining amount, further default
interest will be charged.

1.2.5 Complaint management

If the airport user does not accept the invoice issued by Budapest Airport Zrt. concerning
the passenger service charge or the security fee, the airport user shall submit the following
documents as attachments to the complaint:

1. In case of discrepancies in total passenger number: the load message or load sheet
   of the flight concerned;
2. In case of discrepancies in the share of departing/transit passengers within the total
   passenger number: passenger list of the flight concerned.

In the absence of the above documents Budapest Airport Zrt. will refuse any complaint
without having regard to any other circumstances.
The evaluation of complaints concerning Landing charges stipulated in section 2.1 shall be governed by the provisions of section 1.4 of this chapter.

1.2.6 Governing Law

All matters in dispute concerning the legal ground, payment and collection of the Charges shall be governed by the laws of Hungary.

1.3. Calculation of the weight of the aircraft

In the case of charges where the weight of the aircraft is a determining factor,

a) primarily the data indicated in the airworthiness certificate,

b) and in the absence of the aircraft operator’s certification of the data specified in point a) the weight data pertaining to the given aircraft type indicated in the publication called *ICAO Doc 7100 Manual of Airport and Air Navigation Facility Tariffs, Selective List of maximum Licensed Take-off Weights for Aircraft*

shall be applied.

1.4. Submission of the data concerning the aircraft fleet

Airport users operating flights regularly must submit the data (registration number, aircraft type-model, maximum take-off weight, noise emission data, number of seats) of the aircraft they intend to operate at the Airport. Data shall be submitted to the Airport Operations Control Center at:

Email: airports.ops@bud.hu; alexandra.varro@bud.hu

A list already submitted can be updated anytime, under the condition that Budapest Airport Zrt. shall apply the data submitted as of the 4th day following the date of receipt of the notification. Until notification to the contrary is received, Budapest Airport Zrt. shall take into consideration the last submitted data.

Budapest Airport Zrt. shall not be liable for damages arising from a failure to submit data, from the missing of the deadline for data submission, or from the submission of incorrect data; and the airport user cannot claim compensation for its damages arising from those from Budapest Airport.

1.5. Quality compliance

The detailed description of quality compliance of Budapest Airport Zrt. relating to the Charges collected for Regulated Activities and the system of requirements thereof are included in *Annexes V-VIII.*

1.6. Other

The Decree provides for the mandatory content elements of the Tariff Manual, which shall not necessarily be directly connected to the Charges determined by Budapest Airport Zrt.
For the sake of compliance, Budapest Airport Zrt. discloses this information in Annexes IX-XIV.

All ways or modes of the usage of airport infrastructure as described in this Tariff Manual shall always be subject to and superseded by the Aerodrome Manual, as it is amended from time to time or by any kind of safety or security measures introduced by the authorities.
2. Airport charges

2.1. Passenger Aircraft

2.1.1. Landing charge

The Landing charge as per this section 2.1.1 is determined by Budapest Airport Zrt. taking into consideration the maximum take-off weight of the aircraft. The airport user - in the absence of exemption - shall be obliged to pay the charge.

*a) Calculation of the Landing charge*

The airport user can decide to pay the Passenger Service Charge Inclusive or the Passenger Service Charge Non-Inclusive options as per section 2.1.3. b), with prior notice to Budapest Airport Zrt. latest by the day on which the new schedule period starts. The Landing charge paid by the airport user depends on the chosen Passenger Service Charge option.

The charge for the use of the runways and/or taxiways of the airport shall be paid together with the charge for lighting for every aircraft, taking the maximum take-off weight into consideration. The Landing charge shall be paid if the aircraft touches down, including touch-and-go operations.

The airport user shall pay a standard charge for every aircraft not exceeding a maximum take-off weight of 10 000 kg. If the maximum take-off weight of the aircraft exceeds 10 000 kg, then the airport user shall pay the Landing charge stipulated in this section according to the category the given aircraft falls into on the basis of its maximum take-off weight.

Every 1000 kg started shall be regarded as a whole.

<table>
<thead>
<tr>
<th>Weight of the aircraft (kg)</th>
<th>Passenger Service Charge Inclusive</th>
<th>Passenger Service Charge Non-Inclusive and in case of GAT Terminal</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>EUR (per aircraft)</td>
<td>EUR/1000 kg started</td>
</tr>
<tr>
<td>up to 10 000</td>
<td>128.65</td>
<td>-</td>
</tr>
<tr>
<td>10 001 - 45 000</td>
<td>-</td>
<td>12.23</td>
</tr>
<tr>
<td>45 001 - 150 000</td>
<td>-</td>
<td>10.37</td>
</tr>
<tr>
<td>150 001 -</td>
<td>-</td>
<td>8.31</td>
</tr>
</tbody>
</table>

*b) Reductions and exemptions*

Reductions granted from the Landing charge are calculated, in each case, from the Landing charge that belongs to the Inclusive Passenger Service Charge as per section 2.1.1.

From the Landing charge calculated as per section 2.1.1, a reduction of 75% is granted to flights performed in relation with the issuing of airworthiness certificates/records as well as flights performed for the purpose of checking on-board instruments and test flights.

From the Landing charge calculated as per section 2.1.1, a reduction of 50% is granted to training flights if they are performed within the time period(s) specified on the ‘B2B/Aviation/Airport charges’ page on the website of Budapest Airport Zrt. (www.bud.hu)
In the case of training flights performed at other times, the full charge shall be paid.

