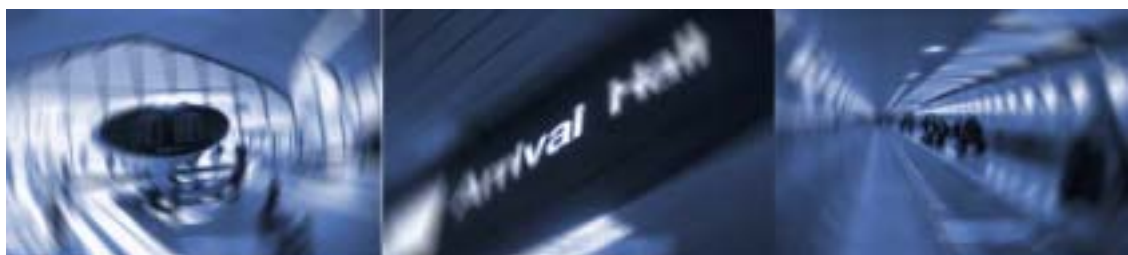


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Abbreviations

A/C	Aircraft	IFR	Instrument Flight Rules
ADF	Aircraft De-icing Fluid	IFRS	International Financial Reporting Standards
AFIS	Aeronautical Flight Information Services	ILS	Instrument Landing System
AIP	Air Information Pamphlet	Intl	International
AMSL	Above Mean Sea Level	ISPA	Instrument for Structural Policies for Pre-Accession
ANS	Air Navigation Services	LCC	Low-Cost Carrier
ANSP	Air Navigation Service Provider	LLZ	Localizer
AOC	Air Operator Certificate	LT	Local Time
APP	Approach Control Service	MI	Ministry of Infrastructure
ARL	Polish Air Traffic Agency	MIL	Military
ATC	Air Traffic Control	MPL	Kraków-Balice Airport
ATM	Air Traffic Movements	MPPA	Million Passengers per Annum
BIP	Border Inspection Control	MTOM	Maximum Take-Off Mass
BOT	Build, Operate and Transfer	MTOW	Maximum Take-Off Weight
CAA	Civil Aviation Authority	NCASP	National Civil Aviation Security Programme
CAO	Civil Aviation Office	NDB	Non Directional Beacon
CCTV	Closed-circuit television	NG	New Generation
CF	Cohesion Fund	PaPi	Precision Approach Path Indicator
CTA	Control Area	PATA	National Air Navigation Service Provider
CTR	Control Zone	PAX	Passengers
CUTE	Common Use Terminal Equipment	PCN	Pavement Classification Number
DCS	Departure Control System	PPL	"Porty Lotnicze" State Company
DME	Distance Measuring Equipment	PRM	Persons with Reduced Mobility
Dom	Domestic	RET	Rapid Exit Taxiways
EBRD	European Bank for Reconstruction and Development	RWY	Runway
ECAC	European Civil Aviation Conference	SITA	Internationale de Télécommunications Aéronautiques
EIA	Environmental Impact Assessment	SMR	Surface Movement Radar
EIB	European Investment Bank	SRA	Segregated Restricted Area
EPNdB	Effective Perceived Noise Decibel	TMA	Terminal Maneuvering Area
GA	General Aviation	TWR	Tower
GH	Ground Handling	TWY	Taxiway
GND	Ground	UCL	Polish Civil Aviation Office
GP	Glide Path	UTC	Coordinated Universal Time [Greenwich Mean Time]
GPU	Ground Power Unit	VDF	Visual Direction Finder
GSE	Ground Support Equipment	VFR	Visual Flight Rules
GYR	Green/Yellow/Red	VOR	VHF Omnidirectional Range
HBS	Hold Baggage Screening	WCHC	Wheelchair for Cabin
IATA	International Air Transport Association	WTMD	Walk Through Metal Detectors
ICAO	International Civil Aviation Organisation	ZRLiLK	Air Traffic and Communication Airports

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10.1 General Introduction

10.1.1 Background

Poland is located in the east of Europe and is bordered to the east by Russia, Lithuania, Belarus, and Ukraine, to the west by Germany, and to the south by the Czech Republic and Slovakia. Poland is mostly flat with mountains along the southern border, and 491 km of coastline to the north.

Poland was first united in the 10th century. It reached its golden age in the 16th century when it merged with Lithuania. Dissolved after the third partition effected by Austria, Russia, and Prussia in 1795; it re-established independence in 1918 after WWI. The German invasion in 1939 started WWII. After the liberation it was ruled by a Communist government from 1947 to 1989. Poland was the first country from the former eastern block to leave the communist system. The first democratic elections took place in 1989 and were won overwhelmingly by the representatives of Solidarity. Poland joined NATO in 1999 and the European Union in 2004.



International Airports in Poland

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10.1.2 Economic Overview

Because of its size and population, Poland is one of the lead economies of the new accession countries. Throughout the 1990s economic liberalisation has gained foothold. However, much remains to be achieved, especially in reducing unemployment, which in mid-2005 was still ~18%. The private sector has been encouraged, but legal and bureaucratic obstacles alongside persistent corruption are hampering its further development.

Poland's agricultural sector remains handicapped by surplus labour (16% of labour force but 3% of GDP). Restructuring and privatisation of "sensitive sectors" (e.g. coal, steel, railroads, and energy), while recently initiated, have stalled. Reforms in health care, education, the pension system, and state administration have resulted in larger-than-expected fiscal pressures. Further progress in public finance depends mainly on reducing losses in Polish state enterprises, restraining entitlements, and overhauling the tax code to incorporate the growing grey economy and farmers, most of whom pay no tax.

Exports to the EU after accession contributed to Poland's strong growth in 2004, though its competitiveness could be threatened by the zloty's appreciation. GDP per capita roughly equals that of the three Baltic States. Poland stands to benefit from nearly EUR 11.9 billion in EU funds, available through 2006 although excessive bureaucracy and inefficiency in the administration may hamper the process of absorption. Farmers have already begun to reap the rewards of membership via higher food prices and EU agricultural subsidies.

Polish Economic Statistics	
Population	38,173,835 (2004)*
Population Growth	-0.2 %*
GDP	€195.2 billion (2004)**
Surface area of country	304,365 (2005)****
Population density	126.79 (1999)****
Urbanization	62% (1999)#
GDP per head	€5,113 (2004)**
GDP growth rate	2.4 % (2005 March)*
Unemployment rate	17.9 % (2005 July)*
Inflation rate	1.3 % (2005 July)***
Imports	€79.9bn (2004)**
Exports	€76.3bn (2004)**
External Debt	€44.3bn (2003)#
Internet hosts	804,915 (2004)****
Internet users	26% households (2004)*

Source : * GUS Statistical Office of Poland, ** EUROSTAT, *** NBP National Bank of Poland, **** CIA Factbook, # IMF/OECD/World Bank

Figure 1

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10.2 Main issues in the Air Transport sector

10.2.1 LOT Polish Airlines

Ownership History

On December 29th, 1928 the state enterprise, "Linje Lotnicze LOT Sp. Z o.o.", replaced the existing private companies at the initiative of the Civil Aviation Division at the Ministry of Transportation. The company grew quickly in the decade of the 1930s until the beginning of the WWII, when all assets in Poland were destroyed. Under the communist regime, LOT Polish Airlines developed as a classic flag carrier. In December 1992, LOT Polish Airlines was transformed into a joint stock company of the State Treasury.

Through the Company's privatisation process, on November 18th, 1999, part of the shareholding in Poland's flag carrier was purchased by SairLines B.V. On October 30, 2001 the Council of Ministers made a decision to increase LOT Polish Airlines initial capital. The State Treasury acquired an entire issue of LOT Polish Airline shares. This meant they became the holder of a 67.97 percent of the air carrier's shares; a 25.1 percent stake is owned by the receiver in bankruptcy of SairLines BV, while the remaining 6.93 percent is held by LOT employees.

Recent Restructuring

With the collapse of Swissair and Sabena in 2001 and the dismantling of Qualiflyer, LOT entered into financial difficulties. The company posted a record loss of EUR 132 million in 2001 and had to be saved from bankruptcy by the National Government. Within the restructuring programme carried out by the company in 2002, LOT closed down 11 unprofitable routes and reduced the number of flights to less profitable destinations. Employment was cut down by 15%.

The search for a new investor for the national airline PLL LOT was seriously affected as it was revealed that the company's management board members had received EUR 678,000 for unspecified "consulting services" from SairGroup, the owner of Swissair, and LOT's shareholder. As a result, the head of LOT, resigned in mid-March of 2001, and other members of the management board resigned later on. Privatisation of the Polish national carrier LOT remained in deadlock.

Since then, LOT's management and the Polish Treasury Ministry have declared that the company will be floated on the Warsaw Stock Exchange, and the initial plans foresee a listing during 2005. However, no definitive dates have been set.

Fleet renewal

LOT has recently started renewing its mid size fleet by introducing Embraer aircraft. The new aircraft serves as a "medium-sized" to alternative to its larger Boeing 737s.

LOT has also revealed plans to buy Boeing 787 aircraft. The new planes will replace its five Boeing B767s used for long-haul flights. The aircraft order have had deep political consequences, which included a letter recommending Airbus from Chirac, Schroeder and Blair to the Polish President Alexander Kwasniewski.

Traffic Growth by Low Cost Carriers

Poland is the largest of the new Member States, and has been predicted that Poland will see a large increase in air traffic after the nation becomes member of the European Union. It seems however, that the increase has surprised the different stakeholders, including the authorities.

The first Polish low-cost airline, Air Polonia launched regular domestic flights between Warsaw and Wroclaw as well as between Warsaw and Gdansk on December 8, 2003. The airline's first international flights from Warsaw and Katowice to London were launched on December 15, 2003. At the end of March the airline began flights from Warsaw and Katowice to Brussels South Charleroi. The first signs of a price war were already emerging. When Air Polonia introduced return tickets from Warsaw to London at €70, Polish national carrier PLL LOT and British Airways reduced their prices to €85 and €86 respectively.

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Hungarian low-cost airline, WIZZ Air signed an agreement with Katowice for the establishment of an operational base in the city. The first flights from Katowice to major destinations in Western and Southern Europe started in May 2004. SkyEurope also developed rapidly from Warsaw and Krakow in 2004.

In the winter season 2004/2005 Germanwings introduced flights from Warsaw to Stuttgart. Ryanair started regular services on the route between Wroclaw and London in March 2005 and since then the airline has announced services from 7 other Polish cities. In April 2005, Norwegian no-frills airline Norwegian Air Shuttle started operations from Oslo to Warsaw and Krakow. In April 2005, German low-cost airline Dautair started flights from Poznan to Dortmund.

The entry of EasyJet in October 2004 resulted in fierce competition. SkyEurope and EasyJet launched a "negative marketing campaign" stating that Wizz Air was experiencing liquidity problems which might hurt industry prospects across Central Europe.

Air Polonia, the first Polish no-frills airline went bankrupt at the end of 2004. On December 5 2004, one year after its launching operations, the carrier suspended all flights as it lacked financial resources to cover its pending leasing obligations.

According to rough estimates, no-frills airlines carried some 1.2 million passengers in 2004. Low-cost airlines are expected to carry 2 million passengers in 2005.

10.2.2 Government policies

According to the Civil Aviation Office (UCL), Poland was the world's second (after China) fastest growing airline market in 2004, as the number of passengers using air transportation increased by 25.8% to 9 million passengers. UCL forecasts that traffic from Polish airports will grow to 34 million passengers by 2020.

Amendment of the aviation law

In the first half of 2005, the Parliament has supplemented the current aviation law from 2002 by adopting the European Parliament's regulations concerning civil aviation. A new chapter outlining the principles of protecting airline passengers' rights has also been added. As a result, the Civil Aviation Office is now entitled and obligated to investigate as well as pursue violations of passenger rights in the form of imposed penalties upon air carriers. The newest amendments also alter and streamline the functioning of the State Commission to investigate Air Accidents, as well as specify the tasks and role of the flight coordinator at each airport where such a position is legally required. Legislation regulating crew hours has also been modified. This has been an issue of sharp dispute between airlines and trade unions. In addition a vastly overhauled Border Guard Act has taken effect, which now allows for officers to perform protection duty aboard airliners under threat of terrorist attack.

Strategy for the development of the future airport system

The Ministry of Infrastructure (MI) has developed papers on the future of air transport in Poland. In 2003 the MI submitted a strategy for the civil aviation market until 2010 to the parliamentary infrastructure committee. This forecast predicts an increase of 20-30% in air traffic following Poland's accession to the EU. The strategy recommended that all Polish airports be privatised to accommodate the large growth in passengers. This privatisation process should be financed by local authorities, "Porty Lotnicze" State Company (PPL), EU funds, and from the Infrastructure Ministry's budget. Also in 2003 the Ministry submitted an Interministerial report on the future location of Warsaw airport. The report studies 7 possible locations and gives a short list of two preferred locations suitable for further study.

In March 2005, the MI presented the Transport Policy paper for the years 2006-2025, where it was stated that Warsaw Okęcie airport has a capacity limit of 15 million passengers and the selection of a future location for a new airport should be a priority for the Government.

In May 2005, the CAA started a feasibility study for the location of the future central airport of Poland. The study follows the Interministerial report and is expected to be completed this year.

The MI also asked the management of PPL to prepare different scenarios of the firm's privatisation. Also to be decided is the possible privatisation of PATA, the Air Navigation Service Provider (ARL Agencja Ruchu Lotniczego) which is currently a part of PPL.

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Regarding the management of regional airports, PPL has assigned the management of these organisations to regional and city authorities.

Regarding airport fees, which have to be approved by the CAA, there is a debate whether ULC (Polish CAA) should give more freedom to the airports and approve fees suggested by the airports provided they are within legal limits.

At the end of 2004 LOT launched a low-cost subsidiary, Central Wings, which also includes LOT's charter operations. With EuroLot as the regional airline, and CentralWings as low-cost and charter airline, LOT' structure of subsidiary companies is as illustrated below:

Company name	LOT's share in business capital
EuroLOT S.A.	100%
Centralwings Sp. Z o.o.	100%
LOT Ground Services Sp. Z o.o.	100%
GTL – LOT Usługi Lotniskowe Sp. Z o.o. (Airport Services)	50%
WRO – LOT Usługi Lotniskowe Sp. Z o.o. (Airport Services)	50%
LOT Catering Sp. Z o.o.	100%
PETROLOT Sp. Z o.o.	49%
LOT Auto Services Sp. Z o.o.	100%
LIM Joint Venture Sp. Z o.o. (Real Estate)	50%
Casinos Poland Sp. Z o.o.	33.33%
Central European Engine Services Sp. Z o.o.	51%
Zuraw Sp. Z o.o. (Construction Company)	33.33%

LOT has declared its intention to sell off non-core business activities in Petrolot, LOT Catering and LIM.

The list of Low Cost Carriers active in Poland in Aug 2005 is:

Ryanair	Bydgoszcz, Gdansk*, Krakow*, Łódź*, Poznan*, Rzeszów*, Szczecin* and Wrocław
Wizzair	Gdansk, Katowice, Poznan*, Warsaw
CentralWings	Katowice, Krakow, Warsaw
SkyEurope	Krakow, Warsaw
GermanWings	Krakow, Warsaw
Dauair	Krakow, Warsaw
Norwegian Air Shuttle	Krakow, Warsaw
AirLingus	Warsaw

*announced but not yet effective.

The following table presents the name, aircraft type and ownership status of all Polish registered carriers.

Air Carrier	Aircraft type	Ownership status
EuroLOT S.A.	5 x ATR 42, 8 x ATR72	Subsidiary of LOT
Fisher Air Polska	1 x B737-300	Private
LOT	14 x EMB145, 10 x EMB170, 7 x B737-500, 7x B737-400, 2 x B737-800, 5 x B767-300	State and private ownership
White Eagle Aviation S.A.	4 x L410	Private

Source: JP Fleets

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The following table presents the capacity share of passenger traffic:

Airline	Code	Nationality	Share of scheduled capacity (May05)
LOT POLISH AIRLINES	LO	Poland	45.71%
WIZZ AIR	W6	Hungary	10.08%
LUFTHANSA	LH	Germany	6.45%
CENTRALWINGS	C0	Poland	6.21%
SKYEUROPE	NE	Slowakia	4.55%
EASYJET	U2	UK	3.70%
BRITISH AIRWAYS	BA	UK	2.78%
SAS	SK	Sweden	2.56%
AIR FRANCE	AF	France	2.22%
ROYAL DUTCH AIRLINES KLM	KL	Holland	2.16%
ALITALIA	AZ	Italy	1.74%
GERMANWINGS	4U	Germany	1.70%
AUSTRIAN AIRLINES	OS	Austria	1.40%
CZECH AIRLINES	OK	Czech	1.02%
RYANAIR	FR	Ireland	1.00%
SWISS INTERNATIONAL AIR LINES	LX	Switzerland	0.77%
MALEV HUNGARIAN AIRLINES	MA	Hungary	0.67%
AER LINGUS	EI	Ireland	0.62%
NORWEGIAN AIR SHUTTLE	DY	Norway	0.59%
FINNAIR	AY	Finland	0.59%
BRUSSELS AIRLINES	SN	Belgium	0.54%
AEROFLOT	SU	Russia	0.53%
AIR EUROPA	PE	Spain	0.43%
TURKISH AIRLINES	TK	Turkey	0.31%
AEROSWEET	VV	Ukraine	0.26%
EL AL ISRAEL AIRLINES	LY	Israel	0.22%
STYRIAN AIRWAYS	Z2	Switzerland	0.20%
HELIOS AIRWAYS	ZU	Cyprus	0.20%
TUNIS AIR	TU	Tunisia	0.19%
MAERSK AIR	DM	Denmark	0.15%
CIMBER AIR	QI	Denmark	0.13%
BELAVIA	B2	Belarus	0.10%
LUXAIR	LG	Luxemburg	0.09%
DAUAI	D5	Germany	0.05%
AIR LITHUANIA	TT	Lithuania	0.04%
EAE	EA	Germany	0.02%

Source: OAG

The current participation of PPL in the different airports is:

Airport	PPL Share
Krakow	85.04%
Poznan	63.64%
Szczecin	59.23%
Wroclaw	47.62%
Gdansk	37.61%
Katowice	20.01%
Sczytno	32.52%
Bydgoszcz	27.94%

Source: PPL webpage (www.polish-airports.com) in Aug 2005, PPL has no participation in Łódź airport. Of the 12 international airports, Warsaw, Rzeszów and Zielona Góra are within the PPL structure.

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10.2.3 Airports

Polish Airports Summary: 12 x International Airports

	Warsaw	Krakow	Katowice	Gdansk
IATA Code	WAW	KRK	KTW	GDN
ICAO Code	EPWA	EPKK	EPKT	EPGD
Use	Commercial	Commercial	Commercial	Commercial
City Population	1,689,600	757,685	322,285	461,011 ^a
Annual Passengers (2004)	6,085,111	841,123	622,612	466,691
Annual Freight (tones) (2004)	47,258	1,806	5,038	
Annual ATM (2004)	126,870	26,171	13,803	17,540
Total Revenues (€ m) (2004)	€186.9m	€9.7m	€8.76m	€5.4m
Annual Terminal Capacity (2004)	6,058,111	1,300,000	1,600,000	466,691
No. of destinations (2005)	93	24	22	8
No. of Airlines (2005)	34	19	5	5
Runway 1 Length (m)	3,690	2,550	2,800	2,800
Runway 2 Length (m)	2,800	-	-	-
Elevation (metres)	110	241	303	149

*estimated

^a Three-city agglomeration: Gdynia: 253,500; Sopot: 41,017

	Poznan	Wroclaw	Szczecin	Rzeszów
IATA Code	POZ	WRO	SZZ	RZE
ICAO Code	EPPO	EPWR	EPSC	EPRZ
Use	Commercial	Commercial	Commercial	Commercial
City Population	574,125	637,548	414,032	159,088
Annual Passengers (2004)	380,676	363,244	96,335	73,932
Annual Freight (Tonnes) (2004)	1,528.36 t	946.4	236.57	203
Annual ATM (2004)	16,405	18,509	7,977	4,348
Total Revenues (€ m) (2004)	€4.76m	€6.98m	€1.07m	€1.07m
Annual Terminal Capacity (2004)	1,500,000	600,000	860,000	500,000
No. of destinations (2005)	8	8	3	3
No. of Airlines (2005)	8	4	3	2
Runway 1 Length (m)	2,504	2,500	2,500	2,502
Runway 2 Length (m)	-	-	-	-
Elevation (metres)	94	123	47	211

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	Bydgoszcz	Łódź	Zielona Góra	Szczytno
IATA Code	BZG	LCJ	IEG	SZY
ICAO Code	EPBY	EPLL	EPZG	EPSY
Use	Commercial	Commercial	Commercial	Commercial
City Population	370,245	779,129	118,730	26,178
Annual Passengers (2004)	26,112	6,269	0	0
Annual Freight (tones) (2004)	0	0	0	0
Annual ATM (2004)	2,700	1,783	0	0
Total Revenues (€ m) (2004)	Not available	€0.25m	0	0
Annual Terminal Capacity (2004)	210,000	50,000	150,000	n/a
No. of destinations (2005)	3	3	0	0
No. of Airlines (2005)	3	1	0	0
Runway 1 Length (m)	2,500	1,443		
Runway 2 Length (m)				
Elevation (metres)	72	185	59	141

Zielona Góra and Szczytno have no traffic currently

General Aviation Aerodromes (with asphalt / concrete runways)

Airport	ICAO-Code	Runway 1 Length	Runway 2 Length
WARSZAWA/Babice	EPBC	1,300	
KIELCE/Masłów	EPKA	900	
KATOWICE/Muchowiec	EPKM	1,110	
LEGNICA	EPLA	1,600	
LUBIN	EPLU	1,000	
MIELEC	EPML	2,498	660
TORUŃ	EPTO	1,269	1,190

Military Aerodromes (with asphalt / concrete runways)

Airport	ICAO-Code	Runway 1 Length (m)	Runway 2 Length (m)
CEWICE	EPCE	2,500	
DARŁOWO	EPDA	600	
DĘBLIN	EPDE	2,500	
POZNAN/Krzesiny	EPKS	2,500	
ŁASK	EPLK	2,500	
MALBORK	EPMB	2,500	
MIROSLAWIEC	EPMI	2,500	
MIŃSK MAZOWIECKI	EPMM	2,500	
OKSYWIE	EPOK	2,500	580
PRUSZCZ GDAŃSKI	EPGR	2,000	
POWIDZ	EPBW	3,515	2,743
RADOM	EPRA	2,000	
ŚWIDWIN	EPSN	2,500	

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General Aviation Aerodromes (with grass runways);

Airport	ICAO-Code	RWY 1 Length (m)	RWY 2 Length (m)	RWY 3 Length (m)	RWY 4 Length (m)	RWY 5 Length (m)	RWY 6 Length (m)
BIELSKO BIAŁA	EPBA	630	600	660			
BIAŁYSTOK/Krywlany	EPBK	950	880	830			
BYDGOSZCZ/Szwederowo	EPBY	900	1,100				
ELBLĄG	EPEL	913	600	600			
GRUDZIĄDZ/Lisie Kąty	EPGI	890	660	500			
GLIWICE	EPGL	600	700	770			
INOWROCŁAW	EPIN	760	690	390			
IWONICZ	EPIW	950	1,105	710	610	800	
JELENIA GÓRA	EPJG	610	420	260			
KIELCE/Masłów	EPKA	900	900				
KATOWICE/Muchowiec	EPKM	655	770				
POBIEDNIK WIELKI	EPKP	1,000	700	1,050			
KROSNO	EPKR	1,040	925	950	900	765	625
ŁÓDŹ/Lublinek	EPLL	1,000	550				
LUBLIN/Radawiec	EPLR	950	700	700	700		
LESZNO	EPLS	920	880				
LUBIN	EPLU	1,100					
NOWY SĄCZ/Łososina Dolna	EPNL	800					
NOWY TARG	EPNT	1,680	680				
OLSZTYN/Dajtki	EPOD	850	640				
OSTRÓW WLKP./Michałków	EPOM	900	600	600			
OPOLE/Polska Nowa Wieś	EPOP	750	650				
ŁĄDOWISKO	EPPC	700					
POZNAŃ/Kobylnica	EPPK	750	700				
PŁOCK	EPPL	680	550				
PIOTRKÓW TRYBUNALSKI	EPPT	1,020	520				
RYBNIK/Gotartowice	EPRG	600	660				
RZESZÓW	EPRJ	705					
RADOM/Piastów	EPRP	710	640				
SZCZECIN/Dąbie	EPSD	900	760				
SŁUPSK/Krępa	EPSR	710	710				
STAŁOWA WOLA/Turbia	EPST	910	800				
SUWAŁKI	EPSU	640	400				
ŚWIDNIK	EPSW	1,100	700				
TORUŃ	EPTO	1,092	730				
WŁOCŁAWEK/Kruszyn	EPWK	1,000	600				
ZAMOŚĆ	EPZA	800	600				
ZIELONA GÓRA/Przylep	EPZP	880	550				
ŻAR	EPZR	390	310				

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10.3 Civil Aviation Structure

10.3.1 Aviation Safety Regulation

<p>Organisation responsible for the following activities:</p>	
<p>"Flight safety of civil airline operations"</p> <ul style="list-style-type: none"> Corresponding organisation funding mechanism? Corresponding supervision? 	<p>Flight safety oversight and control of civil aviation operators is performed by the Civil Aviation Administration. For some provisions the Minister of National Defence, the Minister for Internal Affairs and the Minister for Education and Sport have to be consulted.</p> <p>The Civil Aviation Administration is funded by the State budget as well as from funds derived from CAO's licensing and certification incomes.</p> <p>The Civil Aviation Administration reports to the Minister of Transport (currently Minister of Infrastructure) of the Republic of Poland.</p> <p>The CAA is also supervised by the European Aviation Safety Agency (EASA)</p>
<p>"Civil aircraft approved design, production and maintenance organisations"</p> <ul style="list-style-type: none"> Corresponding organisation funding mechanism? Corresponding supervision? 	<p>Civil aircraft design, production and maintenance organisations is approved by the Civil Aviation Administration</p> <p>The Civil Aviation Administration is funded from the State budget as well as from CAO income linked to licencing and certification.</p> <p>The Civil Aviation Administration reports to the Minister of Transport (currently Minister of Infrastructure) of the Republic of Poland.</p> <p>The CAA is also supervised by the European Aviation Safety Agency (EASA)</p>
<p>"Flight crew and engineer licensing; Control of aircraft registration"</p> <ul style="list-style-type: none"> Corresponding organisation funding mechanism? 	<p>Flight crew and engineer licensing is performed by the Civil Aviation Administration. The Minister for Health Services and the Minister of National Defence have to be formally consulted on some issues regarding licensing.</p> <p>Control of civil aircraft registration is performed by the Civil Aviation Administration.</p> <p>Military aircraft registration is performed by the Ministry of Defence and state aircraft registration is performed by the Ministry of Internal Affairs</p> <p>The Civil Aviation Administration is funded from the State budget as well as from CAO income linked to licencing and certification.</p>

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<ul style="list-style-type: none"> Corresponding supervision? 	<p>The Civil Aviation Administration reports to the Minister of Transport (currently Minister of Infrastructure) of the Republic of Poland. CAA is also supervised by the European Aviation Safety Agency (EASA)</p>
<p>“Airworthiness of commercial and general aviation aircraft”</p>	<p>The Civil Aviation Administration is responsible for the airworthiness of commercial and general aviation aircraft</p>
<ul style="list-style-type: none"> Corresponding organisation funding mechanism? 	<p>The Civil Aviation Administration is funded from the State budget as well as from CAO income linked to licencing and certification.</p>
<ul style="list-style-type: none"> Corresponding supervision? 	<p>The Civil Aviation Administration reports to the Minister of Transport (currently Minister of Infrastructure) of the Republic of Poland. CAA is also supervised by the European Aviation Safety Agency (EASA)</p>
<p>“Regulation of Air Navigation Services”</p>	<p>The Ministry of Infrastructure is responsible for regulating air navigation services. For some issues the Ministry of Defence and the Ministry of Internal Affairs have to be formally consulted. This task is currently performed by Agencja Ruchu Lotniczego ARL (Polish Air Traffic Agency, PATA), within Polskie Porty Lotniczy PPL (Polish Airports).</p>
<ul style="list-style-type: none"> Corresponding organisation funding mechanism? 	<p>PATA is funded from its own sources. Some shared services (HR, etc...) are within PPL's budgets</p>
<ul style="list-style-type: none"> Corresponding supervision? 	<p>PATA is supervised by the CAA concerning safety. PATA's financial statements also has to be approved by the CAO</p>
<p>“Licensing and Certification of Aerodromes”</p>	<p>Licensing and Certification of Aerodromes is performed by the Civil Aviation Administration. Registering of military aerodromes is kept in the Ministry of National Defence Registration of aerodromes used by authorities that maintain public order is performed by the Ministry for internal affairs.</p>
<ul style="list-style-type: none"> Corresponding organisation funding mechanism? 	<p>The Civil Aviation Administration is funded from the State budget as well as from CAO income linked to licencing and certification.</p>
<ul style="list-style-type: none"> Corresponding supervision? 	<p>The Civil Aviation Administration reports to the Minister of Transport (currently Minister of Infrastructure) of the Republic of Poland. CAA is also supervised by the European Aviation Safety Agency (EASA)</p>
<p>“Regulation of environmental standards (emissions and noise policies)”</p>	<p>Environmental standards regarding aircraft emissions and noise are regulated by the CAA and enforced by Regional Authorities.</p>

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<ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? 	<p>The Civil Aviation Administration is funded from the State budget as well as from CAO income linked to licencing and certification.</p> <p>The Civil Aviation Administration reports to the Minister of Transport (currently Minister of Infrastructure) of the Republic of Poland. CAA is also supervised by the European Aviation Safety Agency (EASA)</p>
<p>“Setting and control of airspace policy, and the regulation of airspace design and classification, including the navigation and communications infrastructure”</p> <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? 	<p>The Minister of Infrastructure and the Minister of Defence are responsible for regulations concerning sovereignty of the Polish airspace. PATA performs control of airspace, and regulation of airspace design and classification, including the navigation and communications infrastructure. The Civil Aviation Administration is funded from the State budget as well as from CAO income linked to licencing and certification. PATA is funded from its own sources. Some shared services (HR, etc...) are within PPL's budgets. The Civil Aviation Administration reports to the Minister of Transport (currently Minister of Infrastructure) of the Republic of Poland. CAA is also supervised by the European Aviation Safety Agency (EASA) PATA is supervised by the CAA concerning safety. PATA's financial plan has to be also approved by the CAO</p>

10.3.2 Air Navigation Services

<p>Organisation responsible for the following activities:</p>	
<p>“Provision of air navigation services for airfields”</p> <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? 	<p>Air Navigation Services at international Airports in Poland are provided by PATA.</p> <p>PATA is funded from its own sources. Some shared services (HR, etc...) are within PPL's budgets.</p> <p>PATA is supervised by the CAA concerning safety. PATA's financial statements also have to be approved by the CAO</p>
<p>“Provision of en-route Air Navigation Services”</p> <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? 	<p>Provision of en-route Air Navigation Services in Poland are provided by PATA.</p> <p>PATA is funded from its own sources. Some shared services (HR, etc...) are within PPL's budgets.</p>

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<ul style="list-style-type: none"> Corresponding supervision? 	<p>PATA is supervised by the CAA concerning safety. PATA's financial statements also have to be approved by the CAO</p>
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10.3.3 Economic Regulation

<p>Organisation responsible for the following activities:</p>	
<p>“Regulation of airport charges, including; Landing / Use of runway, Parking and Handling and Passenger Charge”</p> <ul style="list-style-type: none"> Corresponding organisation funding mechanism? Corresponding supervision? 	<p>Airport charges are determined by the airport operators. They require approval by the CAO</p> <p>Airports of Warsaw, Zielona Góra and Rzeszów are within the organization PPL, which is funded from its own sources. The rest of the airports are funded by their own sources. The Civil Aviation Administration reports to the Minister of Transport (currently Minister of Infrastructure) of the Republic of Poland. PPL reports to the Ministry of Infrastructure. Effectively it reports to the Undersecretary of Transport Policy. Airport operators are private entities</p>
<p>“Regulation of ATM terminal charges”</p> <ul style="list-style-type: none"> Corresponding organisation funding mechanism? Corresponding supervision? 	<p>Regulation of ATM terminal charges are provided by PATA. CAO only has an observatory position, and therefore it does not have the option to reject them.</p> <p>PATA is funded from its own sources. Some shared services (HR, etc...) are within PPL's budgets.</p> <p>PATA is supervised by the CAA concerning safety.</p>
<p>“Regulation of en-route charges”</p> <ul style="list-style-type: none"> Corresponding organisation funding mechanism? Corresponding supervision? 	<p>Regulation of en-route charges are provided by PATA. CAO only has an observatory position and therefore it does not have the option to reject them.</p> <p>PATA is funded from its own sources. Some shared services (HR, etc...) are within PPL's budgets.</p> <p>PATA is supervised by the CAA concerning safety.</p>

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<p>“The issue of tour operator licences”</p> <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? 	<p>The air transport sector is not responsible for the issuance of tour operator licences.</p> <p>Not applicable</p> <p>Not applicable</p>
<p>“The issue of travel agency licences”</p> <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? 	<p>The issue of travel agency licences is regulated by the CAO</p> <p>The Civil Aviation Administration is funded from the State budget as well as from CAO income linked to licencing and certification.</p> <p>The Civil Aviation Administration reports to the Minister of Transport (currently Minister of Infrastructure) of the Republic of Poland.</p> <p>CAA is also supervised by the European Aviation Safety Agency (EASA)</p>
<p>“The issue of air operator licences and air operator certificate”</p> <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? 	<p>The issue of air operator licences and air operator certificate handled by the Ministry of Economy</p> <p>Ministry of Economy is funded from the State budget.</p> <p>N/a</p>
<p>“The issue of ground-handling licences or approvals”</p> <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? 	<p>The issue of ground-handling licences or approvals is regulated by the CAO</p> <p>The Civil Aviation Administration is funded from the State budget as well as from CAO income linked to licencing and certification.</p> <p>The Civil Aviation Administration reports to the Minister of Transport (currently Minister of Infrastructure) of the Republic of Poland.</p> <p>CAA is also supervised by the European Aviation Safety Agency (EASA)</p>

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10.3.4 Air Transport Facilitation

<p>Organisation responsible for the following activity:</p>	<p>Policy and regulation concerning embarkation and disembarkation of aircraft is carried out by ICAO</p> <p>Entry and departure of persons, baggage and cargo:</p> <ul style="list-style-type: none"> Ministry of Interior (Passport control) Ministry of Finance (Customs) <p>The Civil Aviation Administration is funded from the State budget as well as from CAO income linked to licencing and certification.</p> <p>The Civil Aviation Administration reports to the Minister of Transport (currently Minister of Infrastructure) of the Republic of Poland. CAA is also supervised by the European Aviation Safety Agency (EASA)</p>
<p>"Policy and regulation of ICAO facilitation requirements under Annex 9 of the Chicago Convention, with respect to;</p> <ul style="list-style-type: none"> • Entry and departure of aircraft, • Entry and departure of persons, baggage and cargo; and • Facilities and services for traffic at international airports" <ul style="list-style-type: none"> Corresponding organisation funding mechanism? Corresponding supervision? 	

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10.3.5 Air Transport Security

<p>Organisation responsible for the following activity:</p>	
<p>“Regulation of aviation security with respect to;</p> <ul style="list-style-type: none"> • Airports • Airlines • Airspace” <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? 	<p>Regulation of civil aviation security is regulated by the CAO</p> <p>The Civil Aviation Administration is funded from the State budget as well as from CAO income linked to licencing and certification.</p> <p>The Civil Aviation Administration reports to the Minister of Transport (currently Minister of Infrastructure) of the Republic of Poland. CAA is also supervised by the European Aviation Safety Agency (EASA)</p>

10.3.6 Air Accident Investigation

<p>Organisation responsible for the following activity:</p>	
<p>“Air Accident Investigation”</p> <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? 	<p>The State Commission for Investigation of Air Accidents is responsible for Air Accident Investigation within the Ministry of Infrastructure.</p> <p>State Commission for Investigation of Air Accidents is funded by the State Budget.</p> <p>State Commission for Investigation of Air Accidents reports directly to the Minister.</p>

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10.4 Warsaw Airport

10.4.1 Basic Airport Information

Airport Name	Port Lotniczy im. Fryderyka Chopina w Warszawie Warsaw Frederic Chopin Airport		
Airport Address	ul. Żwirki i Wigury 1 00-906 Warszawa Poland		
Website Address	http://www.lotnisko-chopina.pl/		
IATA Code	WAW	ICAO Code	EPWA
Managing Director / Chief Executive	Mr Zbigniew Marian Lesiecki		

IATA Slot Coordination Level	Level 2: Schedules facilitated airport
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(Level 1: Non-coordinated airport or Level 2: Schedules facilitated airport or Level 3: Fully coordinated airport)

Air Traffic Control & Navigation	
ATC Coverage (local or area control, who provides service)	Local TWR, APP. Polish Air Traffic Agency
NDB	No
DME	Yes
VOR	Yes
Other	PAPI

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Fire Fighting	
Fire Fighting Category	VIII (A330-200 size)
Maximum Aircraft Size	A330 (Maximum length 61m. Maximum fuselage width 7m)

Key airport contacts
<p>Mr. Zbigniew Marian Lesiecki CEO of 'Polish Airports' State Enterprise Managing Director of Warsaw Frederic Chopin Airport phone: +48 (22) 650 1000, +48 (22) 650 3000, fax: +48 (22) 846 6824</p> <p>Mrs. Mariola Glezman Commercial Department Director phone: +48 (22) 650 3346, +48 (22) 650 3347 fax: +48 (22) 650 3348</p> <p>Mr. Robert Żulewski CFO phone: +48 (22) 650 2643, +48 (22) 650 3002 fax: +48 (22) 650 2645</p> <p>Mr. Wiktor Ziemiński Warsaw Frederic Chopin Airport Technical Department Director phone: +48 (22) 650 3110, +48 (22) 650 3450 fax: +48 (22) 650 2118</p> <p>Mr. Wiesław Szustak Infrastructure Department Director phone: +48 (22) 650 4000, +48 (22) 846 2794 fax: +48 (22) 650 4171</p> <p>Mr. Andrzej Winiewski Warsaw Frederic Chopin Airport Operations Department Director phone: +48 (22) 650 3198 fax: +48 (22) 650 3197</p> <p>Mr. Rafał Marczewski Polish Air Traffic Agency Director phone: +48 (22) 574 5000 fax: +48 (22) 574 5009</p> <p>Mr. Jerzy Malinowski</p>

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Poland

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10.4.2 Airport Ownership and Management

Current ownership structure of the airport

A state enterprise under the By-laws of 'Polish Airports' State Enterprise (PPL) as approved by the Minister of Infrastructure on 19 March 2002, Warsaw F. Chopin Airport is an organisational unit of PPL (p16 paragraph 1 subparagraph 2).

Current management structure at the airport

CEO of 'Polish Airports' State Enterprise - Managing Director of Warsaw F. Chopin Airport.

Number of employees working for the airport operator

1,673 full-time including the Management of PPL.

