



LIMAK KOSOVO INTERNATIONAL AIRPORT J.S.C.

PRISHTINA INTERNATIONAL AIRPORT
"ADEM JASHARI"

INCENTIVE PROGRAM
2022-2024

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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 capacity, and continuing PIA's sustainable development, increasing the overall passenger volume and promoting economic value for LKIA and the Republic of Kosovo.

The objective of the Incentive Program is to support commercial airlines currently using the airport services and to the new entrants intending to use the airport services at PIA, with the aim to increase traffic movements and operational efficiency in 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

Application Form:	a form to be filled by the commercial airline and submitted to LKIA to apply for the Incentive Program under the terms and conditions of the Incentive Program. The Application Form is taken as basis for Incentive Evaluation.
Application Confirmation	an email that LKIA shall provide to the commercial airline to confirm the application of the commercial airline under the terms and conditions of the Incentive Program.
Commercial airline	an operator that, for remuneration, provides scheduled or non-scheduled air transport services to the public for the carriage of passengers, freight or mail and has series of flights with the following characteristics: 1) on each flight seats or capacity for transport of goods and / or mail are available to the public for individual purchase, either directly from the commercial airline or its authorized representative; 2) the transport is carried out between the two same or more of the same airports: (1) according to a published timetable, or (2) flights which are so regular or frequent that they are recognized as a systematic series of flights.
Frequency/ies	the number of scheduled passenger flights per week.
IATA season:	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).

LKIA:	Limak Kosovo International Airport J.S.C.
PIA:	Prishtina International Airport “Adem Jashari”
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 by the 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	a flight operated by the same board from origin to destination airport and back with complete change of load capacity.

ARTICLE 3: SCOPE OF THE INCENTIVE PROGRAM

The Incentive Program will be implemented starting from IATA Summer Season 2022 with the following incentive products:

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

ARTICLE 4: BENEFICIARIES

The Incentive Program aims to reach all commercial airlines, without exception, operating or intending to begin operations at PIA which fulfill the requirements and criteria described in this Incentive Program.

ARTICLE 5: VALIDITY

The Incentive Program of LKIA is effective immediately on SS22 until the end of WS24 unless otherwise advised by LKIA.

ARTICLE 6: COVID-19 CONSIDERATION

LKIA acknowledges that COVID-19 induced worldwide travel restrictions and state measures, still present and recurring, as may be amended from time to time, and may impact the schedules of Incentive-observed or eligible airlines, among other. LKIA will do its best within the scope of the incentive program to support its airline partners considered under the scope this Incentive Program to recuperate the scheduled capacities within the impacted IATA season, with due communication from LKIA airline partners.

Navigating the common waters in the uncertain times, referring to the volatile impact of the Covid-19 pandemic in the business operation and reflecting on the market conditions, LKIA reserves the right to call this incentive program void with due communication to its airline partners referring to the circumstances out of control of both parties.

ARTICLE 7: INCENTIVE PROGRAM SCHEME

7.1. THE NEW ROUTE INCENTIVE

The purpose of this Incentive Program is to stimulate routes to destinations which are not served directly from PIA, providing choice for passengers.

Eligibility Criteria are listed below:

- a. The scheduled, non-ferry, commercial air connection to a destination, which has not been served by direct flights in last 12 (twelve) months prior to the incentive application;
- b. The commercial airline resuming service to an already terminated destination will be eligible for receiving support for this product only if the air service resumes 12 (twelve) months after the destination was terminated or at least 2 (two) IATA seasons after the termination of the same route. 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. If one route is flown to an airport not previously flown from LKIA but is on the destination currently served, then the route to the new airport will be considered a new route given that it increases choice for the passengers. For the avoidance of doubt, if an airline deems it reasonable to transfer scheduled capacities to another airport of the same previously scheduled destination after a full year of operation, the scheduled capacity ie number of frequencies, shall be higher compared to the previous year’s operation to be considered for the New Route Incentive.
- d. 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 55,000 kg (fifty-five thousand kilograms). In case the route is served with aircraft of smaller Maximum Take-off Weight, in prior, the airline must coordinate the decision with the airport.
- e. The route must 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.
- f. The commercial airline shall fulfill the 90% (ninety percent) of scheduled frequencies for a new destination and operate at least 2 (two) frequencies per week for the Destination Category A as per the confirmed schedule by LKIA Scheduling Unit.
- g. To be eligible for this Incentive Product, the airline shall operate the new route at least for 2 (two) IATA seasons
- h. The marketing Incentive will be distributed to the airline upon providing the marketing documentation (*).