Based on sections (5) and (6) of article 41 of the Aviation Act, the following flights shall be exempted from the obligation to pay the Landing charge calculated on the basis of section 2.1.1:

- Non-commercial flights performed by aircraft operated by the Hungarian state;
- Flights performing life-saving missions;
- Flights performing air policing tasks;
- Flights performing disaster management tasks;
- Search and rescue flights;
- Flights carried out for the purpose of calibrating navigation instruments;
- Use of the airport by an aircraft in emergency;

2.1.2. Parking charge

All users of the airport shall be obliged to pay a parking charge irrespective of whether they use a contact stand, a remote stand, or any other area which is not rented exclusively.

For uninterrupted parking planned to exceed one month, a special price may be requested from Budapest Airport Zrt.

2.1.1.1. At a stand without passenger boarding bridge (remote position or area not rented exclusively)

   a) During the day (between 06:00 and 22:00):

   The following parking charges shall be paid for every 60 minutes started for every 1000 kg of the maximum take-off weight of the aircraft.
   Every 1000 kg started shall be regarded as a whole.
   **Every 60 minutes or less**  
   **EUR 0.231/hour/1000 kg**

   Discounts:
   Irrespective of whether it takes place on several stands, parking for a period not exceeding 30 minutes shall be free of charge. In the case of parking for more than 30 minutes, the operator of the flight shall not be entitled to receive any discounts; therefore parking charges must be paid in full. In such cases, the basis for calculating the parking charge shall be the time of the aircraft’s occupying the stand.

   In the case of long-term parking, Budapest Airport Zrt. may conclude a separate agreement deviating from this.

   b) At night (between 22:00 and 06:00):  
   **free of charge**

2.1.1.2. At a stand with a passenger bridge (together with 400Hz service):

If it becomes necessary to park a type of aircraft to which a passenger bridge is not possible to connect on a stand with passenger bridge (e.g. due to full occupancy of remote stands), then the parking charge for stands without passenger bridge shall apply.
a) During the day (between 06:00 and 22:00) irrespective of the maximum take-off weight of the aircraft:

The first 60 minutes: EUR 67.48
Every further 15-minute period or less: EUR 41.61
(Every period started shall be regarded as a whole period of 60 or 15 minutes, respectively.)

b) At night (between 22:00 and 06:00):

Staying at the passenger bridge for more than 3 hours at night shall be regarded as night parking, the charge for which shall be determined as follows (a period of more than 3 hours shall be regarded as a full night):

Nighttime parking charge: EUR 96.85 / night.

2.1.3. 'Deep sleep operation' charge

With the ‘deep sleep operation’ charge, Budapest Airport Zrt is encouraging airport users to avoid, as much as possible, the most densely populated residential areas around the Airport in the period between 00:00 and 05:00 LT (the period of deep sleep).

2.1.3.1. Calculation of the 'Deep sleep operation' charge:

\[ M = A \times P \times K \]

where,

„A” is the basic charge

\[ A = 1.000 \text{ EUR / operation [movement]} \]

„P” is the runway direction

<table>
<thead>
<tr>
<th></th>
<th>13L</th>
<th>13R</th>
<th>31L</th>
<th>31R</th>
</tr>
</thead>
<tbody>
<tr>
<td>Take-off</td>
<td>0%</td>
<td>0%</td>
<td>100%</td>
<td>100%</td>
</tr>
<tr>
<td>Landing</td>
<td>100%</td>
<td>100%</td>
<td>0%</td>
<td>0%</td>
</tr>
</tbody>
</table>

„K” is the category multiplier

The amount of the 'Deep sleep operation’ charge is proportionate with noise emission, thus, the principle of power-proportionate emission/compliance is observed by establishing six categories of aircraft. Aircraft belong to any of the following categories based on the noise level indicated in their noise certificates:

In the case of take-off, based on the noise level of flyover indicated in the noise certificate, and in the case of landing, based on the arithmetic average of noise values indicated for the approach and lateral reference points in the noise certificate:
Based on the categorization above, the value of 'K' shall be as follows:

<table>
<thead>
<tr>
<th>Category I EPNdB</th>
<th>Category II EPNdB</th>
<th>Category III EPNdB</th>
<th>Category IV EPNdB</th>
<th>Category V EPNdB</th>
<th>Category VI EPNdB</th>
</tr>
</thead>
<tbody>
<tr>
<td>L ≤ 85</td>
<td>85 &lt; L ≤ 90</td>
<td>90 &lt; L ≤ 95</td>
<td>95 &lt; L ≤ 100</td>
<td>100 &lt; L ≤ 105</td>
<td>105 &lt; L</td>
</tr>
<tr>
<td>10%</td>
<td>15%</td>
<td>20%</td>
<td>25%</td>
<td>50%</td>
<td>100%</td>
</tr>
</tbody>
</table>

If, with the permission of the aviation authority, the Airport is used by aircraft non-compliant with the requirements stipulated in sections 3, 4, 5, 6, 7, 8, 10, 11, 13, 14 of chapter II of volume I of annex 16 (on environmental protection) of the Chicago Convention, then the value of 'K' shall be 100%.

The following flights shall be exempted from the obligation to pay the ‘Deep sleep operation’ charge calculated as stipulated in section 2.1.3 based on sections (5) and (6) of article 41 of the Aviation Act:

- flights of Hungarian state aircraft performing non-commercial activities;
- search and rescue flights;
- flights completed for the purpose of calibration of navigation equipment;
- aircraft in emergency;
- flights performed by aircraft of maximum take-off weight of 3000 kg.