Ground handling service provision at the airport

1. 'Warsaw Airport Services' Sp. z o.o.

a. ground handling agent

Third party provider of one or more categories of ground handling services at the airport.

b. core business and scope of business

Provider of the following ground handling services at Warsaw F. Chopin Airport:

- Category 1 'General Administration and Representation Functions' (all functions),
- Category 2 'Passenger Handling' (all functions),
- Category 3 'Baggage Handling' (all functions),
- Category 5 'Ramp Handling' (all functions),
- Category 6 'Cabin Services' (all functions),
- Category 8 'Aircraft Maintenance and Administration':
 - a) administrative functions and provision of spare parts and adequate equipment, including:
 - obtaining of customs clearance for spare parts, power plants and/or the user's equipment,
 - provision of suitable storage space for the user's spare parts.
 - b) arranging for suitable parking space or hangar space.
- Category 9 'Flight Operations and Crew Administration' (all functions).
- Category 10 'Surface Transport between Aircraft and Terminal':
 - a) arranging for or execution of crew transport in line with the user's manual,
 - b) any special transport requested by the airport user.

2. LOT—Ground Services Sp. z o. o.

a. ground handling agent

Third party provider of one or more categories of ground handling services at the airport.

b. core business and scope of business

Rendering of the following ground handling services at Warsaw F. Chopin Airport:

- Category 1 'General Administration and Representation Functions' (all functions).
- Category 2 'Passenger Handling' (all functions).
- Category 3 'Baggage Handling' (all functions).
- Category 4 'Cargo Handling' (freight and mail) (all functions).

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- Category 5 ‘Ramp Handling’ (all functions).
- Category 6 ‘Cabin Services’ (all functions).
- Category 8 ‘Aircraft Maintenance and Administration’:
 - a) arranging for suitable parking space or hangar space,
- Category 9 ‘Flight Operations and Crew Administration’:
 - a) flight preparation at the airport of departure or any other airport, including:
 - delivery to the aircraft of meteorological documentation for each flight,
 - obtaining and monitoring of the carrier’s slot allocation.
 - b) crew administration, including:
 - arranging for hotel accommodation for crews in line with the user’s manual,
 - directing crews through airport facilities.
- Category 10 ‘Surface Transport between Aircraft and Terminal’ (all functions).

3. PETROLOT Sp. z o.o.

a. ground handling agent

Third party provider of one or more categories of ground handling services at the airport.

b. core business and scope of business:

Rendering of ground handling services at Warsaw F. Chopin Airport specified in Category 7, i.e. fuelling, provision of oils and other technical materials.

4. “LOT Catering” Sp. z o. o.

a. ground handling agent

Third party provider of one or more categories of ground handling services at the airport.

b. core business and scope of business:

Rendering of ground handling services at Warsaw F. Chopin Airport specified in Category 11, i.e. ‘Catering Services’ (all functions).

5. Lufthansa

a. airline

b. core business and scope of business:

Passenger handling (self-handling) – landside.

6. Austrian Airlines

a. airline

b. core business and scope of business:

Passenger handling (self-handling).

Brief history of the airport, highlighting major events

1934	opening of an airport in Okęcie district of Warsaw.
1939 – 1945	occupation of Okęcie Airport by the German army, war damage.
1945 – 1947	reconstruction of the airport.
1946	opening of Służewiec radio-station after war damage.
1947	new control tower began operation.
1954	full renovation of RWY No. 1.
1959	decision to construct International Airport Terminal.
1964	start of International Airport Terminal construction creation of Air Traffic Control Centre, installation of Approach Control Radar, extension in length up to 3,003m of RWY No 3.
1965	putting into operation of ILS instrument landing system.
1964 – 1969	modernisation of Żwirki i Wigury street.
1969	opening of International Airport Terminal.

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1971	one million passenger mark within one year for the first time.
1975	opening of Domestic Terminal at 17 Stycznia street.
1979	opening of the Arrivals Terminal in the so-called "Finnish Hall", purchase of ASR 8 approach supervision radar.
1979 – 1980	extension in length of runways: RWY1 up to 2,800 m, RWY 3 up to 3,690 m.
1984	new airport fire station.
1986	Government's decision on the airport extension.
1989	signature of the contract to construct Terminal 1.
1992	opening of Terminal 1.
1994	new back-up facilities, maintenance premises and a multi-storey car park opposite Terminal 1 fully operational.
1998	opening of Air Traffic Management Centre.
2001	naming of the airport after Frederic Chopin.
2002	completion of the tender for Terminal 2 construction.
2004	obtaining of a building permit to construct Terminal 2, opening of Etiuda Terminal.

10.4.3 Financial Issues

Financial performance
<p>Warsaw F.Chopin Airport turnover for 2004 [EUR 000]:</p> <p>Aeronautical sales revenues: 135,979</p> <p>Non-aeronautical sales revenues: 50,989</p> <p>Operating profit before tax [EUR 000]: 30,407</p> <p>The value of operating profit before tax is not derived from the financial statements but is based on PPL's internal calculations and estimations.</p> <p>Net profit</p> <p>Due to the legal structure of 'Polish Airports' State Enterprise (PPL) – the company's role focuses on being both an airport operator and air navigation services provider. As there are no separate accounting systems for airport services and ANSP, there is no possibility of showing the net profit of Warsaw Airport.</p>

User charges
<p>Current published fees and charges structure:</p> <p>Since 8 March 2005, pursuant to the decision of the President of the Civil Aviation Office (CAO) of 18 February 2005, Warszawa/Okęcie Airport has been applying airport charges rates published in AIP Poland GEN 4.1 Warszawa/Okęcie in equivalent amounts in Polish zlotys (PLN) as set by the average exchange rate published by the National Bank of Poland applicable on 18 February 2005, i.e. 3.0622 PLN/USD. The airport charges rates expressed in PLN are rounded off to two decimal places in accordance with the mathematical rule.</p> <p>On 2 August 2005, the President of CAO approved the new airport charges to be levied by Warsaw F. Chopin Airport, Rzeszów-Jasionka Airport and Zielona Góra-Babimost Airport.</p> <p>The new charges become effective from 1 September 2005.</p>

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New airport charges in place at Warszawa/Okęcie airport:

Landing charge (levied for each landing):

For aircraft of MTOW up to 2 tonnes inclusive (helicopters excluded), irrespective of MTOW of the aircraft – EUR 19.91;

For aircraft of MTOW over 2 tonnes up to 25 tonnes inclusive (helicopters excluded), for each commenced tonne of MTOW – EUR 10.20;

for aircraft of MTOW over 25 tonnes (helicopters excluded) for each commenced tonne of MTOW – EUR 10.2 for the first 25 tonnes plus EUR 11.2 for each commenced tonne over 25 tonnes.

For helicopters for each commenced tonne of MTOW – EUR 5.22.

Passenger charge:

For each departing passenger checked-in at Terminal 1 – EUR 14.93;

For each departing passenger checked-in at Domestic Terminal – EUR 5.97;

For each departing passenger checked-in at Etiuda Terminal – EUR 7.47;

For each departing passenger checked-in at VIP Aviation Terminal – EUR 12.44.

Passengers on direct transit flights and children under 2 years of age are exempt from the passenger charge.

Parking charge:

For each commenced tonne of MTOW and each commenced 24 hours of parking time calculated from landing to take-off – EUR 1.37.

Parking up to 4 hours inclusive is free of charge.

Hangar charge:

Hangar parking time up to 3 hrs (for each commenced tonne of MTOW and each commenced hour of parking time) – EUR 9.21.

Hangar parking time over 3 hrs up to 1 month (for each commenced tonne of MTOW and each commenced 24 hrs of parking time) – EUR 27.63.

The hangar charge levied on regular hangar parking customers (parking for a period longer than one month) may be determined in a separate agreement with PPL.

Noise charge:

The charge is levied for aircraft noise emissions. The rates differ depending on aircraft noise category and time of operation (classification i). The charge varies from EUR 0.00 to EUR 4.48 between 06:00 and 21:59 hrs, and from EUR 1.00 to EUR 13.44 between 22:00 and 05:59 hrs.

The airport charges levied at public service airports are regulated by the Aviation Law of 3 July 2002 (as amended) and the Ordinance of the Minister of Infrastructure of 29 April 2004 on airport charges.

The Civil Aviation Office is the regulatory body in this respect. All the aforementioned charges are regulated under the above-referenced laws.

Nature of economic regulation:

1. Upon approval by the President of the Civil Aviation Office, airport charges are subject to promulgation in the Official Journal */Dziennik Urzędowy/* of the Civil Aviation Office and are published in the Integrated Aeronautical Information Package, referred to in Article 127 paragraph 1 subparagraph 4.
2. The President of CAO may issue an administrative decision refusing approval of an airport charge or ordering adjustment of the same if the charge fails to comply with the rules set forth in aviation law or international regulations.
3. Airport charges collected by public aerodromes are set in a manner ensuring non-discrimination, stability of charges throughout the calendar year, with the exception of justified cases of unforeseen events being beyond control of an airport operator yet significantly and directly affecting the level of unit costs of the services rendered and facilities made available; in a manner not discouraging airport users from using the services and facilities; and taking into consideration profit-oriented business of the company as well as levels of airport charges levied in the EU

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<p>Member States for respective services and facilities.</p> <p>4. Airport charges are set on the basis of correct records and distribution of direct and indirect costs and related revenues between relevant types of services for which airport charges are levied and other activities. When allocating indirect costs, clearly specified ratios should be used to avoid excessive burdening with such costs of the type of activity for which airport charges are collected.</p>

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10.4.4 Airport Traffic

Airport traffic history

	Passengers	Freight (tonnes)	Passenger Aircraft Movements	Air Transport Movements
1995	2,735,469	34,905.1	44,530	60,144
1996	3,090,321	40,208.6	50,282	63,696
1997	3,484,452	50,993.7	55,597	69,512
1998	3,815,624	49,707.2	60,763	75,274
1999	3,997,531	44,712.1	68,180	83,116
2000	4,325,814	44,575.9	75,979	92,057
2001	4,713,655	44,076.4	95,877	112,648
2002	4,936,835	45,216.9	92,403	108,885
2003	5,166,991	46,554.2	94,314	112,398
2004	6,085,111	47,258.5	108,245	126,870

Source: Airport

Passenger breakdown by:	Domestic scheduled flights	International scheduled flights	Holiday charter flights
2002	719,699	3,563,371	653,765
2003	829,851	3,754,458	582,682
2004	884,014	4,612,450	588,647

Source: Airport

	2002	2003	2004	Pct 2004	Accum.
LONDON	390,043	407,900	639,707	10.53	10.53
PARIS	280,758	275,769	350,967	5.78	16.31
FRANKFURT	281,147	311,628	325,654	5.36	21.68
AMSTERDAM	228,074	235,161	278,214	4.58	26.26
WROCLAW	151,151	170,537	191,672	3.16	29.41
GDANSK	149,814	178,834	190,181	3.13	32.55
KRAKOW	162,788	182,292	187,108	3.08	35.63
VIENNA	129,490	137,956	174,085	2.87	38.49
MILAN	118,937	147,627	173,530	2.86	41.35
BRUSSELS	108,286	128,391	168,314	2.77	44.12
COPENHAGEN	158,669	160,000	158,799	2.61	46.74
MUNICH	109,920	129,457	144,910	2.39	49.12
CHICAGO	128,115	125,692	141,375	2.33	51.45
MOSCOW	102,600	112,613	126,856	2.09	53.54
HURGHADA	85,055	117,173	119,667	1.97	55.51
NEW YORK	118,595	110,864	116,587	1.92	57.43
ROME	61,918	84,229	116,403	1.92	59.35
ZURICH	120,099	113,786	114,443	1.88	61.23
PRAGUE	68,736	74,665	93,422	1.54	62.77
HELSINKI	91,889	91,756	89,804	1.48	64.25
TEL AVIV	67,890	74,214	87,234	1.44	65.69
BUDAPEST	82,310	79,137	85,917	1.41	67.10
SZCZECIN	60,803	74,567	84,246	1.39	68.49

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POZNAN	78,955	75,447	82,254	1.35	69.84
DUSSELDORF	65,940	71,374	80,615	1.33	71.17
TORONTO	77,290	77,104	80,201	1.32	72.49
MADRID	48,872	48,984	73,200	1.21	73.70
STOCKHOLM	65,558	75,376	69,753	1.15	74.84
RZESZOW	47,571	59,827	66,701	1.10	75.94
SHARM EL SHEIKH	37,540	48,845	64,495	1.06	77.00
NEWARK	61,203	65,357	61,980	1.02	78.02
ANTALYA	97,909	44,847	60,038	0.99	79.01
KIEV	50,993	54,032	57,271	0.94	79.96
BERLIN	33,837	34,916	51,574	0.85	80.81
ISTANBUL	45,162	43,475	49,182	0.81	81.62
KOLN	162	0	48,931	0.81	82.42
HERAKLION	74,331	46,970	47,780	0.79	83.21
VILNIUS	35,532	27,643	42,256	0.70	83.90
MONASTIR	27,643	42,256	44,751	0.74	84.64
KATOWICE	41,850	43,916	44,045	0.73	85.37
DUBLIN	0	0	43,724	0.72	86.09
ATHENS	36,595	31,692	41,420	0.68	86.77
SOFIA	39,419	40,152	37,352	0.62	87.38
MINSK	29,654	32,247	35,493	0.58	87.97
OSLO	31,168	34,273	35,236	0.58	88.55
LARNACA	42,318	26,850	33,486	0.55	89.10
BARCELONA	29,352	29,804	33,405	0.55	89.65
LVOV	30,861	32,528	33,023	0.54	90.19
TUNIS	24,868	28,305	32,603	0.54	90.73
TENERIFE	29,085	17,607	31,568	0.52	91.25
BUCHAREST	22,534	25,344	28,505	0.47	91.72
RHODES	27,769	33,343	27,747	0.46	92.18
HAMBURG	15,143	20,393	27,091	0.45	92.62
MANCHESTER	19,984	22,136	24,930	0.41	93.03
PALMA MALLORCA	29,621	26,718	23,526	0.39	93.42
RIGA	20,020	20,207	21,898	0.36	93.78
ST PETERSBURG	19,643	22,573	21,742	0.36	94.14
ODESSA	17,511	16,900	20,366	0.34	94.47
GENEVA	21,100	17,180	19,529	0.32	94.80
BYDGOSZCZ	11,471	15,531	19,360	0.32	95.11
THESSALONIKI	30,267	29,146	19,140	0.32	95.43
VENICE	81	5	18,444	0.30	95.73
NICE	14,385	16,518	17,836	0.29	96.03
TALLIN	15,375	15,667	17,528	0.29	96.32
KALININGRAD	6,444	15,117	17,115	0.28	96.60
ZIELONA GORA	15,376	24,581	16,845	0.28	96.88
LYON	13,422	16,909	15,842	0.26	97.14
ZAGREB	11,591	12,437	10,902	0.18	97.32
CHANIA	19,845	15,869	10,901	0.18	97.49
VARNA	3,656	4,873	9,775	0.16	97.66
MALAGA	13,990	12,688	9,316	0.15	97.81
BRATISLAVA	1,831	4,992	9,043	0.15	97.96
MUGLA	14,617	6,314	8,377	0.14	98.10
MALMO	0	47	8,160	0.13	98.23

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JERBA	5,325	2,845	8,045	0.13	98.36
KOS	4,941	9,996	7,801	0.13	98.49
PAPHOS	1,807	203	7,258	0.12	98.61
DORTMUND	0	0	6,571	0.11	98.72
STUTTGART	4,138	267	6,481	0.11	98.83
LAS PALMAS	17,564	14,930	6,430	0.11	98.93
GERONA	0	0	6,151	0.10	99.03
BEYRUT	6,451	6,836	6,007	0.10	99.13
AGADIR	1,807	1,094	5,780	0.10	99.23
FARO	12,466	11,071	5,420	0.09	99.32
MALTA	7,126	6,722	5,253	0.09	99.40
KERKYRA	8,271	3,581	4,619	0.08	99.48
PALERMO	309	1,578	4,548	0.07	99.55
BEAUVAIS	0	0	3,907	0.06	99.62
BOURGAS	1,019	0	3,701	0.06	99.68
KAVALA	5,064	3,653	3,657	0.06	99.74
LODZ	796	6,192	3,074	0.05	99.79
LUXEMBOURG	0	0	2,913	0.05	99.84
BANGKOK	263	2,284	2,612	0.04	99.88
LIVERPOOL	0	0	1,798	0.03	99.91
TURIN	137	0	1,184	0.02	99.93
LAMEZIA-TERME	4,592	5,914	1,126	0.02	99.95
CANCUN	409	180	1,077	0.02	99.97
KALAMATA	4,624	0	751	0.01	99.98
ZAKINTHOS	0	4,226	724	0.01	99.99
SEVILLA	132	126	566	0.01	100.00
TOTAL	4,893,672	5,135,261	6,072,804		

Source: Airport

Freight volume split between cargo and mail	cargo [tonnes] (freight + mail)	freight [tonnes]	mail [tonnes]
2002	45,216.9	39,866.4	5,350.5
2003	46,554.2	40,514.5	6,039.8
2004	47,258.5	40,541.0	6,717.5

Source: Airport

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Current Flight Programme			
Destinations			
Airline	Dest. Airport	Dest. Code	Flts. per week
KLM-Royal Dutch Airlines	Amsterdam	AMS	21
LOT - Polish Airlines	Amsterdam	AMS	12
SkyEurope	Amsterdam	AMS	3
LOT - Polish Airlines	Stockholm Apt	ARN	16
LOT - Polish Airlines	Athens Intl Apt	ATH	5
LOT - Polish Airlines	Barcelona Apt	BCN	6
LOT - Polish Airlines	Beirut	BEY	1
Air Lithuania	Billund	BLL	5
LOT - Polish Airlines	Brussels Airport	BRU	18
SN Brussels Airlines	Brussels Airport	BRU	5
SkyEurope	Bratislava Apt	BTS	5
LOT - Polish Airlines	Budapest	BUD	5
MALEV Hungarian Airlines	Budapest	BUD	7
Wizz Air	Paris Beauvais	BVA	4
LOT - Polish Airlines	Bydgoszcz	BZG	7
Air France	Paris	CDG	25
LOT - Polish Airlines	Paris	CDG	19
Germanwings	Cologne	CGN	7
LOT - Polish Airlines	Copenhagen Apt	CPH	16
Maersk Air	Copenhagen Apt	CPH	5
SAS Scandinavian Airlines	Copenhagen Apt	CPH	19
SkyEurope	Copenhagen Apt	CPH	5
Wizz Air	Brussels	CRL	4
Aer Lingus	Dublin	DUB	4
LOT - Polish Airlines	Dublin	DUB	6
LOT - Polish Airlines	Dusseldorf Airport	DUS	14
Lufthansa German Airlines	Dusseldorf Airport	DUS	9
LOT - Polish Airlines	Newark	EWK	2
Alitalia	Rome Fiumicino Apt	FCO	7
LOT - Polish Airlines	Rome Fiumicino Apt	FCO	6
SkyEurope	Rome Fiumicino Apt	FCO	4
LOT - Polish Airlines	Frankfurt Apt	FRA	20
Lufthansa German Airlines	Frankfurt Apt	FRA	17
LOT - Polish Airlines	Gdansk	GDN	47
Wizz Air	Gerona	GRO	1
LOT - Polish Airlines	Geneva	GVA	7
LOT - Polish Airlines	Hamburg Airport	HAM	12
Finnair	Helsinki	HEL	7
LOT - Polish Airlines	Helsinki	HEL	7
Wizz Air	Frankfurt Hahn	HHN	4
LOT - Polish Airlines	Istanbul	IST	3
Turkish Airlines	Istanbul	IST	3
LOT - Polish Airlines	New York J F K	JFK	4
Aerosvit Airlines	Kiev Borispol Apt	KBP	4
LOT - Polish Airlines	Kiev Borispol Apt	KBP	4
LOT - Polish Airlines	Kaliningrad	KGD	7
LOT - Polish Airlines	Krakow	KRK	48

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Airline	Dest. Airport	Dest. Code	Flts. per week
LOT - Polish Airlines	Katowice	KTW	12
Helios Airways	Larnaca	LCA	1
LOT - Polish Airlines	Larnaca	LCA	2
LOT - Polish Airlines	St Petersburg	LED	5
Pulkovo Aviation Enterprise	St Petersburg	LED	1
British Airways	London Heathrow	LHR	21
LOT - Polish Airlines	London Heathrow	LHR	20
Wizz Air	Liverpool	LPL	2
easyJet	London Luton Apt	LTN	11
Wizz Air	London Luton Apt	LTN	7
Luxair	Luxembourg	LUX	6
LOT - Polish Airlines	Lviv	LWO	7
LOT - Polish Airlines	Lyon Saint Exupery	LYS	4
Air Europa	Madrid Barajas Apt	MAD	4
LOT - Polish Airlines	Madrid Barajas Apt	MAD	7
LOT - Polish Airlines	Manchester	MAN	6
Wizz Air	Malmo Sturup Apt	MMX	3
Belavia	Minsk International	MSQ	2
LOT - Polish Airlines	Minsk International	MSQ	5
LOT - Polish Airlines	Munich International	MUC	19
Lufthansa German Airlines	Munich International	MUC	17
Alitalia	Milan Malpensa Apt	MXP	14
LOT - Polish Airlines	Milan Malpensa Apt	MXP	16
LOT - Polish Airlines	Nice	NCE	5
Wizz Air	Stockholm Skavsta	NYO	3
LOT - Polish Airlines	Odessa	ODS	6
LOT - Polish Airlines	Chicago O'Hare	ORD	4
SkyEurope	Paris Orly Apt	ORY	9
LOT - Polish Airlines	Oslo Airport	OSL	12
LOT - Polish Airlines	Bucharest Otopeni	OTP	4
LOT - Polish Airlines	Poznan	POZ	26
Czech Airlines	Prague	PRG	19
LOT - Polish Airlines	Prague	PRG	11
LOT - Polish Airlines	Riga	RIX	8
LOT - Polish Airlines	Rzeszow	RZE	17
LOT - Polish Airlines	Sofia	SOF	7
SkyEurope	London Stansted Apt	STN	8
germanwings	Stuttgart	STR	4
Aeroflot Russian Airlines	Moscow	SVO	7
LOT - Polish Airlines	Moscow	SVO	7
LOT - Polish Airlines	Szczecin	SZZ	25
LOT - Polish Airlines	Tallinn	TLL	7
EL AL Israel Airlines	Tel Aviv Ben Gurion	TLV	1
LOT - Polish Airlines	Tel Aviv Ben Gurion	TLV	2
Wizz Air	Turin Citta Di Torino	TRN	1
Tunis Air	Tunis	TUN	1
LOT - Polish Airlines	Berlin Tegel Apt	TXL	14
LOT - Polish Airlines	Venice Marco Polo	VCE	2
Austrian	Vienna	VIE	18
LOT - Polish Airlines	Vienna	VIE	13
LOT - Polish Airlines	Vilnius	VNO	12
LOT - Polish Airlines	Wroclaw	WRO	40

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Airline	Dest. Airport	Dest. Code	Flts. per week
LOT - Polish Airlines	Toronto Lester B	YYZ	1
LOT - Polish Airlines	Zagreb	ZAG	3
LOT - Polish Airlines	Zurich Airport	ZRH	13
Swiss	Zurich Airport	ZRH	21

Source: OAG

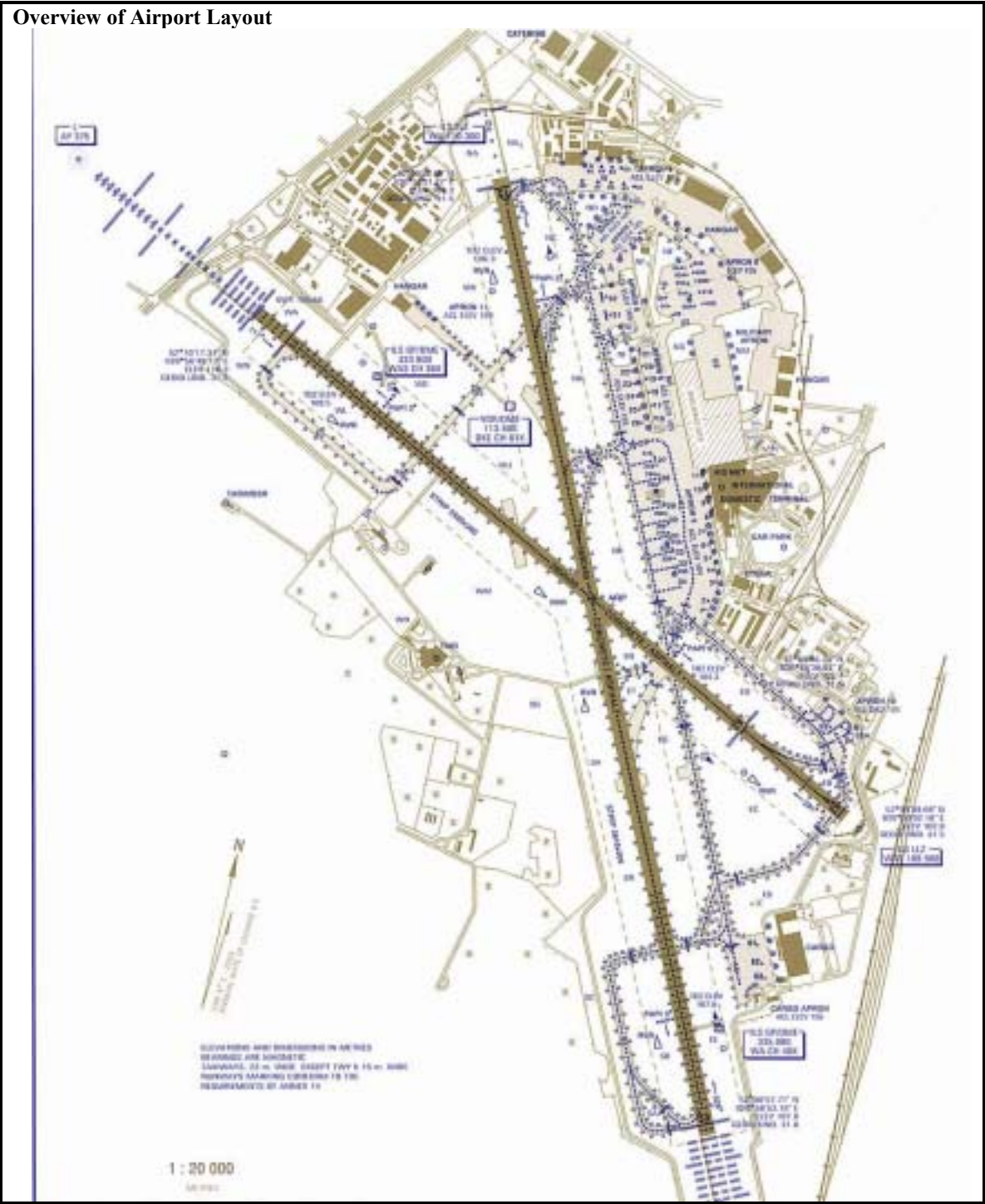
Future Traffic Forecast			
Average annual growth dynamics	air transport movements dynamics (%)	passenger transport dynamics (%)	cargo transport dynamics (%)
2005	3.40%	9.80%	7.50%
2006	2.40%	7.80%	7.90%
2007	2.60%	6.50%	5.00%
2008	4.60%	3.90%	5.00%
2009-2014	4.30%	4.10%	5.80%
2015-2020	4.60%	5.00%	6.50%

Source: Airport

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10.4.5 Runway Information

Overview of Airport Layout



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Current Runway Capacity

	Runway 1	Runway 2
Designation	11/29	11/15
Length (m)	2,800	3,690
ILS CAT	11 – CAT I	33 – CAT I/CAT II
Number of Peak Hour Departures	Avg. 22 ops/h (RWY 29)	Avg. 22 ops/h (RWY 15)
Number of Peak Hour Arrivals	Avg. 22 ops/h (RWY 11)	Avg. 22 ops/h (RWY 33)
Hourly Capacity Under IFR Flight Rules	28 ops/h – single runway	34 ops/h both runways
Average Movement Delay Rate (mins)	Less than 15 min.	Less than 15 min.
Annual Movement Capacity	126,870 (2004)	Not applicable for single RWY
Runway Operating Hours	16 hours per day	Not applicable

Methodology for calculation of runway capacity

1. Generic method based on capacity requirement from Airport Authority. Simple math formulas based on separation criteria.
2. Local analysis based on ICAO documents and British Aerospace study.
3. Use of SIMMOD tool to provide future demand and corresponding declared capacity for next seasons.

If there are two runways, please indicate the purpose of each runway. Can the two runways be used at the same time independently?

There are two runways at Warsaw aerodrome. If both are operational, one of them is dedicated for departures and the other for arrivals. Both runways are intersected and have some capacity constraints. In the case of single runway operations, the capacity is decreased. There is no option to use both runways for departures and arrivals simultaneously; however some heavy jet departures are designated for the runway usually used for arrivals.

Factors limiting runway capacity

The following constraints have impact on runway capacity at EPWA:

1. Two runways are intersected at about mid length. Departures block arrivals and vice versa.
2. Lack of sufficient number of RETs (Rapid Exit Taxiways) associated with ALL runways.
3. Insufficient number of taxiways for intersected take-off and holding bays.

Some manoeuvres after take-off are restricted due to noise abatement procedures and urban proximity.

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10.4.6 Terminal and Cargo Facilities

Terminal Capacity

	1st Terminal	2nd Terminal (if applicable)	3rd Terminal (if applicable)	4th Terminal (if applicable)
Name of Terminal	T1	ETIUDA	DOMESTIC	VIP AVIATION
Departing passengers per hour	1,300	360	300	38
Arriving Passengers per hour	1,300	320	300	38
Transfer Passengers per hour	N/A	N/A	N/A	-
Annual Capacity (2004)	4,672,762	499,863	885,486	N/A

Methodology for calculation of terminal capacity

A capacity study employed widely recognized analytical and statistical methods and IATA's recommendations, in particular the recommendations regarding a busy day schedule in line with IATA ADRM 2004.

Excess capacity

The international Terminal 1 was designed to process 3.5 million passengers per annum at "A" service level category (according to IATA standards). Going beyond the design capacity was possible owing to:

- Increase in the number of check-in desks;
- Redevelopment of the sorting area;
- Redevelopment of Domestic Terminal.

At peak hours Etiuda Terminal reaches the passenger capacity limits established in line with the fire protection regulations.

Main bottlenecks for terminal capacity

Terminal 1 – limited space of the sorting area and capacity of the BHS system, limited number of gates.
Etiuda Terminal – small landside area, passenger and baggage security screening, limited space of the sorting area, limited number of gates.
Domestic Terminal – small concourse, limited number of gates.

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Terminal Facilities (Passenger)

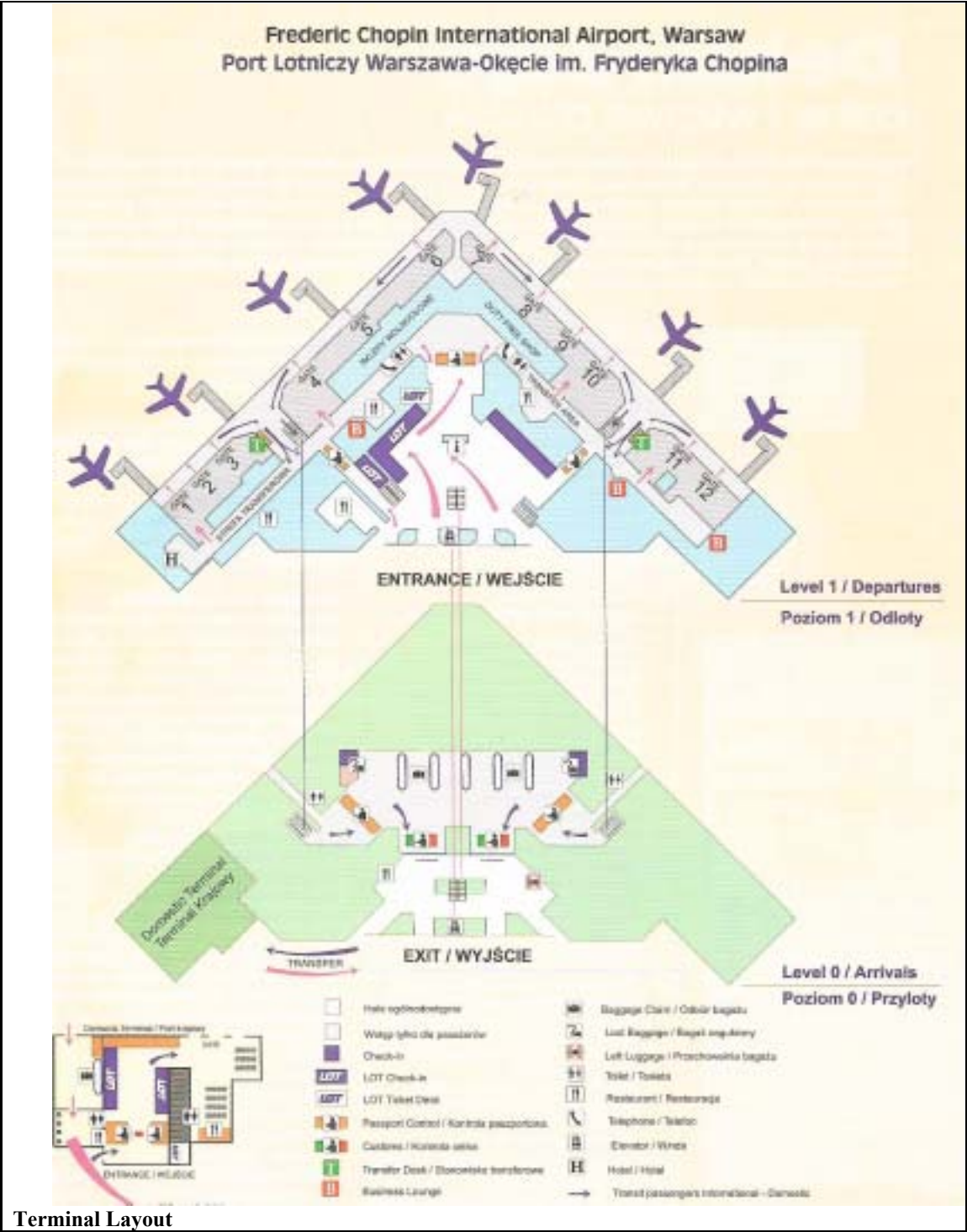
	1 st Terminal	2 nd Terminal	3 rd Terminal	4 th Terminal
Name of Terminal	T1	ETIUDA	DOMESTIC	VIP AVIATION
Terminal Total Floor Area (m²)	51,000 (47,500*) – including Domestic Terminal	2,140	1,020	780
Number of Check-in desks	46	8	8	1
Number of Self Service Check in machines	3	0	0	0
Number of Passengers Security Screening Positions	10	2	2	1
Number of Baggage Belts	2	1	1	0
Number of Departure Gates	12	3	3	1
Number of Loading Bridges	8 (2*)	0	0	0
Number of Inbound Passport /Immigration Positions	16	4	0	1
Number of Baggage Claim Units	5	1	1	0
Number of Commercially Important Passenger Lounges	3 (2*)	0	0	1

Data as of 2 August 2005. Terminal 1 is currently under extension (Terminal 2 is being built adjacent to Terminal 1), which results in some operational constraints (as indicated in brackets).

Further detail on terminal passenger facilities

Domestic Terminal is a part of the International Airport Terminal 1 infrastructure adapted to function as domestic terminal in 1994. Further development of Domestic Terminal is not possible.

Etiuda Terminal is a provisional solution until completion of the construction of T1 and T2 complex.



Terminal Layout

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Parking stand no.	Maximum aircraft size	Access to terminal
28B	AT7	By coach
29	DC10	By coach
29A	B738	By coach
29B	B735	By coach
30	DC10	By coach
30B	B738	By coach
31	IL62	By coach
31A	ER4	By coach
31B	ER4	By coach
32	IL62	By coach
32A	ER4	By coach
32B	B738	By coach
33	DC10	By coach
33B	B734	By coach
34	A342	By coach
51	B744	De-icing apron
52	B744	De-icing apron
53	B734	De-icing apron
53A	B763	De-icing apron
54	B734	De-icing apron
61	B744	Cargo apron
62	B763	Cargo apron
63	B763	Cargo apron
70	B752	By coach
71	B734	By coach
72	B734	By coach
73	AT7	By coach
74	B734	By coach
75	B734	By coach
76	B734	By coach
77	B734	By coach
78	B721	By coach
80	L410	By coach
81	L410	By coach
82	L410	By coach
83	AT4	By coach
84	AN28	By coach
85	AT4	By coach
86	AN28	By coach
87	AT4	By coach
88	AT4	By coach
90A	B738	By coach
91A	B738	By coach
92A	F50	By coach
93A	CR2	By coach
94A	CR2	By coach

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Parking stand no.	Maximum aircraft size	Access to terminal
95	AT7	By coach
96	AT7	By coach
97	AT7	By coach
98	AT7	By coach
Retail Facilities		
<p>Duty Free Zone – 19 shops, 2 financial services outlets (bureaux de change), 2 Food & Beverage outlets, 2 Executive Lounges.</p> <p>Landside - 7 shops, 2 florists, 5 Food & Beverage outlets, post office, bank, 6 cash dispensers, rent a car – 8 outlets, 12 travel agencies, 7 bureaux de change, 3 hotel accommodation outlets (hotel reception outlets), 1 tourist information desk.</p>		

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Cargo Capacity

	Facility	2 nd Facility	3 rd Facility
Name of Cargo Facility	Cargo Terminal		
Description	Owned by LOT Cargo Sp z o.o.		
Annual Cargo Capacity (metric tonnes)	50,000		
Total annual inbound cargo (metric tonnes)	24,118.8 (2004)		
Total annual outbound cargo (metric tonnes)	16,422.2 (2004)		
Share carried on cargo aircraft (%)	4.7 (2004)		
Total domestic cargo (metric tonnes)	1,487.2 (2004)		
Total international cargo (metric tonnes)	39,053.8 (2004)		

Other Facilities

Aircraft Maintenance / Engineering Facilities	
<p>Hangar No. 1 – 75 000 m³ Service rendered by PLL LOT</p> <p>Hangar No. 2 – 26 500 m³</p> <p>Hangar No.3 - 26 500 m³</p> <p>Hangar No. 4 – 152 300 m³</p> <p>Workshops, warehouses, and offices</p>	
Refuelling facilities	
<p>System Hydrant – under construction. Service rendered by PETROLOT</p> <p>Currently aircraft refuelling bowsers are used.</p> <p>Tanks: 6 pcs. (6000 m³), 4 pcs. (800 m³).</p> <p>Pumping stations, roofs, warehouses, offices.</p>	
Winter operating facilities	
<p>The Airport Maintenance Department is responsible for keeping the airport equipment and facilities fully operable. The maintenance services include the maintenance of the following: pavements and turf areas, buildings and structures, water drainage system, transport system, repairs of machines and vehicles. The winter maintenance operations are carried out in accordance with the set and approved procedures. The winter maintenance equipment includes the following (major items listed below):</p> <ul style="list-style-type: none"> • Set: plough –towing vehicle- runway sweeper - 9 pcs. • Compact runway sweeper – 1 pc. • High capacity spreader-sprinkler – 2 pcs. + additional unit on the compact sweeper • Small spreader-sprinkler – 2 pcs. + 2 agricultural spreaders units 	

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- Snow blower ploughs - 4 pcs: 1 large, 2 medium, 1 rotor plough
- Truck with plough 2 pcs.
- Vacuum sweepers with winter accessories – 4 pcs. including 2 high capacity sweepers
- Construction equipment used in winter maintenance operations – 3 pcs.
- Friction tester on SAAB chassis – 2 pcs.