Incentive Scheme for NEW ROUTE INCENTIVE

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

	Incentive	
Marketing Support for New Route Incentive (*)	Destination Category A**	30.000€

(*) 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.
 (**) Please see Clause 7.1 for Destination Category List

7.2. ADDITIONAL FREQUENCY/IES INCENTIVE

The aim of this Incentive Program is to encourage the commercial airlines to plan and initiate additional frequency/ies at PIA compared to their ongoing operations.

Eligibility Criteria are listed below:

- a. The commercial airline applying for the Additional Frequency/ies Incentive Program must add at least 1 (one) new weekly frequency to any of their existing destinations compared to the previous equivalent IATA season for the Destination Category A and Category Destination C (**).
- b. If the commercial airline reduces the frequencies to a particular destination in previous year, it will not be entitled for the Additional Frequency Incentive if in next year when 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 55,000 kg (fifty-five thousand kilograms). In case the route is served with aircraft of smaller Maximum Take-off Weight, in prior, the airline must coordinate the decision with the airport.
- d. The frequency must be operated non-stop, and the airline must operate 90% (ninety percent) of flights as per confirmed schedule by LKIA Scheduling Unit.
- e. To be eligible for this Incentive Product, the airline, both in Category A and Category C, shall operate the additional frequency at least for 2 (two) IATA seasons.
- f. The marketing Incentive will be distributed to the airline upon providing the marketing documentation (*).

Incentive Scheme for ADDITIONAL FREQUENCY/IES

The applied incentive to airlines introducing additional or new frequencies is:

Charge	Incentive	
Marketing Support for Additional Frequency/ies (*)(**)	Destination Category A (**)	10.000€
	Destination Category C (**)	5.000€

(*) 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.

(**) Please see Clause 7.1 for Destination Category List

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

7.3. THE FIXED BASE OPERATION (FBO) SUPPORT INCENTIVE

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

Eligibility Criteria are listed below:

- a. This Incentive Program is only valid for the commercial airlines which operate scheduled flights from/to PIA as confirmed by the PIA Schedule Facilitation Unit.
- b. The commercial airline shall use PIA as a base airport for at least 1 (one) of its aircraft of the specified type and capacity, registration(s) listed clearly on the Incentive Application Form for the Fixed Base Operation Support Incentive. The commercial airline shall submit the Airworthiness document(s) of related aircraft to PIA attached to the Incentive Application Form.
- 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 55,000 kg (fifty-five thousand kilograms). In case the route is served with aircraft of smaller Maximum Take-off Weight, in prior, the airline must coordinate the decision with the airport.
- d. The commercial airline shall complete at least 1000 (one thousand) turnarounds per IATA year from PIA with the based aircraft to be an eligible fixed based operator at PIA. At least 90%(ninety percent) of the total scheduled flights must be operated with the fixed based registered aircraft.
- e. Upgrades on seat capacity or change of the aircraft type for maintenance or technical reasons without downgrade on seat capacity shall be subject to prior communication with and approval of LKIA (**).
- f. The Applying airline for FBO Incentive, upon request by LKIA, must provide A Bank Guarantee or Cash Deposit.

FIXED BASE OPERATION (FBO) Incentive Scheme

Charges	Discount Level and Modality	
GH Basic Package	20% Discounted Immediately in each Invoice	
Parking Fee	100% Discounted Immediately in each Invoice	
400Hz Fee	1 Hour Free for each Based AC for each turnaround	
Overnight Stay Cleaning	100% Discount for each Based AC	
20m² Technic Office Area on Airside	100 % Discount	
Hotel Accommodation / Crew Transport Support (*)	300€ per Turnaround (TRN) Applied in the end of IATA Season	1 Based Aircraft 25% of Per TRN Cost
		2 Based Aircraft 50% of Per TRN Cost
		3 or more Based Aircraft 75% of Per TRN 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. The formula will be applied as below;

- if 1 (one) Aircraft based; the calculated amount (No of Turnarounds x 300€ x 25%) will be covered by LKIA.
- if 2 (two) Aircraft based; the calculated amount (No of Turnarounds x 300€ x 50%) will be covered by LKIA.
- if 3 (three) or more Aircraft based; the calculated amount (No of Turnarounds x 300€ x 75%) will be covered by LKIA.