### 2.1.4. Passenger service charge

Budapest Airport Zrt. collects the following passenger service charges from the airport users per passenger, with the exception of

- infants under the age of 2
- transit passengers.

**a) At the General Aviation Terminal (GAT): EUR 38.03/ departing passenger**

In addition to the Passenger service charge defined in this section 2.1.3, service providers providing convenience services including the GAT VIP (business) lounge, car park and other available extra services (hereinafter collectively: GAT Services) may collect a separate charge for the use of GAT Services. If the use of the GAT is not possible without the use of the convenience GAT Services and the passenger does not wish to use these, then as an alternative Budapest Airport Zrt. - after identification of the passenger at Terminal 2A - ensures access for the passenger to the Airport via the designated entry point in the GAT for the Passenger service charge specified in this section 2.1.3 a).

**b) At Terminals 2A and 2B:**

<table>
<thead>
<tr>
<th></th>
<th>Passenger Service Charge</th>
<th>Passenger Service Charge</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Inclusive</td>
<td>Non-Inclusive</td>
</tr>
<tr>
<td></td>
<td>Standard Gate</td>
<td>Basic Gate</td>
</tr>
<tr>
<td>Departing passenger</td>
<td>26.93</td>
<td>24.39</td>
</tr>
<tr>
<td>Departing transfer passenger</td>
<td>6.68</td>
<td>-</td>
</tr>
</tbody>
</table>
The charge for passenger services includes the CUTE charge and the PRM cost elements.

The PRM charge is EUR 0.20 / departing passenger.

The discount rate for transfer passengers (EUR 6.22) shall apply to all transfer passengers of the eligible airline in the given month.

Departure from the Basic Boarding Gates is possible only if the following conditions are accepted and fulfilled (except for reasonable causes of operations, safety, or security, or other reasonable causes):

a) The flight is operating punctually to schedule, without delays. In the event of a delay, Budapest Airport Zrt. reserves the right to re-allocate a Standard Gate to the flight.
b) The airline undertakes that all its flights departing from the Airport will use the Basic Boarding Gates and acknowledges that switching to Standard Gates is only possible at the time of change of schedule period.
c) Furthermore, the airline undertakes the following:
   - A 12-month average (mean) turnaround time of 45 minutes maximum (except for flights staying overnight and flights operating with delay codes 71-77, 85-87, or 89),
   - Use of ground handling assistance for pedestrian boarding,
   - Ticketing at the check-in counters for all passengers traveling on the flight must occur 40 minutes prior to the scheduled departure time of the flight at the latest,
   - The seat capacity of the aircraft operated is between 120-230 seats,
   - At least 80% of the airline’s flights are scheduled flights,
   - The airline does not transport transfer passengers,
   - Baggage can be sorted into maximum two groups,
   - The handling of unit load devices (ULDs) is not permitted,
   - Refueling during boarding is permitted.

If the airline does not fulfill the conditions for the use of Basic Boarding Gates completely /with the exception of point a)/, Budapest Airport Zrt. is entitled to refuse to make Basic Boarding Gates available for all flights operated by the airline in question.

2.1.5. Security Charge

Budapest Airport Zrt. will collect the following Security Charge from the airport users for every departing/transferring passenger, with the exception of

- Infants under the age of 2
- Transit passengers.

At the General Aviation terminal (GAT): EUR 4.10 / departing passenger

At Terminals 2A and 2B: EUR 4.10 / departing passenger
At Terminals 2A and 2B: EUR 4.10 / transfer passenger
2.1.6. Charge for baggage handling system

Budapest Airport Zrt. will collect baggage handling system charge from airport users for the use of the T2 baggage handling system comprising a fixed fee per departing flight and a variable fee per piece of checked baggage:

- **Fixed fee:** EUR 29.79/ departing flight
- **Variable fee:** EUR 0.83/ checked-in baggage

The charge is not applicable if the flight does not transport any arriving or departing baggage. In the case of flights only transporting arriving passengers, the fixed fee is charged only.

The baggage handling system fee is not charged separately in the case of Airport users who pay it to Budapest Airport Zrt. as part of the Passenger Service Charge Inclusive, in accordance with section 2.1.3.

2.1.7. Charge for check-in desks


2.2. Dedicated cargo flights

2.2.1. Landing charge

The Landing charge as per this section 2.2.1. is determined by Budapest Airport Zrt. in the form of two separate charges, taking two factors into consideration (maximum take-off weight, noise emission). The airport user shall be obliged to pay both charges.

**Calculation of the Landing charge**

The charge for the use of the airport runways and/or taxiways shall be paid together with the charge for lighting for every aircraft, taking the maximum take-off weight into consideration. A Landing charge based on the weight component in line with this section 2.9.1.1 shall be paid if the aircraft touches down, including touch-and-go operations.

The airport user shall pay a standard charge for every aircraft not exceeding a maximum take-off weight of 10 000 kg. If the maximum take-off weight of the aircraft exceeds 10 000 kg, then the airport user shall pay the Landing charge stipulated in this section 2.9.1.1 according to the category the given aircraft falls into on the basis of its maximum take-off weight.
Every 1000 kg started shall be regarded as a whole.