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10.4.7 Infrastructure Development

Major works in the last 5 years
<p>Construction of taxiways: DK-L, DK-J, DK-K Aim: to boost the airside capacity; cost EUR 7.5 m; completed in 2001</p> <p>Construction of taxiway DK - U and parking aprons PPS-8 and PPS-9 Aim: to enable the construction of Terminal 2; cost EUR 17.4 m; completion in 2004</p> <p>Modernisation of Terminal 1 - FIDS system and more check-in desks Aim: to boost the terminal capacity; cost EUR 3.7 m; completion in 1999- 2005</p> <p>Modernisation of Terminal 1 – redevelopment of the sorting area, a multilevel 100% HBS system Aim: to boost the terminal capacity; cost EUR 2.5 m; completion in 2003</p> <p>ETIUDA Terminal (adaptation of the existing facility for low cost airline services) Aim: to enable operations of low cost airlines to/from the airport; cost EUR 1.2 m; completed in 2004</p> <p>VIP-Aviation Terminal (adaptation of the existing facility for General Aviation services) Aim: to organise GA service at the airport; cost EUR 0.7 m; completed in 2005</p> <p>Modernisation of navigation lighting Aim: to upgrade lighting; cost EUR 6.7 m; completion in 1997-2001</p> <p>Construction of de-icing apron PPS – 10 Aim: to boost airside capacity; cost EUR 4.5 m; completion in 2001-2002</p> <p>Development of Domestic Terminal (extension of the gate, more check-in desks, baggage handling system)</p> <p>Terminal 2 – under construction Please note: the listed projects do not include upgrading of PATA's systems and facilities.</p>
Future Approved works
<p>Construction of Terminal 2 and redevelopment of aircraft parking apron and access roads system Aim: to increase terminal capacity; cost: EUR 186.7 m (PLN 750 m) to be carried out in 2004-2006</p> <p>New air traffic management system Aim: to improve ANS; cost: EUR 24.9 m; to be carried out in 2005-2007</p> <p>Renovation of runways to be carried out in 2007-2008.</p>
Long term development plan (master plan) for the airport
<p>To enable harmonious development of the airport (up to capacity limits set by operational conditions). The plan comprises 3 stages: 2006, 2006-2015, post 2015. The Master Plan is available in the Infrastructure Department of PPL.</p>

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10.4.8 Environment

<u>Environmental Policy</u>
<p>Noise</p> <p>Objective: To reach the least possible aircraft noise impact on the environment in the particular operational conditions of the airport and to prevent noise emissions beyond the set environment capacity limits.</p> <p>Tasks: the monitoring and assessment of changes in the range of aircraft and ground noise impact on the environment, monitoring of the departure and approach routes, the optimisation of aircraft movement procedures, the reducing of the night-time aircraft movements, the construction of ground acoustic protection means (screens) where required, to encourage the air carriers to use aircraft of the best acoustic parameters by application of noise charges, the establishing of the restricted-use zone at the areas of excessive aircraft noise impact, to provide the interested parties with the information to about the impact of airport-generated noise, The co-operation with local communities at the Consultation Committee forum established at the airport.</p> <p>Infrastructure: Aircraft Noise Monitoring System The earth bank and screens at threshold 29 (anti-blast, partial noise protection from noise)</p> <p>Social programs: Buying out the properties and paying compensation to the owners of properties located within the restricted-use zone.</p> <p>Waste management :</p> <p>Objective: Waste prevention, minimisation of type and volume of waste, waste disposal, recycling, treatment and storage by licensed agents. Waste collection and dumping in environmentally safe manner. Keeping the produced waste records in compliance with the Waste Act.</p> <p>Tasks: the maintaining of produced waste type and volume, waste disposed for utilisation, and dumped waste records on the on-going basis, the final regulation of hazardous and non-hazardous waste management system, the implementation of domestic waste segregation system, maximum recycling of industrial and domestic waste, the adaptation of waste collection and dumping areas and the provision of equipment in which the best organisational and technical solutions of environment protection are applied, the waste disposal by licensed agents only and in accordance with the following priorities: recycling, treatment and dumping (minimum waste designed for dumping), the „green office” policy, the implementation of the environment protection management system in accordance with ISO14001 standard including the waste management system, development and implementation of information and advisory activities in PPL.</p> <p>Infrastructure: The construction of the hazardous and non-hazardous waste store.</p> <p>Waste-water management</p>

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Objective 1:

Pollution prevention and/or reduction of pollutants and energy emission to the environment – the improvement of quality of the rainwater and melt water drained out to the Potok Służewiecki channel

Tasks:

the rearrangement of the rainwater drainage system (liquidation of connections to the Potok Służewiecki channel outside the aerodrome area), the construction of the retention system,
the modernisation of the mechanical rainwater treatment plant (suspended matter reduction system, organic coal and nitrogen compounds control),
the activities aimed at the reduction of volume of nitrogen compounds used for de-icing (urea) drained out to the Potok Służewiecki channel,
the Potok Służewiecki channel leakage test (test of technical condition),
the development of the rainwater channels repairs program for the coming years with the use of the documentation prepared by LOBBE in March 2000,
the permanent monitoring of quality and volume of the rainwater and melt water drained to the Potok Służewiecki channel,
other activities, such as identification of places where the pollutants are produced and introduced into the PPL's rainwater drainage system,
the control of tightness of aircraft de-icing wastewater tanks,
the separators efficiency control.

Objective 2:

The activities aimed at the regulation of the procedural and legal status of the wastewater management system.

Tasks:

The signing and following supervision of implementation of an agreement with the other users of the PPL's rainwater drainage system.
The change of conditions of the decision concerning the water supply and drainage system permit in respect of the rearrangement of the rainwater drainage system.
The obtaining of the water supply and drainage systems permit for an outlet at 17-go Stycznia street.

Infrastructure:

Rainwater treatment plant
Aircraft de-icing stands with wastewater separation system for wastewater of various glycol contents.
Separators for rainwater and technical wastewater treatment
Separate drainage systems (rainwater drainage system separated from the sewage system)
Power consumption: electrical power - 45 000 MWh (2004)
Power plant: no (PPL has local power generators and UPSs with emergency Diesel power generators)

Emission of electromagnetic fields

Objective:

To monitor and prevent from the emission to the environment of the electromagnetic fields exceeding the permitted levels.

Tasks:

Keeping records of the type and number of systems emitting electromagnetic field to the environment on the on-going basis,
the measurement of electromagnetic field emission levels,
the implementation of the environment protection management system in accordance with ISO14001 standard including the emission of electromagnetic fields to the environment,
reporting the electromagnetic fields - emitting systems.

Air pollution

Objective:

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To monitor and keep the air pollution below the permitted levels.

Tasks:

the maintaining of records of the number and type of air polluting systems on the on-going basis,
the implementation of the environment protection management system in accordance with ISO14001 standard including the emission of air pollutants,
the launching of the atmospheric air quality monitoring system.

Infrastructure:

Dedicated engine tests stands with exhaust gas hoods.

10.4.9 Accessibility

Road Access (private vehicle)
Distance from the passenger terminal to the city centre - 10 km. Straight-line distance to the city centre - 8 km. Major access to the city centre – by dual carriageway. Planned second exit road from the terminal facilities in the eastern direction enabling direct access to southern districts of Warsaw, and later, access to the NS express route.
Car Parking
<p>I. PPL car parks with the number of parking spaces.</p> <p>Car parks owned by PPL and operated directly by PPL:</p> <ul style="list-style-type: none"> P-1 – short term multi-storey car park; public spaces-1173, airport staff spaces-205; P-2 – short term ground car park; total spaces-552 P-3 – long term; general spaces -499 P-4 – dedicated car park for town Taxis; spaces-170 P-5 – dedicated car park for busses; spaces-16 P-7/P-8/P-9 – short term car parks for airport staff; staff spaces-120 P-12 – dedicated car park for hotel Taxis; spaces -29 P-13 – dedicated car park for PPL services; spaces -16 VIP 1, VIP 2 – dedicated car parks for VIPs; spaces-66 Sonata – airport staff / commercial car park; total spaces-383 SOL- dedicated car park for airport security staff; spaces-8 3 car parks of Polish Air Traffic Agency for airport staff and VIPs – spaces-326 <p>Car parks owned by PPL and operated by Parking Polska company:</p> <ul style="list-style-type: none"> P-21, P-24 – short term airport staff car parks; spaces- 132 P-22, P-23 – airport staff / commercial; total spaces-337 <p>II. Fees charged at car parks with commercial spaces /in EUR/</p> <ul style="list-style-type: none"> P-1 – 1h-2; 2h-3; 3h-4; 1 day-13 P-2 – 1h-1; 2h-2; 3h-3; 1 day-11 P-3 – 1h-2; 2h-3; 3h-4; 1 day-12; 2,3 day-7; 4-7 day-4; >7 day-2; special offer- 8 days-35; 15 days -52 Sonata – 1h-1; 2h-2; 3h-3; 1 day-10 Parking Polska – 1-7h-1; 1 day-7; 2-7day-4;>7 day-2 <p>PLN/EUR exchange rate as of 22 August 2005 as published by the National Bank of Poland – Table No. 160/A/NBP/2005 of 22 August 2005: 1 EUR = 4.018 PLN</p>

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Public Transport Access - Rail
Currently there is no rail link to the airport. There is a railway siding to the fuel tank farm. Planned rail link (circa 2007) enabling direct access to the railway system and Warsaw Central Railway Station.
Public Transport Access – Bus and Coach
Public transport to the city centre. 2 bus lines during the day and 1 at night. Also, long-distance and express coach service is available. As part of the airport extension, a bus terminal is under construction.
Public Transport Access - Taxi
The airport concluded agreements with 3 taxi companies. Moreover, there is a dedicated taxi area available to all taxis. All taxis driving passengers are allowed to stop at the departures level.

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Access for Persons of Reduced Mobility

Parking spaces for PRM within the terminal area ;
 Convenient slopes over the entire car park to aircraft route;
 PRM lifts over the entire passenger handling line (T1);
 PRM toilets;
 Mother and child areas adapted for PRM (T1);
 PRM (pre-medical) sanitary assistance areas;
 Full handling services provided to PRM by the handling agents.

10.4.10 Key Issues and Other Information

Key issues for the airport over the next 5 years

The key issues are as follows:

- extension of the terminal infrastructure (Terminal 2)
- making the airport access system more effective
- development of transport infrastructure inclusive of regular railway service to/from the city centre
- modernisation of the runways
- further improvement of the airport capacity
- selection of aircraft fuel supply agents
- establishing the restricted-use zone and the compensation system for the zone residents
- taking strategic decisions concerning other airports (an airport for low-cost airlines, a new airport , etc.)

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10.4.11 Warsaw Airport Photographs

(note: no access to take photographs given, pictures supplied by airport)



View of terminal showing departures area (arrivals below road).



View of terminal extension building in progress.

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Departures hall- showing two self service check in desks in foreground and main check in behind.



Check-in desk area.

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Departures - Passport control.



Departures – security control.

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Departures gate area.



Airside view of terminal .

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Arrivals – domestic baggage reclaim area.



Arrivals - Customs exit.

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Arrivals - exit and meeting area



Multi storey car park.

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Car park.

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10.5 Kraków Airport

10.5.1 Basic Airport Information

Airport Name	Międzynarodowy Port Lotniczy im. Jana Pawła II Kraków – Balice		
Airport Address	Ul. Kpt. M. Medveckiego 1 32-083 Balice tel.: +48 (12) 639 30 00 fax: +48 (12) 411 79 77 email: lotnisko@lotnisko-balice.pl		
Website Address	http://www.lotnisko-balice.pl		
IATA Code	KRK	ICAO Code	EPKK
Managing Director / Chief Executive	Bronisław M. Klimaszewski		

IATA Slot Coordination Level	Level 3
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(Level 1: Non-coordinated airport or Level 2: Schedules facilitated airport or Level 3: Fully coordinated airport)

Air Traffic Control & Navigation	
ATC Coverage (local or area control, who provides service)	<ul style="list-style-type: none"> TMA Kraków APP Kraków
NDB	Yes
DME	No
VOR	No
Other	ILS Wilcox USA/DME

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Fire Fighting	
Fire Fighting Category	Declared CAT 8 (A330-200 size)
Maximum Aircraft Size	E (B747 size)

Key airport contacts
<p>Bronisław M. Klimaszewski – CEO Janusz Pierzchała – Management Board Paweł Jastrzębski – Management Board Zbigniew Herc – Airport Director</p> <p>Address: Międzynarodowy Port Lotniczy im. Jana Pawła II Kraków – Balice Sp. z o.o. ul. Kpt. M. Medweckiego 1 32-083 Balice tel.: +48 (12) 639 30 00 fax: +48 (12) 411 79 77 e-mail: lotnisko@lotnisko-balice.pl</p>

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10.5.2 Airport Ownership and Management

Current ownership structure of the airport					
Shareholder	Shares: amount	Shares: value (EUR)	Shares in %	Type of shares	
PP „Porty Lotnicze”	146,645	18,248,506	85.04%	Public	
Province of Małopolskie	23,716	2,951,219	13.75%	Public	
Municipality of Kraków	2,000	248,880	1.16%	Public	
Municipality of Zabierzów	80	9,955	0.05%	Public	
TOTAL	172,441	21,458,560	100.00%		

Shares are not quoted in the stock exchange.

Current management structure at the airport
Management Board Międzynarodowy Port Lotniczy im. Jana Pawła II Kraków – Balice Sp. z o.o.

Number of employees working for the airport operator
On 31.05.2005 – 198 employees

Ground handling service provision at the airport
<p>There are three ground handling service providers at the airport:</p> <ul style="list-style-type: none"> • LOT Usługi Lotniskowe w Krakowie Ltd. (independent ground handling company): passenger assistance, luggage assistance, aircraft assistance, ground transport, ramp assistance • Petrolot Ltd. (independent ground handling company): refuelling • LOT Catering Ltd. (independent ground handling company): catering

Brief history of the airport, highlighting major events
<ul style="list-style-type: none"> • 28 February 1964 - By the decision of the Ministry of National Defence no. 0244/VII of 6 February 1964 military authorities allocated around 10 hectares for needs of the future civil part of the airport and the right to use equipment of Balice Airport. On the following day the first scheduled airplane of LOT Airlines landed in Balice. • 10 December 1968 - Following the agreement between Kraków City authorities and the Management of Air Traffic and Communication Airports (ZRLiLK) about the financing of the extension of the airport, the commissioning of the passenger airport building took place (it was a very attractive and modern facility in those times). This pavilion-type building of the cubature of 3,230 m3, area of 620 m2 and capacity of 150,000 passengers annually, was accompanied by access roads and parking lots. • 1984 - The civil area of Balice Airport was expanded by approximately 6 hectares offered by

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<p>military authorities by the decision of the Ministry of National Defence no. 264/ZL of 29 January 1984.</p> <ul style="list-style-type: none"> • 1987 - "Porty Lotnicze" State Company (PPL) based in Warsaw, established to administer communication airports in Poland, took over the management over Kraków-Balice Airport, including the property of ZRLiLK (Administration of Air Traffic and Communication Aerodromes) and its rights and liabilities related to the use of communication airports. • 1988 - Due to the increasing air traffic, Kraków City authorities and PPL concluded a contract of construction of a new passenger terminal for domestic and international traffic. The project was divided into two stages. • 1989 - Simultaneously with work to improve the airport infrastructure, the construction of the first stage of the passenger terminal with the annual number of passengers reaching 280,000 commenced. • January 1993 - The first stage of construction was completed and the commissioning of the modern passenger terminal designed for international air traffic service took place. • September 1993 - The second stage of this investment started, involving the extension of the passenger terminal with the capacity of 450,000 passengers annually. • 1994 - A real danger of the air traffic suspension occurred in Balice because of the poor technical condition of the runway, which had not been renovated for previous 20 years. Thanks to concerted efforts a partial repair of the runway's surface was conducted in May and June 1994. • April 1995 - The general renovation of the runway started, including its 150-metre extension. The renovation was completed in November 1995. • 30 November 1995 - The commissioning of the whole passenger terminal took place, together with the dedication and giving Kraków-Balice Airport the name of John Paul II. • 1996 - The start of renovation and extension of the apron for aircraft. The official commissioning of the apron was held in October 1997. • 1996-1997 - Vaisala system, a high quality airport meteorological protection system, was purchased; a modern radiolocation centre with two radars by Marconi (the S511 H primary radar and the MSSR Messenger secondary radar) was opened; and the navigation lighting system was modernised. • 5 July 1996 - A limited liability company named "Międzynarodowy Port Lotniczy Kraków-Balice" (Kraków-Balice International Airport Ltd.) based in Balice was set up by a notary deed. • 3 September 1996 - The Company took over the assets contributed by partners in a form of property contributions; on 18 March 1997 it obtained a concession and later the required certification from the Civil Aviation Department of the Ministry of Transport and Marine Management. • 1 July 1997 - Kraków-Balice International Airport Ltd. initiated business operation by taking over the personnel of "Porty Lotnicze" State Company and the management over them. • 7 December 1997 - Boeing 767 owned by PLL LOT, flying from Newark, lands at Balice-Kraków Airport, thus inaugurating direct regular transatlantic flights to Kraków. • 23 April 1998 - First Boeing 747 owned by Israeli airlines landed here, thus confirming the potential and capabilities of Balice-Kraków Airport. • 1998 - Next direct transatlantic connections established (11 May - Toronto, 23 May - New York, 17 June - Chicago). • June 1999 - The construction of a new cargo terminal started, which was opened and dedicated on 31 January 2000, thus finishing the PLN15.0 million investment financed entirely from the Company's own resources. • June 1999 - A new access road to the airport was commissioned, which joined the A-4 motorway with the passenger terminal. • December 1999 - The extension work of the passenger terminal started, which would allow for increasing the airport's capacity up to 1.3 million passengers annually. • August 2000 - The commissioning of the modernised parking lot for cars and buses with 756 parking places took place. • 15 January 2001 - Dedication and official opening of the new passenger terminal module of John Paul II Kraków-Balice International Airport.

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- 4th December 2001 - under signature of a contract between "Porty Lotnicze" State-owned Enterprise and the American HNTB Corporation, this concerning the elaboration of a development plan for Balice Airport.
- 13th January 2002 - opening of the Executive Lounge for passengers.
- January 2002 - a modernised part of the Terminal, fitted with 4 check-in counters and a baggage security line, is handed over for use.
- 27th February 2002 - opening of a "Baltona" duty-free shop in the international departures zone.
- 16th and 19th August 2002 - the official welcoming and farewell of Pope John Paul II during the Pilgrimage to his Homeland.
- 15th December 2002 - commencement of business by the UNIA Restaurant.
- 17th December 2003 - a new section of the aircraft parking apron, with a total developed area of 92,000 m², is handed over for use.

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10.5.3 Financial Issues

Financial performance
<p>For 2004:</p> <ul style="list-style-type: none"> • Aeronautical income – 24,453,416 PLN (6,113,354 EUR) • Non aeronautical income – 14,465,164 PLN (3,616,291 EUR) • Operating profit before tax – 11,281,431 PLN (2,820,357.75 EUR) • Net profit – 9,561,636 PLN (2,390,409 EUR)

User charges
<p><u>Current published fees and charges structure:</u></p> <p>1. Definitions: The terms used in the tariff have the following meanings: 1) Regional flight: regular scheduled air connection from/to an aerodrome located in a Member State of the European Community, which during the preceding calendar year has handled no more than 5.5 million passengers in international traffic; 2) Maximum take-off weight (MTOW): maximum take-off weight permissible for take-off, specified in the Certificate of Airworthiness, the flight manual or other equivalent official document; 3) MPL Kraków – Balice: The John Paul II International Airport Kraków – Balice Ltd., with its seat in Balice, 32-083 Balice, ul. Kpt. M. Medweckiego 1; 4) Passenger: a person travelling aboard an aircraft, but not registered as a crew member; 5) Passenger in regional traffic: a passenger travelling aboard an aircraft making a regional flight; 6) Transit passenger: a passenger arriving at an aerodrome on a commercial flight and continuing his/her journey on the same flight number without leaving the aerodrome. 7) Aircraft user: an entity, i.e. a legal or natural person that enjoys the right of possession (disposal) with respect to the aircraft for which aerodrome services are performed.</p> <p>2. General provisions: 1) Fees set forward in the tariff shall be made in favour of MPL Kraków – Balice by the user of the aircraft benefiting from services provided by MPL Kraków - Balice. In the even that the identification of the aircraft user is rendered difficult, the fees shall be charged to the aircraft owner. 2) Usage of the services of MPL Kraków - Balice shall be tantamount to acceptance of the entirety of the terms and conditions of the present tariff. 3) Fees for any additional services, which have not been included in the present tariff and are to be provided at the request of an aircraft user, shall be agreed with MPL Kraków - Balice separately, prior to the provision of the service(s). 4) The charges set forward in the present tariff are net, and VAT shall be added thereto in accordance with the applicable rates. 5) The charges are expressed in Polish zlotys (PLN).</p> <p>3. Landing charge: 1) The landing charge shall be due for each landing and take-off of an aircraft at the aerodrome. 2) For aircraft with a maximum take-off weight of up to 2,000 kilograms (inclusive), the landing charge shall – irrespective of the type of flight – total: 81.15 PLN.(20.20EUR) 3) For aircraft with a maximum take-off weight in excess of 2,000 kilograms, the landing charge shall be collected per each commenced tonne of the maximum take-off weight (MTOW), irrespective of the type of flight, and total: 32.46 PLN. (8.08EUR) 4) For helicopters, the charges set forward in Points 2 and 3 shall be reduced by 50%.</p> <p>4. Parking charge: 1) The parking charge shall be collected for the parking of an aircraft on the designated area of the</p>

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aerodrome, and shall, for every commenced tonne of the maximum take-off weight (MTOW) and every commenced 24 hours of parking, total: 12.20 PLN (3.03EUR)

2) The parking time shall commence at the time of landing and terminate at the time of take-off of the aircraft.

3) The charge referred to in Point 1 shall not be collected for a parking time not exceeding 30 minutes.

5. Departing passenger charge:

1) The departing passenger charge shall be due for each departing passenger and, depending on the type of flight, shall total as appropriate:

- a) regional flights – 25.09 PLN. (6.24EUR)
- b) remaining flights – 48.90 PLN. (12.17EUR)

2) The following shall be exempt from the charge referred to in Point 1:

- a) Transit passengers,
- b) Children under 2 years of age not entitled to occupy a separate seat in the aircraft.

6. Fee discounts:

1) Pursuant to terms and conditions set forward in a separate contract, an aircraft user may obtain a discount of at maximum 30% on the fees referred to in Points 3 and 4 of the tariff during the first 6 months of operations at the aerodrome for a newly opened regular air connection, provided that such a connection was not activated by the said carrier during the previous 12 months. This offer does not apply to charter flights.

2) Pursuant to the terms and conditions set forward in a separate contract, an aircraft user may obtain a discount of at maximum 50% on the fees referred to in Points 3 and 4 of the tariff for the landing of one aircraft after 4.00 p.m., and the parking and take-off thereof before 7.00 p.m. on the same day (off-peak tariff).

3) The discounts referred to in Points 1 and 2 cannot be utilised concomitantly, i.e. if an aircraft user avails itself/himself/herself of the discount set forward in Point 1, it/he/she shall be ineligible for the discount set forward in Point 2, while if it/he/she makes use of the discount set forward in Point 2, it/he/she shall be ineligible for the discount referred to in Point 1, in each case with reference to the same aerodrome service.

7. Other fees:

1) Removal of wastes from aerodrome pavements. Charges shall be collected for the removal from aerodrome pavements of wastes generated by users of the aerodrome, these totalling as follows for each commenced 10 m² of cleaned pavement:

Type of charge	Charge
Removal of spilled fuels and lubricants	2,459.02 PLN (612EUR)
Removal of other wastes	1,639.34 PLN (408EUR)
Additional snow removal, de-icing	1,065.57 PLN (259.20EUR)

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2) Additional security for aircraft during parking. Charges shall be collected for non-standard services connected with the provision of security for aircraft during parking at the aerodrome:

Type of charge	Charge
Guarding of an aircraft by a special security guard (PLN/h for each	368.85 PLN (91.80EUR)
Special lighting of the parking area (PLN/day) for 1 lighting point	245.90 PLN (61.20EUR)
Fencing of the parking area	491.80 PLN (122.40EUR)

3) Provision of stand-by security by the Aerodrome Fire Service during the refuelling/defuelling of an aircraft when passengers are boarding/disembarking and/or situated on board. The charge shall be collected for the provision of stand-by security by the Aerodrome Fire Service during the refuelling/defuelling of an aircraft when passengers are boarding/disembarking and/or situated on board, in accordance with a decision taken by the commander of the aircraft or another, duly authorised representative of the aircraft user.

Type of charge	Charge
Provision of stand-by security by the Aerodrome Fire Service during the refuelling/defuelling of an aircraft when passengers are boarding/disembarking and/or situated on board (PLN/1 operation)	81.97 PLN * (20.40EUR)

8. Refusal to provide services

1) MPL Kraków – Balice hereby reserves itself the right to refuse the provision of services to airport users that fail to respect the terms and conditions of the present tariff, including those that fail to settle payments promptly.

2) MPL Kraków – Balice hereby reserves itself the right to refuse admittance to an aircraft due to important circumstances connected with the functioning of the airport, which may endanger the safe landing thereof.

* 1 EUR ≈ 4 PLN

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10.5.4 Airport Traffic

Airport traffic history

	Passengers	Freight	Air Transport Movements
1996	196,516	683	8,606
1997	258,283	1,060	12,612
1998	353,388	1,281	11,791
1999	419,487	1,653	13,089
2000	517,015	2,469	15,288
2001	549,298	1,800	16,674
2002	500,852	1,587	15,290
2003	593,214	2,071	17,029
2004	841,123	1,806	26,171

Source: Airport

2004 Breakdown			
Schengen:		Non-Schengen:	
International:	640,744	Domestic:	200,379
Scheduled:		Non-Scheduled:	
Cargo Freight:	1,806	Cargo Mail:	1,484

Source: Airport

Warsaw	WAW	13.3%
Chicago	ORD	4.0%
New York	EWR+JFK	1.1%
London	LGW+STN+LTN	23.1%
Vienna	VIE	3.5%
Frankfurt	FRA	2.7%
Munich	MUC	7.6%
Cologne	CGN	2.4%
Stuttgart	STR	2.5%
Berlin	SXF	5.0%
Dortmund	DTM	6.4%
Paris	CDG+ORY	5.8%
Rome	FCO	4.9%
Milan	BGY	4.5%
Budapest	BUD	1.2%
Copenhagen	CPH	0.5%
Zurich	ZRH	1.6%
Prague	PRG	2.0%
Amsterdam	AMS	1.7%
Tel Aviv	TLV	0.3%

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Current Flight Programme

Airline	Dest. Airport	Dest. Code	Flts. Per week
SkyEurope	Amsterdam	AMS	3
SkyEurope	Milan Orio al Serio Apt	BGY	3
MALEV	Budapest	BUD	6
LOT - Polish Airlines	Paris	CDG	7
Germanwings	Cologne	CGN	3
SAS	Copenhagen Apt	CPH	1
easyJet	Dortmund	DTM	7
SkyEurope	Rome Fiumicino Apt	FCO	4
LOT - Polish Airlines	Frankfurt Apt	FRA	7
British Airways	London Gatwick Apt	LGW	6
easyJet	London Luton Apt	LTN	6
Lufthansa	Munich Airport	MUC	21
LOT - Polish Airlines	Chicago	ORD	2
SkyEurope	Paris Orly Apt	ORY	4
Czech Airlines	Prague	PRG	10
SkyEurope	London Stansted Apt	STN	7
Germanwings	Stuttgart	STR	3
easyJet	Berlin Schonefeld Apt	SXF	7
LOT - Polish Airlines	Tel Aviv	TLV	1
Austrian	Vienna	VIE	12
LOT - Polish Airlines	Vienna	VIE	6
LOT - Polish Airlines	Warsaw	WAW	48
Styrian Spirit	Zurich Airport	ZRH	6

Source: OAG

Airline*	Number of passengers	Passengers in %	Number of operation in %
Alitalia	4,226	2	2
Austrian	3,422	2	3
British Airways	8,351	4	2
CSA	2,946	2	3
LOT	39,414	25	22
Lufthansa	10,285	7	6
Malév	1,903	1	2
SAS	801	1	1
Styrian Spirit	2,099	1	2
Centralwings	10,484	5	2
EasyJet	24,500	18	6
Germanwings	6,151	5	2
Norwegian	2,563	1	0
SkyEurope	29,874	18	8
Charter	21,979	8	3
General Aviation	1,749	1	11
Others	0	0	27

Source: Airport

* July 2005

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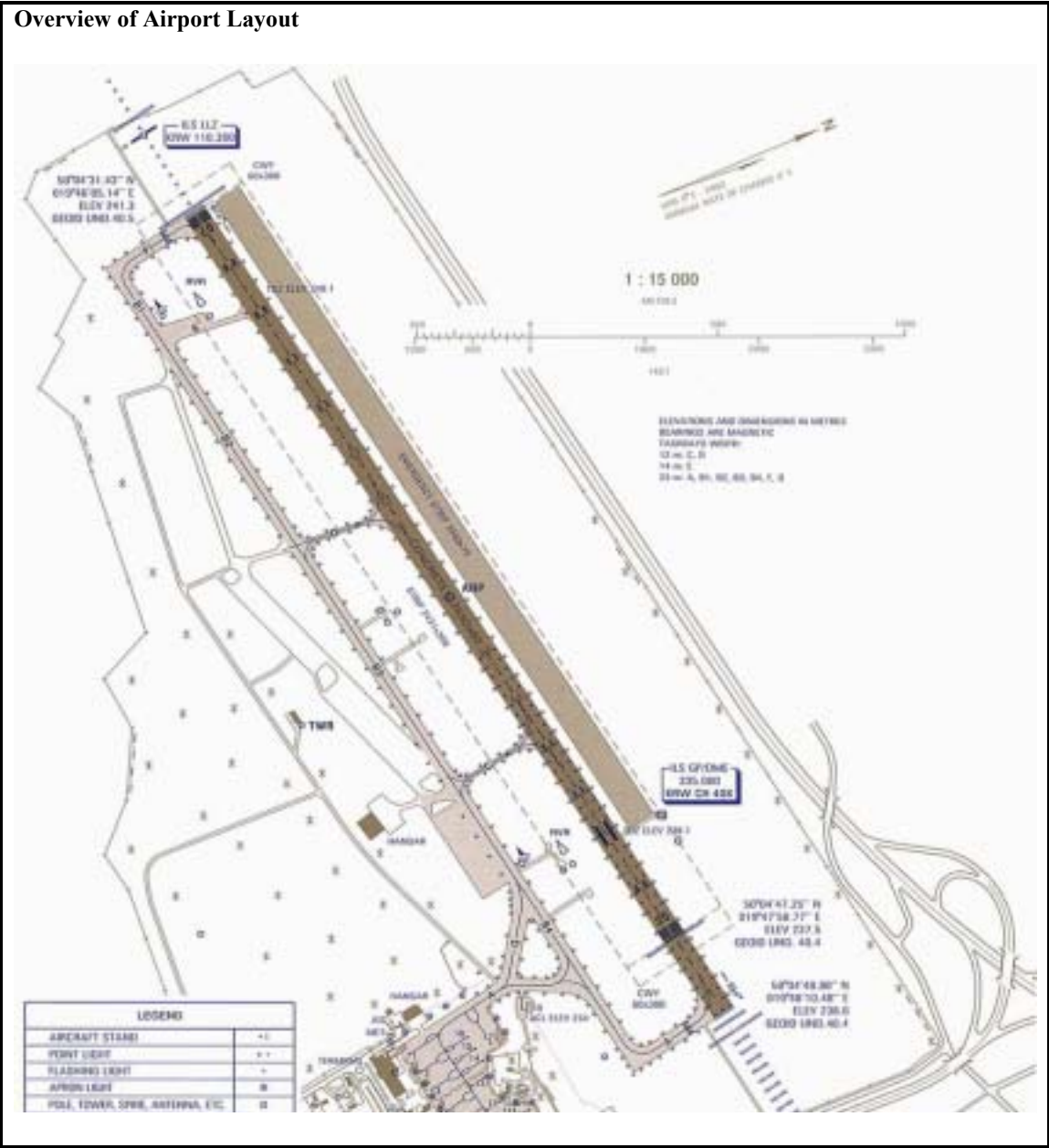
Future Traffic Forecast

	Passengers	Cargo (tonnes)	Mail (tonnes)	Movements
2005	1,096,472	2,184	1,549	27,416
2006	1,217,084	2,413	1,704	29,884
2007	1,350,964	2,667	1,908	32,872
2008	1,499,570	2,853	2,080	36,159
2009	1,664,522	3,053	2,267	40,137
2010	1,847,620	3,267	2,471	44,552
2011	2,050,858	3,495	2,694	49,452
2012	2,245,689	3,740	2,936	54,150
2013	2,459,030	4,002	3,200	59,295
2014	2,692,638	4,282	3,489	64,928
2015	2,948,438	4,582	3,802	71,096
2016	3,228,540	4,903	4,145	77,850
2017	3,535,251	5,246	4,518	85,246

Source: Airport

10.5.5 Runway Information

Overview of Airport Layout



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Current Runway Capacity

Runway 1		
Designation	25/07	
Length (m)	2,550	
ILS CAT	CAT I	
Number of Peak Hour Departures	Peak hours: 12:00-15:00	
Number of Peak Hour Arrivals	Peak hours: 12:00-15:00	
Hourly Capacity Under IFR Flight Rules	15-20	
Average Movement Delay Rate (mins)	n.a.	
Annual Movement Capacity	20 movements/hour	
Runway Operating Hours	24 hours	

Methodology for calculation of runway capacity

On statistical basis/ number of air operations in the Kraków-Balice Airport.

Factors limiting Runway capacity

No radar navigation equipment in the auxiliary direction 07.

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10.5.6 Terminal and Cargo Facilities

Terminal Capacity

	Terminal		
Name of Terminal	<input type="text"/>	<input type="text"/>	<input type="text"/>
Departing Passengers per hour	840	<input type="text"/>	<input type="text"/>
Arriving Passengers per hour	700	<input type="text"/>	<input type="text"/>
Transfer Passengers per hour	n.a.	<input type="text"/>	<input type="text"/>
Annual Capacity	1,300,000	<input type="text"/>	<input type="text"/>

Methodology for calculation of terminal capacity
40 passengers x 21 check-in / hour.
Excess capacity
Currently the terminal is operating at 100% of total passenger capacity in peak hours.
Main bottlenecks for terminal capacity
The main bottleneck of terminal capacity is the limited number of gates.

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Terminal Facilities (Passenger)

Name of Terminal	Terminal		
Terminal Total Floor Area	10,940 m2		
Number of Check in desks	21		
Number of Self Service Check in machines	n.a.		
Number of Passenger Security Screening Positions	4		
Number of Departure Baggage Belts	3		
Number of Departure Gates	8		
Number of Loading Bridges	n.a.		
Number of Inbound Passport / Immigration Positions	6		
Number of Baggage Claim Units	1		
Number of Commercially Important Passenger Lounges	1		

Further detail on terminal passenger facilities

The passenger terminal building at Kraków-Balice International Airport, which has a capacity of 1.3 million passengers annually, is air-conditioned and designed for the service of disabled persons. The whole passenger terminal is protected by: industrial television systems, electronic access control and fire protection systems, and streams of passengers who arrive and depart are divided into domestic and international traffic.

ARRIVALS

On the ground floor is a main lounge with a bank, rent-a-car offices and an exchange office, passport and customs clearance zone for arriving passengers, 6 passport clearance points, baggage reclaim area equipped with two belt conveyors with a total length of 110 metres, customs and passport personnel rooms, luggage office for arrivals, toilets and facilities. The total area of the ground floor is 2,483 m².

On the first floor is a mezzanine area of 425 m², with a restaurant, tourist office, shops with souvenirs and keepsakes, press facilities, service rooms of the Customs Office, Polish Air Traffic Agency (ARL) and Meteo offices, rooms of aircraft crews, briefing, chapel, sanitary point, mother and baby room and toilets. The total area of the first floor is 1,679 m².

The second floor houses service rooms, facilities and cloakrooms of the Customs Office and Border Guard, technical facilities, air-conditioning rooms, the central UPS and telecommunication engineering rooms.

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Cargo Capacity

	Facility	2nd Facility	3rd Facility
Name of Cargo Facility	CARGO		
Description	4,100 m2		
Annual Cargo Capacity (metric tonnes)	13,000		
Total annual inbound cargo (metric tonnes)	1,107 tonnes for 2004		
Total annual outbound cargo (metric tonnes)	698		
Share carried on cargo aircraft (%)	67%		
Total domestic cargo (metric tonnes)	56		
Total international cargo (metric tonnes)	1,749		
Further detail on cargo facilities			
Territory divided into 2 zones: 1) LAND SIDE (delivery and baggage claim form the ramp) 2) AIR SIDE (transport from the apron) Attended by: LOT Usługi Lotniskowe (LHC) in Kraków tel.: +48 (12) 285 51 18 SITA: KRKXFLO			

Other Facilities

Aircraft Maintenance / Engineering Facilities

The airport has no hangar.

Refuelling facilities

Tankers:

- JET A-1: 2 x 60,000l
- AVGAS 100LL: 1 x 5,000l

Winter Operating facilities

Winter operations :

- Specific equipment for clearing of snow (snowplough-brush with air blower) – 8 units
- Heavy rotor snowplough - 1 unit
- Light rotor snowplough – 2 units
- Sprayer – 2
- Sprinkler – 1
- De-icing vehicles type KITOKORI 2000LHC-2.