(***) The airline is obliged to prove that the fixed base registered aircraft in PIA must be grounded and must be temporarily or permanently replaced and/or SEAT CONFIG must be changed due to technical reasons only and that with an official documentation from the maintenance company or airline itself

7.4 LONG-HAUL ROUTE INCENTIVE

The purpose of this Incentive Program is to stimulate direct long-haul routes from PIA, expanding the connectivity and providing choice for passengers.

Eligibility Criteria are listed below:

- a. The scheduled, non-ferry, commercial air connection to a destination which has not been served by direct flights in last 12 (twelve) months prior to the incentive application.
- b. The commercial airline resuming service to an already terminated destination will be eligible for receiving support for this product only if the air service resumes 12 (twelve) months after the destination was terminated or at least 2 (two) IATA seasons after the termination of the same route. 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. If one route is flown to an airport not previously flown but is on the destination currently served, then the route to the new airport will be considered a new route given that it increases choice for the passengers. For the avoidance of doubt, if an airline deems it reasonable to transfer scheduled capacities to another airport of the same previously scheduled destination after a full year of operation, the scheduled capacity ie additional frequencies, shall be higher compared to the previous year's operation to be considered for the New Route Incentive.
- d. 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 55,000 kg (fifty-five thousand kilograms). In case the route is served with aircraft of smaller Maximum Take-off Weight, in prior, the airline must coordinate the decision with the airport.
- e. The route must 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.
- f. The commercial airline shall fulfill the 90% (ninety percent) of scheduled frequencies for a new destination and operate at least 2 (two) frequencies per week for the destination category B (**).
- g. To be eligible for this Incentive Product, the airline, Category Destinations B, shall operate the new route at least for 2 (two) IATA seasons.
- h. The Long-Haul Route Incentive is credited against the airlines' invoices.
- i. LKIA reserves the right to request Bank Guarantee or Cash Deposit from the applying airline.

Incentive Scheme for LONG-HAUL ROUTE INCENTIVE

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

Charge	Incentive	
Landing Fee Discount	Destination Category B**	100% Distributed Immediately in the Invoice
Marketing Support for New Long-Haul Route (*)	Destination Category B**	50.000€ Upon Providing Marketing Documentation (*)
Ground Handling (Basic Package) Discount	Destination Category B**	20% Distributed Immediately in the Invoice

(*) 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.

(**) Please see Clause 7.1 for Destination Category List

7.5. LIMITED GROUND HANDLING (LGH) SERVICE INCENTIVE

The purpose of this incentive is to support the airlines that require limited ground handling services while flying to/from PRN.

This incentive will be applicable to the commercial airlines which fulfill the following criteria:

- a. To benefit from this incentive, the flights of the applying 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 carried.
- b. The commercial airline aiming to be eligible for the LGH incentive must enter in the contractual agreement with LKIA, and if required by 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 by using the number of turnarounds for the planned flight schedules relating to the aforementioned period. The bank guarantee shall be issued to LKIA directly the bank. 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 which aims to receive support for LGH services, shall automatically accept that in any case of cancellation of this incentive due to failing to meet the eligibility criteria, 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.
- c. 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.
ew route(s) or additional frequencies must be performed minimum 2 (two) times weekly.
- d. The commercial airline which aims to benefit from the LGH incentive, must agree that no cabin cleaning services (only overnight cabin cleaning), no cargo loading/offloading, no Unit Load Device ("ULD") loading/offloading, no mail loading/offloading, no HUM, and none of the any other services related with the cargo, can be requested while under eligibility observation of LGH Incentive. Only overnight cabin cleaning can be provided against the charge referred to in the signed SGHA between LKIA and the airline.
- e. In case of parallel development of more than one new route or add frequencies, the discount applied through this incentive 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 any doubts, the commercial airline may start to operate more than 1 (one) new route and/or 2 (two) or more additional frequencies at the same time. In that case, every new route - twice a week, and/or every additional frequency/ies – twice a week, will create an IATA season eligibility to benefit from the Limited GH incentive scheme.
- f. To be eligible for LGH Incentive, the existing and operating commercial airlines shall continue to perform all air services operated before this Incentive Program and keep growing compared to the previous equivalent IATA seasons. Any downgrade on air services will result on failing to fulfill the eligibility criteria and therefore disqualify from the Limited GH Service Incentive.
- g. The Limited GH 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.
- h. 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.
- i. The commercial airline aiming to benefit from this incentive must not have any financial obligations or contractual issue with LKIA.