<table>
<thead>
<tr>
<th>Weight of the aircraft (kg)</th>
<th>EUR (per aircraft)</th>
<th>EUR (per every 1000 kg started)</th>
</tr>
</thead>
<tbody>
<tr>
<td>up to 10 000</td>
<td>136.48</td>
<td>-</td>
</tr>
<tr>
<td>10 001 - 45 000</td>
<td>-</td>
<td>12.98</td>
</tr>
<tr>
<td>45 001 - 150 000</td>
<td>-</td>
<td>11.01</td>
</tr>
<tr>
<td>150 001 -</td>
<td>-</td>
<td>8.82</td>
</tr>
</tbody>
</table>

2.2.2. Parking charge

All users of the airport shall be obliged to pay a parking charge irrespective of whether they use a contact stand, a remote stand or any other area which is not rented exclusively.

For uninterrupted parking planned to exceed one month, a special price may be requested from Budapest Airport Zrt.

At a stand without passenger bridge (remote position or area not rented exclusively):

   a) During daytime (between 06:00 and 22:00):

The following parking charges shall be paid for every 60 minutes started for every 1000 kg maximum take-off weight of the aircraft.

Every 1000 kg commenced shall be regarded as a whole.

Every 60 minutes or less  EUR 0.258/hour/1000 kg

Discounts:

Irrespective of whether it takes place in several stands, parking for a period not exceeding 3 hours shall be free of charge for dedicated cargo aircraft. In the case of parking for a period exceeding 3 hours, the operator of the flight shall not be entitled to receive any discounts; therefore parking charges must be paid in full. When determining the parking charge in such cases, the time of the aircraft occupying the stand shall constitute the basis of calculation.

In the case of long-term parking, Budapest Airport Zrt. may conclude a separate agreement deviating from this.

   b) At night (between 22:00 and 06:00): free of charge
3. Incentive Schemes

3.1. Passenger Flights

3.1.1. Route Incentive Scheme

General terms and conditions for route incentives

- Any incentive is always credited towards the subsequent period after the given year of operation (by incentive period). The incentive is credited to the partner in the invoices issued by Budapest Airport Zrt. during the year following the incentive period.

- Incentives are valid for scheduled departing flights only.

- Incentives are only valid for flights departing off-peak. In the case of Code C aircraft, the following periods are regarded as peaks:
  - Morning departure peak: 06:00-07:00
  - Noon departure peak: 11:00-13:00
  - Noon arrival peak: 11:00-13:00
  - Evening arrival peak: 19:00-20:00
  - Nighttime arrival peak: 23:00-00:00

- In the case of Code D and Code E aircraft, peaks shall be determined and approved by Budapest Airport on request.

- In order to take advantage of incentives, the flight operator must submit a request containing all relevant information at the end of each incentive period, but within one year of the individual years of operation at the latest. Budapest Airport Zrt. shall have no payment obligation from the incentives.

- Budapest Airport Zrt. is entitled to offset the sum of the discount against the overdue debts of the given airline towards Budapest Airport Zrt. Furthermore, Budapest Airport Zrt. reserves the right to exclude the enforcement of the discounts to an extent exceeding the overdue debts of the airline outstanding towards Budapest Airport Zrt. at the time of the enforcement of the discounts. If the airline’s debts exceed the amount of the discounts due for the period in question at the time of the enforcement of the discounts, and Budapest Airport Zrt. notifies the airline thereof in writing, the airline shall lose the right to enforce the part of the discounts in excess of its debts.

- Reductions (discounts) of the Landing charge are always granted from the Landing charge related to the Passenger Service Charge Inclusive option in line with section 2.1.1. The discount provided for a given period cannot exceed 100% of the invoiced landing fee.

- Reductions (discounts) of the Passenger Service Charge are always granted from the Passenger Service Charge related to the Passenger Service Charge Non-Inclusive option in line with section 2.1.3.

- The discount provided for a given period cannot exceed 100% of the invoiced passenger service fee.
• A given airline is eligible for the incentive only if the total number of passengers carried by the airline increased, or, in case of a decrease, decreased by no more than 15% during the incentive period, compared with the same period of the previous year.

• Reductions (discounts) off the Passenger Service Charge are only valid for local departure passengers; transfer passengers are excluded.

3.1.1.1. Incentives for new destinations

a) Incentives for passenger aircraft (except for long haul)

<table>
<thead>
<tr>
<th></th>
<th>Year one</th>
<th>Year two</th>
<th>Year three</th>
<th>Year four</th>
<th>Year five</th>
</tr>
</thead>
<tbody>
<tr>
<td>Landing charge</td>
<td>100%</td>
<td>75%</td>
<td>50%</td>
<td>25%</td>
<td>10%</td>
</tr>
</tbody>
</table>

b) For long haul passenger aircraft

<table>
<thead>
<tr>
<th></th>
<th>Year one</th>
<th>Year two</th>
<th>Year three</th>
<th>Year four</th>
<th>Year five</th>
</tr>
</thead>
<tbody>
<tr>
<td>Landing charge</td>
<td>100%</td>
<td>100%</td>
<td>75%</td>
<td>50%</td>
<td>25%</td>
</tr>
<tr>
<td>PSC</td>
<td>50%</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

c) For new winter destinations (except long haul flights)

<table>
<thead>
<tr>
<th></th>
<th>Year one</th>
</tr>
</thead>
<tbody>
<tr>
<td>PSC</td>
<td>50%</td>
</tr>
</tbody>
</table>

Terms & conditions:

• The incentive may be requested after the first year of operation, and subsequently for 365-day periods. (For the purposes of this incentive, each affected year separately: Incentive period.)