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10.5.7 Infrastructure Development

Major works in the last 5 years			
Title	Purpose	Cost	Date completed (year)
Balice-Kraków Car Parking for 756 vehicles	Construction	n.a.	August 2000
Passenger's Terminal development and modernization	Adaptation to the Schengen requirements (above 1,840 m ²)	n.a.	November 2003
PPS' Ampliation	Development (above 92,000 m ²)	n.a.	December 2003
Future Approved works			
Title	Purpose	Cost	Date due to be completed (year)
Multifunctional building	Construction	18,000,000 PLN (1st stage)	n.a.
Second part of the building (Schengen) – 1,840 m ²	Construction	20,000,000 PLN	n.a.
Long term development plan (master plan) for the airport			
<p>No master plan exists at present.</p> <p>(Info available on the Airport website)</p> <p>ADAPTING THE PASSENGER TERMINAL TO SCHENGEN REQUIREMENTS, INCLUDING THE MODERNISATION OF THE INTERNATIONAL BORDER CROSSING.</p> <p>Since 2001, we have been implementing a stage-based modernisation programme of the existing part of the departures area of the passenger terminal, the objective of which consists in creating greater customs clearance capabilities for departing passengers and optimising work in the baggage sorting facility. Modernisation work carried out to date has enabled us to provide four new additional check-in desks, an additional passport clearance desk, and a second independent and fully equipped security control line for the inspection of hand luggage and registered baggage (a second additional belt conveyor). In consequence, the Handling Agent has at his disposal twice as large an area in the sorting facility for baggage loading in international traffic and two independent belt conveyors, as well as a third belt conveyor for domestic traffic. We have also opened the Executive-Lounge. The completion of the entirety of modernisation and adaptation work, i.e. increasing the area of the baggage sorting facility, will help further improve the quality of service provided to travellers (and also optimise work in the baggage sorting facility).</p> <p>In connection with the accession of Poland to the European Union and the concomitant modification of regulations concerning the movement of persons and goods (the Schengen Treaty), and also due to the forecast increase in passenger airline traffic resulting from the introduction of the "open sky", it is necessary to modernise and develop the existing passenger terminal.</p> <p>Under the feasibility study concerned with the possibility of adapting the passenger terminal to European Union regulations, which was elaborated in 2002, we have analysed a number of variants of modernising the terminal. The study has shown that within the existing facility it is not possible to introduce a division between S (SCHENGEN) and NS (NON SCHENGEN) routes without simultaneously impairing the</p>			

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standard of service provided to passengers. The necessity of ensuring passengers travelling on both routes access to basic amenities, such as the executive lounge, VIP lounge, commercial and catering area, and - finally - pre-departure waiting areas of the appropriate size, prompted us to take the decision to develop the departures area of the terminal in the direction of the aircraft parking zone.

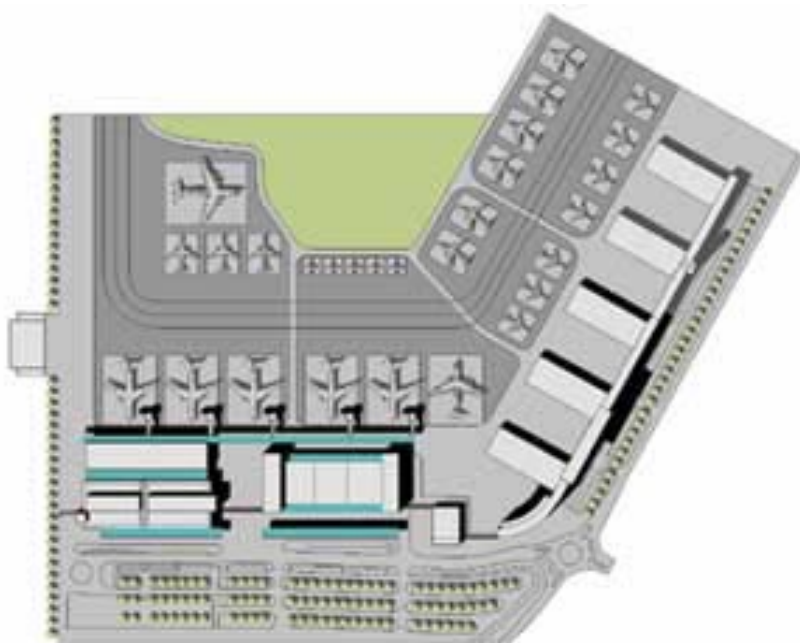
The development and modernisation of the existing area will make it possible to:

- a) achieve the complete separation of passengers on S and NS routes, while at the same time ensuring the requisite standard of service,
- b) introduce the five-stage security control of registered baggage,
- c) provide the best possible solution for the transit zone (for all flight directions),
- d) improve the departure-oriented segregation and loading of registered baggage,
- e) adapt the existing structure to the assembly requirements of an airbridge.

The concept provides for a two-stage modernisation and development process, enabling the functioning of the airport during investment implementation. In the first stage, we plan to execute the whole NS departures clearance section, and modernise existing S departures clearance facilities and the transit zone. The development of the S departures section will be carried out during the second stage.

The development of the passenger terminal has been planned to commence from the northern side, as a continuation of the departures section of the existing building. The new part of the structure has been planned between the existing terminal and the border of the aircraft parking zone. A roofed approach road for passenger shuttle buses will be located on the northern side, along the technical access road, enabling convenient transport to the aircraft parking zone. On this side we have also provided for the possible assembly of an airbridge for the first parking lot. A manoeuvring area for baggage transport trolleys will be made available to the west, and this shall simultaneously function as the supply approach road for the duty-free zone designed for the terminal. The east side of the building is adjacent to the manoeuvring area for passenger shuttle buses handling arrivals.

It is estimated that the new module, apart from fulfilling Schengen Treaty requirements, will allow us to increase the capacity of the Passenger Terminal to approximately 2 million persons per year.



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LENGTHENING OF THE RUNWAY IN DIRECTION 07, INCLUDING THE LEVELLING OF THE TERRAIN OBSTACLE AT DIRECTION 25.

The lengthening of the runway by 250 m in direction 08 (westerly), including the execution of a fill (for the purpose of terrain levelling) in the township of Morawica, commune of Liszki, and simultaneous felling and levelling of the terrain obstacle at direction 26 (easterly), this by lowering the summit of the acclivity of Osławska Góra along the border of the communes of Zabierzów and Kraków. The simultaneous execution of the requisite fill and levelling of the obstacle will allow us to lower investment costs by the balancing of earth masses - following the execution of archaeological research. The lengthening of the runway by 250 m (to 2,800 m) and elimination of the obstacle through its physical reduction by 8 metres will help ensure the fulfilment of starting and landing requirements for Boeing B-767s and other types of passenger aircraft carrying a greater load, and also ensure the necessary safety of passengers.

CONSTRUCTION OF A LOOK-OUT STATION FOR THE AIRPORT FIRE BRIGADE.

The systematic and dynamic development of "Międzynarodowy Port Lotniczy im. Jana Pawła II Kraków - Balice" Sp. z o. o. has made it necessary to ensure the proper safety of international air traffic operations on a constant basis, and also of the airport border crossing, which handles B-747 aircraft and regular LOT (B-767) aircraft flying on the USA route.

One of the indispensable actions connected with ensuring the safety and proper functioning of the airport border crossing concerns the execution of an investment task known as "The building of the airport fire brigade".

The airport fire brigade secures the entirety of air transport operations carried out on the premises of the Kraków - Balice airport. It is fitted out with modern rescue and fire-fighting equipment, thereby - in accordance with ICAO standards - ensuring that the airport is classified as grade VIII as regards rescue and fire-protection facilities.

The present location of the airport fire brigade (too far way from the runway and asymmetrically with respect to the central zone thereof) constitutes a tangible obstacle to the fulfilment of the permitted access time for reaching more remote points of the lengthened runway (this is 3 minutes in accordance with ICAO standards, although two minutes at maximum are strongly recommended). Execution is, however, closely connected with the lengthening of the runway.

The construction of the new fire brigade structure, together with the new location - in the immediate vicinity of the runway, near its central zone - is therefore extremely important in order to ensure the safety of the increasing number of aircraft in international traffic and facilitate the execution of air transport operations by all of the aircraft utilising Kraków - Balice airport, including those carrying VIPs from official foreign delegations.

MULTIFUNCTIONAL (TECHNICAL) BUILDING.

At present, the technical services operating on the civilian area of the airport, i.e.:

- "Międzynarodowy Port Lotniczy im. Jana Pawła II Kraków-Balice" Sp. z o. o.,
- Spółki z o.o. Lot - Usługi Lotniskowe w Krakowie - (handling operator),
- Terenowy Zespół Kontroli Zbliżania i Lotniska Kraków-Balice - PPL ARL, are dispersed in temporary container-type structures, while the repair and maintenance shop has insufficient area at its disposal.

The planned hangarage and repair/maintenance facility will be able to simultaneously handle surveys, maintenance operations and repair work for a considerably greater quantity of new equipment. This is particularly important when one takes into consideration the fact that at present the entirety of the airport's maintenance equipment, belonging to both MPL and LHC, is parked in the outdoors - with no roofing. This solution (apart from contributing to excessively rapid wear-and-tear and devastation) has a sizeable and decidedly negative influence on operational mobility and reliability, particularly in winter (minus temperatures, snowfalls, strong winds, rapidly descending dusk), when the equipment crews - in extreme field conditions - must, for example, repair breakdowns, replace brushes in snow removers, etc.

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DEVELOPMENT OF THE SIGN-POSTING AND LIGHTING OF TAXIWAYS - ADAPTING TO CATEGORY II.

Przedsiębiorstwo Państwowe "Porty Lotnicze" - Agencja Ruchu Lotniczego intends to install and activate an ILS II Cat. system for the Kraków - Balice airport. In order for the whole airport to attain II Cat. status, its infrastructure must be redeveloped (this will entail, among others, the modernisation of taxiway lighting and the installation of luminous vertical sign-posting).

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10.5.8 Environment

Environmental Policy

Operations carried on by the John Paul II International Airport - Kraków-Balice satisfy the pertinent provisions of regulations concerning environmental protection, pursuant to - among others - the following decisions, licences and guidelines including:

- Provincial Office of Lesser Poland, as regards the licence for specified usage of inland waters, the licence for the production of hazardous and non-hazardous wastes, and the licence for the emission of gases and dusts;
- Provincial Environmental Protection Inspectorate of Lesser Poland, as regards the requisite decisions, licenses and register break-downs;
- Office of the Marshal of the Province of Lesser Poland, as regards the applicable charges for usage of the natural environment;
- Office of the Commune of Zabierzów, as regards the licence for the temporary collection of wastes to be utilised and rendered harmless.

Since 1999, the Airport is operating an air traffic noise monitoring system, which allows us to assess the impact of the Airport on the acoustic climate of surrounding areas and limit the negative effects of air traffic operations by controlling the observance of noise reduction procedures by airlines, taking into consideration the air traffic noise assessment criteria currently valid in Poland, pursuant to the provisions of the Regulation of the Minister for the Protection of the Natural Environment, Natural Resources and Forestry of 13th May 1998 on permissible noise levels in the natural environment (Journal of Laws No. 66, Item 436). When assessing noise levels, the John Paul II International Airport - Kraków-Balice Ltd. cooperates with the Provincial Environmental Protection Inspectorate in Kraków and with governmental and self-governmental administrative bodies representing the interests of local communities.

Keeping in mind the need to improve and increase the security of the Airport's air traffic operations, including take-offs and landings, in September 2003 we set up a unit for controlling the region impacted by our facility, which is engaged among others in monitoring and controlling existing and newly created air traffic obstacles within the area covered by the Air-port's operations. Due to the preventive nature of the activities carried on by the abovementioned unit, the Kraków Inspectorate of Powszechny Zakład Ubezpieczeń na Życie (Polish National Life Insurance) has partially refunded the purchase of computer equipment required in order to ensure its proper functioning.

More specifically

- MPL Kraków-Balice is equipped in the noise monitoring system composed by 3 stationary measurement points which take into consideration above all the direction of taking-off and landings of aircrafts– on the runway approach (point 1– Morawica, on the runway approach in the distance of 1,5 km from the runway in the western direction; point 2 – Górka Narodowa, navigation station of PATA (Agencji Ruchu Lotniczego), on the runway approach in the distance of 7 km in the eastern direction; point 3 – Myślniki, on the runway approach in the distance of 4 km in the eastern direction). The measurement data, collected from 1999, take into consideration the Polish criteria in force for the evaluation of air noise and until the present moment haven't shown transgression of noise threshold in the environment;
- MPL is supplied in water from water conduit of Zabierzów municipality, and additionally the Airport has its own, emergency deep water intake. The water is treated in order to eliminate the excess of iron and manganese;
- Wastewaters from the MPL territory are drained in the sewage farm in the territory of the

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<p>neighbouring military unit JW. 1155. The wastewaters from the apron, the terminals' buildings and internal roads are directed to 3 sub-sewage plants and then to the Olszanicki stream. Additionally the Airport exploits one emergency- retaining reservoir, the aim of which is to regulate the drainage of precipitation waters from the apron to the stream. The company has the necessary legal permissions, it carries out tests of quality of drained wastewaters;</p> <ul style="list-style-type: none"> • Airport is heated by 2 gas container boiler houses equipped in 2 Viessman boilers with power 2 * 1.120 KW – winter and 2 * 460 KW – summer; • Airport has permission for generating hazardous and non-hazardous production waste. All waste is segregated in containers in special zones and transferred to companies which can utilise them.

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10.5.9 Accessibility

Road Access (private vehicle)
The Airport is 11 km from the centre of Kraków– access by two-lane road and one-lane road.
Car Parking
<ol style="list-style-type: none"> 1. Short-term (24 h) – 150 spaces, open to public, free of charge 2. Long-term – 700 spaces, open to public with special zones for staff, charge - 5PLN/1h (1.24EUR)
Public Transport Access - Rail
No rail connection, although rail tracks are near the airport and a rail link could be built.
Public Transport Access – Bus and Coach
2 lines of urban transport.
Public Transport Access - Taxi
1 taxi company MPT.
Access for Persons of Reduced Mobility
<p>“AMBULIFT” equipment for persons of reduced mobility on wheelchairs.</p> <p>Special ramps for persons of reduced mobility in the terminal, lifts, escalators and special toilets.</p>

10.5.10 Key Issues and Other Information

Key issues for the airport over the next 5 years
<p>Rail connection.</p> <p>Further development of traffic, especially domestic.</p> <p>Master plan for the development of the airport.</p> <p>Extension of the runway for further development of intercontinental flights.</p>

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10.5.11 Kraków Airport Photographs



Car park



Taxi and Bus stop in front of the terminal

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Entrance to the terminal



Main hall at peak hours

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Second floor



Check-in desks

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Information Screens



International Departures

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Domestic security control



Domestic gates

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Section 10 – Kraków	



Passport Control



Separation EU and non-EU flights

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Boarding gate



Access to the gate (until the finger is built)

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Terminal from the Apron



Entrance to the terminal (domestic)

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Entrance to the terminal (international)



Entrance to the terminal

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Passport control



Baggage claim

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Section 10 – Kraków	



Exit



Arrivals in the main hall

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Signs in Polish and English



Apron seen from the terminal deck

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10.6 Katowice Airport

10.6.1 Basic Airport Information

Airport Name	Międzynarodowy Port Lotniczy Katowice w Pyrzowicach		
Airport Address	Międzynarodowy Port Lotniczy Katowice w Pyrzowicach 41-960 Ożarówice, ul. Wolności 90		
Website Address	http://www.gtl.com.pl		
IATA Code	KTW	ICAO Code	EPKT
Managing Director / Chief Executive	Vice President of Management Board Managing Director Michał Faryna		

IATA Slot Coordination Level	2
-------------------------------------	---

(Level 1: Non-coordinated airport or Level 2: Schedules facilitated airport or Level 3: Fully coordinated airport)

Air Traffic Control & Navigation	
ATC Coverage (local or area control, who provides service)	Polish Air Traffic Agency as service provider <ul style="list-style-type: none"> 14 licensed workers
NDB	Yes
DME	
VOR	
Other	ILS LOC 109,900

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Fire Fighting	
Fire Fighting Category	Declared CAT 8 (A330-200 size)
Maximum Aircraft Size	Adequate as for CAT 8 (A330-200 size)

Key airport contacts
<p>Board Members</p> <p>Marek Mutke - board chairman</p> <p>Michał Faryna - vice-chairman and airport director</p> <p>Marian Respond - member of the board</p> <p>Marketing & Development Department</p> <p>Marek Kubica +48 32 3927477, fax: +48 32 3927379, mkubica@gtl.com</p>

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10.6.2 Airport Ownership and Management

Current ownership structure of the airport

Mixed ownership. The shares are not publicly traded on a stock exchange.

Current shareholders:

Shareholder	Percentage
Wegłokoks Katowice	36%
Silesian Province	32.5%
PPL (Polish Airports)	20%
Bank Handlowy S.A.	4.89%
ING Securities S.A.	4.3%
Communes	1.9%
Other shareholders	0.41%

Source: Airport

Current management structure at the airport

Górnośląskie Towarzystwo Lotnicze S.A. (Upper Silesian Aviation Group).

Number of employees working for the airport operator

2004 – 226 employees.

Ground handling service provision at the airport

GTLLOT Airport Services Ltd., is the main handling company operating at Katowice International Airport. GTLLOT is also responsible for passenger handling, baggage handling, aircraft cleaning, catering, ground transport and ramp services.

PETROLOT Ltd. - refuelling

Airport Catering Service Ltd.

Offers full catering service on the airport premises; via a restaurant, bar, summer cafe and Executive Lounge. The company offers service connected with planes and office catering, organisation of banquets, conferences and receptions.

POL-TRANS CATERING

Offers full catering service on the airport premises with a snack bar. The company offers service connected with planes and office catering, organisation of banquets, conferences and receptions.

Brief history of the airport, highlighting major events

- 1944 Airport was built by the German army
- 1965 Airport was taken over by Polish army
- 1967 Start of irregular airline connections by PLL LOT
- 1991 Górnośląskie Towarzystwo Lotnicze (Upper Silesian Aviation Group) was founded
- 1992 Installation of an ILS system by Siemens

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1993	Agreement with Polish army on using a military airport for civil purpose
1994	Upper Silesian Aviation Group obtained permission from the Ministry of Transport for the management of the civil part of the airport.
1994	The airport in Pyrzowice was taken over from PP Porty Lotnicze. From this moment the official name of the airport was Międzynarodowy Port Lotniczy Katowice w Pyrzowicach (Katowice International Airport in Pyrzowice)
1995	Border and custom operations for cargo were established at Katowice airport
1996	Katowice International Airport in Pyrzowice obtained membership of Airport Council International (ACI).
1997	The new cargo terminal was opened.
1997	The British Petroleum opened the fuel station
1998	The new road to the Katowice International Airport was completed
1998	New cargo terminal was opened after development.
1999	New control tower opened
2001	Górnośląskie Towarzystwo Lotnicze S.A. (Upper Silesian Aviation Group) become the joint stock company
2004	The new terminal was opened .

10.6.3 Financial Issues

Financial performance
Turnover*: 8,758,735 EUR
Operating profit before tax*: 1,059,361EUR
Net profit*: 725,698 EUR

User charges

The regulatory body is the Civil Aviation Office of the Republic of Poland (www.ulc.gov.pl). The charges are subject to regulation. The airport is currently waiting for approval for revised aeronautical charges by the Civil Aviation Office of the Republic of Poland.

- Charges published in the Internet (1 EUR approx. 4 PLN):

LANDING CHARGE

1. The landing charge is payable for each landing of the aircraft at an aerodrome. The charge covers take-off.

1.1. For aircraft with the maximum take-off weight (MTOW) up to 2 metric tonnes the landing charge, is as follows:

Aerodrome	Currency	International flight	Domestic flight
KATOWICE/Pyrzowice	EUR	30	15

1.2 In respect of helicopters the charges referred to in paragraph 1.1 are reduced by 50%

1.3. For aircraft with the maximum take-off weight (MTOW) of more than 2 metric tonnes the landing charge is payable per each tonne of MTOW as follows:

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Aerodrome	Currency	International flight	Domestic flight
KATOWICE/Pyrzowice	EUR	20	10

DEPARTING PASSENGER CHARGE

2 A departing passenger charge is payable per each departing passenger. The following are exempted from charge

- a) Direct transfer passengers
- b) Children under 2 years of age not entitled to occupy a separate seat in the aircraft as follows:

Aerodrome	Currency	International flight	Domestic flight
KATOWICE/Pyrzowice	EUR	8	4

PARKING CHARGES

3. Parking charge is collected for parking of the aircraft in the designated area of aerodrome.

3.1. The charge for every commenced tonne or part of thereof of the maximum take-off weight (MTOW) and for every commenced 24 hours or part of thereof is

Aerodrome	Currency	Fee
KATOWICE/Pyrzowice	EUR	1.5

3.2. Parking on time begins AT the time of landing and terminates AT the time of take-off.

3.3. No charge mentioned in paragraph 3.1. is levied if parking time does not exceed 4 hours.

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10.6.4 Airport Traffic

Airport traffic history

	Passengers	Freight (tonnes)	Air Transport Movements
1996	68,203	596	3,586
1997	101,054	1,241	4,290
1998	150,724	1,365	6,256
1999	170,230	1,522	6,510
2000	168,126	7,745	8,710
2001	180,015	2,196	9,441
2002	202,267	2,886	8,388
2003	257,991	3,548	9,357
2004	622,612	5,038	13,803

Source: Airport

Traffic breakdown

	Domestic Scheduled	International Scheduled	Charter
2003	46,338	107,997	103,656
2004	54,996	428,800	138,816

Source: Airport

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Current Flight Programme			
Airline	Dest. Airport	Dest. code	Flts. Per week
Wizz Air	Milan Orio al Serio Apt	BGY	5
Wizz Air	Budapest	BUD	3
Wizz Air	Paris Beauvais-Tille Airport	BVA	5
Wizz Air	Rome Ciampino Apt	CIA	5
Wizz Air	Dortmund	DTM	7
Lufthansa German Airlines	Dusseldorf Rhein Ruhr Airport	DUS	4
Lufthansa German Airlines	Frankfurt International Apt	FRA	19
Wizz Air	Gdansk	GDN	3
Wizz Air	Gerona	GRO	1
Wizz Air	Frankfurt Hahn Airport	HHN	4
Wizz Air	Liverpool	LPL	4
Wizz Air	London Luton Apt	LTN	12
LOT - Polish Airlines	Warsaw	WAW	13

Source: OAG

Future Traffic Forecast						
Year	Passengers	Growth %	Freight	Growth %	Transport movements	Growth %
2005	900,000	45	6,000	20	14,200	3
2006	1,000,000	11	7,000	17	14,600	3
2007	1,200,000	20	8,000	14	15,100	3
2008	1,300,000	8	9,000	13	15,500	3
2009	1,400,000	8	10,000	11	15,800	2
2010	1,600,000	14	11,200	12	16,100	2
2011	1,800,000	13	12,300	10	16,400	2
2012	2,000,000	11	13,500	10	16,700	2
2013	2,200,000	10	14,800	10	17,100	2
2014	2,300,000	5	16,000	8	17,500	2
2015	2,500,000	9	17,000	6	17,800	2

Source: Airport

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Current Runway Capacity

Runway 1		
Designation	09/27	
Length (m)	2800 m	
ILS CAT	CAT I	
Number of Peak Hour Departures	1-2	
Number of Peak Hour Arrivals	1-2	
Hourly Capacity Under IFR Flight Rules	10	
Average Movement Delay Rate (mins)		
Annual Movement Capacity		
Runway Operating Hours	24 hours	

Methodology for calculation of runway capacity

Capacity of runway depends on conditions such as: (weather conditions, kind of procedural approaches, type of aircraft) etc.
 For most operations, runway capacity is under ATC Katowice oversight.
 Hourly capacity under IFR Flight Rules is 10 operations per hour. Sometimes the aircraft movement is mixed (VFR / IFR) then the capacity is more than 10 operations/hour.

Factors limiting Runway capacity

Present aircraft movements do not create “bottlenecks”.

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10.6.6 Terminal and Cargo Facilities

Terminal Capacity

	Terminal		
Name of Terminal	Main terminal no 1		
Departing Passengers per hour	1,000		
Arriving Passengers per hour	1,200		
Transfer Passengers per hour	800		
Annual Capacity	1,600,000		

Methodology for calculation of terminal capacity
Capacity of terminal is calculated on data from Border Guard, Customs, Police.
Excess capacity
Currently the airport is operating at about 50% of total passenger capacity.
Main bottlenecks for terminal capacity
Passport control.

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Terminal Facilities (Passenger)

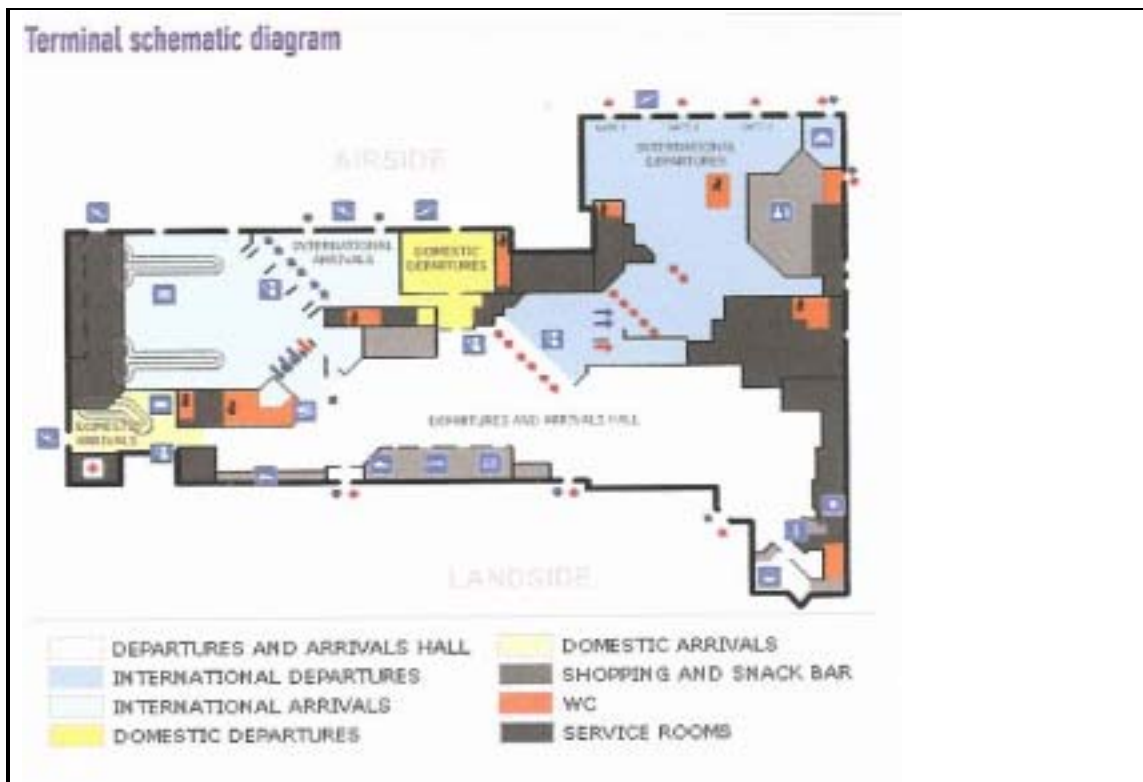
Name of Terminal	Terminal Main terminal no 1		
Terminal Total Floor Area	7,500 m ²		
Number of Check in desks	17		
Number of Self Service Check in machines	0		
Number of Passenger Security Screening Positions	3		
Number of Departure Baggage Belts	1		
Number of Departure Gates	6		
Number of Loading Bridges	0		
Number of Inbound Passport / Immigration Positions	5		
Number of Baggage Claim Units	2		
Number of Commercially Important Passenger Lounges	2		

Further detail on terminal passenger facilities

Baby care room, chapel, medical point (emergency – 24 h).

There are clear and consistent signs throughout the airport operational areas in both Polish and English.

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Number of parking stands

- 12 parking stands on Apron 1
- 4 stands – max aircraft B 737-500
 - 5 stands – max aircraft A 321
 - 2 stands – max aircraft ATR 72 or 1 stand max aircraft B 747

- 8 stands on Apron 2 – max aircraft ATR 72;
- 6 stands on Apron 3 – max aircraft A321

Retail Facilities

- 1 duty free shop
- 1 bank
- 1 restaurant
- 3 small coffee bars
- 1 souvenir shop
- 1 chemist
- 1 exchange office
- 1 florist
- 1 news kiosk

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Cargo Capacity

	Facility	2 nd Facility	3 rd Facility
Name of Cargo Facility	GTL LOT Ltd.		
Description	10,000 m ² total storage area 5,600 m ² effective storage area		
Annual Cargo Capacity (metric tonnes)	18,250		
Total annual inbound cargo (metric tonnes)	1,973		
Total annual outbound cargo (metric tonnes)	3,065		
Share carried on cargo aircraft (%)			
Total domestic cargo (metric tonnes)	450		
Total international cargo (metric tonnes)	4,588		
Further detail on cargo facilities			
For cargo storage purposes the warehouse is mainly used by: DHL, TNT Express Worldwide, UPS, Lufthansa Cargo, Lot Cargo, Jas FBG, Cargo Express, C. Hartwig (co-operation FedEx).			

Other Facilities

Aircraft Maintenance / Engineering Facilities
GTLLOT Handling Agency provides aircraft maintenance (only small repairs) WIZZ AIR rents an aircraft hangar (Lufthansa Technik is maintenance services provider)
Refuelling facilities
PETROLOT is a provider of aviation fuel JET A1, AVGAS 1100L etc.
Winter Operating facilities
7 runway snow plough units plus a runway snow cleaner 2 snow blowers 2 spreaders

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10.6.7 Infrastructure Development

Major works in the last 5 years		
Title	Date completed (year)	
Second stage of new terminal construction		
Apron – 15,088 m ²	October 2000	
B, E3 extension 23 m	November 2000	
Noise bands 1,300 length	July 2001	
E1 and E2 extension 10 m	October 2002	
Runway 420 m	July 2003	
Fire emergency way 475 m	July 2003	
Patrol way 325m	July 2003	
Fence 5,000 m	November 2004	
Development of passenger terminal 3,320 m ²	August 2004	
Future Approved works		
Title	Cost	Date due to be completed (year)
Production of an airport map in scale 1:1,000	37,500 Euro	2005
Master Plan	450,000 Euro	2006
Development of passenger terminal of about 8 500 m ²	12,500,000 Euro	2007
Radar		2005
Long term development plan (master plan) for the airport		
Source: Airport website		
In August 2001 the General Scheme of the Katowice Airport (Plan Generalny Lotniska Katowice-Pyrzowice) was created.		

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The General Scheme presents planner's conceptions about the final development of the airport. The General Scheme includes a development project for the area dominated by the extended Katowice. The General Scheme area usage as well as the transport connection system and technical infrastructure.

The General Scheme guides the following issues:

1. development of physical airport equipment, both for aviation and non-aviation use
2. further use of the areas around the airport on a larger scale
3. environmental impact assessment connected with building the airport and its activity
4. specifying requirements connected with the access to the airport

2007 – 2013

Title	Cost	Date due to be completed (year)
Modernisation of apron and runway	13 m Euro	2007
Modernisation of infrastructure (fire emergency way, technical and patrol way)	2 m Euro	2007
New administration building	2.5 m Euro	
Hotel	2 m Euro	
Coordination centre	2.5 m Euro	
Waste water treatment	2.5 m Euro	
Fire rescue water tanks	75,000 Euro	

2013 – 2020

Title	Cost	Date due to be completed (year)
New runway	36 m Euro	
New cargo terminal	12,5 m Euro	

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10.6.8 Environment

<u>Environmental Policy</u>
<p>The following noise restrictions are applied:</p> <p>Noise :</p> <p>for start at day 48.7 dB</p> <p>for landing at day 38.8 dB</p> <p>for start at night 42.8 dB</p> <p>for landing at night 41.3 dB</p> <p>Noise bunds (earth banks) / screening – created in 2001, 1300 metres long</p>

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10.6.9 Accessibility

Road Access (private vehicle)																							
<p>Distances:</p> <p>Katowice 35 km, two lane road half of the way and one lane road the rest</p> <p>Tarnowskie Góry, Bytom and others majors cities of Upper Silesian 15-25km</p> <p>Siewierz – main crossroad (in the future highway South – North) – 16 km</p> <p>Kraków – 100 km by motorway</p> <p>Opole – 100 km public road (one lane road)</p> <p>Warszawa –250 km two lane road</p>																							
Car Parking																							
<table border="1"> <thead> <tr> <th>Time</th><th>Price (€)</th></tr> </thead> <tbody> <tr> <td>Up to 15 min.</td><td>Free of charge</td></tr> <tr> <td>Up to 1 hour</td><td>1</td></tr> <tr> <td>Up to 2 hours</td><td>2</td></tr> <tr> <td>Up to 3 hours</td><td>3</td></tr> <tr> <td>Next, each hour</td><td>0.25</td></tr> <tr> <td>First day</td><td>8</td></tr> <tr> <td>1 week (7 days)</td><td>26</td></tr> <tr> <td>2 weeks (14 days)</td><td>47</td></tr> <tr> <td>1 month (30 days)</td><td>95</td></tr> <tr> <td>Disabled up to 30 min.</td><td>Free of charge</td></tr> </tbody> </table>	Time	Price (€)	Up to 15 min.	Free of charge	Up to 1 hour	1	Up to 2 hours	2	Up to 3 hours	3	Next, each hour	0.25	First day	8	1 week (7 days)	26	2 weeks (14 days)	47	1 month (30 days)	95	Disabled up to 30 min.	Free of charge	
Time	Price (€)																						
Up to 15 min.	Free of charge																						
Up to 1 hour	1																						
Up to 2 hours	2																						
Up to 3 hours	3																						
Next, each hour	0.25																						
First day	8																						
1 week (7 days)	26																						
2 weeks (14 days)	47																						
1 month (30 days)	95																						
Disabled up to 30 min.	Free of charge																						
Public Transport Access - Rail																							
<p>Railway line runs close to the airport and is used by the Cargo operators.</p>																							
Public Transport Access – Bus and Coach																							
<p>Public transport buses run daily on lines:</p> <p>Bytom - Airport - 85 & 53</p> <p>Mierzęcice - Airport - 17</p> <p>Katowice - Airport - Airport Bus</p> <p>Shuttle - Bus runs everyday on routes</p> <p>Katowice Center - Katowice International Airport</p> <p>Katowice International Airport - Katowice Center</p> <p>PKS busses run everyday on routes:</p> <p>Tarnowskie Góry - Airport</p> <p>Zawiercie - Airport</p> <p>Matuszek Buses run everyday</p> <p>Kraków - Katowice International Airport - Kraków</p> <p>Information and booking www.matuszek.com.pl</p>																							

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Buses and mini-buses AWOS run everyday on all lines according to customer needs. More information and booking via AWOS website.

Public Transport Access - Taxi

A TAXI RANK is located at the entry to the passenger terminal.
Tel. 0048 32 392 73 85

Access for Persons of Reduced Mobility

Handling company provides the wheelchairs to/from the aircraft as well as the possibility of transporting passengers with totally reduced mobility (WCHC – wheelchair for cabin). Special wheelchairs to transport passengers on board of the aircraft are also available.
There are no difficulties in handling of persons with reduced mobility – the distance is short and all facilities needed are provided.
To access the aircraft passengers are assisted by the handling agent to the departure hall, and pre-boarded to the aircraft promptly.

10.6.10 Key Issues and Other Information

Key issues for the airport over the next 5 years

Construction of new terminal
Construction of new administration building
Construction of hotel
Runway elongation
Construction of coordination centre
Modernisation of infrastructure (fire emergency way, technical and patrol way).

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10.6.11 Katowice Airport Photographs



Main entrance to terminal.



Car park outside terminal.

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Long term car parking.



Check-in area.

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Departures - Passport control



Departures – security check-point

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Departure gate area.



Airside view of arrivals and departure gates

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Arrivals – passport control area.



Arrivals Baggage reclaim area.

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Arrivals meeting area.



Exit from arrivals meeting area

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Taxi and bus stop areas outside the terminal

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10.7 Gdansk Airport

10.7.1 Basic Airport Information

Airport Name	<input type="text" value="Gdansk Lech Walesa Airport"/>		
Airport Address	<input type="text" value="Słowackiego street 200"/> 80-298 Gdańsk tel.: +48 (58) 348 11 54 fax: +48 (58) 345 22 83"/>		
Website Address	<input type="text" value="www.airport.gdansk.pl"/>		
IATA Code	<input type="text" value="GDN"/>	ICAO Code	<input type="text" value="EPGD"/>
Managing Director / Chief Executive	<input type="text" value="Włodzimierz Machczyński"/>		

IATA Slot Coordination Level	<input type="text"/>
-------------------------------------	----------------------

(Level 1: Non-coordinated airport or Level 2: Schedules facilitated airport or Level 3: Fully coordinated airport)

Air Traffic Control & Navigation	
ATC Coverage (local or area control, who provides service)	<input type="text" value="Polish Air Traffic Agency"/>
NDB	<input type="text" value="Yes"/>
DME	<input type="text" value="Yes"/>
VOR	<input type="text" value="Yes"/>
Other	<input type="text" value="Radar"/>

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Fire Fighting	
Fire Fighting Category	ICAO category 8 (A330-200 size)
Maximum Aircraft Size	

Key airport contacts		
Gdansk Airport Ltd.		
Central	+ 48 (58) 348 11 11	airport@airport.gdansk.pl Marlena Sobaszek
Secretariat	+ 48 (58) 348 11 54	marlena@airport.gdansk.pl
Economic Analyses and Marketing Department	+ 48 (58) 348 11 45	Adam Skonieczny a.skonieczny@airport.gdansk.pl
Chief Accountant	+ 48 (58) 348 11 51	Jan Wołosiuk j.wolosiuk@airport.gdansk.pl
Port Officer on Duty	+ 48 (58) 348 11 59	dysz.portu@airport.gdansk.pl Sławomir Kurowski
Cargo Department	+ 48 (58) 348 12 75	s.kurowski@airport.gda.pl
Passenger Terminal Operating Department	+ 48 (58) 348 11 71	Marek Krajka m.krajka@airport.gdansk.pl
Operating Department	+ 48 (58) 348 11 28	Grzegorz Trzoska g.trzoska@airport.gdansk.pl
Teleenergetic Department	+ 48 (58) 348 13 16	Ireneusz Nalewaja i.nalewaja@airport.gdansk.pl
Personnel Department	+ 48 (58) 348 11 49	Elzbieta Fobke kadry@airport.gdansk.pl
Executive Lounge	+ 48 (58) 348 11 99	
Airport Security Guard	+ 48 (58) 348 11 30	Officer on duty
Airport Fire Department	+ 48 (58) 348 11 23	Officer on duty
Infrastructure Department	+ 48 (58) 348 10 35	Krzysztof Lange k.lange@airport.gdansk.pl
Air Traffic Agency		
Secretariat	+ 48 (58) 348 11 80	
Briefing	+ 48 (58) 348 11 56	

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10.7.2 Airport Ownership and Management

Current ownership structure of the airport

Gdansk Lech Walesa Airport Ltd. was established by virtue of corporate law on the day of signing the Public Notary act - April 30th, 1993. The company is governed by a General Meeting of Shareholders, a Supervisory Board and a Management Board. (The new company started its activity in the field of airport management in April 1994. In July 1997, the company name was changed to Gdansk-Trójmiasto Airport, and in 2003 - to the present name: Gdansk Airport. At the same time, the airport was named after Lech Walesa.)

The transformation enacted in the Notary act converted the Gdansk Lech Walesa Airport into an equity and free market oriented company, whose business activity should stimulate the development of the surrounding areas, and which exercises direct control over its overheads and expenditure.

The current ownership structure (in percentages) is:

“PolishAirports” State Enterprise – 37.61%

Pomeranian Region – 31.45%

Municipality of Gdansk – 29.45%

Municipality of Sopot – 0.35%

Municipality of Gdynia – 1.14%

The shares are not publicly traded on a stock exchange.

Current management structure at the airport

Port Lotniczy Gdańsk Ltd. is represented by the Management Board whose members are:

Włodzimierz Machczyński - PRESIDENT

Tomasz Kłoskowski - VICE-PRESIDENT

Number of employees working for the airport operator

The number of employees working for Gdansk Lech Walesa Airport was:

149 - at the end of 2002

149 - at the end of 2003

159 - at the end of 2004

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Ground handling service provision at the airport

The ground handling services for passengers and aircrafts are provided by LOT-Uslugi Lotniskowe w Gdansk (LOT-ULG), established in 1995 and capable of handling all types of passenger aircraft and the majority of cargo aircraft.