- j. Any cancellation will be subject to proof of reason which must be submitted 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 scheme will be called void.

LIMITED GROUND HANDLING SERVICE Incentive Scheme

Charge	Scheduled TRN Realization Rate	Discount
Ground Handling Basic Package (per Turnaround), All operation	at least 95%	50%
Ground Handling Basic Package (per Turnaround), All operation	85 - 94.9%	30%

ARTICLE 8: GENERAL TERMS AND CONDITIONS

- a. In order to benefit from this Incentive Program, an agreement, ie Application Form, shall be signed between LKIA and the interested commercial airline. The commercial airline must express interest to benefit from the Incentive Program through submitting the Application Form to LKIA.
- b. In case of low performance of new routes or additional frequencies, the commercial airline would have an opportunity to replace these flights with any other new route or additional frequencies with the same number of turnarounds in a week. The change of the route must be officially communicated to LKIA by the commercial airline at least 30 (thirty) days before change is planned to take place.
- c. The final settlement shall be made according to an agreement with the commercial airline.
- d. The commercial airline shall not have a legal claim as much as the Incentive Program is concerned.
- e. Regarding code-sharing flights, only the operating commercial airline is eligible for the Incentive Program. The decisive factor therefore will be the airline call sign (not the marketing commercial airline).
- f. LKIA has the right to non-enforcement of the Incentive Program if the commercial airline does not follow the defined conditions. Pursuant to Article 8, LKIA shall make a final decision and duly inform the airline(s) regarding their eligibility to the Incentive Program.
- g. LKIA has the right to make the final decision whether the commercial airline fulfills the eligibility criteria conform the submitted Application Form.
- h. LKIA reserves the right to review and amend the Incentive Program at any time subject to a written notification duly informing the airlines, pursuant to Article 8.
- i. The new routes, additional frequencies and their schedules subject to this incentive program must have their schedule approved by the Schedule Facilitator. The last schedule that has been approved and published by the Schedule Facilitator as of first day of each IATA season shall be taken for basis conform the Incentive Application.
- j. 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. Each Application Form should specify the routes and/or frequencies for each incentive category applied the airline intends to be considered for.
- k. Additional frequency/ies are considered all new flights which are offered only to the destinations which have 14 (fourteen) or less than 14 (fourteen) turnarounds in a week, with reference based on operations by the other commercial airlines during previous equivalent IATA Season.
- l. The Airline which is categorized as a Fixed Base Operator and has been confirmed eligibility for the FBO incentive must declare its choice of consideration for the Ground Handling discount on basis of whether the airline will require limited ground handling services or full ground handling services. For the avoidance of doubt, if the airline chooses to benefit from the FBO incentive's GH discount, it thereby cannot benefit from Limited Ground Handling (LGH) Incentive.
- m. 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 for the slot application earliest if the route proposals are similar in terms of capacity and frequency proposed.
- n. The commercial airline, whose Application Form has been submitted and confirmed in compliance with the terms and conditions of the Incentive Program, will be communicated via email confirmation.
- o. The commercial airline aiming to be eligible for LKIA 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 or cash deposit for the total discount amount they would be eligible by this Incentive Program, before starts of their operation. 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 or cash deposit 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/cash deposit amount is insufficient and inadequate to guarantee the total discount amount, LKIA may request from the commercial airline to increase the bank guarantee/cash deposit amount.