• The airline shall operate to the new destination for at least one year of operation, with a minimum weekly frequency of two in the case of short-haul flights and a minimum weekly frequency of three in the case of long-haul flights.

• If an airline re-launches service to a destination which was earlier part of the route network, it is only eligible for the incentive if at least two consecutive schedule periods of operation have elapsed since the discontinuation of its flight(s) to the given destination, and no other airline operates flights on the given route.

• In the event that the airline launches more than one flight to the same new destination during the first year of operation, the incentive shall apply to each of these flights.

• The new winter destination incentive may be granted if the airline launches the new short-haul flight during the winter schedule period. In this case the airline is entitled to the PSC discount until the end of this first winter schedule period.

• The discount cannot be combined with the “Incentive for route recovery”.

In the case of “code-share” operation, if the “code-share” partners operate their own aircraft, the incentive shall be provided to the partner having started the operation earlier with its own aircraft. In the event that a “code-share” flight is operated by only one company, but in the meantime - prior to the expiry of the incentive - another partner
also launches flights to the same destination, that party shall not be entitled to receive that incentive.

**d) New thin route incentive**

<table>
<thead>
<tr>
<th></th>
<th>1st Year</th>
<th>2nd Year</th>
<th>3rd Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passenger service charge</td>
<td>50%</td>
<td>50%</td>
<td>50%</td>
</tr>
</tbody>
</table>

Terms & conditions:

- The incentive is granted annually, first after the Year of operation and then after each subsequent period of 365 days (For this specific incentive every concerned year individually: incentive period).

- An airline is eligible for the above discount from passenger service charges for scheduled flights operating to a New destination in the following two cases: if it operated at least 60 but not more than 208 scheduled flights on the given route, or if the total departure capacity is at least 11,000 but not more than 40,000 seats during the incentive period.

- The incentive does not apply if the total number of scheduled flights by all airlines to the given destination or to a destination located within a range of 100 km exceeds 208 during the incentive period.

The discount may only be combined with discounts from landing charges as part of the route incentive scheme (section 3.1.1.) and with discounts from passenger service charges granted as part of the operational incentive scheme (section 3.1.3.).

**e) Incentive for route recovery**

<table>
<thead>
<tr>
<th></th>
<th>Year one</th>
<th>Year two</th>
</tr>
</thead>
<tbody>
<tr>
<td>Landing charge</td>
<td>100%</td>
<td>50%</td>
</tr>
</tbody>
</table>

Terms & conditions:

- Route recovery occurs if an airline commences operation to an airport or airport system to which no other airline operates from the Airport, and operation on the given route was discontinued by another airline in the actual schedule period or in the previous schedule period.

- The airline must operate to the New destination for at least one year of operation, with a minimum weekly frequency of 2 on average.

- If an airline re-launches service to a destination which was earlier part of its route network, it is only eligible for the incentive if at least 2 consecutive schedule periods have elapsed since the discontinuation of its flight to the given destination, and no other airline operates flights on the given route.

- In the event that the airline launches more than one flight to the same new destination during the first year of operation, the incentive shall apply to each of these flights.
If the given airline embarks on commercial cooperation (code-share, aircraft lease) with another airline previously operating on the same route, the airline shall not be eligible for this incentive.

The discount cannot be combined with the discounts under section 3.1.1.1. a), b), c) and d) of the Tariff Manual.

**f) Incentive for new seasonal flights**

<table>
<thead>
<tr>
<th></th>
<th>Year one</th>
<th>Year two</th>
</tr>
</thead>
<tbody>
<tr>
<td>Landing charge</td>
<td>50%</td>
<td>25%</td>
</tr>
<tr>
<td>Passenger service charge</td>
<td>25%</td>
<td></td>
</tr>
</tbody>
</table>

Terms & conditions:

- The airline must operate to the New destination for at least two schedule periods (of the same season, summer or winter).
- The passenger service charge incentive may be granted if the following additional conditions are met:
  - The incentive may be requested after the first period of operation (schedule period), and subsequently for 365-day periods. (For the purposes of this incentive, each affected schedule period separately: *Seasonal Incentive Period*.)
  - In the Seasonal Incentive Period, the flight must be operated for at least 3 months.
  - An airline is eligible for the above discount from passenger service charges for scheduled flights operating to a New destination, if it operated at least 15, and in the case of a short-haul flights not more than 112 flights during the seasonal incentive period on the given route. In the case of long-haul flights the incentive shall be applicable without a ceiling.

**3.1.1.2. Incentive for frequency increase**

<table>
<thead>
<tr>
<th></th>
<th>Year one</th>
</tr>
</thead>
<tbody>
<tr>
<td>Landing charge</td>
<td>100%</td>
</tr>
</tbody>
</table>

Terms & conditions:

- The incentive shall be applicable to the given destination, and the incentive period lasts from the start of the given summer (winter) schedule period until the end of the following winter (summer) schedule period.
- The frequency increase must reach at least 30 additional departing aircraft during the period in question on the given route of the airline.
- The incentive may be granted both for Seasonal and Year-round flights.
The airline, either a new entrant or an airline already operating on the given route, operates an additional aircraft, which results in both a higher frequency and a capacity increase on the given route and in the case of the given airline.