A certificate issued by the Civil Aviation Inspection Authority complies with the safety and professional quality of services. The compliance of technical handling of aircraft with the international JAR-145 requirements is additionally confirmed with a relevant certificate. LOT-ULG, which maintains high quality standards, is additionally certified with the ISO 9002:1994 quality management system, approved by the internationally recognised Lloyd's Register Quality Assurance company.

In the summer of 2000, LOT-ULG won the first prize awarded to agents servicing BA short distance and low frequency flights worldwide for the topmost quality of ground services rendered to British Airways aircraft. British Airways also recognised the quality of passenger services at the Gdansk Lech Walesa Airport as the best in Eastern Europe and in the eastern part of the Mediterranean Sea region in the 2000/2001 financial year.

Since 1996 the company has been a member of IATA Ground Handling Council - the organization associating ground handling agents and airlines worldwide. Apart from the standard scope of services, the company also offers hotel booking and land transport services.

Catering services available at Gdansk Lech Walesa Airport are rendered by the Mocny company. It operates its own catering base at the airport, suitably equipped for preparing on-board meals for all carriers who use Gdansk Lech Walesa Airport. The high quality of services provided by Mocny earned it a British Airways award for being one of the five best caterers of BA planes around the world.

Fuel services:

At Gdansk Lech Walesa Airport two types of fuel are obtainable on a continuous basis: aircraft AVGASS 100 LL fuel and fuel for the JET A-1 jet engines which are sold by the PETROLOT Ltd. fuel agent.

PETROLOT Company being jointly owned by the Polski Koncern Naftowy ORLEN oil corporation and LOT Polish Airlines, renders professional operational and technical services in compliance with international standards of fuel quality and security, supplies fuel to all types of planes, and renders tailor-made services suited to the individual needs of customers.

The company operates according to the ISO 9002 quality management system, approved by KEMA REGISTERED QUALITY and BUREAU VERITAS QUALITY INTERNATIONAL. It also possesses the AQAP-120:1995 quality system certificate.

To ensure both high quality of services, as well as safety and comfort of airlines, crew and aircraft owners, Gdansk Lech Walesa Airport signed aviation fuel supply contracts with SHELL Poland and TOTALFINAELF Poland. The LOTOS GROUP - a Gdansk-based national tycoon on the fuels market - is also considering the possibility of starting its operation here.

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Brief history of the airport, highlighting major events

The first civilian airport in Gdansk was set up after World War I following the adaptation of the military airfield built in 1910 in the Wrzeszcz district of Gdansk, formerly known as Langfuhr. This airport was administered by the Senate of the Free City of Gdansk. Since that date the airport adapted its role and status and its dynamic expansion resulted in the acquisition of new areas and infrastructure changes.

In the 1920s Gdansk Lech Walesa Airport was transformed into an international airport, also servicing transit flights. It was used by variety of airline companies, including the German-Russian Airlines DERULUFT (Deutsch-Russische Luftverkehrsgesellschaft), with flights between Berlin, Leningrad and Moscow. The very favourable aviation conditions provided for by the airport in Gdansk enabled the launch of regular flights between Gdansk and Warsaw, Szczecin, Elblag, Malbork, Königsberg (now Kaliningrad), Olsztyn and Berlin.

The first regular Polish air service was launched on September 5th 1922, provided by the Aerolloyd company. It employed Junkers F-13 type planes with twice daily flights on the Gdansk-Warsaw-Lw—w route. In the years 1922-1939 Gdansk Airport was used by the Junkers F-13, Fokker-VII/1M, PWS-24, Lockheed L-10A "Electra", Lockheed L-14H "Super Electra", Douglas DC-2 and Junkers JU-52 aircraft. The average number of passengers serviced illustrates the scope of the airport's activity at that time. Between 1929 and 1935 the airport handled approximately 1,500 passengers annually.

After 1974, the airport in Gdansk-Wrzeszcz serviced flights that provided direct connections between Gdansk and Warsaw, Szczecin, Bydgoszcz, Krakow, Wroclaw, Katowice and Rzeszow. Throughout this period the company gradually introduced new international flights. They were especially frequent in the summer season and serviced passengers flying to Copenhagen, Stockholm, Berlin, Budapest, Varna and Burgas. In addition, Gdansk maintained numerous charter connections with many international airports.

In response to the growing needs of this dynamically developing region the decision was taken to change the location of the airport from the city centre to an area with room for the growth of both Gdansk's aviation services as well as the Bay of Gdansk conurbation.

The first Polish airport built completely from scratch was launched on May 2nd 1974 in Gdansk-Rębiechowo.

Located on the Wysoczyzna Kaszubska upland, 10 kilometres west of Gdansk and 23 kilometres south of Gdynia, and occupying 240 ha, it created significant market potential for the servicing of air transport.

Alongside the political and industrial changes, the airport also changed. From April 30th 1993, the Gdansk Lech Walesa Airport company was transformed into a profit-oriented commercial company with an organisational structure fully complying with those that govern business activity in European Union countries. The introduction of market principles in the Polish economy also influenced the last infrastructure developments. In order to raise the quality of the services provided and to meet the requirements of passengers and carriers, a new passenger terminal was built according to European standards. In the Millenium year when Gdansk celebrated its 1,000th anniversary, on August 4th 1997, the first passenger was cleared in the new terminal.

Today, Gdansk Lech Walesa Airport is a part of the national, international and global transportation network. Being the third largest airport in Poland it serves as an auxiliary airport for Warsaw.

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10.7.3 Financial Issues

Financial performance
Financial performance – 2004 year in EUR Aeronautical € 3,706,000 Non aeronautical € 1,688,000 Operating profit before tax €374,000 Net profit €512,000

User charges	
<u>Current published fees and charges structure:</u>	
1. LANDING CHARGES	
1.1 The landing charge is payable for each landing of an aircraft at the aerodrome. This charge also includes the take-off charge.	
1.2 For aircraft of the maximum take-off weight MTOW up to 2 metric tonnes the landing charge, irrespective of flight type, amounts to 10.89 EUR (domestic), 22.69 EUR (EU/non-EU).	
1.3 For aircraft of the maximum take-off weight MTOW above 2 metric tonnes the landing charge is payable per each commenced tonne of the MTOW, irrespective of flight type, amounts to 7.26 EUR (domestic), 15.43 EUR (EU/non-EU).	
1.4 The charges specified in 3.2. and 3.3. shall be reduced by 50% for helicopters.	
2. DEPARTING PASSENGER CHARGES	
2.1. The departing passenger charge shall be payable for each departing passenger.	
2.2. The charge depends on traffic type and amounts to:	
International Passengers	Domestic Passengers
7.26 EUR	3.63 EUR
2.3. The following shall be exempt from the charge referred to in 4.2.:	
2.3.1. Transit passengers.	
2.3.2. Children under 2 years of age who are not entitled to occupy a separate passenger seat in the aircraft.	
3. PARKING CHARGES	
3.1 The parking charge is payable for the parking of aircraft in the area of the aerodrome designated for this purpose.	
3.2 The parking charge amounts to 1.12 EUR per each commenced tonne of the maximum take-off weight and each commenced 24 hours of parking regardless of the flight type. Parking time begins to run at the time of landing and terminates at the time of take-off.	
3.3 No charge as specified in 5.2 shall be imposed for parking time up to 4 hours.	

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4. CHARGES FOR ADDITIONAL SERVICES

4.1. Removal of contamination from aerodrome surfaces. The following charges for the removal of contamination from aerodrome surfaces caused or reported by aerodrome users shall be imposed for each commenced 10 sq m of cleaned area:

Description of charge

Removal of spilled fuel or grease	238.09 EUR
Removal of other contaminations	119.04 EUR
Additional snow removal, de-icing	66.96 EUR

4.2 Additional protection of aircraft during parking. The following charges shall be imposed for non-standard security services for aircraft parking at the aerodrome:

Description of charge

Aircraft protection by a special guard (EUR per hour per each guard)	29.76 EUR
Special lighting of the aircraft stand (EUR per 24 hrs) per 1 light source	22.32 EUR
Enclosure (fence) around the aircraft stand by means of plastic band with signal light system (EUR per 24 hrs)	52.08 EUR

Below are our fees and charges, which will soon be introduced after being ratified by Civil Aviation Office.

1. LANDING CHARGES

1.1 The landing charge is payable for each landing of an aircraft at the aerodrome. This charge also includes the take-off charge.

1.2 For aircraft of the maximum take-off weight MTOW up to 2 metric tonnes the landing charge, irrespective of flight type, amounts to 12.44 EUR.

1.3 For aircraft of the maximum take-off weight MTOW above 2 metric tonnes the landing charge is payable per each commenced tonne of the MTOW, irrespective of flight type, amounts to 6.22 EUR.

1.4 The charges specified in 3.2. and 3.3. shall be reduced by 50% for helicopters.

2. DEPARTING PASSENGER CHARGES

2.1 The departing passenger charge shall be payable for each departing passenger.

2.2 The charge depends on traffic type and amounts to:

International Passengers	Domestic Passengers
12.00 EUR	6.25 EUR

2.3 The following shall be exempted from the charge referred to in 4.2.:

2.3.1 Transit passengers.

2.3.2 Children under 2 years of age who are not entitled to occupy a separate passenger seat.

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3. PARKING CHARGES

- 3.1 The parking charge is payable for the parking of aircraft in the area of the aerodrome designated for this purpose.
- 3.2 The parking charge amounts to 1.12 EUR per each commenced tonne of the maximum take-off weight and each commenced 24 hours of parking regardless of the flight type. Parking time begins to run at the time of landing and terminates at the time of take-off.
- 3.3 No charge as specified in 5.2 shall be imposed for parking time up to 4 hours.

4 CHARGES FOR ADDITIONAL SERVICES

- 4.1 Removal of contamination from aerodrome surfaces. The following charges for the removal of contamination from aerodrome surfaces caused or reported by aerodrome users shall be imposed for each commenced 10 sq m of cleaned area:

Description of charge

Removal of spilled fuel or grease	273.77 EUR
Removal of other contaminations	136.88 EUR
Additional snow removal, de-icing	77.15 EUR

- 4.2 Additional protection of aircraft during parking. The following charges shall be imposed for non-standard security services for aircraft parking at the aerodrome:

Description of charge

Aircraft protection by a special guard (EUR per hour per each guard)	34.84 EUR
Special lighting of the aircraft stand (EUR per 24 hrs) per 1 light source	27.38 EUR
Enclosure (fence) around the aircraft stand by means of plastic band with signal light system (EUR per 24 hrs)	62.22 EUR

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10.7.4 Airport Traffic

Airport traffic history

	Passengers	Freight	Air Transport Movements
1999	249,913	1,233	10,512
2000	269,960	1,552	11,586
2001	319,174	1,953	14,052
2002	318,033	2,211	13,450
2003	365,036	2,686	14,346
2004	466,691	3,100	17,532

Source: Airport

2004 Breakdown	International	Domestic			
Regular	250,585	190,361	Transit	2,035	
Non-regular	21,153	2,557			
Cargo Import	1,436	480	Cargo Export	845,533	337,712

Source: Airport

Warsaw	WAW	190,361
Copenhagen	CPH	116,464
Frankfurt	FRA	54,551
London	LON	46,099
Munich	MUC	15,392
Hamburg	HAM	14,306
Dortmund	DTM	3,773

Source: Airport

Airlines	Dest. Airport	Dest. Code	Flts per week
SAS	Copenhagen	CPH	25
WIZZ AIR	Dortmund	DTM	3
LOT	Frankfurt	FRA	14
LOT	Hamburg	HAM	7
WIZZ AIR	London	LTN	5
Lufthansa	Munich	MUC	7
LOT			6
Air Lithuania	Oslo	OSL	5
LOT	Warsaw	WAW	46

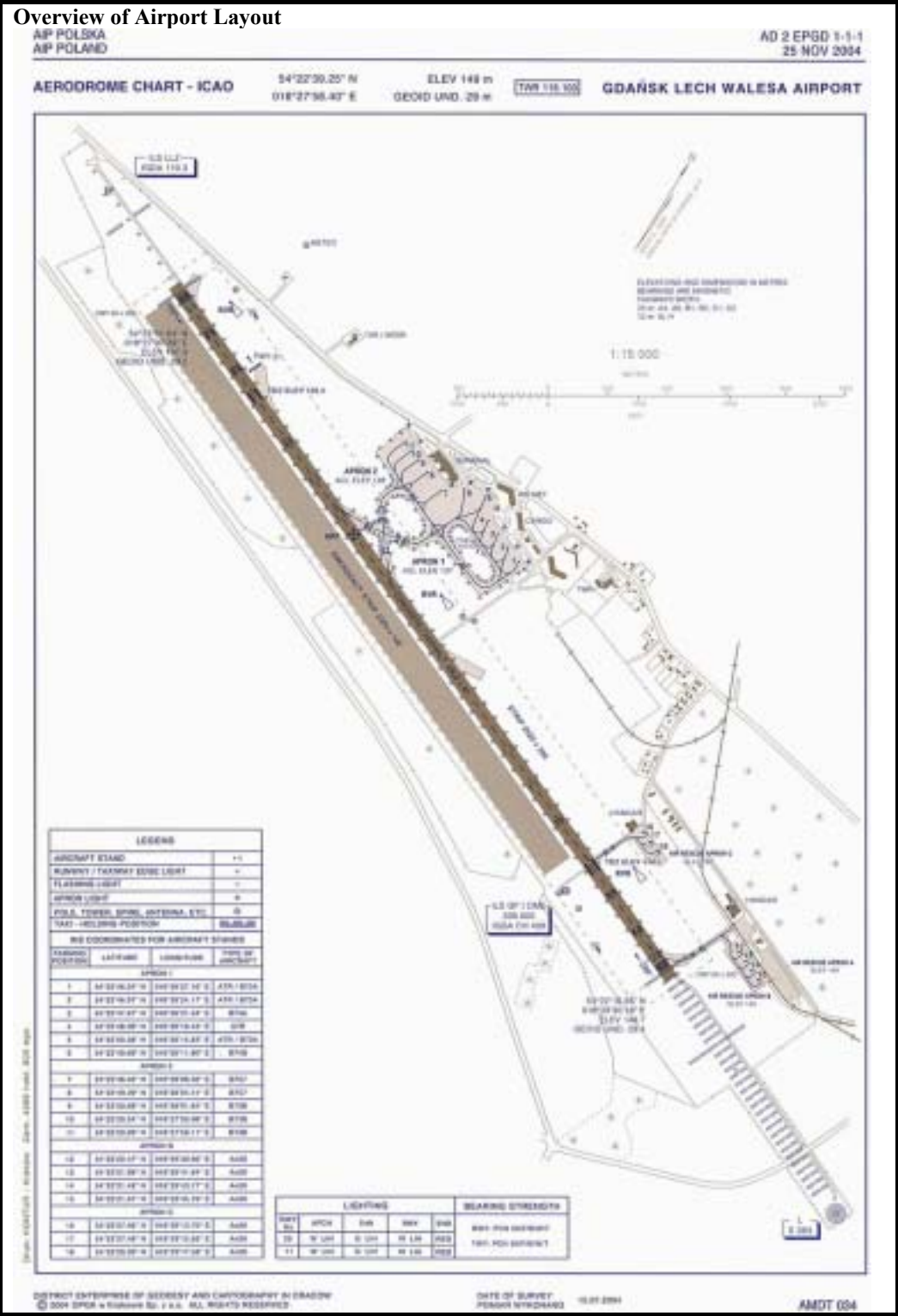
Source: Airport

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Future Traffic Forecast		
Forecast of future growth in passenger volume and cargo:		
year	passenger volume	cargo in kilograms
2004	466 691	3 100 496
2005	586 680	3 410 547
2006	704 016	3 751 602
2007	844 819	4 126 762
2008	971 542	4 539 438
2009	1 117 273	4 993 382
2010	1 229 001	5 492 720
2011	1 351 901	5 767 356
2012	1 487 091	6 055 724
2013	1 561 445	6 358 510
2014	1 639 518	6 676 436
2015	1 721 494	7 010 257
2016	1 755 923	7 150 462
2017	1 791 042	7 293 472
2018	1 826 863	7 439 341
2019	1 863 400	7 588 128
2020	1 900 668	7 739 891

Source: Airport

10.7.5 Runway Information



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Current Runway Capacity

	<u>Runway 1</u>	
Designation	11/29	
Length (m)	2,800	
ILS CAT	Type of aid, CAT of ILS/MLS for VOR/ILS/MLS give VAR	
Number of Peak Hour Departures	10.00 hrs – 13.00 hrs	
Number of Peak Hour Arrivals	10.00 hrs – 13.00 hrs	
Hourly Capacity Under IFR Flight Rules		
Average Movement Delay Rate (mins)		
Annual Movement Capacity	103,680 (departures and arrivals)	
Runway Operating Hours	24 hours	

Methodology for calculation of runway capacity

Annual capacity was calculated :
 12 operations / h * 24 h * 30 days * 12 months => 103,680

Factors limiting Runway capacity

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10.7.6 Terminal and Cargo Facilities

Terminal Capacity

Name of Terminal	Terminal Passenger Terminal		
Departing Passengers per hour	800 p/h		
Arriving Passengers per hour	800 p/h		
Transfer Passengers per hour			
Annual Capacity	1,000,000 (2004 year – 466,691)		

Methodology for calculation of terminal capacity
Annual capacity of terminal was calculated by specialists from Gdansk Lech Walesa Airport and Handling agent – LOT ULG.
Excess capacity
Terminal is currently at 50% of its capacity.
Main bottlenecks for terminal capacity

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Terminal Facilities (Passenger)

Name of Terminal	Terminal Passenger Terminal		
Terminal Total Floor Area	7,260 m ²		
Number of Check in desks	11		
Number of Self Service Check in machines			
Number of Passenger Security Screening Positions	4		
Number of Departure Baggage Belts	4		
Number of Departure Gates	4		
Number of Loading Bridges	-		
Number of Inbound Passport / Immigration Positions	3		
Number of Baggage Claim Units	1		
Number of Commercially Important Passenger Lounges	2		

Further detail on terminal passenger facilities

The passenger terminal is a modern four-storey building with complete infrastructure, designed in line with contemporary architectural trends. The terminal has three floors above ground and one underground floor. The capacity of the building is 38,500 cubic metres. It has 7,260 square metres of usable area. The estimated handling capacity of the terminal is 1,000,000 passengers per year.

Terminal and airport are under a 24-hour surveillance by the Security and Technical Control Centre, which operates with the following systems:

- CONRAC departures information system,
- DANPOLTHERM air - conditioning system,
- HONEYWELL fire - fighting system,
- GALLET baggage handling system,
- OTIS lifts and escalators system.

Following a survey conducted by the Pracownia Badan Społecznych Ltd. market research company passengers' preferences and their opinion on the quality of services rendered by regional airports in Poland, Gdansk Lech Walesa Airport was evaluated as follows:

- the best Polish airport in terms of the efficiency of passenger clearance
- the second best in terms of friendliness of airport staff
- the best in terms of the standard of the departure hall

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Retail Facilities

The passenger terminal offer includes:

- commercial services:
 - Kredyt Bank S.A. which offers a full range of banking services,
 - A Currency Express exchange office which additionally offers services such as the cashing of traveller's cheques, Western Union money transfers and cash dispensing from credit cards,
 - The Polish Post office,
 - Car rental offices representing international chains: Ale, AVIS, Budget, Europcar, Hertz, National CarRental,
 - A tourist information office which offers assistance with hotel booking,
 - Klikstravel and Orbis Travel tour operators, serving charter flights from Gdańsk and offering a broad range of tourist services related to selling package tours and organising trips for visitors to Gdansk,
 - Shops:
 - DEJWIS Jewellery specialising in amber products Gdansk is famous for,
 - A newsagent's representing the international RELAY chain,
 - Toiletries and alcoholic beverages offered by the international chain of duty-free shops EURO SHOP and by Baltona shops,
 - Restauracja Gdanska run by a famous Gdansk restaurateur,
 - Car park attendant counters of Poland Car Parking company,
 - Airline ticket offices and Travel Service GSA,
 - Aerobaltic - aircraft.
- other:
 - The Executive Lounge which offers services up to the highest standards, including professional attendance, a fine choice of drinks and meals, international newspapers and magazines, and an excellent AUDIO VIDEO system - all this combined with relaxation in a cosy atmosphere,
 - Offices for air carriers and the handling agent,
 - Customs Office, Border Guard, Police,
 - Advertisement display space and media,
 - An ecumenical chapel.

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Cargo Capacity

	Facility	2 nd Facility	3 rd Facility
Name of Cargo Facility	Cargo Terminal		
Description			
Annual Cargo Capacity (metric tonnes)	3,100.5 (2004 year)		
Total annual inbound cargo (metric tonnes)	1,917.3 (2004 year)		
Total annual outbound cargo (metric tonnes)	1,183.2 (2004 year)		
Share carried on cargo aircraft (%)	n.a.		
Total domestic cargo (metric tonnes)	818.1 (2004 year)		
Total international cargo (metric tonnes)	2,282.4 (2004 year)		

Further detail on cargo facilities

Gdansk Lech Walesa Airport runs its own cashier and stock management services with regard to national and international air-freight cargo, including valuable, dangerous and perishable goods. The areas occupied by these facilities, as well as their fittings, ensure a suitable quality of handling care.

The air-freight is serviced by regular scheduled CARGO aircraft of courier companies DHL and TNT as well as Lufthansa Cargo, British Airways and SAS trucks. The air-freight is also dispatched on regular passenger flights. This allows cargo to be shipped even to the most distant places around the world.

The rapidly increasing volume of air-freight has encouraged the management of Gdansk Lech Walesa Airport to begin construction work on a new cargo terminal for companies related to CARGO handling. The new office building will provide freight-forwarders and customs agencies with high quality office space, thereby contributing to a higher quality of services they offer. The building will also house the offices of fuel agents and the handling agent.

At the same time, work is under way on the development of a new CARGO Terminal concept to allow for handling scope to launch new regular flights.

Other Facilities

Aircraft Maintenance / Engineering Facilities

Hangar space for visiting aircraft - none.

Repair facilities for visiting aircraft - none.

Two hangars – one for visiting aircrafts and a second for repair facilities will be implemented during 2005 as the newest investments.

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Refuelling facilities
<p>Fuelling facilities/Capacity: AVGAS 100LL (8000 l). Two tank trucks for JET A-1 (60,000 l each), fuel depot (4 fuel tank 100,000 l each).</p> <p>Fuel payment conditions: The following forms of payment are accepted:</p> <p>a) credit cards: VISA, EUROCARD/MASTER CARD, AMERICAN EXPRESS</p> <p>b) fuel carnets: AIR BP, UNIVERSAL WEATHER AND AVIATION, AVCARD/OASIS, MULTISERVICE, AIR ROUTING, WORLD FUEL SERVICES Ltd.</p> <p>Compressed air is available.</p>
Winter Operating facilities
<p>De-icing facilities: Kittokori EFI 2000 LHC. Henlein/Mercedes (for fluid type II).</p> <p>Snow removal equipment: runway snow plough - 7, rotary plough - 2, snow blower - 5, spreader - 1, sprayer - 1.</p>

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10.7.7 Infrastructure Development

Major works in the last 5 years
Future Approved works
<ol style="list-style-type: none"> 1. Construction of new building for our cooperatives: -cost – approx. 734,196 EUR - date due to be completed – October 2005 2. Reconstruction of cargo terminal: -cost – approx. 149,328 EUR - date due to be completed – November 2005 3. Construction of new car park: -cost – approx. 199,104 EUR - date due to be completed – August 2005 4. Construction of two hangars for aircrafts and repair facilities: -cost – approx. 716,774 EUR - date due to be completed – September 2005

Long term development plan (master plan) for the airport
<p>The observed increasing number of passengers using Gdansk Lech Walesa Airport, the number of aviation and shipment operations, the forecasts concerning the further expansion of air-traffic, the increased number of tourists and the dynamic growth of the Pomeranian economy have encouraged the airport management to draw up plans for expanding the airport's infrastructure. The goal is to increase capacity, provide security for passengers and aircraft, upgrade the standard of services offered and protect the airport's surroundings.</p> <p>Investments are planned in response to the challenges the Airport will have to face in relation to the liberalization of the air transport market on which airports are going to compete with one another in an attempt to draw new carriers with both attractive airport charges and a modern infrastructure.</p> <p>The "PROGRAM AND LAND DEVELOPMENT PLAN FOR GDANSK LECH WALESA AIRPORT BY THE YEAR 2015 ", devised by the specialists, envisages the development of the airport over the designated time span, including new investment projects aimed at developing the airport's infrastructure. This applies also to other projects carried out by external investors, keen to develop the airport's surrounding areas.</p> <p>EXTENSION OF THE EXISTING TERMINAL AND CONSTRUCTION OF NEW PASSENGER TERMINALS</p> <p>The existing terminal is designed for a handling capacity of approximately 1,000,000 passengers a year. In view of the accelerated growth of the passenger traffic, its extension in the near future seems inevitable. In the meantime, a number of measures are planned with a view to upgrading the existing facility. As early as design and constructing phase of the passenger terminal, the attachment of passenger boarding bridges was envisaged. Security, control and monitoring systems provided in the passenger terminal are continually modernised and extended. At the same time, the works are drawing to a close on the adaptation of the existing building to the requirements imposed by the Schengen Treaty on trans-boundary traffic.</p> <p>The first stage of the passenger terminal extension is going to comprise the construction of a new module to the east of the existing facility, making full use of the available road system. As a result, the handling capacity of the new buildings will be doubled, and 2,000,000 passengers will be handled annually at the</p>

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airport.



In the second stage, terminal extension in the north-western direction is planned, including a change of the existing system of driveways and the construction of a parking complex on the grounds adjoining the airport.



The passenger terminals at the Gdansk Lech Walesa Airport are designed for a target handling capacity of around 3 - 4 million passengers a year.

Particular stages of terminal extension will be completed dependent on the rate of growth of passenger traffic at the airport in Gdansk. The handling capacity of passenger terminals will be gradually increased in response to the growing demand for air transport services as well as the challenges the Gdansk Airport is going to face in respect of both the quality of services offered and the security level guaranteed. The current dynamic growth of the volume of passengers serviced at the airport and the projected further increase in air traffic associated with the popularity of air travel as a means of transport give grounds to anticipation that the presented vision of Gdansk Lech Walesa Airport development will be implemented to the benefit of both the Airport and the entire region.

NEW CARGO TERMINAL

In view of the rapid increase in the volume of cargo handled at the airport, observed in the recent years, preparations have started for the construction of a new CARGO terminal to ensure undisturbed flow of air-freight.

The purpose-built new facility, fitted out with specialist equipment, will be able to service air-freight and

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cargo hauled by road. The capacity of the new CARGO terminal, geared up to handle all types of cargo, will satisfy Gdansk Lech Walesa Airport's needs resulting from the forecasted growth of cargo volume for some time to come. This project will raise the standard of cargo services provided by Gdansk Lech Walesa Airport and improve working conditions for the staff responsible for the supervision and monitoring of freight and freight service companies that operate at Gdansk Lech Walesa Airport.

The construction of the new CARGO Terminal is dependent on the increase in the volume of air-freight handled to a level exceeding the capacity of the existing terminal in respect of cargo handling and storage, with due consideration for the steady acceleration of cargo traffic, which generates decreasing demand for storage space despite the increasing volume of freight.

EXTENSION OF THE APRONS AND CONSTRUCTION OF EXIT TAXIWAYS AND TAXIWAYS

In line with the projected increase of aviation operations at Gdansk Lech Walesa Airport it will be necessary to develop those items of airport infrastructure that are directly tied with the take off, landing operations and parking of aircraft.

In order to receive a greater number of aircraft, including larger aircraft, the management plans to extend the main apron. The project envisages the location of gradually built new sections of the passenger terminal within this particular area.

The planned new Alfa2, Alfa3, Alfa6, Alfa7, and Alfa8 taxiways, connected with the main runway by six taxiways (with four new ones: Delta, Echo, Foxtrot, Golf operating in parallel to the already existing Bravo and Charlie ones) will lead to the extended main apron of the airport. This will enable an increase in the frequency of flight operations as well as the capacity of the runway.

There are also plans to modernise and extend apron B which is currently used for emergency medical flights. Some sections have been reserved in the direct vicinity of the planned Alfa7 taxiway for an apron and for a general aviation terminal.

DEVELOPMENT OF THE LIGHT NAVIGATION AIDS SYSTEM AND AIRCRAFT APPROACH GUIDANCE SYSTEMS

Simultaneously with the increase in air-traffic at Gdansk Lech Walesa Airport the management plans to launch new projects aimed at upgrading the airport's category and at improving the safety of aviation operations.

The navigational lighting system and the aircraft to the runway approach guidance systems are to be developed further.

To upgrade the navigational lighting system we plan to install runway centre line lights and to develop landing lights along the main direction of precise landing 29.

In 2004, the work on the installation of the PAPI lights on the ancillary runway no. 11 has started, to allow for instrument approach from both directions of the runway. As a result, the airport will gain extended operating possibilities in adverse weather conditions, which will have a major impact on the safety of aviation operations. For carriers, the investment means a decrease in the number of cancelled or delayed flights.

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CONSTRUCTION OF AN AIRCRAFT DE-ICING STATION

A de-icing station for aircraft is envisaged along the planned Alfa6 taxiway. The position should shorten the waiting time for take-offs during the winter. A closed circuit de-icing agent system will eliminate environmental pollution from harmful substances.

CONSTRUCTION OF A RAINWATER DRAINAGE SYSTEM

In its care for the environment and in striving to conform to all relevant standards, the airport management was tasked with building a rainwater drainage system. Once completed, the investment will prevent leakage into the ground of all harmful substances used during the winter to remove snow de-ice aircraft and runways. The planned investment will consist of a pipeline network with oil separators and a retention tank. The on-going monitoring of the airport's impact on the environment will determine further investment activity that should help to reduce the negative effects on the surrounding areas and the population.

10.7.8 Environment

Environmental Policy

10.7.9 Accessibility

Road Access (private vehicle)

The airport in Rebiechowo is located 10 km from the centre of Gdansk, about the same distance from the centre of Sopot, and 23 km from the centre of Gdynia. The continually expanding road system that connects the airport with the city centres allows drivers to cover the distances in about 15-20 minutes. The close vicinity of the Tri-city by-pass and junctions with state motorways nos. 1, 6 and 7 facilitates access from areas outside the Tri-city. The convenient location of the airport makes it easy for travellers and cargo carriers to transfer from air to road, and also to the railway network and seaports. Gdansk Lech Walesa Airport has its own railway siding that can be used for handling large lots of cargo dispatched by air.

Bus connections:

There are 3 bus connections directly to/from Gdansk Lech Walesa Airport:

1. Nr B – connection to/from Centre of Gdansk (railway station),
2. Nr 110 – connection to/from Gdansk Wrzeszcz,
3. Nr 510 – connection to/from Gdynia (railway station).

Taxi:

Taxi station is situated in front of the entrance to the terminal and is served by CITY PLUS TAXI – nr + 48 58 9686.

Car rentals:

Car rentals companies situated in passenger terminal: Ale, Avis, Budget, Europcar, Hertz, National Car Rental.

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Car Parking

There are 3 car parks near the passenger terminal with over 300 places.



Please find below fees charged.

Car Parks	0 - 2 hours every 0.5 hours	Every next hour	First 24 hours	Second 24 hours	Third 24 hours
Parking by hours or day and night parking red	0.8 EUR	1.2 EUR	12.9 EUR and the following 24 hrs		
Day and night parking green	0.8 EUR	1.2 EUR	12.9 EUR	11 EUR and the following 24 hrs	
Day and night parking yellow	0.8 EUR	1.2 EUR	12.9 EUR	11 EUR	9 EUR and the following 24 hrs
PROMOTION	7-8 days		29.9 EUR		
	9-15 days		37.3 EUR		

Public Transport Access - Rail

There is no rail link directly to the airport, though there are 3 local bus connections described below, which link the airport with main railway stations in Gdansk and Gdynia.

Public Transport Access – Bus and Coach

There are 3 local bus connections directly to/from Gdansk Lech Walesa Airport:

4. Nr B – connection to/from Centre of Gdansk (railway station),
5. Nr 110 – connection to/from Gdansk Wrzeszcz (railway station),
6. Nr 510 – connection to/from Gdynia (railway station).

Public Transport Access - Taxi

A taxi rank is located in front of the main entrance to the passenger terminal and is serviced by CITY PLUS TAXI – tel. +48 58 9686

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Access for Persons of Reduced Mobility
<ul style="list-style-type: none"> - adapted elevator - wheelchairs- - adapted toilets <p>Terminal can accommodate persons of reduced mobility.</p>

10.7.10 Key Issues and Other Information

Key issues for the airport over the next 5 years
<p>Key for the development of the airport is the negotiation with the neighbouring landowners. When the previous Master Plan was approved, the Spatial Plan allowed areas to build around the airport where now the new Master Plan foresees the expansion. As a result the land is now more expensive.</p> <p>Regarding the traffic, the document control is over-regulated and the Border Control does not allow the connection Katowice-Gdansk as part of the flight Katowice-Gdansk-Stockholm due to it being part of an international flight. This issue is pending to be resolved.</p>

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10.7.11 Gdansk Airport Photographs



Car park in front of the terminal



Bus stop outside the terminal

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International departures entrance



Domestic departures entrance



Information desks



LOT Check-in desks

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Domestic gate security control



Domestic boarding lounge and gate

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Terminal from the apron



International flights, Passport and luggage control

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International boarding gate and lounge



Passport Control

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International Flights, Baggage claim



Exit, International and Domestic

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10.8 Poznan Airport

10.8.1 Basic Airport Information

Airport Name	<input type="text" value="Port Lotniczy Poznań-Ławica"/>		
Airport Address	<input type="text" value="ul. Bukowska 285"/> <input type="text" value="60-189 Poznań"/> <input type="text" value="tel.: +48 (61) 849 20 00"/> <input type="text" value="fax: +48 (61) 847 49 09"/>		
Website Address	<input type="text" value="www.airport-poznan.com.pl"/>		
IATA Code	<input type="text" value="POZ"/>	ICAO Code	<input type="text" value="EPPO"/>
Managing Director / Chief Executive	<input type="text" value="Krzysztof Pawlowski"/>		

IATA Slot Coordination Level	<input type="text" value="3"/>
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(Level 1: Non-coordinated airport or Level 2: Schedules facilitated airport or Level 3: Fully coordinated airport)

Air Traffic Control & Navigation	
ATC Coverage (local or area control, who provides service)	<input type="text" value="local control – Polish Air Traffic Agency"/>
NDB	<input type="text" value="Yes"/>
DME	<input type="text" value="Yes"/>
VOR	<input type="text" value="Yes"/>
Other	<input type="text"/>

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Fire Fighting	
Fire Fighting Category	VII (B757-200 size) IX (B747-400 size) available on request
Maximum Aircraft Size	B747

Key airport contacts	
<ul style="list-style-type: none"> • KRZYSZTOF PAWLOWSKI –Managing Director, Company President pawlowski@airport-poznan.com.pl • ARLETA KRYSMANN – Financial Manager, Proxy, Head Financial Department ksiegowosc@airport-poznan.com.pl • KRZYSZTOF KRZYSZTOFIAK – Technical Manager, Head Technical and Investment Dept. • AGNIESZKA WALKIEWICZ – Marketing Manager, Head Trade & Marketing Dept. marketing@airport-poznan.com.pl • ELZBIETA TOMKOWIAK – Administration Manager • MIECZYSLAW NAPIERALSKI – Airport Emergency & Fire Rescue Chief Officer • JANUSZ WALACHOWSKI – Security Manager • EUGENIUSZ NESTORUK, JERZY BAUMANN, JERZY BRYCHCY, JAROSLAW STACHOWIAK, RYSZARD BIEGANSKI, EDMUND KOWALSKI- Airport Duty Officers • ALOJZY BRYL – President of the handling company – POZ-LOT Airline Services Ltd. alozzy.bryl@pozlot.com • LESZEK CICHY – Vice President of the handling company – POZ-LOT Airline Services Ltd. leszek.cichy@pozlot.com • ANDRZEJ KACIUBA – Passenger Handling Manager, POZ-LOT Airline Services Ltd. a.kaciuba@pozlot.com • GRAZYNA CZARNYWOJTEK – Cargo Handling Manager cargo@pozlot.com • MAGDALENA MAJCHRZAK, SLAWA JANKOWSKA, HANNA WALERIANCZYK – Passenger Handling Shift Supervisors checkin@pozlot.com 	

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10.8.2 Airport Ownership and Management

Current ownership structure of the airport

POZNAN – LAWICA AIRPORT LTD. SHAREHOLDERS:

- PPL – Polish Airports State Enterprise – 63.51%
- Wielkopolska Region – 11.82%
- Poznan City – 24.67%

Current management structure at the airport

POZNAN – LAWICA AIRPORT LTD. is responsible for airport management.

Number of employees working for the airport operator

2004 – 139 employees

Ground handling service provision at the airport

POZ-LOT AIRLINE SERVICES LTD.- ground handling agent, a third party provider. Responsible for: passenger & baggage handling, aircraft cleaning, ground transport, information, weight & balance of aircraft, lost & found baggage, general aviation assistance.

Tel: +48 61 8492341, Fax: +48 61 8492345, office@pozlot.com

PETROLOT – refuelling company, owned by LOT Polish Airlines

Tel: +48 61 8492367, a.milewski@petrolot.pl

MOCNY CATERING – provides catering for aircraft

Tel: +48 61 8492951, mocny.catering@interia.pl

Brief history of the airport, highlighting major events

1913	airfield opened
1919	Lawica airfield becomes Polish, thanks to the Wielkopolska Uprising
1921	first commercial flights to Gdansk and Warsaw, operated by Aerotarg
1925	School of Pilots launched at Lawica Airport
1925	first scheduled connection was launched, operated by newly-established “Aero” : Poznan - Warszawa – Poznan, followed by four more routes: Poznan - Lodz, Poznan – Katowice – Kraków, Poznan – Bydgoszcz – Gdansk.
1929	“Aero” merged with “Aerolot” and formed “LOT Polish Airlines”.
1934	the Poznan – Berlin route was launched, operated by LOT in cooperation with Lufthansa
1945	LOT Polish Airlines recommences service to/from Poznan-Lawica Airport,
1946	LOT commences direct flights between Poznan and Szczecin
1967	Poznan –Kraków route was launched, being operated on a seasonal basis
1970	the network of destinations was extended, by adding new seasonal destinations: Katowice and Rzeszów
1978	flights to Zielona Góra were launched
1958	1960 airport infrastructure modernization and development (apron and runway extension; navigation aids were installed)
1971-1975	further modernization of the airport; with runway being lengthened up to 2500 m; new ATC

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1989-1997	tower, passenger terminal extension passenger terminal extension
1993	first international scheduled service was launched by LOT: Poznan-Dusseldorf route
1995	flights between Poznan and Dresden were launched by Eurowings, followed by SAS commencing flights to Copenhagen
1997	new airport operator was established: “Poznan – Lawica Airport Ltd.”
1998	LOT launched new route: Poznan-Hannover
2001	opening of the Cargo Terminal
2001	opening of new Passenger Terminal, what enabled launching new connections and extended the passenger traffic capacity of the airport.
2002	Austrian Airlines launches the connection to Vienna
2002	LOT launches the Poznan – Frankfurt route
2003	opening of new General Aviation Terminal (n the “old” terminal building)
2003	EAE European Air Express launches the Poznan-Cologne/Bonn route
2003	LOT launches the Poznan-Munich route
2003	first Polish low-cost carrier-Air Polonia – launches the Poznan-London Stansted route
2004	Lufthansa first flight from Munich to Poznan
2004	new taxiway opened.
2005	DAUair, new regional German airline, launches flights to Dortmund and Berlin Tempelhof.