- p. The effective date of incentive program application is the actual date of the flight operation start.
- q. The airline that ceases operations at LKIA during any single period while in observation under this Incentive Program will not be eligible for the Incentive Program discount for the whole period.
- r. All commercial airlines will be treated equally according to the stipulated provisions.
- s. 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.

7.1. List of Category Destinations

	Criteria
Destination Category A	Flight Hours until 4H
Destination Category B	Flight Hours \geq 4H
Destination Category C	All scheduled destinations operated 14 (fourteen) or less than 14 (fourteen) times in a week per IATA Season at PRN. The list of destinations is compiled per each IATA season basis.

ARTICLE 9: 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 sole responsibility of the LKIA. LKIA reserves the right, at any moment, to refuse or suspend granting any 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. LKIA reserves the right at any moment, to refuse, suspend or change the structure of granting an incentive with a prior notice period of 30 (thirty) days in accordance with changing business policy of LKIA and circumstances in the market.
- 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.
- e. 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.
- f. 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.
- g. LKIA may terminate this Incentive Program, at any time should the PPP Agreement comes to an end, whether upon its expiration or termination by either party thereon.

ARTICLE 10: 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 for immediate disbursement incentive products, or within a period of 15 (fifteen) working days upon the conclusion of 2 (two) IATA seasons.
- b. The final decision will be announced to the applicant via email confirmation.
- c. 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.

ARTICLE 11: PAYMENT OF THE INCENTIVE

- a. The calculated and approved incentive by the terms of this Incentive Program will be paid through a deduction from the LKIA receivable amount-credited against invoices.
- b. The payment of the incentive will depend on final validation that the commercial airline complied with the operations planned on the Application Form and approved by LKIA, conform the eligibility criteria set forth for each incentive product herein.

ARTICLE 12: TRANSITIONAL PERIOD

Shall the term of this Incentive Program end whereas the Airline's incentive observation period continues, such as the start of any new route or additional frequency during the last WS of this Incentive Program, which requires the observation of the new route/additional frequency for additional IATA season/s, such observation will continue and will be subject to the terms and conditions of the Incentive Program 2022-2024.

ARTICLE 13: SUPERVISION

The Incentive Program will be monitored conform the Application Forms received by the airlines and the timely Schedules approved by the LKIA Schedule Coordination Unit conform Article 7.j.



ARTICLE 14: 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	
Registered Company Name:	
Trading Name (if different):	
ICAO/IATA Airline Code:	
Registered Business Address:
Postcode/Zipcode:	Country:
Postal Address: (If different to the Registered Business Address)
Postcode/Zipcode:	Country:
Physical Address of your Principle Place of Business:
Postcode/Zipcode:	Country:

Airline Contact Person
Name & Surname:
Title:
E-mail:
Phone:

Fixed Based Operation (FBO) Incentive: Aircraft Specs Declaration

Manufacturer/ Model: Registration: MTOW: Seat Capacity:	
Manufacturer/ Model: Registration: MTOW: Seat Capacity:	
Manufacturer/ Model: Registration: MTOW: Seat Capacity:	
Manufacturer/ Model: Registration: MTOW: Seat Capacity:	

New Route or Additional Frequency Incentive: Flights Subject to Incentive

Departure Airport (Only)	Route Operations Start Date – End Date	A/C Registration	Time of Arrival (UTC)	Time of Departure (UTC)	Day/s of Operation (1-7)	Please categorize: New Route or Additional Frequency
1.						
2.						
3.						
4.						
5.						
6.						
7.						
8.						

*Note: Please apply only with the flights that are additional frequencies, or new routes 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

Registered Company Name:

Trading Name (if different):

ICAO/IATA Airline Code:

Registered Business Address:

.....

Postcode/Zipcode:

Country:

Postal Address:

(If different to the Registered Business Address)

.....

Postcode/Zipcode:

Country:

Physical Address of your

Principle Place of Business:

.....

Postcode/Zipcode:

Country:

Airline Contact Person

Name & Surname:

Title:

E-mail:

Phone:

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 for the periods SS22-WS24 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 for the periods SS22-WS24, 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	
.....	
.....	
Approved	<input type="checkbox"/> Rejected
Signed By: Title:	Date: Signature:

The application form shall be sent to:

incentive@limakkosovo.aero