The airline did not reduce its total capacity on the given route compared with the same schedule period of the previous year. If there was a reduction, the airline shall not be eligible for the incentive.

The discount is only applicable to the additional departing flights of the airline representing incremental ATMs, and not for already existing flights.

The incremental ATMs shall be determined by comparing ATMs during the given year with ATMS in the prior year.

3.1.1.3. Airport systems

<table>
<thead>
<tr>
<th>Country</th>
<th>City</th>
<th>Airport Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Belgium</td>
<td>Brussels</td>
<td>Brussels International/Charleroi</td>
</tr>
<tr>
<td>Denmark</td>
<td>Copenhagen</td>
<td>Kastrup/Roskilde</td>
</tr>
<tr>
<td>Germany</td>
<td>Berlin</td>
<td>Schoenefeld/Tegel/Brandenburg</td>
</tr>
<tr>
<td></td>
<td>Dusseldorf</td>
<td>Dusseldorf International/Weeze</td>
</tr>
<tr>
<td></td>
<td>Frankfurt</td>
<td>Hahn/Main (International)</td>
</tr>
<tr>
<td></td>
<td>Hamburg</td>
<td>Fuhlsbuttel/Finkenwerder</td>
</tr>
<tr>
<td>Finland</td>
<td>Helsinki</td>
<td>Malmi/Vantaa</td>
</tr>
<tr>
<td>France</td>
<td>Lyon</td>
<td>Bron/ Saint Exupéry</td>
</tr>
<tr>
<td></td>
<td>Paris</td>
<td>Beauvais-Tille Airport/Charles de Gaulle/Le Bourget/Orly</td>
</tr>
<tr>
<td>Italy</td>
<td>Milan</td>
<td>Bergamo-Orio Al Serio/Linate/Malpensa</td>
</tr>
<tr>
<td></td>
<td>Rome</td>
<td>Ciampino/Fiumicino</td>
</tr>
<tr>
<td></td>
<td>Venice</td>
<td>Venice/Treviso</td>
</tr>
<tr>
<td>Norway</td>
<td>Oslo</td>
<td>Gardermoen / Rygge</td>
</tr>
<tr>
<td>Poland</td>
<td>Warsaw</td>
<td>Chopin / Modlin</td>
</tr>
<tr>
<td>Russian Federation</td>
<td>Moscow</td>
<td>Domodedovo/Sheremetyevo/Vnukovo</td>
</tr>
<tr>
<td>Spain</td>
<td>Madrid</td>
<td>Barajas/Torrejon</td>
</tr>
<tr>
<td></td>
<td>Barcelona</td>
<td>El Prat/Costa Brava (Girona)</td>
</tr>
<tr>
<td>Sweden</td>
<td>Stockholm</td>
<td>Arlanda/Bromma/Skavsta/Vasteras</td>
</tr>
<tr>
<td></td>
<td>Goteborg</td>
<td>Landvetter / City</td>
</tr>
<tr>
<td>Turkey</td>
<td>Istanbul</td>
<td>Ataturk/Sabia Gokcen International Airport / New Istanbul Airport (under construction)</td>
</tr>
<tr>
<td>United States</td>
<td>New York</td>
<td>John F. Kennedy / Newark/Laguardia / Stewart International Airport</td>
</tr>
</tbody>
</table>
3.1.2. System of operational incentives

General conditions for operational incentives

- The airline achieved traffic of at least 50,000 departing passengers in total, excluding transfer and transit passengers as well as infants under the age of 2, during the month of using the incentive and during the previous 11 months.
- Budapest Airport Zrt. credits the discount to the airline in the invoice for the given month.
- When the discounts are determined, the conditions specified in the Tariff Manual in force in the given month shall be applied.
- Budapest Airport Zrt. is entitled to offset the sum of the discount against the overdue debts of the given airline towards Budapest Airport Zrt.
- Operational incentives may be combined with each other and with route incentives.
- The total amount of the operational incentives under sections 3.1.2.1., 3.1.2.2., and 3.1.2.3. must not exceed 8.6 EUR/departing passenger.
- In the application of the incentive and the calculation of the passenger numbers, only scheduled flights operating under the same airline code (IATA/ICAO code) may be taken into account. The incentive does not apply to increases in passenger traffic achieved during the previous schedule period by means of mergers and acquisitions.
of airlines operating to the Airport. Passenger numbers achieved by means of code- share or non-scheduled flights cannot be taken into account for the incentive.

- Operational incentives - with the exception of the Traffic Increase Incentive as per section 3.1.2.1. - are always granted from the Passenger Service Charge related to the Passenger Service Charge Non-Inclusive option in line with section 2.1.3. The discount provided for a given period cannot exceed 100% of the invoiced passenger service fee.

3.1.2.1. Retention and Growth Incentive

<table>
<thead>
<tr>
<th>Departing passengers</th>
<th>Discount</th>
</tr>
</thead>
<tbody>
<tr>
<td>0-799,999</td>
<td>0.00 EUR</td>
</tr>
<tr>
<td>800,000-1,299,999</td>
<td>2.60 EUR</td>
</tr>
<tr>
<td>1,300,000-1,799,999</td>
<td>3.60 EUR</td>
</tr>
<tr>
<td>1,800,000-2,299,999</td>
<td>4.60 EUR</td>
</tr>
<tr>
<td>2,300,000-2,799,999</td>
<td>5.60 EUR</td>
</tr>
<tr>
<td>2,800,000-3,299,999</td>
<td>6.60 EUR</td>
</tr>
<tr>
<td>3,300,000-3,799,999</td>
<td>7.60 EUR</td>
</tr>
<tr>
<td>over 3,800,000</td>
<td>8.60 EUR</td>
</tr>
</tbody>
</table>

Conditions:

- Budapest Airport Zrt. provides this incentive to the airlines for departing passengers, specified in section 2.1.3 of this Tariff Manual based on the Passenger Service Charge chosen and paid by the given airline.