10.8.3 Financial Issues

Financial performance
<p>Financial data for 2004 year:</p> <p>Turnover: €4,762,106</p> <p>(aeronautical revenues: € 2,600,611, non-aeronautical revenues: €2,161,495)</p> <p>operating profit before tax: € 254,802</p> <p>net profit: €82,183</p>

User charges
<p>Current published fees and charges structure: (1 EUR = approx. 4 PLN)</p> <ol style="list-style-type: none"> 1. LANDING CHARGE – is payable for each landing of the aircraft; this charge covers take-off charges. <ul style="list-style-type: none"> • for aircraft with the maximum take-off weight (MTOW) up to 2 metric tonnes, the landing charge depending on aerodrome and flight type is as follows: INTERNATIONAL FLIGHT: €18; DOMESTIC FLIGHT: €9 • for aircraft with the MTOW over 2 metric tonnes is respectively: INTERNATIONAL FLIGHT: €6 / t DOMESTIC FLIGHT: €6 / t 2. DEPARTING PASSENGER CHARGE –payable per each departing passenger. Depending on the aerodrome and type of traffic is as follows: <ul style="list-style-type: none"> • PASSENGER IN INTERNATIONAL TRAFFIC: €6 • PASSENGER IN DOMESTIC TRAFFIC: €3 • Transit passengers and infants (children under 2 years old not entitled to occupy a separate seat aboard the aircraft), are excluded.

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3. PARKING CHARGE

Parking charge is collected for parking of the aircraft in the designed area of the aerodrome. The charge for every commenced tonne or part of the MTOW and for every commenced 24 hours or part of thereof is € 0.8. There is no charge if the parking time does not exceed 4 hours.

4. ADDITIONAL FEES – charged for services available on request, including:

- removal of contamination from aerodrome surfaces
- additional removal of snow or de-icing
- extra protection of the aircraft during parking

All the fees require official approval from ULC- Polish Civil Aviation Office. Afterwards, the charges need to be published in AIP – Polish aeronautical information bulletin.

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10.8.4 Airport Traffic

Airport traffic history			
YEAR	TOTAL PAX TRAFFIC	TOTAL FREIGHT	AIRCRAFT MOVEMENTS
1995	68,514	n/a	8,046
1996	101,134	n/a	10,324
1997	132,553	n/a	11,574
1998	170,035	n/a	11,706
1999	186,768	n/a	11,137
2000	227,784	885.47 t	13,225
2001	227,914	819.56 t	15,397
2002	227,498	970.03 t	13,007
2003	263,551	1,663.64 t	14,174
2004	380,676	1,528.36 t	16,405

Source: Airport

YEAR	CARGO (t)	MAIL (t)	TOTAL FREIGHT (t)
2002	598	372.03	970.03
2003	1,232	431.64	1,663.64
2004	1,092	436.36	1,528.36

Source: Airport

There were no transfer passengers during the last 10 years; the airport serves point-to-point traffic.

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Current Flight Programme

1. SCHEDULED TRAFFIC

Airline	Dest. airport	Dest. code	Flts. Per week
EAE EuropeanAirExpress	Cologne/Bonn	CGN	3
SAS	Copenhagen	CPH	6
DAUair	Dortmund	DTM	6
LOT	Frankfurt	FRA	14
DAUair	Hannover (to be launched)	HAJ	5
Wizzair	London Luton (to be launched)	LTN	4
LOT	Munich	MUC	14
Lufthansa	Munich	MUC	6
Ryanair	London Stansted (to be launched)	STN	7
DAUair	Berlin-Tempelhof	THF	2
Austrian Airlines	Vienna	VIE	6
LOT	Warsaw	WAW	26

Source: Airport

2. CHARTER TRAFFIC

Dest. Airport	Airline	Aircraft type
Hurghada	AMC Aviation, Fischer Air Polska	MD-83, B-757
Sharm-El-Sheikh	AMC Aviation	MD-83
Antalya	Sun Express, MNG, SkyAirlines, World Focus Airways	B-737, MD-80
Bodrum	Fly Air	737-300 / MD-83
Dalaman	MNG, Fischer Air Polska, Sun Express	B-737, MD-80, B-757
Malaga	Fischer air Polska	B737-300 / 757
Tunis	Tunisair	737-600
Djerba	Tunisair	737-600
Monastir	Tunisair	737-600
Rhodos	Centralwings, Fischer Air Polska	B-737, 757
Heraklion	Centralwings, Fischer Air Polska	B-737, 757
Palma de Mallorca	Centralwings	B-737

Source: Airport

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Future Traffic Forecast

	Scheduled				Non-scheduled					
	Domestic		International		Domestic		International			
	arrival	departure	arrival	departure	arrival	departure	arrival	departure	Transit	TOTAL
2004	48,190	46,633	72,651	77,004	574	680	50,171	49,786	34,987	380,676
2005	48,672	47,099	73,378	77,774	580	687	50,673	50,284	40,235	389,382
2006	51,106	49,454	108,378	112,774	609	721	53,207	52,798	45,466	474,513
2007	53,661	51,927	138,378	142,774	639	757	55,867	55,438	51,377	550,818
2008	56,344	54,523	168,378	172,774	671	795	58,660	58,210	58,056	628,411
2009	59,161	57,249	198,378	202,774	705	835	61,593	61,121	65,603	707,419
2010	62,119	60,111	228,378	232,774	740	877	64,673	64,177	74,131	787,980

Source: Airport

Freight (metric tonnes)	Loaded		Unloaded		Total:
	Domestic	International	Domestic	International	
2004	305.36	253.27	439.32	530.43	1,528.38
2005	320.63	265.93	461.29	556.95	1,604.8
2006	336.66	279.23	484.35	584.8	1,685.04
2007	353.49	293.19	508.57	614.04	1,769.29
2008	371.16	307.85	534	644.74	1,857.75
2009	389.72	323.24	560.7	676.98	1,950.64
2010	409.21	339.4	588.74	710.83	2,048.18

Source: Airport

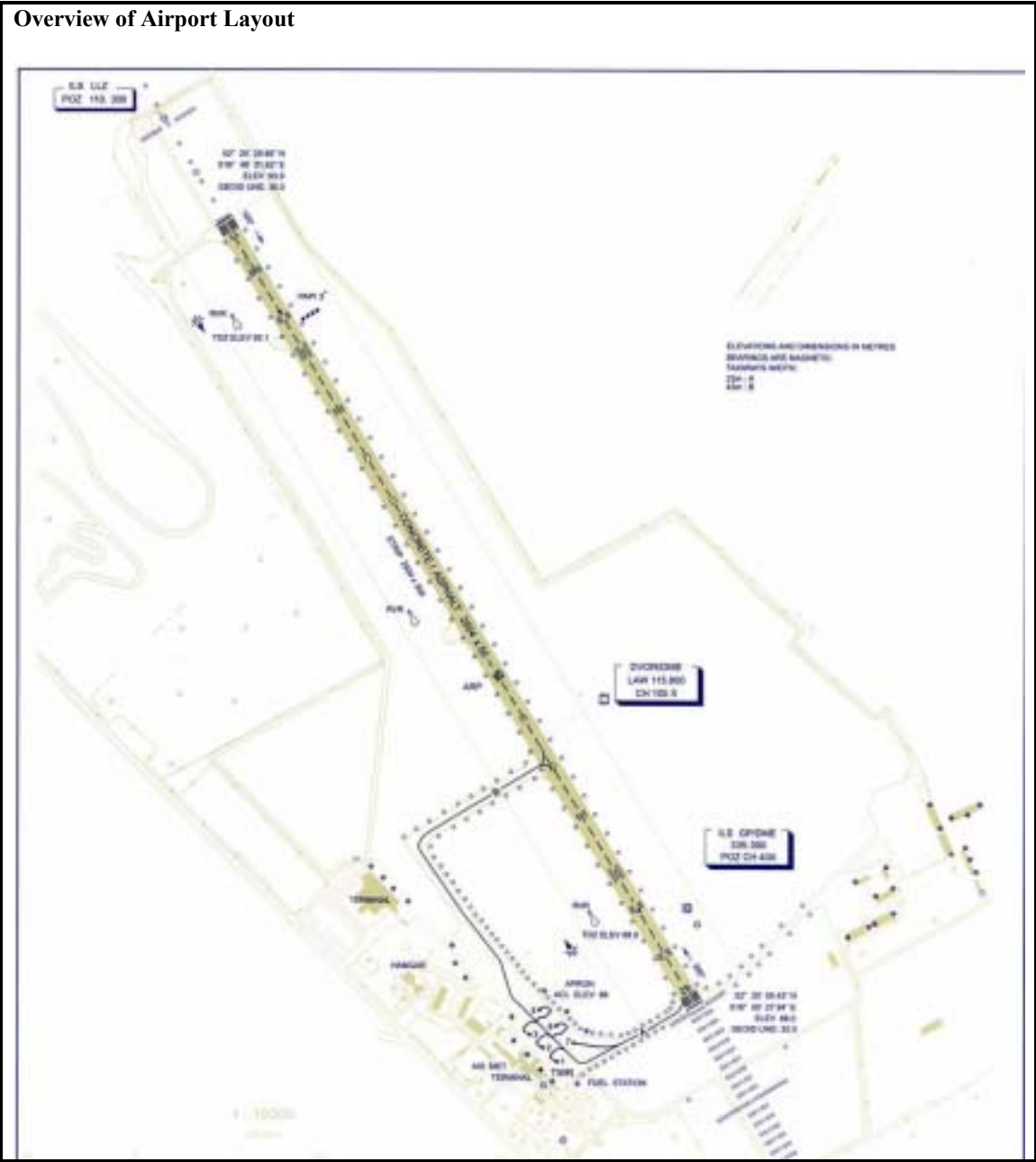
Air transport movements	Scheduled		Non-scheduled		Total:
	Domestic	International	Domestic	International	
2004	3,634	4,765	3,616	4,390	16,405
2005	3,156	3,996	2,968	4,289	14,409
2006	3,156	6,480	3,116	4,503	17,255
2007	3,156	7,668	3,272	4,728	18,824
2008	3,156	8,856	3,436	4,964	20,412
2009	3,156	9,396	3,608	5,212	21,372
2010	3,156	9,936	3,788	5,473	22,353

Source: Airport

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10.8.5 Runway Information

Overview of Airport Layout



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Current Runway Capacity

Runway 1		
Designation	11-29	
Length (m)	2504 m	
ILS CAT	Cat. I for RWY29	
Number of Peak Hour Departures	3	
Number of Peak Hour Arrivals	3	
Hourly Capacity Under IFR Flight Rules		
Average Movement Delay Rate (mins)		
Annual Movement Capacity	195,000 movements	
Runway Operating Hours	24 hours	

Methodology for calculation of runway capacity

Estimation according to ICAO methodology.

Factors limiting Runway capacity

TAXIWAYS CONFIGURATION – TWO TWY'S, PERPENDICULAR TO THE RUNWAY,
THERE IS NO PARALLEL TWY TO THE RWY
ATC- MILITARY AERODROME IN EPPO CTR.

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10.8.6 Terminal and Cargo Facilities

Terminal Capacity

Name of Terminal	Terminal		
	New Passenger Terminal		
Departing Passengers per hour	450		
Arriving Passengers per hour	430		
Transfer Passengers per hour	50		
Annual Capacity	1,500,000		

Methodology for calculation of terminal capacity
IATA and ICAO
Excess capacity
Currently the traffic reaches nearly 400,000 passengers annually, so the terminal still has some remaining capacity.
Main bottlenecks for terminal capacity
There are not enough check-in desks, particularly during summertime peak hours, when there are many charter flights. Passport and security control is another bottleneck.

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Terminal Facilities (Passenger)

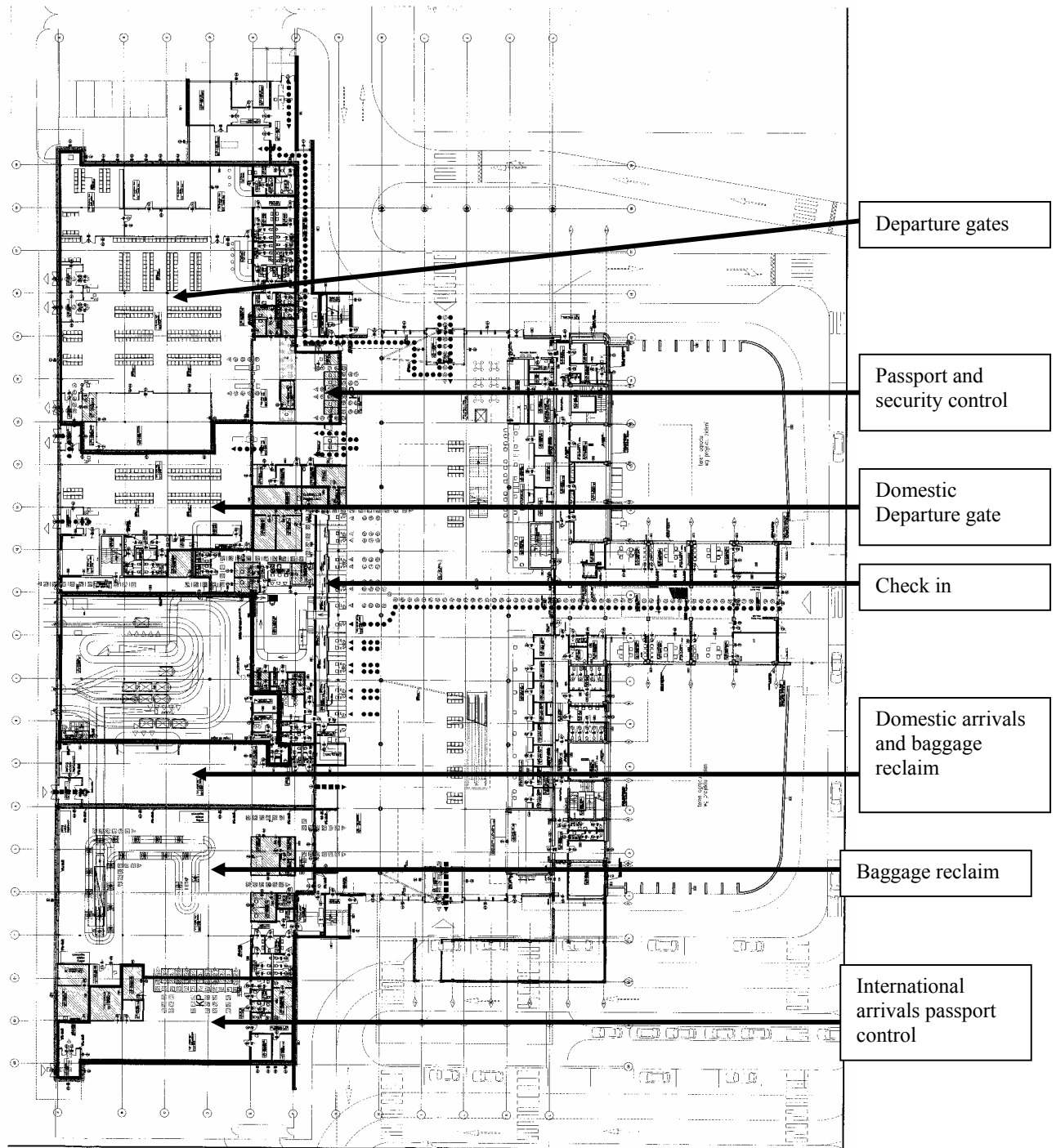
Name of Terminal	Terminal New Passenger Terminal		
Terminal Total Floor Area	14,000 m2		
Number of Check in desks	16		
Number of Self Service Check in machines	0		
Number of Passenger Security Screening Positions	3		
Number of Departure Baggage Belts	2		
Number of Departure Gates	6		
Number of Loading Bridges	n.a.		
Number of Inbound Passport / Immigration Positions			
Number of Baggage Claim Units	2		
Number of Commercially Important Passenger Lounges	2		

Further detail on terminal passenger facilities

The Terminal was opened on November 4th, 2001. The architectural design is twenty-first century and fulfils all requirements at the highest standard. The terminal is fully air-conditioned, offers restaurant, snack bars, cafe, art gallery, newsagent, view point, bank, cash dispensers, rent-a-car stands, internet cafe and a liquor store. Duty-free shops are available for passengers on international flights. The terminal has been adapted to fulfil the needs of disabled passengers. A Business Class Executive Lounge and VIP room is also available.

There are clear and consistent signs throughout the airport operational areas in both Polish and English.

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Layout plan of terminal building

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Number of parking stands
1 x SUPER HEAVY (B747 / A330) 3 x HEAVY (DC10 / MD11/ IL62) 3 x LIGHT (727 / 737 /MD80) 3 x ULTRA LIGHT (ATR / ER4) ACCESS TO THE TERMINAL BY COACH
Retail Facilities
cash dispenser: 2 travel agencies: 4 newsagents: 2 +1(located in domestic departures area) cafe: 1 restaurant: 1 snack bar: 1 +2 (in departures area) art gallery: 1 hair stylist: 1 internet cafe: 1 + 1(located in Business Executive Lounge) liquor store: 1 car rental stands: 4 bureau de change: 2 duty free shops: 2

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Cargo Capacity

	Facility	2 nd Facility	3 rd Facility
Name of Cargo Facility	none		
Description			
Annual Cargo Capacity (metric tonnes)			
Total annual inbound cargo (metric tonnes)			
Total annual outbound cargo (metric tonnes)			
Share carried on cargo aircraft (%)			
Total domestic cargo (metric tonnes)			
Total international cargo (metric tonnes)			
Further detail on cargo facilities			

Other Facilities

Aircraft Maintenance / Engineering Facilities
Not available
Refuelling facilities
Jet A-1, AVGAS
Winter Operating facilities
De-icing facility: “Elephant” de-icing device 4 x runway snow plough 3 x heavy snow blower 5 x runway sweeper

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10.8.7 Infrastructure Development

Major works in the last 5 years		
1 EUR = approx 4 PLN		
Title	Cost	Date completed (year)
Extension and modernisation of the apron	€425,000	2000
Further extension and modernisation of the apron	€1.25m	2001
building of a new cargo terminal	€1m	2001
completion of New Passenger terminal building	€17m	2001
Extension and modernisation of the apron	€0.75m	2002
Modernisation of the runway	€2.5m	2002
Works started on building a new taxiway	€100,000	2002
Modernisation of the General Aviation Terminal	€90,000	2003
Completion of the construction works of the new taxiway	€425,000	2004
Modernisation of the airport fence (railing)	€85,000	2004
New baggage security, control and screening system	€600,000	2004
Future Approved works		
<p>Further investments in the airport infrastructure include:</p> <ul style="list-style-type: none"> • extension of the taxiways • noise monitoring • new base for Airport Fire and Rescue Dept. • modernization of the technical base • building of a de-icing station • building of a heliport • building of an airport hotel • extension of the passenger terminal. 		

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Long term development plan (master plan) for the airport



Development till the year 2010:

- further enlargement of the apron
- building of a taxiing route connecting the new apron with the runway
- elongating of the runway (300 m)
- building of the heliport
- building of the de-icing station
- progressive development of the Passenger Terminal
- progressive development of the Cargo Terminal
- development of the fuel station
- development of the General Aviation Terminal together with air-shed for 3-5 aircrafts and police helicopter.

Together with development of the airport and the growing increase in passenger numbers there pressure to develop the "airport city":

- building of the sport and recreation centre
- building of the health centre for airport staff
- building of the petrol station in Bukowska street
- building of the multi-stories car parks for 1756 places (for airport staff, trucks near Cargo Terminal, hotel underground park, in front of the Terminal)
- building of a hotel (200 beds) with conference rooms, located in the east side of the Terminal
- building of the expositions area in the west side of the Terminal - outpost of the Poznań International Fairs
- modernization of Bukowska street



Development to the year 2020

- development of The Passenger Terminal
- building of "the airport city".
- building of a car park for 2320 places
- modernisation of the pavements
- maintaining of the green areas

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10.8.8 Environment

Environmental Policy
None currently.

10.8.9 Accessibility

Road Access (private vehicle)
The airport is located on Bukowska street (a one-lane street), one of the most important streets in Poznan, leading directly to the city centre. The distance from the centre is 7 km. partly by two lane road.
Car Parking
273 guarded parking spaces 60 non-guarded parking spaces Tariff: 30 min – €1 1 hour – €1.5 1.5 hours – €2 2 h – €2.5 3 h – €3.5 6 h – €5 12 h – €7.5 + 2hours of tolerance 1 day – €12.5 + 2 hours of tolerance 2 days – €22.5 + 4 hours of tolerance 3 days – €30 + 4 hours of tolerance 7 days – €37.5 + 12 hours of tolerance
Public Transport Access - Rail
There is no rail link to the airport.
Public Transport Access – Bus and Coach
There are two bus routes to the airport: <ul style="list-style-type: none"> Bus route “59” – the bus departs from the BALTYK bus station, and stops at the “Wyszeborska” station, 300 m from the terminal Bus route “78” – the bus departs from “Szarych Szeregów” and goes through the northern and central part of Poznan, and ends at the terminal entrance area. Both routes are served by a local bus service company (public).
Public Transport Access - Taxi
Taxi 9191 is the sole operator.

Access for Persons of Reduced Mobility

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The airport is fully able to meet the demands of handling passengers with reduced mobility. There are no obstacles or restrictions.

10.8.10 Key Issues and Other Information

Key issues for the airport over the next 5 years

The airport has sufficient capacity for several years. The main issue is the commercial development of all kinds of traffic, scheduled, LCC, and domestic with cities other than Warsaw.

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10.8.11 Airport Photographs



Terminal building.



Car park opposite the terminal entrance

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Departures concourse and check in area



Entrance to departures

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Passport control and baggage areas



Departure gate area

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Airside view of terminal



Arrivals – passport control area

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Arrivals – domestic baggage claim area



Arrivals – international baggage claim

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Taxi and bus stop area

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10.9 Wrocław Airport

10.9.1 Basic Airport Information

Airport Name	<input type="text" value="Port Lotniczy Wrocław S.A."/>		
Airport Address	<input type="text" value="Port Lotniczy Wrocław S.A.
ul.Skarżyńskiego 36
54-530 WROCLAW"/>		
Website Address	<input type="text" value="www.airpot.wroclaw.pl"/>		
IATA Code	<input type="text" value="WRO"/>	ICAO Code	<input type="text" value="EPWR"/>
Managing Director / Chief Executive	<input type="text" value="Mr. Andrzej Barski"/>		

IATA Slot Coordination Level	<input type="text" value="3"/>
-------------------------------------	--------------------------------

(Level 1: Non-coordinated airport or Level 2: Schedules facilitated airport or Level 3: Fully coordinated airport)

Air Traffic Control & Navigation	
ATC Coverage (local or area control, who provides service)	<input type="text" value="Service Provider PATA"/>
NDB	<input type="text" value="Yes"/>
DME	<input type="text" value="Yes"/>
VOR	<input type="text" value="No"/>
Other	<input type="text" value="ILS"/>

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Fire Fighting	
Fire Fighting Category	Declared CAT 7 (B757-200 size)
Maximum Aircraft Size	

Key airport contacts
<p>Mr Andrzej Barski, President and C.E.O, (48.71) 3531.310, a.barski@airport.wroclaw.pl</p> <p>Mr Zbigniew Salek, Vice President R&D, Deputy Director, (48.71) 3581.312, z.salek@airport.wroclaw.pl</p> <p>Mr Leszek Karwowski, Vice President, Marketing and Organization (48.71) 3581.302, l.karwowski@airport.wroclaw.pl</p> <p>Mr Roman Gil, Aviation Security Director, (48.71) 3581.315,</p> <p>Mrs Barbara Adamczyk, Financial Director, (48.71) 3581.313,</p> <p>Mrs Barbara Kras, Lawyer, (370 5) 2739327, (48.71) 3581.307</p>

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10.9.2 Airport Ownership and Management

Current ownership structure of the airport

The shareholders of Wrocław Airport Co. are:
The State Enterprise "Polish Airports" - 47.78% stocks
The City of Wrocław - 32.76% stocks
The Lower Silesian Provincial Government - 19.46% stocks

The current share capital of the company is 73,742,500.00 PLN (18,353,036 EUR)

Current management structure at the airport

Director General is responsible for airport management.

Number of employees working for the airport operator

144 employees (31.12.2004)

Ground handling service provision at the airport

There is one company providing ground handling services at the airport: WRO-LOT Airline Services Ltd. (WRO-LOT Usługi Lotniskowe Sp. z o.o.) is the third party provider:

- a. Member of IATA Ground Handling Council;
- b. Airport Handling Agent Certificate (AHAC);
- c. ISO 9001:2000 Certificate conferred by Lloyd's Register Quality Assurance.

SITA; WROWHLO; www.wrolot.com.pl, (tel. (48 71) 37 37 821, fax: (48 71) 37 37 820), WRO-LOT Airline Services Ltd. Has been found competent to conduct ground handling services within following areas:

- a. Ground administration and supervision
- b. Passenger handling
- c. Baggage handling
- d. Aircraft services
- e. Flight operations and crew administration
- f. Catering services

Brief history of the airport, highlighting major events

June 1945	civil aviation activities started with circular airlink Warsaw - Lodz - Poznan - Wrocław - Katowice - Lodz – Warsaw,
1952/1953	Wrocław - Strachowice airfield enlarged and modernised (a concrete runway built),
1958	civil airport activities returned from Gdów Mały to Strachowice,
1958-1992	scheduled airlinks to Warsaw, Cracow and Rzeszów as well as seasonal ones to Gdansk, Szczecin and Koszalin operated,
June 1990	a decision to create a joint stock company Port Lotniczy Wrocław SA taken by Municipal and Provincial Authorities,
January 1992	joint stock company Port Lotniczy Wrocław SA established,
December 1992	concession for economic activity at Strachowice Airport given to Port Lotniczy Wrocław SA,

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January 1993	property and employees of "Polish Airports" State Enterprise taken over by Port Lotniczy Wrocław
January 1993	Wrocław - Frankfurt/Main - the first international airliner at Wrocław Airport launched,
April 1993	airlink Wrocław -Düsseldorf launched,
March 1996	another airlink Wrocław - Frankfurt/Main launched,
January 1998	airlink Wrocław - Vienna launched,
April 1998	airlink Wrocław - Copenhagen launched,
November 1999	airlink Wrocław - Munich launched,
April 2004	from April 2004 to October 2004 a route Wrocław - Paris was operated,
November 2004	a new Wrocław - London daily route starting from the 24th March 2005 was announced
€1m	new Airport Fire Station open, January 2000
€1m	modernisation apron, 2000
€ 0.5 m	modernisation runway
€ 0.4 m	modernisation fire way
€ 0.4 m	modernisation taxiway

10.9.3 Financial Issues

Financial performance
<p>Turnover for 2004: aeronautical – 22,869,547.22 PLN (5,691,773EUR) non-aeronautical – 5,201,259.38 PLN (1,294,489EUR) Operating profit 2,908,073.26 PLN (723,761EUR) Net profit 2,705,929.58 (673,451EUR)</p> <p>1 EUR = approx 4 PLN</p>

User charges
<p>Current published fees and charges structure:</p> <p>Current charges and fees are:</p> <ol style="list-style-type: none"> 1. Landing fee – to 2 MTOW 29.99 PLN (7.46EUR) + 22 % VAT (domestics), 65.88 PLN (16.40EUR) (international) 2. Landing fee - above 2 MTOW 20.97 PLN (5.22EUR) + 22% VAT per 1 MTOW (domestics), 47.91 PLN (11.92EUR) 1 MTOW (international) 3. Passenger fee – 17.97 PLN (4.47EUR) + 22 % VAT per a departing passenger (domestics), 32.94 PLN (8.20EUR) per a departing passenger (international), 4. Parking charge – 4.49 PLN (0.25EUR) per 1 MTOW per 24 h, if parking last longer than 4 hours. <p>1 USD = 2.9944 PLN (4.03.2005)</p> <p>User charges are regulated by 2005-05-09 Act No. LER3-KM-4051- 35/05 issued by the government of the Republic Poland- Civil Aviation Office (ULC).</p>

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10.9.4 Airport Traffic

Airport traffic history

	Passengers	Air Transport Movements	Freight
1994	93,801	5,298	1,169.5
1995	122,346	5,820	1,210.2
1996	136,024	6,358	1,089.4
1997	146,760	7,808	1,116.7
1998	173,990	9,468	870.9
1999	191,502	10,333	627.6
2000	210,873	11,858	2,548.2
2001	247,537	12,476	1,172.4
2002	242,821	11,040	1,570.7
2003	284,334	12,395	1,183.2
2004	359,887	18,509	946.4

Source: Airport

2004 Breakdown			
Schengen		Non-Schengen	
International	166,313	Domestic	193,574
Cargo Total	946.44 t	Cargo Mail	541.24 t

Source: Airport

	Warsaw	Frankfurt	Munich	Copenhagen	Vienna	Cologne	Leipzig	Paris
2000	131,840	20,879	6,861	19,669	6,036	-	-	-
2001	153,010	16,179	12,805	24,516	6,084	-	-	-
2002	150,311	20,319	17,629	20,782	-	-	-	-
2003	166,634	21,229	34,601	16,903	-	1,284	35	-
2004	190,985	26,783	47,468	13,901	-	2,763	12	6,166

Source: Airport

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Current Flight Programme

Airlines operate flights to 5 destinations (Warsaw, Frankfurt/Main, Copenhagen, London/Stansted, and Munich)

Airline	Dest. Airport	Dest. code	Flts per week
Cimber Air	Copenhagen Apt	CPH	4
LOT - Polish Airlines	Frankfurt Apt	FRA	7
LOT - Polish Airlines	Munich Airport	MUC	7
Lufthansa Airlines	Munich Airport	MUC	10
Ryanair	London Stansted Apt	STN	7
LOT - Polish Airlines	Warsaw	WAW	41

Source: OAG

Charter:

PLL LOT, Air Memphis, MNG Airlines, Sun Express, AMC Airlines, Lotus Air, Tunis Air, Hemus Air, Bulgarian Aviation Company, Bulgarian Air Sofia (głównie B737)

Source: Airport

Future Traffic Forecast

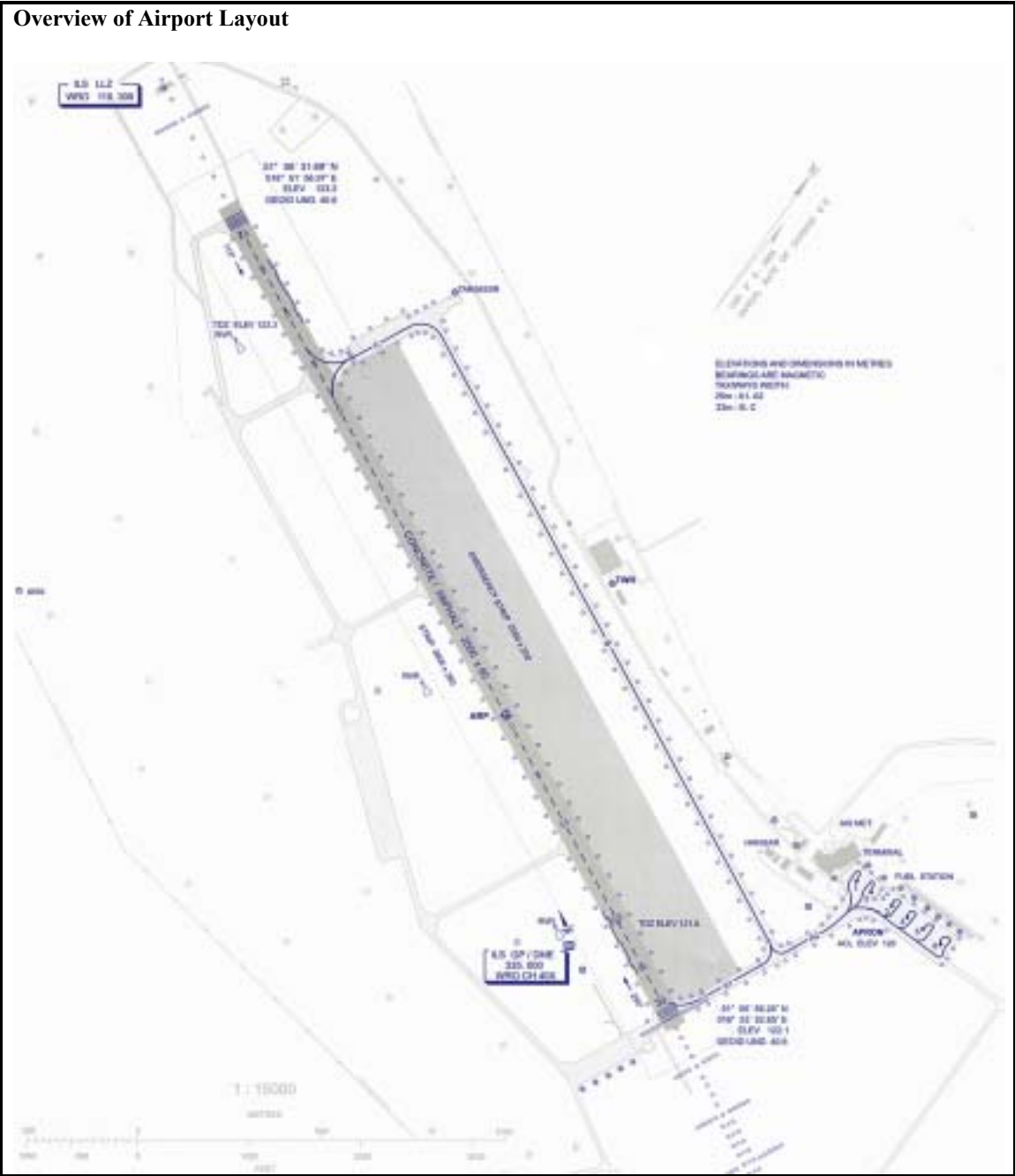
Year	Passenger	ATM
2005	470,000	24,100
2006	610,000	28,530
2007	800,000	31,580
2010	1,042,800	33,600
2015	1,308,000	36,700
2020	1,465,000	39,300

Source: Airport

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10.9.5 Runway Information

Overview of Airport Layout



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Current Runway Capacity

Runway 1		
Designation	12/30	
Length (m)	2,500 m	
ILS CAT	CAT I	
Number of Peak Hour Departures	Peak hrs 06.00-8.00 a.m.	
Number of Peak Hour Arrivals	Peak hrs 07.00-10.00 p.m.	
Hourly Capacity Under IFR Flight Rules	25	
Average Movement Delay Rate (mins)	None	
Annual Movement Capacity	80,000 movements	
Runway Operating Hours	24 hours	

Methodology for calculation of runway capacity

--

Factors limiting Runway capacity

Runway is 2,500m long and 60 m wide, PCN-57
 Not enough taxiways
 Only 6 aircraft parking stands

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10.9.6 Terminal and Cargo Facilities

Terminal Capacity

Name of Terminal	Terminal		
	Tallinn Airport Passengers' Terminal		
Departing Passengers per hour	320		
Arriving Passengers per hour	320		
Transfer Passengers per hour	None		
Annual Capacity	600,000		

Methodology for calculation of terminal capacity
IATA and ICAO.
Excess capacity
Currently the airport is operating at 80% of total passenger capacity.
Main bottlenecks for terminal capacity
Number of check-in-desks and passenger gates.

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Terminal Facilities (Passenger)

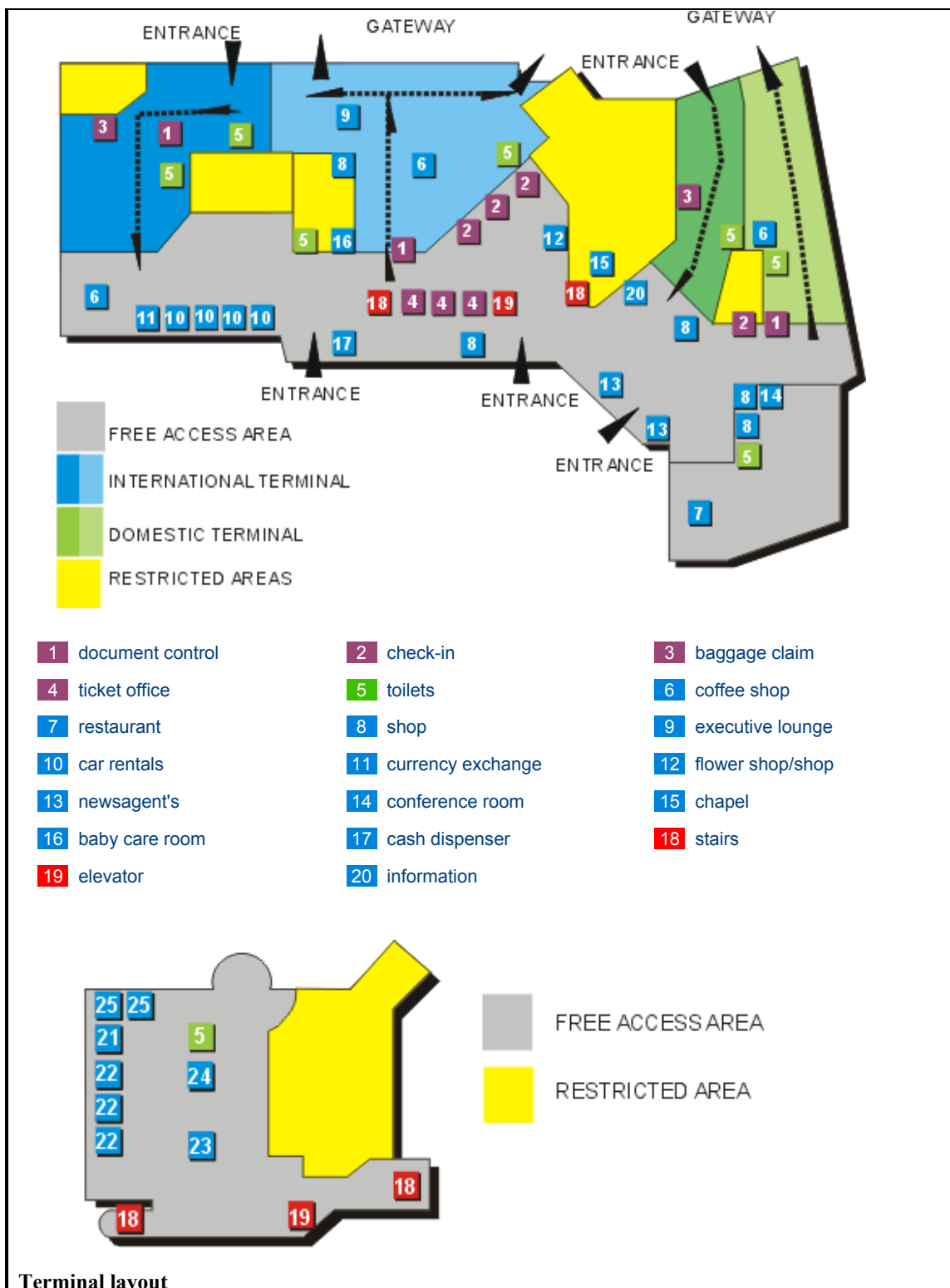
Name of Terminal	Terminal Passengers' Terminal		
Terminal Total Floor Area	2,000 m2		
Number of Check in desks	11		
Number of Self Service Check in machines			
Number of Passenger Security Screening Positions	5		
Number of Departure Baggage Belts	2		
Number of Departure Gates	4		
Number of Loading Bridges			
Number of Inbound Passport / Immigration Positions	4		
Number of Baggage Claim Units	2		
Number of Commercially Important Passenger Lounges	1		

Further detail on terminal passenger facilities

VIP Lounge, Business Lounge, Currency Exchange, Car Rentals, Duty Free Shop, Cafes, Magazine Kiosk, Flower Kiosk.

There are clear and consistent signs throughout the airport operational areas in both Polish and English.

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Number of parking stands
<p>5 x large aircraft (747 size) stands, 5 x medium aircraft (757) stands, 6 x small aircraft (737) stands Maximum size of aircraft - type AN 124 Access to terminal by bus or car.</p>
Retail Facilities
<p>Three duty free shops, four souvenir shops, newspaper and flower kiosks, three cafes, one currency exchange, four car hire kiosks.</p>

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Cargo Capacity

		2 nd Facility	3 rd Facility
Name of Cargo Facility	Facility		
	Cargo Terminal		
Description	Warehouse – 5500 sq.m. Very large / heavy cargo handling Express / courier centre		
Annual Cargo Capacity (metric tonnes)	929,347.1		
Total annual inbound cargo (metric tonnes)	458,781.7		
Total annual outbound cargo (metric tonnes)	470,565.4		
Share carried on cargo aircraft (%)	55%		
Total domestic cargo (metric tonnes)	n.a		
Total international cargo (metric tonnes)	927,150.0		
Further detail on cargo facilities			
<p>For any information related to cargo terminals and facilities, please contact: Prezes Zarządu, Józef Dziedziczko, Lotniczy Dworzec Towarowy Wrocław Sp. z o.o. ul. Skarżyńskiego 36 54-530 Wrocław (e-mail: ldt@airport.wroclaw.pl, fax: 48 71 3581122), and Leszek Kotarba (e-mail: ldt@airport.wroclaw.pl, fax: 48 71 3581122)</p>			

Other Facilities

Aircraft Maintenance / Engineering Facilities
Not available
Refuelling facilities
AvGas or Jet-A1 There are no system capacity limitations.
Winter Operating facilities
De-icing – clearway 1.

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10.9.7 Infrastructure Development

Major works in the last 5 years			
Future Approved works			
Title	Purpose	Cost	Date completed (year)
Performance of Master Plan		€0.25m	2005
Project and construction of apron	Flight safety and security	€1.4m	2005
Reconstruction of terminal (existing)	Capacity increase	€1.1m	2005
Runway extension (phase 1)	Flight safety and security	€1.5m	2006
Construction of apron (continuation)	Flight safety and security	€1.25m	2006
Construction of terminal (new phase 1)	Capacity increase	€5m	2006
Runway extension (phase 2)	Flight safety and security	€2.3m	2007
Construction of terminal (new phase 2)	Capacity increase	€7.5m	2007
Construction of terminal (new phase 3)	Capacity increase	€12.5m	2008
Reconstruction of technical infrastructures	Capacity increase	€3m	2008-2008

Long term development plan (master plan) for the airport
<p>To meet the increasing needs of passengers and carriers, development of the airport's infrastructure will be necessary. The Master Plan of Wrocław Airport foresees a number of investments to be carried out by the year 2025. The purpose of these investments is to increase the airport's capacity (passengers, cargo, movements) and continuously improve the quality of the services offered. The airport's development will be implemented in stages, in accordance with the rate of changes in air traffic.</p> <p>Investments planned in the nearest future:</p> <ul style="list-style-type: none"> • enlargement of the apron and construction of a new one for aircraft de-icing; • extension of taxiways, enabling more efficient and unhindered aircraft movement to and from the apron; • extension of the runway from 2500 m to 3000 m, making the landing and take-off of aircraft of higher take-off weight and longer range possible; • building a new passenger terminal with a final annual capacity of 1,800,000 passengers; • construction of a new apron next to the new terminal; • building a new car parking lot and/or garage.

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10.9.8 Environment

Environmental Policy

Annual emissions from sources of pollutants are measured. There are limits determined for some pollutants, i.e. MnO_2 , NO_x , CO, SiO_2 and others. If the limits are exceeded, penalties are applied. These limits have been determined according to materials inventory data, i.e. according to consumed quantities of fuel, paint etc.

The permitted emission quantity is corrected every 5 years.

In order to reduce pollution all equipment is being constantly renewed (cars, refuellers, compact jet snow sweepers, snow rotors etc.).

There is a Noise Monitoring System installed at the airport.

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10.9.9 Accessibility

Road Access (private vehicle)	
Distance from the airport to the city centre – 10 km (5.4 NM), BRG 115° GEO	
Car Parking	
There are car parks near the Passenger Terminal with a capacity for 400/530 cars. Entry and exit by car as well as the dispensing of tickets and payment are monitored by an electronic car-park control system. The car parks are operated by Poland Car Parking Ltd. Automatic DESIGMA barriers and pay stations are installed in all parking lots. Prices for car parking differ depending on car standing hours: the more hours, the less are prices - per hour or per 24h.	
Information is available for 24 hours by telephone +48.71.3581.244.	
Car parks prices:	
- up to 2 hours, for each half hour	€0.75
- each subsequent hour begun	€1
- first 24 hours	€12.5
- subsequent 24 hours to 72 hours	€10
- subsequent 24 hours to 96 hours	€8
- each subsequent 24 hours over 96 hours	€3.75

Public Transport Access - Rail	
No rail link	
Public Transport Access – Bus and Coach	
Bus No. 406 operates every 20-30 minutes on weekdays (from 5.22 a.m. to 10.28 p.m.) and every 40 minutes on Sundays and holidays (from 6.28 a.m. to 10.28 p.m.) to the Central Railway/Coach Station.	
Bus No. 617 operates 4 times a day on weekdays and once a day on Sundays and holidays to Lesnica, and No. 117 once a day on Sundays and holidays to Lesnica. See precise timetable at: www.wroclaw.pl	
Moreover, once a day a shuttle bus connects the airport with the city centre and the Central Railway Station. Departure times: Central Railway Station (Sucha street) - 12.30 p.m., Galeria Dominikańska - 12.35 p.m., Kazimierza Wielkiego street (near Świdnicka street) - 12.45 p.m. Departure from Wrocław Airport - 3.20 p.m. One-way ticket costs EUR 1.4	
Public Transport Access - Taxi	
A taxi rank is located in front of the passenger terminal and is serviced by Taxi Plus tel: (+48 71) 358 12 99, 601 700 753, 601 725 067, 601 708 753	
Contacts to other taxi companies: ACI(+48 71) 9667, Domino Taxi(+48 71) 9455, MPT(+48 71) 919, Radio Taxi (+48 71) 9622, Taxi Blues(+48 71) 9663	

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Access for Persons of Reduced Mobility

After check-in, aviation security, border control and customs procedures persons with reduced mobility are taken to the aircraft with the help of WRO-LOT company personnel.

10.9.10 Key Issues and Other Information

Key issues for the airport over the next 5 years

- RWY lighting system is low intensity and does not meet requirements therefore needs reconstruction.
- Improvement of Aviation security
- Reconstruction of fencing of aerodrome implementing signalisation and video observation.
- Renewing of RWY asphalt top layer.

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10.9.11 Wrocław Airport Photographs



Terminal viewed from the car park



Domestic check-in

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International check-in



Passport control

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Domestic, security control



Boarding gate

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Terminal from the apron



Entrance, Domestic and International

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Passport control



Baggage claim international

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Domestic, Baggage claim and exit



Arrivals, Domestic and International



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Bus stop in front of the terminal



Taxi stop in front of the terminal

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Car park

Poland	10
Section 10 – Szczecin	

10.10 Szczecin Airport

10.10.1 Basic Airport Information

Airport Name	Port Lotniczy Szczecin-Goleniów		
Airport Address	72-100 Goleniów tel.: +48 (91) 481 74 00 fax: +48 (91) 418 33 83		
Website Address	www.airport.com.pl		
IATA Code	SZZ	ICAO Code	EPSC
Managing Director / Chief Executive	MACIEJ JARMUSZ		

IATA Slot Coordination Level	1
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(Level 1: Non-coordinated airport or Level 2: Schedules facilitated airport or Level 3: Fully coordinated airport)

Air Traffic Control & Navigation	
ATC Coverage (local or area control, who provides service)	PATA
NDB	Yes
DME	Yes
VOR	No
Other	ILS

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Fire Fighting	
Fire Fighting Category	Declared CAT 7 (B757-200)
Maximum Aircraft Size	B767

Key airport contacts
<p>OFFICE E-MAIL SEKRETARIAT@AIRPORT.COM.PL TEL. +48 91 481 76 10 FAX + 48 91 418 33 83</p> <p>PRESIDENT – MACIEJ JARMUSZ E-MAIL SEKRETARIAT@AIRPORT.COM.PL TEL. +48 91 481 76 10 FAX + 48 91 418 33 83</p> <p>OPERATION DEPARTMENT – MACIEJ DZIADOSZ E-MAIL EPSCOPERATIONS@AIRPORT.COM.PL TEL. +48 91 481 76 10 FAX + 48 91 418 33 83</p>

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10.10.2 Airport Ownership and Management

Current ownership structure of the airport
Private company Ltd.

Current management structure at the airport
President of the Management Board.

Number of employees working for the airport operator
88 employees in 2004.

Ground handling service provision at the airport
SZZ LOT USŁUGI LOTNISKOWE SP. Z O.O. - everything
Refuelling – PETROLOT SP. Z O.O.

Brief history of the airport, highlighting major events
<ul style="list-style-type: none"> • Originally in the structure of PPL – beginning in 1963, traffic was transferred from Dąbie • The company has been the Airport administrator since 1998 • First commercial flight – 1963 • Runway – no changes • New Terminal – February 2001.

10.10.3 Financial Issues

Financial performance
Incomes – 1,070,184 EUR
Total costs – 2,712,792 EUR
Losses are covered by partners.

User charges	
National flight:	Landing – 8 EUR / 1 MTOW Outbound passenger – 4 EUR
International flight:	Landing – 16 EUR / 1 MTOW Outbound passenger – 7.5 EUR Parking – 1.5 EUR/ 1 for 24H / 1 MTOW
Fees approved by CAO.	

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Section 10 – Szczecin	

10.10.4 Airport Traffic

Airport traffic history			
	Passengers	Freight (tonnes)	Air Transport Movements
2001 ¹	68,830	151.73	6,415
2002	76,782	242.06	6,425
2003	87,435	340.80	7,687
2004 ²	96,335	236.57	7,977

Source: Airport

Current Flight Programme			
Airline	Destination Airport	Dest. Code	Flts per week
LOT Polish Airlines	Warsaw	WAW	28
Ryanair	London	STN	7
Wea	Düsseldorf	DUS	2

Source: OAG

Future Traffic Forecast
<p>The Airport is carrying out negotiations to open 5-6 new destinations in the next 5 years.</p> <ol style="list-style-type: none"> 1. Frankfurt – 100,000 PAX 2. Milan – 100,000 PAX 3. Paris – 80,000 PAX 4. Dublin – 100,000 PAX 5. Lvov – 50,000 PAX 6. Cracow – 50,000 PAX 7. Cologne – 50,000 PAX <p>Charter passenger traffic- 100,000 PAX</p> <p>1 Cargo connection to Kijev-about 5,000 tonnes of cargo.</p> <p>Source: Airport</p>

¹ WAW, SPH, non scheduled - passengers

² WAW, MMX, CPH, MUC, STN, non scheduled - passengers

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Section 10 – Szczecin	

Current Runway Capacity

Runway 1		
Designation	310 / 130	
Length (m)	2,500	
ILS CAT	CAT I	
Number of Peak Hour Departures	6	
Number of Peak Hour Arrivals	6	
Hourly Capacity Under IFR Flight Rules	23	
Average Movement Delay Rate (mins)		
Annual Movement Capacity	84,000	
Runway Operating Hours	24 hours	

Methodology for calculation of runway capacity

The runway capacity is derived from the approximation, landing and take-off procedures.

Factors limiting runway capacity

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Poland	10
Section 10 – Szczecin	

10.10.6 Terminal and Cargo Facilities

Terminal Capacity

Name of Terminal	Terminal		
Departing Passengers per hour	460		
Arriving Passengers per hour	460		
Transfer Passengers per hour			
Annual Capacity	860,000		

Methodology for calculation of terminal capacity
Dependent on the size of arrival and departure halls and the number of check-in desks and document control desks.
Excess capacity
Terminal is adjusted to the capacity of the airport.
Main bottlenecks for terminal capacity
Parking stands for aircrafts.

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Section 10 – Szczecin	

Terminal Facilities (Passenger)

Name of Terminal	Terminal		
Terminal Total Floor Area	5,100 m2		
Number of Check in desks	10		
Number of Self Service Check in machines	0		
Number of Passenger Security Screening Positions	5		
Number of Departure Baggage Belts	2		
Number of Departure Gates	4		
Number of Loading Bridges	0		
Number of Inbound Passport / Immigration Positions	4		
Number of Baggage Claim Units	2		
Number of Commercially Important Passenger Lounges	2		

Further detail on terminal passenger facilities

- Terminal opened in 2001.
- Further construction planned for 2012, with passenger traffic at level of 860,000 passengers.
- No possibility of development of the existing terminal, need for construction of a new building.

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Number of parking stands
2 parking stands for wide body aircraft Access to the passenger terminal is by foot.
Retail Facilities
1 duty free shop 5 shops 1 newspaper shop 1 library 5 cafés 1 restaurant

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Section 10 – Szczecin	

Cargo Capacity

	Facility	2nd Facility	3rd Facility
Name of Cargo Facility	none		
Description			
Annual Cargo Capacity (metric tonnes)			
Total annual inbound cargo (metric tonnes)			
Total annual outbound cargo (metric tonnes)			
Share carried on cargo aircraft (%)			
Total domestic cargo (metric tonnes)			
Total international cargo (metric tonnes)			
Further detail on cargo facilities			
At present cargo flights connect through Warsaw. No cargo terminal. Construction planned for 2008/2009.			

Other Facilities

Aircraft Maintenance / Engineering Facilities
1 hangar – 1,230 m2
Refuelling facilities
AVGAS, JET – A1 Transport – Autocisterns
Winter Operating facilities
4 snow ploughs with snow cleaning units, 2 snow rotors, 1 de-icing unit.

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Section 10 – Szczecin	

10.10.7 Infrastructure Development

Major works in the last 5 years			
<p>1 investment – passenger terminal 2001 – end of departure terminal construction with office zone for border guards and toll office. 2002 Cost – 10,452,961 EUR. 2005 – end of arrival terminal construction – 3,929,815 EUR</p>			
Future Approved works			
Title	Purpose	Cost	Date due to be completed (year)
Apron development	Apron development with parking stands for aircrafts PPS II	3.75 m EUR	Depending on necessities
Runway restoration	Restoration of runway with the threshold 13	0.43 m EUR	Depending on necessities
New Watchtower	Construction of new watchtower LSP	1.43 m EUR	Depending on necessities
New feeder energetic line	Construction of new main feeder energetic line 15 Kv	0.63 m EUR	Depending on necessities
Renovation of the runway	Renovation of the runway– in its central part and the rebuilding of taxiway A2-A3	3.0 m EUR	Depending on necessities
Access to the border pass-modernisation	Modernisation of access way until the border pass	3.43 m EUR	Depending on necessities
Rail connection to the airport	Conception and project for rail line connecting the main railway station Szczecin with the passenger terminal	0.4 m EUR	Depending on necessities
New taxiway	Construction of taxiway as a way of rapid landing with DS	3.4 m EUR	Depending on necessities
EDTS device	Purchase of device for registered luggage control type EDTS	1.0 m EUR	Depending on necessities
X-ray device for hand luggage control	Purchase of X-ray devices for hand luggage control with option TIP	0.5 m EUR	Depending on necessities
Grid around the air side	Adaptation of the grid around the air side	0.9 m EUR	Depending on necessities
Vehicles LSP exchange	Exchange of combat vehicles LSP	1.9 m EUR	Depending on necessities

Long term development plan (master plan) for the airport
No current master plan - expected completion is end of 2006.

Poland	10
Section 10 – Szczecin	

10.10.8 Environment

<u>Environmental Policy</u>
At present no limitations and no specific infrastructure, except systems for water drainage from the airport surface through separators for oil contaminated waters.

Poland	10
Section 10 – Szczecin	

10.10.9 Accessibility

Road Access (private vehicle)	
Szczecin– 46 km, Goleniów– 7 km Highway to the centre of Szczecin.	
Car Parking	
Parking for short stay – 170 spaces. Parking for long stay – 350 places – end in the beginning of 2006.	
Prices	
First 10 minutes	Free of charge
Until 1 hour	1.2 EUR
Until 2 hours	2.2 EUR
Every next hour	0.2 EUR
First 24 hours	7.7 EUR
Until 7 days	3.7EUR/for 24h
Until 14 days	2.2EUR/for 24h
More than 14 days	1.2/for 24h
1 EUR = 4.018 PLN	
Public Transport Access - Rail	
300 meters from the border of the airport is a railway line between Goleniów y Kołobrzeg. The railway line is connected with the arterial line in Szczecin-Poznan. Access to the centre of Szczecin in 30mins. In 2007 / 2008 a new railway section is planned to the passenger terminal.	
Public Transport Access - Bus and Coach	
LOT connection – Szczecin Centre - Airport. RYANAIR connection – public transport, connection with the centre of Szczecin, with Koszalin, Neubrandenburg, Pasewalk and Stargard Szczeciński. Public transport– Szczecin- Centre-Airport-Tourist Charter.	
Public Transport Access - Taxi	
Airport Taxi Group. Any taxi company is allowed to bring passengers to the airport.	
Access for Persons of Reduced Mobility	
No limitation in access to the airport. No additional fees on tickets. Possibility of free negotiation of commercial conditions with the airlines. Access to the funds of EU. Special toilets, lifts, etc. The airport is fully adapted to the necessities of persons of reduced mobility.	

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Section 10 – Szczecin	

10.10.10 Key Issues and Other Information

Key issues for the airport over the next 5 years
See: Future Approved works section.

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10.10.11 Szczecin Airport Photographs



Car park



Taxi rank alongside car park

Poland	10
Section 10 – Szczecin	



Terminal building entrance



Check-in desks

Poland	10
Section 10 – Szczecin	



Passport control



Passenger and baggage screening

Poland	10
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Departure hall



Departure desk and gate

Poland	10
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Arrivals passport control



Baggage belt

Poland	10
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Car rental desks

Poland	10
Section 10 – Rzeszów	

10.11 Rzeszów Airport

10.11.1 Basic Airport Information

Airport Name	Rzeszów – Jasionka Airport		
Airport Address	36-002 Jasionka 942 Poland tel.: +48 (17) 852 00 81 fax: +48 (17) 852 07 09		
Website Address	http://www.lotnisko-chopina.pl/porty/www/pl/rzeszow/rz.html		
IATA Code	RZE	ICAO Code	EPRZ
Managing Director / Chief Executive	Jan Straż		

IATA Slot Coordination Level	Level 2: Schedules facilitated airport
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(Level 1: Non-coordinated airport or Level 2: Schedules facilitated airport or Level 3: Fully coordinated airport)

Air Traffic Control & Navigation	
ATC Coverage (local or area control, who provides service)	Local control (CTR Rzeszów)
NDB	NDB “RZ” 474 kHz NDB “OR” 440 kHz
DME	DME “RZW” 1001,00 MHz
VOR	VOR/DME “RZE” 116,200 MHz
Other	L “R” 341,5 kHz ILS LLZ „RZW“ 110,300 MHz ILS GP – 335,000 MHz

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Fire Fighting	
Fire Fighting Category	Declared CAT VI (A320 size)
Maximum Aircraft Size	A320

Key airport contacts
<p>Jan Straż, Managing Director / Chief Executive 36-002 Jasionka 942 Poland tel: +48 (17) 852 00 81 e-mail: rzeszowairport@interia.pl</p>

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10.11.2 Airport Ownership and Management

Current ownership structure of the airport

Rzeszów – Jasionka Airport is part of “Polish Airports” State Enterprise.

Current management structure at the airport

“Polish Airports State Enterprise” is responsible for Rzeszów Jasionka Airport management.

Number of employees working for the airport operator

Number of full time employees: 94

Ground handling service provision at the airport

Ramp and Passenger Handling Section (i.e. one of the sections of Rzeszów Jasionka Airport) provides handling services.

Handling services provided:

- passenger handling;
- baggage handling;
- refuelling;
- ramp handling;
- cargo;
- ground transport.

Brief history of the airport, highlighting major events

The airport was built during World War II on 100 hectares of land occupied by the Germans on the premises of Jędrzejowicz estate and the villages of Jasionka and Zaczernie.

Hangars and asphalt runway of the dimensions: 1200m x 50m were constructed.

On 21 June 1941 Luftwaffe started to use the airport in its invasion on the Soviet Union. During evacuation by the end of 1944 the Germans blew up the runway and taxiway and destroyed aerodrome devices and facilities.

In August 1944 Russian air force took over the airport, which served as field and emergency airport until the end of 1945.

In 1946 a passenger waiting room was constructed in a barrack and modernisation of the runway took place. Between 1946-47 flights of military aircraft fighting UPA bands was stationed at the airport.

On 15 June, 1951 Rzeszów –Warszaw was started by PLL LOT. The carrier was the airport operator by 1959. In 1952 the army started to construct a new runway of the dimensions: 2500m x 80m. The construction was finished in 1956. At the same time the civil authority carried out the construction of the so-called Old Port (i.e. airport building, garages, store-room, aircraft fuel storage) and airport apron.

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Section 10 – Rzeszów	

In 1959 Air Traffic and Passenger Airports Administration took over the management of the airport from PLL LOT.

From 1960 – 1980 the airport enjoyed scheduled flights to Warsaw (two a day), Gdańsk (since 1967), Poznań (since 1970) and seasonal connections to Wrocław, Szczecin and Koszalin (since 1972).

From 1970-1973 substantial airport modernisation took place during which the following works were performed:

- a) Calvert system approach lights were installed
- b) The airport was extended
- c) The old runway was destroyed
- d) Air traffic control towers came into use
- e) Apron was constructed
- f) Taxiway came into use

On 1 April, 1974 Jasionka Airport became an International Airport and Warsaw Okęcie an emergency airport.

In 1976 an ILS precision approach system was installed.

On 23 October, 1987 “Polish Airports” State Enterprise took over the management of Jasionka Airport, which was incorporated in the structure of PPL.

In 1992 a new arrival-departure hall with 1000 passenger capacity came into use.

In 1994 by the directive of Minister of Transport and Maritime Economy Jasionka was included in the number of airports licensed to operate international flights. In the same year at Rzeszów Airport a permanent international border crossing was opened. In July 1997 a permanent Airport Customs Post (Customs Division at present) was created, and in December 2000 Permanent Border Guard Control Post was created.

On 1 November, 1994 LOT cancelled scheduled Rzeszów-Warsaw connections and in April 1995 it closed down the Rzeszów division of its Transport Service.

From May 1995 the airport has taken over handling services and supply of aircraft fuel. At that time LOT resumed summer Rzeszów-Warsaw flights on ATR-72 aircraft.

On May 15, 1996 LOT again cancelled scheduled flights to Rzeszów.

From 17 June, 1996 night airmail flights to Warsaw have been performed 4 times a week

On 17 August, 1997 EuroLot initiated scheduled flights to Warsaw (5 times a week); from 1 November 2000 Warsaw-Rzeszów-Warsaw operations have been served by LOT (since March 2001 flights are performed every day).

In September 2001 LOT created a second connection to Warsaw (initially 4 times a week); since May 2003 Rzeszów has had 3 flights to Warsaw per day.

Between 1994 and 2005 the total investment expenses of Rzeszów Airport amounted to over €30m, where €16.2m was Polish Airports’ assets and €14m constituted a state budgetary grant.

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Section 10 – Rzeszów	

Most important construction projects are:

1. The systems of navigation lighting and PAPI
2. Modification of ILS landing system
3. Technical and administration facilities
4. Aircraft fuel station
5. Development and modernization of guard station and the technical-traffic facility
6. Connecting the airport facilities to water supply and sewage systems
7. Modernization of the airport fence
8. Modernisation of the boiler house
9. Modernisation of the passenger terminal
10. Modernisation of the apron
11. Modernisation of the taxiway
12. Modernisation and extension of the runway.

OWNERSHIP LAYOUT OF THE AIRPORT AREA

The airport area in total amounts to 650 ha; its procedural status is settled.

The area remains at the disposal of the following:

1. Podkarpackie province – ca 560 ha (ownership title)
2. “Polish Airports” State Enterprise – ca 29 ha (perpetual title)
3. The City of Rzeszów - ca 23 ha (ownership title)
4. Polish Post- ca 12 ha (ownership title)
5. The Rzeszów Technical University – Aviation Training Centre – ca 9 ha (perpetual usufruct title)
6. Rzeszów Flying Club – ca 7 ha (perpetual usufruct title)

The Communal Office of Trzebownisko – ca 9 ha (ownership title)

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Section 10 – Rzeszów	

10.11.3 Financial Issues

Financial performance
<p>Rzeszów Airport turnover for 2004:</p> <p>Aeronautical revenues: €509,700</p> <p>Non-aeronautical revenues (including handling services): €559,800</p> <p>Operating loss before tax: €1,533,000</p> <p>Value of operating loss before tax is not derived from the financial statements but is based on the internal PPL's calculations and estimations.</p> <p>Net profit: Due to the legal structure of 'Polish Airports' State Enterprise (PPL) – the company comprises of two main activities: airport operator and air navigation services provider – there are no separate accounting systems for airport and ANSP. Therefore there is no possibility to show the net profit/loss of the Rzeszów Airport.</p>

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Section 10 – Rzeszów	

User charges		
<p>The airport charges rates published in AIP POLAND 3 FAL apply to 31 August 2005. The new airport charges rates GEN 4.1 applicable for PL Rzeszów – Jasionka shall be effective from 1 September 2005. Both the current and new airport charges rates are published on the Airport website in Polish and English. Handling charges are subject to handling charges rates drawn up by Rzeszów Jasionka Airport.</p> <p>Effective from September 1, 2005</p>		
LANDING CHARGE		
<p>The landing charge is levied for making airport and its technical infrastructure available for aircraft landing and take-off operations and standard services rendered by the relevant airport units, connected with such operations, exclusive of the ground handling services.</p> <p>The landing charge is levied for each landing of an aircraft.</p>		
Charge Calculation Unit	Charge	
for aircraft of maximum take-off weight up to 2 tonnes inclusive (except for helicopters)		
for landing (irrespective of aircraft maximum take-off weight)	€12.5	
for aircraft of maximum take-off weight over 2 tonnes (except for helicopters)		
for each commenced tonne of aircraft maximum take-off weight	€7.5	
for helicopters		
for each commenced tonne of maximum take-off weight	€4	
PASSENGER CHARGE		
<p>The passenger charge is levied for making Passenger Terminal and its technical infrastructure available to passengers in order to commence or end air travel and for the provision of related standard services rendered by the airport units, exclusive of the ground handling services.</p> <p>The charge is not levied on direct transit passengers or children under 2.</p>		
Charge Calculation Unit	Charge	
for each departing passenger	€4.5	
PARKING CHARGE		
<p>The parking charge is levied for the provision of the aircraft parking space on the apron and the related standard services rendered by the airport units, exclusive of the ground handling services.</p> <p>Parking up to 4 hours inclusive is free of charge.</p>		
Charge Calculation Unit	Charge	
for each commenced maximum take-off weight tonne and each commenced 24 hours of parking calculated from the time of landing to the time of takeoff	€1	
EXEMPTIONS		
<ul style="list-style-type: none"> Neither landing charge nor parking charge shall be levied on aircraft operating rescue flights in natural disasters as well as flights rescuing human life and health, unless such flights are operated as a business activity. No airport charge is levied on Polish state aircraft flights in the situation of immediate threat to public safety, national security, or state border. No landing charge is levied on aircraft operating flights performed exclusively for the purpose of checking or testing equipment used or intended to be used as ground aids to air navigation. No landing charge or passenger charge is levied in case of return of an aircraft with no intermediate landing to the airport for meteorological or emergency reasons. The discounts on and exemptions from airport charges levied on foreign national aircraft flights connected with the protection of public safety, national security, state border or in search and rescue flights are applied in accordance with the rules set out in the relevant international agreements subject to the principle of reciprocity. 		
<p>The Value Added Tax on goods and services (VAT) effective on the day of rendering a service is added to charges.</p>		

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Section 10 – Rzeszów	

10.11.4 Airport Traffic

Airport traffic history

	Passengers	Freight	Air Transport Movements
1995	6,308	0	1,190
1996	6,700	1,613	3,980
1997	10,938	5,355	3,666
1998	9,776	3,018	4,274
1999	11,288	1,451	2,928
2000	8,466	872	3,518
2001	28,092	276	3,272
2002	54,968	342	3,890
2003	69,218	463	4,816
2004	73,932	203	4,348

Source: Airport

Breakdown: passengers, cargo, mail

	2002	2003	2004
Passengers communication			
LOT	46,635	61,302	66,522
Cargo	342	463	203
Mail	302	291	339

Source: Airport

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Current Flight Programme	
Charter in 2004:	
Airline	
LOT S.A. Polish Airlines	19 passenger scheduled domestic arrival flights per one week and 19 passenger scheduled domestic departure flights per one week;
White Eagle Aviation	5 mail scheduled domestic departure flights per week and 5 mail scheduled domestic arrival flights per week and 0-3 chartered flights per week.
Source: Airport	

Future Traffic Forecast			
	Passengers	Cargo	Aviation operations
2005	96,540	4,700	5,336
2006	360,608	9,300	7,044
2007	504,548	13,500	8,810
2008	517,728	27,000	9,130
2009	539,328	30,000	9,542
Source: Airport			

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Current Runway Capacity

Runway 1		
Designation	09/27	
Length (m)	3,200	
ILS CAT	I	
Number of Peak Hour Departures	1	
Number of Peak Hour Arrivals	1	
Hourly Capacity Under IFR Flight Rules	6/h	
Average Movement Delay Rate (mins)	N/A	
Annual Movement Capacity	N/A	
Runway Operating Hours	24h	

Methodology for calculation of runway capacity

Number of aviation operations which can be performed during one hour, allowing for taxiing time where there are no RETs (Rapid Exit Taxiways)

Factors limiting Runway capacity

Two independent taxiways linking two separate aprons create a bottleneck for runway capacity. There is no taxiway parallel to the runway, as a result there are no rapid exit taxiways. Hence taxiing both after touch down and before take off takes place on the runway.

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10.11.6 Terminal and Cargo Facilities

Terminal Capacity

Name of Terminal	Terminal		
Departing Passengers per hour	200		
Arriving Passengers per hour	200		
Transfer Passengers per hour	n.a.		
Annual Capacity	500,000		

Methodology for calculation of terminal capacity

Number of check-in desks in DCS system – 2 check-in desks.
Average check-in time per one passenger.

Excess capacity

N/A

Main bottlenecks for terminal capacity

Two check-in desks in DCS system and terminal with one departure gate are the main bottleneck of terminal capacity.

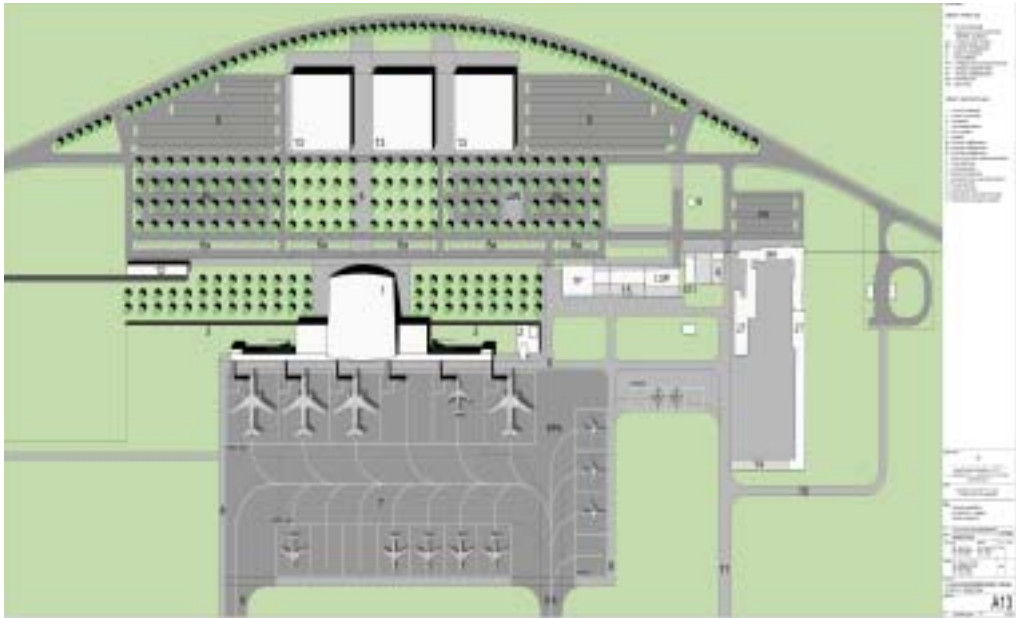
Poland	10
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Terminal Facilities (Passenger)

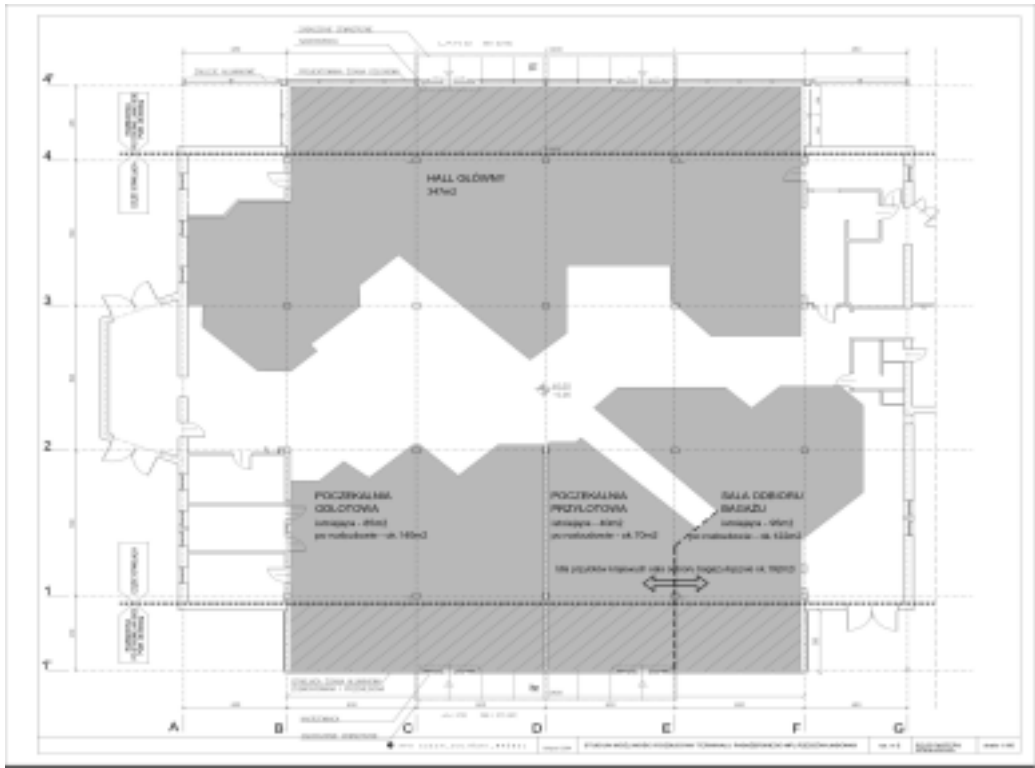
Name of Terminal	Terminal Terminal 1		
Terminal Total Floor Area	1,155 m2		
Number of Check in desks	2 in DCS system 2 manual check-in desks		
Number of Self Service Check in machines	0		
Number of Passenger Security Screening Positions	2		
Number of Departure Baggage Belts	2		
Number of Departure Gates	1		
Number of Loading Bridges	0		
Number of Inbound Passport / Immigration Positions	3		
Number of Baggage Claim Units	2 alternately with DCS desks		
Number of Commercially Important Passenger Lounges	0		

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Further detail on terminal passenger facilities
General View



Terminal Layout



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Number of parking stands
7 average size aircraft (e.g. B737) can occupy aprons at any one time.
Retail Facilities
1 buffet 1 bar 3 rental car- outlets

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Cargo Capacity

		2 nd Facility	3 rd Facility
Name of Cargo Facility	Facility Cargo Warehouse		
Description	There is no cargo terminal at the airport. Freight is handled directly on the apron. Cargo is delivered to the aircraft directly from the cars or unloaded from the aircraft to the car.		
Annual Cargo Capacity (metric tonnes)	203 tonnes of freight capacity and 339 tonnes of mail capacity in 2004. A relatively low volume of freight handled resulted from the modernisation of the runway performed in the second half of 2004.		
Total annual inbound cargo (metric tonnes)	N/A		
Total annual outbound cargo (metric tonnes)	N/A		
Share carried on cargo aircraft (%)	N/A		
Total domestic cargo (metric tonnes)	N/A		
Total international cargo (metric tonnes)	N/A		
Further detail on cargo facilities			
The area of Cargo Warehouse is 131 square meters. The airport is equipped with a mobile device to perform control of the freight of the standard euro – pallet size.			

Other Facilities

Aircraft Maintenance / Engineering Facilities
None.

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Refuelling facilities
<p>Refuelling from the tanks:</p> <ul style="list-style-type: none"> • Jet A1 – one tank - capacity 36,000 l • Avgas – one tank - capacity 7,000 l • Fuel warehouse – two containers - capacity 100,000 l and two containers - capacity 50,000 l
Winter Operating facilities
<ul style="list-style-type: none"> • De-snowing –4 x de-snowing units (loaded tractor unit + airport sweeper); • De-icing – 2 x de-icing units (spraying machine + scattering machine) mounted on MAN undercarriage.