- The amount of the incentive is dependent on the total departing passenger number of the airline during the given month and the 11 preceding months, calculated without transfer and transit passengers and infants under the age of 2.

- The incentive is not to be interpreted as involving more than one band at a time. If the airline achieves a certain band during the incentive period, then the discount applicable for the given band applies to all departing passengers during the given incentive period.

- In the case of launching new operations, after the first 12 months the incentive for the total departing passenger traffic is accounted for in one sum, in such a way that any discounts already credited to the airline during the year are subtracted.

- If the airline discontinues operations with respect to the Airport, it is not entitled to the incentive thereafter.

- Budapest Airport Zrt. is entitled to offset the sum of the discount against the overdue debts of the given airline towards Budapest Airport Zrt.
• When determining the passenger number, the total departing passenger traffic of the month in question and from the 11 preceding months must be taken as the basis; the incentive does not apply to transfer and transit passengers and infants under the age of 2.

3.1.2.2. Load factor incentive

<table>
<thead>
<tr>
<th>Load factor indicator</th>
<th>Discount</th>
</tr>
</thead>
<tbody>
<tr>
<td>90.0% - 92.4%</td>
<td>10 %</td>
</tr>
<tr>
<td>92.5% - 100.0%</td>
<td>20 %</td>
</tr>
</tbody>
</table>

Conditions:

• The amount of the incentive is dependent on the load factor indicator calculated as the quotient of the total departing passenger number of the airline calculated without transfer and transit passengers and infants under the age of 2 during the given month and the 11 preceding months and the capacity of departing aircraft. The incentive does not apply to transfer passengers.

• The incentive is not to be interpreted as involving more than one band at a time. The extent of the incentive shall be the discount which belongs to the band achieved by the airline in the incentive period.

• The airline is obliged to send to Budapest Airport Zrt., by registration mark, the number of physical seats for all aircraft operating to the Airport, for each schedule period in advance. In the absence of this, Budapest Airport Zrt. shall calculate the load factor indicator with the highest capacity of the given aircraft type.

• In the case of launching new operations, after the first 12 months the incentive for the total load factor indicator is accounted for in one sum, in such a way that any discounts already credited to the airline during the year are subtracted.

3.1.2.3. Turnaround time efficiency incentive

<table>
<thead>
<tr>
<th>Turnaround time efficiency indicator</th>
<th>Discount</th>
</tr>
</thead>
<tbody>
<tr>
<td>3.1</td>
<td>4 %</td>
</tr>
<tr>
<td>3.2</td>
<td>6 %</td>
</tr>
<tr>
<td>3.3</td>
<td>8 %</td>
</tr>
<tr>
<td>Over 3.4</td>
<td>10 %</td>
</tr>
</tbody>
</table>

Conditions:

• The amount of the incentive is dependent on the turnaround time efficiency indicator calculated as the quotient of the average departing passenger number of the airline, calculated without transfer transit passengers and infants under the age of 2 during the given month and the 11 preceding months and the 12-month average (mean) parking time.
The incentive is not to be interpreted as involving more than one band at a time. The extent of the incentive shall be the discount which belongs to the band achieved by the airline in the incentive period.

In the case of aircraft staying at the Airport overnight, the average (mean) daytime turnaround time for the entire operation of the given airline must be taken as the basis (e.g. 110 passengers / 40 minutes = 2.75).

In the case of launching new operations, after the first 12 months the incentive for the total turnaround time efficiency indicator is accounted for in one sum, in such a way that any discounts already credited to the airline during the year are subtracted.

3.2. Dedicated cargo flights

General terms and conditions for route incentives for dedicated cargo flights

- Any incentive is always credited towards the subsequent period after the given year of operation (by incentive period). The incentive is credited to the partner in the invoices issued by Budapest Airport Zrt. during the year following the incentive period.

- During the determination of the incentives, the incentive scheme in the Tariff Manual valid at the time of the departure of the first flight qualifying for the incentive shall be applied. The Tariff Manual valid at any given time does not affect the validity of the incentives published during previous years, and the incentive systems of Tariff Manuals valid at different times cannot be combined.

- Incentives are valid for all new cargo flights.

- In order to take advantage of incentives, the flight operator must submit a request containing all relevant information at the end of each incentive period, but within one year of the individual years of operation at the latest. Budapest Airport Zrt. shall have no payment obligation from the incentives.

- Budapest Airport Zrt. is entitled to offset the sum of the discount against the overdue debts of the given airline towards Budapest Airport Zrt. Furthermore, Budapest Airport Zrt. reserves the right to exclude the enforcement of the discounts to an extent exceeding the overdue debts of the airline outstanding towards Budapest Airport Zrt. at the time of the enforcement of the discounts. If the airline’s debts exceed the amount of the discounts due for the period in question at the time of the enforcement of the discounts and Budapest Airport Zrt. notifies the airline of this in writing, then the airline shall lose the right to enforce the part of the discounts in excess of its debts.

- Reductions (discounts) of the Landing charge are always granted from the Landing charge based on the weight component in line with section 2.2.1.

The incentives concern the scheduled or regularly operating cargo flights.
3.2.1. New destination incentives

a) *Dedicated cargo flights (MTOW >100t)*

<table>
<thead>
<tr>
<th>Dedicated cargo flight</th>
<th>Year one</th>
<th>Year two</th>
<th>Year three</th>
<th>Year four</th>
</tr>
</thead>
<tbody>
<tr>
<td>Landing charge</td>
<td>80%</td>
<td>60%</td>
<td>40%</td>
<td>20%</td>
</tr>
</tbody>
</table>

Conditions:

- The new flight must operate on a regular basis at least for 182 days, with a minimum frequency of 1 per week.

- In the event that the airline launches more than one cargo flight to the same new destination during the first year of operation, the incentive shall apply to each of these flights.

- If an airline re-launches service to a destination which was earlier part of the route network, it is only eligible for the incentive if at least 1 year of operation has elapsed since the discontinuation of its flights to the given destination, and no other airline operates flights on the given route.

b) *Dedicated cargo flights [100t > MTOW > 5t]*

(Valid from 1 April 2015)

<table>
<thead>
<tr>
<th>Dedicated cargo flight</th>
<th>Year one</th>
<th>Year two</th>
<th>Year three</th>
<th>Year four</th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum 1 flight per week</td>
<td>50%</td>
<td>40%</td>
<td>30%</td>
<td>20%</td>
</tr>
</tbody>
</table>

Conditions:

- The new flight must operate on a regular basis at least for 182 days, with a minimum of one weekly frequency.

- The airline, either a new entrant or an airline already operating on the given route, operates an additional flight, which results in both a greater frequency and a capacity expansion on the given route, considering all operating airlines.

- In the event that the airline launches more than one flight to the same new destination during the first year of operation, the incentive shall apply to each of these flights.

- If an airline reinstates service to a destination which was earlier part of the route network, it is only eligible for the incentive if at least 1 year of operation has elapsed since the discontinuation of its flight to the given destination, and no other airline operates flights on the given route.
3.2.2. Incentive for frequency increases

a) Dedicated cargo flight MTOW >100t

<table>
<thead>
<tr>
<th>Dedicated cargo flight</th>
<th>Year one</th>
<th>Year two</th>
<th>Year three</th>
<th>Year four</th>
</tr>
</thead>
<tbody>
<tr>
<td>In case of increase by at least 12 flights per year</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Landing charge</td>
<td>80%</td>
<td>60%</td>
<td>40%</td>
<td>20%</td>
</tr>
</tbody>
</table>

Conditions:

- The airline, either a new entrant or an airline already operating on the given route, operates an additional flight, which results in both a greater frequency and a capacity expansion on the given route, considering all operating airlines.
- The incremental ATMs must reach at least the increase specified above per year for the given route of the airline, compared with the same schedule period in the previous year. The period of providing the incentive lasts from the start of the given summer / winter schedule period until the end of the next summer / winter schedule period.
- The new flight must operate for at least 182 days.
- The incentive is valid both for regular and charter operations, in the case of operation with a frequency of at least 1 per month.
- The incentive applies only to the incremental flights, not to the existing flights.
- Operation with the increased ATMs must be continued for at least one schedule period.
- The discount provided for the frequency increase resulting in the capacity expansion is calculated based on the total and actual departing MTOW increment of the airline during the period in question. In the case of special circumstances, Budapest Airport is entitled to promote the cargo flight in question in other ways.

b) Dedicated cargo flights [100t > MTOW > 5t]

<table>
<thead>
<tr>
<th>Dedicated cargo flight</th>
<th>Year one</th>
<th>Year two</th>
<th>Year three</th>
</tr>
</thead>
<tbody>
<tr>
<td>In case of increase by at least 1 additional flight per week</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Landing charge</td>
<td>40%</td>
<td>30%</td>
<td>20%</td>
</tr>
</tbody>
</table>

Conditions:

- The airline, either a new entrant or an airline already operating on the given route, operates an additional flight, which results in both a greater frequency and a capacity expansion on the given route, considering all operating airlines.
- The incremental ATMs must reach at least the increase specified above per year for the given route of the airline, compared with the same schedule period in the previous year. The period of providing the incentive lasts from the start of the given summer / winter schedule period until the end of the next summer / winter schedule period.
- The new flight must operate on a regular basis at least for 182 days.
- The incentive is valid both for regular and charter operations, in the case of the operation of at least one weekly frequency.
- The incentive applies only to the incremental flights, not to the existing flights.
- Operation with the increased frequency must be continued for at least one schedule period.
- The discount provided for the frequency increase resulting in the capacity expansion is calculated based on the total and actual departing MTOW increment of the airline during the period in question.
- In the case of special circumstances, Budapest Airport is entitled to promote the cargo flight in question.

Additional reductions

*It shall fall within the competence of the CEO of Budapest Airport Zrt. to grant further reductions, incentives, and discounts in addition to the ones specified in sections 2.-3. above, following appropriate consideration of the circumstances and based on the following reasons: (i) differences in the quality and scope of services; (ii) differences in the allocation of fixed and common costs attributable to a user’s activities; (iii) differences in commercial revenues generated by different users; and (iv) encouraging amore efficient use of the Airport.*