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10.11.7 Infrastructure Development

Major works in the last 5 years																															
<p>Extension and modernisation of runway;</p> <ul style="list-style-type: none"> • cost: €12.7m (financed from the state subsidy) • the day the runway was put into operational use: 24 June 2005; <p>Modernisation of passenger terminal:</p> <ul style="list-style-type: none"> • cost: €320,000 (financed from own resources) <p>As the result of modernisation the terminal area was extended by 188 square meters enabling class C aircraft processing, increasing the peak capacity to 200 passengers per hour.</p>																															
Future Approved works																															
<p>PLANNED INVESTMENTS FOR 2006-2013 AT RZESZÓW - JASIONKA AIRPORT</p> <table> <tr> <td>1. Passenger terminal including:</td><td>€14.5m</td></tr> <tr> <td colspan="2">-1st stage (usable area 9,080 square meters in total. The estimated peak capacity: arrival, departure 720 pax per hour)</td></tr> <tr> <td></td><td>€11m</td></tr> <tr> <td colspan="2">-2nd stage (usable area 10,500 square meters in total. The estimated peak capacity: 960 pax per hour).</td></tr> <tr> <td colspan="2">-3rd stage (usable area 13,300 square meters in total. The estimated peak capacity: 1,440 pax per hour).</td></tr> <tr> <td>2. Aircraft parking apron</td><td>€7.7m</td></tr> <tr> <td>3. Parallel taxiway</td><td>€10m</td></tr> <tr> <td>4. Cargo Terminal</td><td>€1.5m.</td></tr> <tr> <td>5. Refuelling station extension</td><td>€1.75m.</td></tr> <tr> <td>6. Inside roads, car parks, patrol roads</td><td>€3.25m.</td></tr> <tr> <td>7. Handling equipment purchase</td><td>€1.25m</td></tr> <tr> <td>8. Purchase of the equipment and accessories for security control purposes</td><td>€2.5m</td></tr> <tr> <td>9. Purchase of fire fighting vehicles</td><td>€1m</td></tr> <tr> <td>10. Technical protection of the reserved zone of the airport.</td><td>€0.75m</td></tr> <tr> <td>PLANNED OUTLAYS IN TOTAL:</td><td>€44m.</td></tr> </table> <p>The above investment tasks comply with the final concept of the airport development and take into consideration the predicted boost of the air traffic in this period of time.</p> <p>These investment undertakings were reported to be included in the “The preliminary list of investments planned in the “Polish Airports” State Enterprise for 2007 – 2013 with reference to Rzeszów Jasionka Airport for the Ministry of Infrastructure as part of works to be provided for in the National Development Plan for years 2007 – 2013”.</p>		1. Passenger terminal including:	€14.5m	-1st stage (usable area 9,080 square meters in total. The estimated peak capacity: arrival, departure 720 pax per hour)			€11m	-2nd stage (usable area 10,500 square meters in total. The estimated peak capacity: 960 pax per hour).		-3rd stage (usable area 13,300 square meters in total. The estimated peak capacity: 1,440 pax per hour).		2. Aircraft parking apron	€7.7m	3. Parallel taxiway	€10m	4. Cargo Terminal	€1.5m.	5. Refuelling station extension	€1.75m.	6. Inside roads, car parks, patrol roads	€3.25m.	7. Handling equipment purchase	€1.25m	8. Purchase of the equipment and accessories for security control purposes	€2.5m	9. Purchase of fire fighting vehicles	€1m	10. Technical protection of the reserved zone of the airport.	€0.75m	PLANNED OUTLAYS IN TOTAL:	€44m.
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PLANNED OUTLAYS IN TOTAL:	€44m.																														

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Long term development plan (master plan) for the airport
<p>Apron development New Terminal building New parallel taxiway</p>

10.11.8 Environment

Environmental Policy
<p>Noise – does not exceed prescribed norms. Waste reduction – fat collectors in the inside collector and separators (soluble substances) within the de-watering system of the airport. Air quality – energy sources from oil boiler of total power 0.8 MW, little impact on the environment. Water quality at the airport is the same as in the adjacent area, limited impact on the environment.</p>

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10.11.9 Accessibility

Road Access (private vehicle)
Access to the city centre by one-lane road. Distance of 15 kilometres.
Car Parking
Two non-guarded car parks of general use with a total of 197 parking spaces. Currently the Airport does not charge for parking. The conversion works aim to adjust the area to create a guarded car park offering 1000 parking spaces. The airport does not have the cost for this car park as yet. It is assumed that for one week of parking the charge is € 25.
Public Transport Access - Rail
No rail link.
Public Transport Access – Bus and Coach
A bus link with the city is ensured by The City Communication Enterprise.
Public Transport Access - Taxi
4 x taxi companies The airport has not signed an agreement with the above mentioned taxi companies for the exclusive rendering of taxi services.
Access for Persons of Reduced Mobility
The main facility provided is a single-level terminal with no thresholds on wheelchair ramps and toilets for persons of reduced mobility. Transport from the terminal to the airport is accommodated by an electric vehicle or by wheelchair.

10.11.10 Key Issues and Other Information

Key issues for the airport over the next 5 years
Extension of roads around the airport.

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10.11.11 Rzeszów Airport Photographs



Terminal viewed from car park.



Check-in desks

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Passport control



Departure gate lounge area.

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Airside view of terminal showing departure and arrival gates



Arrivals baggage reclaim area

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Customs post



Arrivals hall and car rental area.

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Car park

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10.12 Bydgoszcz Airport

10.12.1 Basic Airport Information

Airport Name	Port Lotniczy Bydgoszcz S.A. im I.J PADEREWSKIEGO		
Airport Address	Registered Office: ul. Grodzka 12 85-109 Bydgoszcz tel.: +48 (52) 345 95 96 fax: +48 (52) 322 52 32 Airport: ul. Jana Pawła II 158 85-151 Bydgoszcz, tel.: +48 (52) 375 33 55 fax: +48 (52) 371 34 93		
Website Address	www.plb.pl		
IATA Code	BZG	ICAO Code	EPBY
Managing Director / Chief Executive	Chief Executive Mr. TOMASZ MAKOWSKI Managing Director Mr. ANDRZEJ ILKÓW		

IATA Slot Coordination Level	1
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(Level 1: Non-coordinated airport or Level 2: Schedules facilitated airport or Level 3: Fully coordinated airport)

Air Traffic Control & Navigation	
ATC Coverage (local or area control, who provides service)	AGENCJA RUCHU LOTNICZEGO /POLISH AIR TRAFFIC AGENCY/
NDB	Yes
DME	Yes
VOR	No
Other	Signalling KNS-4p

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Fire Fighting	
Fire Fighting Category	Declared CAT 7 (B757-200)
Maximum Aircraft Size	B757-200

Key airport contacts
<p>Mr. Director General Tomasz Makowski - +48 (0-52) 365-46-20 zarzad@plb.pl Mr. Airport Development Director Andrzej Ilków +48 (0-52) 365-46-77 a.ilkow@plb.pl Ground services Manager Piotr Rotmański +48 (0-52) 365-46-59 p.rotmanski@plb.pl Aviation Security Director Andrzej Ilków +48 (0-52) 365-46-77 a.ilkow@plb.pl Mr. Technical Director – NIL Mrs. Commercial Director Zofia Hekiert +48(0-52)365-46-31 zarzad@plb.pl Mrs. Financial Director Małgorzata Tomkiewicz +48(0-52)365-46-32 gosia@plb.p Mr. Lawyer Krzysztof Łączkowski +48(0-52) 322-44-78 ,322-42-78 kancelaria@radcy.bydgoszcz.pl Mr. Chief of Operational Service Maciej Kozubski +48 0-660-678-804 maciej@plb.pl</p> <p>Postal Address for all: Bydgoszcz Airport: ul. Jana Pawła II 158 85-151 Bydgoszcz,</p>

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10.12.2 Airport Ownership and Management

Current ownership structure of the airport

L.p.	Shareholder	Number of Shares	Number of votes	% of votes
1.	City of Bydgoszcz	281 877	629 668	57.2578%
2.	P.P. PORTY LOTNICZE	124 602	249 204	22.6609%
3.	Region KUJAWSKO POMORSKIE (based in the city of Torun)	85 635	179 972	16.3655%
4.	Militar aviation office 2 (based in the city of Bydgoszcz)	900	2 300	0.2091%
5.	GCB CENTROSTAL-BYDGOSZCZ S.A.	276	828	0.0753%
6.	HUTA IRENA	20	60	0.0055%
7.	City of SICIENKO	10	30	0.0027%
8.	JAG S.J.	15	45	0.0041%
9.	SPORTS-TOURIST	10	30	0.0027%
10.	POINTEL	100	200	0.0182%
11.	PREBUD	160	280	0.0255%
12.	NORDTECHNIK	18 500	37 000	3.3645%
13.	MRM MOTOR	10	30	0.0027%
14.	TARGI POMORSKIE	35	60	0.0055%
	RAZEM:	512 150	1 099 707	100.000%

Current management structure at the airport

BYDGOSZCZ AIRPORT

Number of employees working for the airport operator

2005 – 64 employees

Ground handling service provision at the airport

The Airport itself provides ground handling functions such as passenger handling, baggage handling, aircraft cleaning and ramp services.

There is one company providing refuelling:

PETROLOT, ul. J.Gordona Bennetta 2, 02-159 Warszawa, tel. +48 (022) 606 80 48

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Brief history of the airport, highlighting major events

The beginnings of Bydgoszcz Airport date back to the First World War at which time it was established by German military authorities. In 1920 it became Polish property and until the end of 1920s it was utilised by the Polish army. Civil aviation in Bydgoszcz began in 1929 where Polish Airlines “LOT” started the first flights to Gdańsk, Warsaw and Poznań, which with some breaks were maintained until 1933.

In 1995 the airport the Bydgoszcz Aviation Corporation Ltd. was established. It functioned until June 1995 and was then converted to a joint-stock company named Bydgoszcz Airport Bydgoszcz.

10.12.3 Financial Issues

Financial performance

Not available

User charges

Current published fees and charges structure:

TARIFF OF AERODROME CHARGES OF BYDGOSZCZ/SZWEDEROWO AIRPORT

AIRCRAFT LANDING CHARGE:

- The landing charge, which includes also the take-off charge, shall be due for each landing of an aircraft at the aerodrome;
- The landing charge shall be collected per each commenced tonne of the maximum take-off weight (MTOW), irrespective of the type of flight and amounts as follows:

up to 2 000 kg MTOW	€11
more than 2 000 kg up to 15 000 kg MTOW	€10/tonne
more than 15 000 kg up to 40 000 kg MTOW	€9/tonne
more than 40 000 kg up to 60 000 kg MTOW	€7.5/tonne
more than 60 000 kg up to 80 000 kg MTOW	€6/tonne
more than 80 000 kg MTOW	€5/tonne
- For helicopters, the charges set forward in Point 2 shall be reduced by 50%.

PARKING CHARGES

- The parking charge shall be collected for the parking of an aircraft on the designated area of the aerodrome, and shall, for every commenced tone of the maximum take-off weight (MTOW) and every commenced 24 hours of parking amount at €2 ;
- The parking time shall commence at the time of landing and terminate at the time of take-off of the aircraft;
- The charges referred to in Point 1 shall not be collected for a parking time not exceeding 4 hours.

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DEPARTING PASSENGER CHARGE

1. The departing passenger charge shall be due for each departing passenger and amounts at €7.5 /per person
2. The following shall be exempt from the charge referred to in Point 1:
 - a) transit passengers,
 - b) children under 2 years of age not entitled to occupy a separate seat in the aircraft.

FEE DISCOUNTS

1. Pursuant to terms and conditions set forward in a separate contract, an aircraft user shall be given a discount of 50% on the landing fees referred to in the tariff during the first 12 months of a new connection operation or of an already existing connection but being under the threat of liquidation due to insufficient traffic.
2. Pursuant to terms and conditions set forward in a separate contract, an aircraft user shall be given a discount of 50% on the fees referred to in the tariff for the landing of one aircraft after 2.00 p.m., the parking and take-off thereof before 8.00 p.m. on the same day (off-peak tariff).
3. Pursuant to terms and conditions set forward in a separate contract, an aircraft user shall be given the following discounts:
 - 10% for 4-10 operations a month,
 - 15% for 11-30 operations per month,
 - 20% for 31 and more operations per month
 on the fees referred to in the tariff for one aircraft landing and in the tariff for an aeroplane parking.
4. Pursuant to terms and conditions set forward in a separate contract, an aircraft user shall be given the following discounts:
 - 5% for servicing 100-300 people per month,
 - 10% for servicing 301-700 people per month,
 - 15% for servicing 701-1500 people per month,
 - 20% for servicing more than 1500 people per month
 on the fees referred to in the tariff for a departing passenger.
5. Pursuant to terms and conditions set forward in a separate contract, an aircraft user shall be given a discount of 97% on the fee referred to in Point 3 of the tariff for the training flights “touch & go.”

The Tariff of Charges shall enter into force on the first day of March 2005 year.

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10.12.4 Airport Traffic

Airport traffic history		
	Passengers	Air Transport Movements
2003	20,184	2,511
2004	26,112	2,700

Source: Airport

Passenger traffic report 2004 by scheduled routes:
ROUTE 1 (WAW 19,576)
Aircraft movements total – 2,700: commercial – 1,000, other – 1,700;

Passenger flows and air transport movements for 1991-2004 respectively:
2003 – 20,184 and 2,511
2004 – 26,112 and 2,700

2004 Breakdown			
International	4,375	Domestic	21,737

Source: Airport

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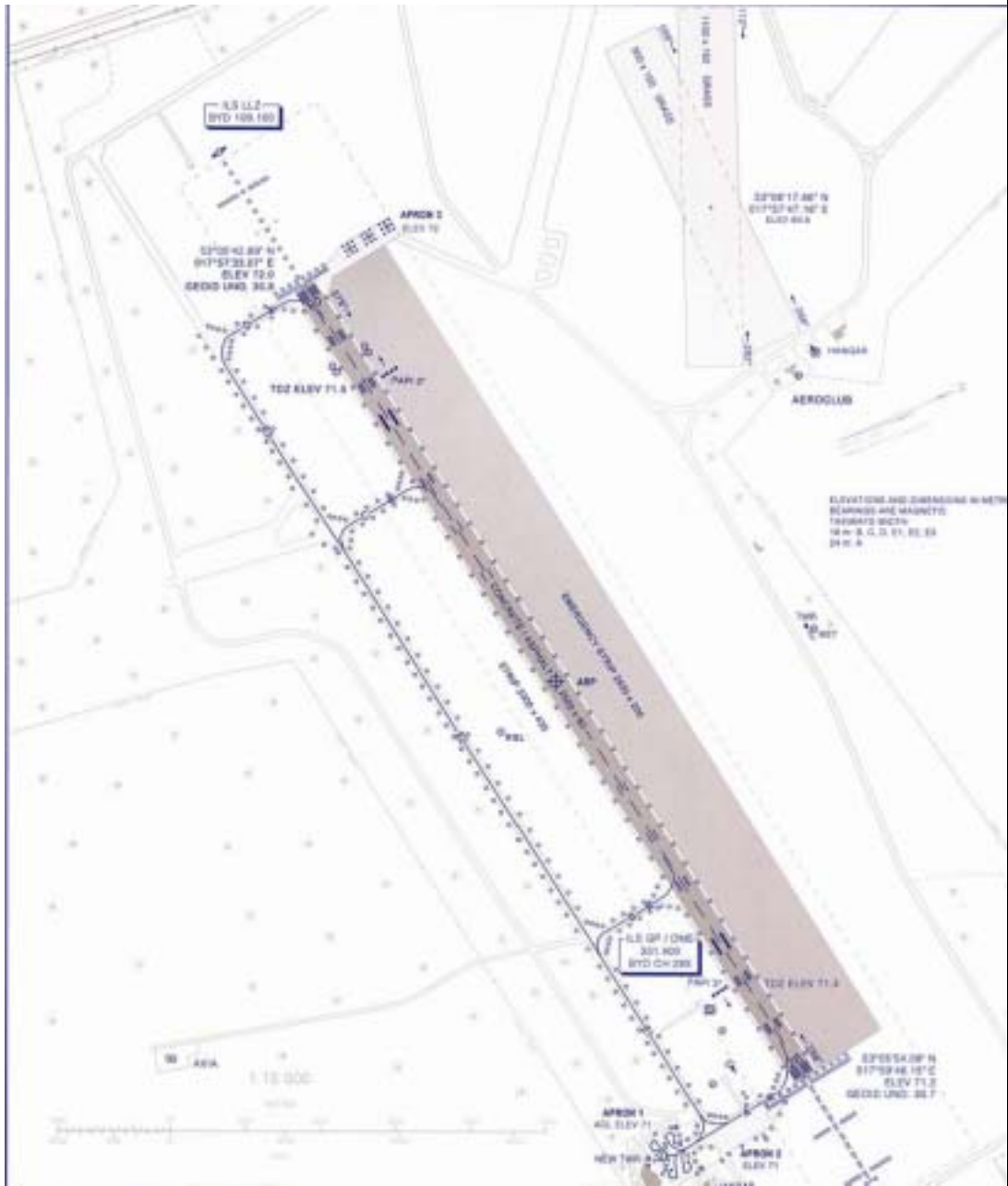
Current Flight Programme			
Scheduled			
Airline	Destination	Days	Aircraft
LOT	Warsaw	1,2,3,4,5,6,7	ATR42, ATR72, EMB 145
Charter in 2004:			
Airline	Destination	Aircraft	
TUNISAIR	Tunisia	A319, A320	
Source: Airport			

Future Traffic Forecast	
	ATM
2006	4,224
2007	6,272
2008	16,064
Source: Airport	

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10.12.5 Runway Information

Overview of Airport Layout



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Current Runway Capacity

Runway 1		
Designation	08/26	
Length (m)	2,500m	
ILS CAT	CAT I	
Number of Peak Hour Departures	1	
Number of Peak Hour Arrivals	1	
Hourly Capacity Under IFR Flight Rules	8 - 12	
Average Movement Delay Rate (mins)	NONE	
Annual Movement Capacity		
Runway Operating Hours	24 hours	

Methodology for calculation of runway capacity

With the number of operations per hour.

Factors limiting Runway capacity

Runway is 2500m long and 60m wide. PCN – 42.

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10.12.6 Terminal and Cargo Facilities

Terminal Capacity

Name of Terminal	Terminal		
	Passengers' Terminal		
Departing Passengers per hour	140		
Arriving Passengers per hour	140		
Transfer Passengers per hour	50		
Annual Capacity	210,000		

Methodology for calculation of terminal capacity
Departing Passengers: 7 check-in desks. 3 mins per passenger.
Excess capacity
Currently the airport is operating at almost 10% of total passenger capacity.
Main bottlenecks for terminal capacity
Departure hall.

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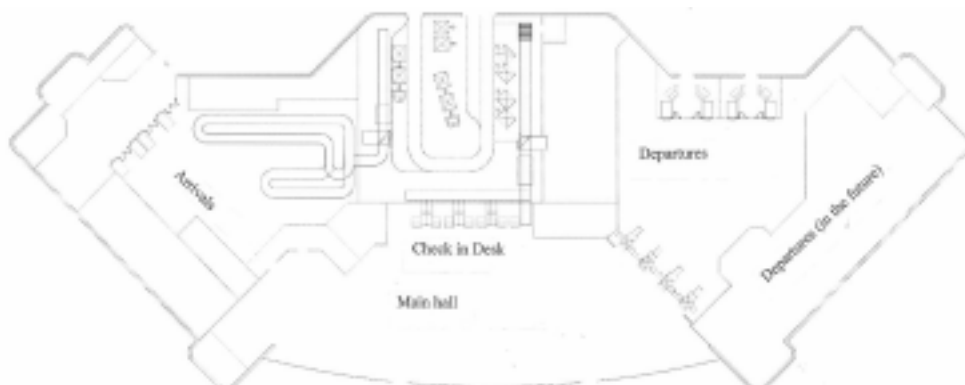
Terminal Facilities (Passenger)

Name of Terminal	Terminal Passengers' Terminal		
Terminal Total Floor Area	7,000 sq/m		
Number of Check in desks	7		
Number of Self Service Check in machines	0		
Number of Passenger Security Screening Positions	1		
Number of Departure Baggage Belts	1		
Number of Departure Gates	1		
Number of Loading Bridges	0		
Number of Inbound Passport / Immigration Positions	2/2		
Number of Baggage Claim Units	1		
Number of Commercially Important Passenger Lounges	1		

Further detail on terminal passenger facilities

VIP Lounge, Business Lounge, Car Rentals, Magazine Kiosk

There are clear and consistent signs throughout the airport operational areas in both Polish and English.



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Number of parking stands
4 x stands (Size B737 or A320) According to 4D – ICAO cod Access to terminal by foot.
Retail Facilities
Newspaper kiosk – 1 Car hire kiosk – 1 Café bar - 1

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Cargo Capacity

	Facility	2nd Facility	3rd Facility
Name of Cargo Facility	Cargo Terminal	Cargo terminal	
Description	n.a.	Operated by one courier company	
Annual Cargo Capacity (metric tonnes)	n.a.	n.a.	
Total annual inbound cargo (metric tonnes)	n.a.	n.a.	
Total annual outbound cargo (metric tonnes)	n.a.	n.a.	
Share carried on cargo aircraft (%)	n.a.	n.a.	
Total domestic cargo (metric tonnes)	n.a.	n.a.	
Total international cargo (metric tonnes)	n.a.	n.a.	
Further detail on cargo facilities			
No specific details on cargo facilities.			

Other Facilities

Aircraft Maintenance / Engineering Facilities
1 hanger – 28m x 18m x 4.5m
Refuelling facilities
AvGas, Jet – A1 by PETROLOT
Winter Operating facilities
Winter operations – 4 x snow ploughs and some other specific equipment For de-icing chemical reagents such as CLEARWAY is used.

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10.12.7 Infrastructure Development

Major works in the last 5 years		
Title	Cost	Date completed (year)
New Terminal, Building	€ 8.7m	2004
New Terminal, Other works	€1.5m	2004
ILS	€1.2m	2002
Future Approved works		
<p>These investment undertakings were reported in the “The preliminary list of investments planned in the “Polish Airports” State Enterprise for 2007 – 2013 with reference to Rzeszów Jasionka Airport for the Ministry of Infrastructure as part of works to be provided for in the National Development Plan for years 2007 – 2013”.</p>		
Title	Purpose	Cost
Modernisation of runway and taxiways	Modernisation and 300m-prolongation of runway and taxiways with lighting	Approx cost- €20.5m
Modernisation of apron	Modernisation and development of apron	Approx total cost- €6.5m
Fence construction	Construction of fence around the airport territory in accordance with the standards of Polish Civil Aviation Office for airports.	Approx total cost- €2.2m
Access ways	Access ways and technical ways in the airport territory	Approx cost - €3.75m
Construction of fire station	Construction of fire station with equipment in accordance with the requirements	Approx total cost- €2.5m
Construction of radar station	Construction of radar station for approach radar and for air traffic control tower	Approx total cost- €7.8m
Purchase of equipment	Purchase of equipment for airport maintenance and augmentation of rescue-fire-fighting category -4 units for winter maintenance of runway and parking stands -2 fire engines -2 de-icing units 2 push-out units	According to 2005 prices: 4x €0.6m= €2.3m 2x €0.75m= €1.5m 2x €0.6m = €1.2m 2x €0.09m= €0.2m
Construction of cargo terminal	Construction of Cargo Terminal	Approx total cost- €4.7m
Systems of ways for terminal cargo	Construction of way-system for cargo terminal with reloading systems	Approx total cost- €3.45m
Adaptation of passenger terminal to Schengen requirements	Adaptation of passenger terminal to Schengen requirements	Approx total cost- €8.75m
Total		€65.4m

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Long term development plan (master plan) for the airport
The airport is currently developing a Master Plan.

10.12.8 Environment

<u>Environmental Policy</u>
Currently being prepared.

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10.12.9 Accessibility

Road Access (private vehicle)
Distance from the airport to the city centre – 3 km driving by 2-lane road.
Car Parking
There are 3 open car parks with 54 parking spaces for cars and 2 for buses. There will be 254 parking spaces by January 2006. Currently parking is free. A company is evaluating a possible pricing policy.
Public Transport Access - Rail
There is no direct railway link for passengers to the airport. Distance to City railway station is about 5 km.
Public Transport Access – Bus and Coach
There is 1 local bus leading to the city centre.
Public Transport Access - Taxi
All city taxi companies can operate from airport.
Access for Persons of Reduced Mobility
There are no obstacles / difficulties at the terminal and apron for PRM.

10.12.10 Key Issues and Other Information

Key issues for the airport over the next 5 years
Development of the CARGO facility. Additional apron for general aviation. Rebuild of runway and taxiways. New perimeter fence. To locate the fire brigade in the middle of the runway.

Poland	10
Section 10 – Bydgoszcz	

10.12.11 Airport Photographs



Airport terminal



Taxi and bus stop

Poland	10
Section 10 – Bydgoszcz	



Car parking



Check in hall

Poland	10
Section 10 – Bydgoszcz	



Check in desks



Passport control

Poland	10
Section 10 – Bydgoszcz	



Security control



Departure gate area

Poland	10
Section 10 – Bydgoszcz	



Airside view of terminal



Arrivals passport control.

Poland	10
Section 10 – Bydgoszcz	



Baggage reclaim area (system to be installed shortly).



Arrivals exit to arrivals meeting area

Poland	10
Section 10 – Łódź	

10.13 Łódź Airport

10.13.1 Basic Airport Information

Airport Name	<input type="text" value="ŁÓDŹ LUBLINEK"/>		
Airport Address	<input type="text" value="ul. Gen. S. Maczka 35"/> 94-328 Łódź tel.: +48 (42) 688 84 14 fax: +48 (42) 688 83 84"/>		
Website Address	<input type="text" value="www.airport.lodz.pl"/>		
IATA Code	<input type="text" value="LCJ"/>	ICAO Code	<input type="text" value="EPLL"/>
Managing Director / Chief Executive	<input type="text" value="Managing Director Leszek Krawczyk"/> Airport Manager Michal Marzec"/>		

IATA Slot Coordination Level	<input type="text" value="1"/>
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(Level 1: Non-coordinated airport or Level 2: Schedules facilitated airport or Level 3: Fully coordinated airport)

Air Traffic Control & Navigation	
ATC Coverage (local or area control, who provides service)	<input type="text" value="Polish Air Traffic Agency"/>
NDB	<input type="text" value="No"/>
DME	<input type="text" value="Yes"/>
VOR	<input type="text" value="Yes"/>
Other	<input type="text" value="ILS/ DMA KAT I"/>

Poland	10
Section 10 – Łódź	

Fire Fighting	
Fire Fighting Category	Declared CAT IV (Saab 340 size)
Maximum Aircraft Size	Saab 340

Key airport contacts
<p>MICHAŁ MARZEC Airport Manager 94-328 ŁÓDŹ UL. MACZKA 35 (+48) (+42) 688 84 14 m.marzec@airport.lodz.pl</p> <p>ANDRZEJ KLIMCZAK Handling a.klimczak@airport.lodz.pl</p> <p>DARIUSZ KOLINSKI Security d.kolinski@airport.lodz.pl</p> <p>HENRYK KACZMAREK Airfield h.kaczmarek@airport.lodz.pl</p> <p>AGNIESZKA NOWAK Marketing a.nowak@airport.lodz.pl</p>

Poland	10
Section 10 – Łódź	

10.13.2 Airport Ownership and Management

Current ownership structure of the airport		
99.98 %	Public	- ŁÓDŹ CITY OFFICE
0.01 %	Private	- AEROCUB OF POLAND
0.01 %	Private	- AEROCUB OF ŁÓDŹ

Current management structure at the airport
Management board: ZARZĄD SPÓŁKI Z O.O. "PORT LOTNICZY ŁÓDŹ LUBLINEK"

Number of employees working for the airport operator
84 employees in 2004.

Ground handling service provision at the airport
<p>Port Lotniczy Łódź Lublinek Co. renders on its own handling services such as:</p> <ol style="list-style-type: none"> 1. Apron's handling for the aircraft 2. Aircraft cabin handling and board supply 3. Ground handling of passengers 4. Luggage handling 5. Freight handling 6. Flights operational handling 7. Administration services for aircrew 8. Ground handling <p>The service provider for refuelling is Petrolot Ltd.</p>

Brief history of the airport, highlighting major events
<p>Airport opened in 1925. 1925 – 1939 scheduled flights to Warsaw, Poznan, Lwow 1945 – 1958 the second largest domestic airport in Poland (up to 45,000 pax/year) Closed in 1958 Re-opening of the airport in 1994 (airport Modernisation) International Airport status since 1996 Since 1999 scheduled flights to Warsaw have been operated by Polish Airlines LOT</p>

Poland	10
Section 10 – Łódź	

10.13.3 Financial Issues

Financial performance	
<u>Data for 2004</u>	
Turnover	279,182 EUR
Including aviation activity	123,569 EUR (= 44.2%)
Non aviation activity	155,613 EUR
Operational income	loss – 1,183,037 EUR
Net income	loss – 1,201,343 EUR

User charges	
<u>Current published fees and charges structure:</u>	
I. Landing fee	
For aircraft with maximum boosting mass up to 2 tonnes:	
- international flights	17.83 EUR
- national flights	8.91 EUR
For aircrafts with maximum boosting mass exceeding 2 tonnes –fee collected for every additional tonne MTOW:	
- international flights	11.88 EUR/ t
- national flights	5.94 EUR/ t
Landing fee is 50% lowered for helicopters.	
The operation of landing and take-off beyond the working hours of the airport published in chapter AD2 EPLL-1 AIP Polska, can be executed after prior approval by the airport administrator. The fee for every hour of operation started is 40.85 EUR.	
II. Fee for outbound passenger	
1. Passenger in international traffic	5.20 EUR
2. Passenger in national traffic	2.97 EUR
The fee is not collected for: transit passengers, children until the age of 2 (who cannot occupy a separate seat on board).	
III. Parking fee	
The parking fee for one aircraft is 0.97 EUR for every tonne MTOW and every 24 h stop. There is no fee for stopping for less than 4 h.	

Poland	10
Section 10 – Łódź	

HANDLING FEES

I. Handling fee (standard):

Positioning of aircraft in the apron
 Blocks arrangement
 Luggage truck placing under the aircraft
 Aircraft binding
 Escort of the qualified crew
 Room for the aircrew (until 6h)
 Car hire
 Taxi ordering
 Hotel reservation
 Meteorological information
 Sending of fax information

MTOW

Price (EUR/1t MTOW)

Up to 1.2 t

Non commercial flight €0

Commercial flight €4

1.2 – 6.7 t

Non commercial flight €5

Commercial flight €7

6.8 – 12.5 t

Non commercial flight €6.2

Commercial flight €8.7

12.6 – 21 t

Non commercial flight €7

Commercial flight €11

More than 21 t

Non commercial flight €10

Commercial flight €15

II. Fee for handling services on demand:

1. Stairs placing under the airplane	37 EUR / flight
2. Use of GPU	30 EUR/for every 30 min. started
3. Cleaning	2.5 EUR/ t MTOW
4. Loading and transport of luggage (more than 100 kg)	112 EUR/ t
5. Unloading and transport of luggage (more than 100 kg)	112 EUR / t
6. Toilet service	30 EUR/ h
7. Water service	22 EUR/ h
8. Aircraft heating	37 EUR/ for every 30min. started
9. Cleaning of aircraft carrier surfaces of snow	2.5 EUR / t MTOW
10. De-icing (activity):	

Poland	10
Section 10 – Łódź	

Up to 1.2 t: 22 EUR
 1.2 – 6.7 t: 45 EUR
 6.8 – 12.5 t: 67 EUR
 12.6 – 21 t: 90 EUR
 More than 21 t: 112 EUR

The method of setting the airport fees is regulated by the law of the 3rd July 2002 Aviation Law (Dz.U. nr 130 poz.112 z 2003r. with further amendments) and the Regulation of the Minister of Infrastructure from the 29th of April 2004 issued on basis of art.77 paragraph 4 of the law.

Airport fees should take into consideration the cost defrayed by the airport administrator connected with the services provided, for which fees are collected: services and devices costs necessary for the execution of aviation operations, guaranteeing levels of security and service quality, especially the costs of illumination and use of navigation aid for landing and take-off operations and for adequate functioning of rescue teams in the airport including fire brigades and medical rescue brigades.

The project of airport fees calculated by the airport Administrator is subject to approval by the President of the Civil Aviation Office. The Decision of the President of CAO about the approval of the airport fees set by the airport administrator are transferred to the public organism for the air traffic administration in order to be published in the Integrated Pack of Aviation Information and made known to all the airport users.

Poland	10
Section 10 – Łódź	

10.13.4 Airport Traffic

Airport traffic history

	Commercial Passengers	General Aviation Passengers
1997	315	2,668
1998	572	2,792
1999	674	2,512
2000	1,835	5,719
2001	1,628	6,368
2002	1,616	5,244
2003	1,591	3,816
2004	1,783	4,650

	Domestic Passengers Operations	International Passengers Operations
2002	1,210	406
2003	1,228	363
2004	944	839

Source: Airport

FLIGHTS PLANNED FROM AUTUMN 2005:

- INTERNATIONAL: ABOUT 10 FLIGHTS/ WEEK
- NATIONAL: ABOUT 9 FLIGHTS / WEEK
- GENERAL AVIATION FLIGHTS

Poland	10
Section 10 – Łódź	

Future Traffic Forecast	
Optimistic forecast:	
2005	150,000
2010	500,000
2015	1,000,000
Pessimistic forecast:	
2005	50,000
2010	150,000
2015	250,000
Source: Airport	

Poland	10
Section 10 – Łódź	

10.13.5 Runway Information

Overview of Airport Layout



The following AIP will be valid when the enlargement of the runway until 2,100 m is completed.

Poland	10
Section 10 – Łódź	

Current Runway Capacity

Runway 1		
Designation	25/07	
Length (m)	1443 M	
ILS CAT	1	
Number of Peak Hour Departures	-	
Number of Peak Hour Arrivals	-	
Hourly Capacity Under IFR Flight Rules	3 OPERATIONS/HOUR	
Average Movement Delay Rate (mins)	-	
Annual Movement Capacity	-	
Runway Operating Hours	06.00 – 22.00 lt	

Methodology for calculation of runway capacity

The number of operations possible in 1 hour, taking into consideration the separations between aircraft in the air and on the ground.

Factors limiting Runway capacity

Lack of a parallel taxiway to the runway. Aircraft landing in direction “25” after landing, use the runway in the opposite direction until taxi-way “a” and then onto the apron. During taxiing the runway is not available for other aviation operations.

Poland	10
Section 10 – Łódź	

10.13.6 Terminal and Cargo Facilities

Terminal Capacity

Name of Terminal	Terminal 1	Terminal 2	
	Passengers' Terminal	New Terminal	
Departing Passengers per hour	50	100	
Arriving Passengers per hour	50	200	
Transfer Passengers per hour			
Annual Capacity	50,000	200,000	

Methodology for calculation of terminal capacity

Take-offs – according to max capacity of departure hall (waiting-room)
Landings – according to max capacity of arrival hall

Excess capacity

Currently there are no flights. Both terminals will have full capacity when Ryanair starts operations.

Main bottlenecks for terminal capacity

Terminal 1: Departure and arrivals hall, luggage room
Terminal 2: Departure hall

Poland	10
Section 10 – Łódź	

Terminal Facilities (Passenger)

Name of Terminal	Terminal Passengers' Terminal 1	Terminal 2	
Terminal Total Floor Area	1,417 m2	2,000 m2	
Number of Check in desks	2	4	
Number of Self Service Check in machines	0	0	
Number of Passenger Security Screening Positions	1	3	
Number of Departure Baggage Belts	0	1	
Number of Departure Gates	1	2	
Number of Loading Bridges	1	0	
Number of Inbound Passport / Immigration Positions	1	3	
Number of Baggage Claim Units	1	1	
Number of Commercially Important Passenger Lounges	0	0	

Further detail on terminal passenger facilities

Terminal 1 has a restaurant, bar, car rental point, air service companies, restrooms for pilots, the Airport Meteorological Office, Border Guards and Police.

There are clear and consistent signs throughout the airport operational areas in both Polish and English.

Images of the new Terminal 2:



Poland	10
Section 10 – Łódź	



Number of parking stands
<p>Total number of parking places on apron- 12</p> <p>Parking places for aircraft code “c” – 3</p> <p>Parking places for aircraft smaller than of code “c” – 9.</p>
Retail Facilities
<p>Duty free shop – none</p> <p>Other shop – 1</p> <p>Restaurant – 1</p> <p>Car hire – 2</p> <p>Exchange office - none</p>

Poland	10
Section 10 – Łódź	

Cargo Capacity

	Facility	2nd Facility	3rd Facility
Name of Cargo Facility	No cargo terminal		
Description			
Annual Cargo Capacity (metric tonnes)			
Total annual inbound cargo (metric tonnes)			
Total annual outbound cargo (metric tonnes)			
Share carried on cargo aircraft (%)			
Total domestic cargo (metric tonnes)			
Total international cargo (metric tonnes)			
Further detail on cargo facilities			
No specific details on cargo facilities.			

Other Facilities

Aircraft Maintenance / Engineering Facilities
Refuelling facilities
Refuelling – company “Petrolot” AVGAS 100LL 20 m3 JET A1 5,8 m3
Winter Operating facilities
2 plough + sweeper units+ 1 de-icing unit, 2 rotor plough, 1 sprinkler, 1 spread machine. 1 de-icing unit for aircraft.

Poland	10
Section 10 – Łódź	

10.13.7 Infrastructure Development

Major works in the last 5 years		
Title	Cost	Date completed (year)
RWY extension	ABOUT 747,000 EUR	2002
Further RWY extension	ABOUT 4.4m EUR	2005
Apron expansion:	ABOUT 995,500 EUR	2005
Broadening of taxi way “A”	ABOUT 250,000 EUR	2005
Terminal 2 for LCC’s	ABOUT 1.5m EUR	2005
Future Approved works		
Finishing the terminal, including access.		
Long term development plan (master plan) for the airport		
RWY extension to 2,500m Parking Parallel taxiway Terminal 3 Cargo Rail access		

Poland	10
Section 10 – Łódź	

10.13.8 Environment

Environmental Policy
Not available.

10.13.9 Accessibility

Road Access (private vehicle)
Distance from the city centre– 6 km Access by asphalt one-lane road
Car Parking
1 Car park – 30 places, 4 places for airport staff, Parking fees are not collected.
Public Transport Access - Rail
There is no direct railway for passengers to the airport although there are railway tracks 1 km away from the airport.
Public Transport Access – Bus and Coach
Lines 55 and 65.
Public Transport Access - Taxi
Contract signed with one taxi company Tele Taxi 96-26

Poland	10
Section 10 – Łódź	

Access for Persons of Reduced Mobility
<p>WC for PRM x 1 Wheelchair x 4 Inconveniences (terminal 1) – No access to the 1st floor of terminal, difficult access to the bar in the terminal, no parking place for disabled.</p>

10.13.10 Key Issues and Other Information

Key issues for the airport over the next 5 years
<p>Road and Rail links to the airport. Improving navigation aids. Increasing car parking spaces.</p>

Poland	10
Section 10 – Łódź	

10.13.11 Łódź Airport Photographs



Terminal entrance



Car Park

Poland	10
Section 10 – Łódź	



Departures area



Check-in area

Poland	10
Section 10 – Łódź	



Passport control



Security check point

Poland	10
Section 10 – Łódź	



Departures lounge



Airside view of terminal

Poland	10
Section 10 – Łódź	



Arrivals – passport control.



Baggage reclaim area

Poland	10
Section 10 – Łódź	



Exit through customs to arrivals hall



Bus stop outside terminal

Poland	10
Section 10 – Zielona Gora	

10.14 Zielona Góra Airport

10.14.1 Basic Airport Information

Airport Name	Port Lotniczy Zielona Góra-Babimost		
Airport Address	Port Lotniczy Zielona Góra - Babimost skr. pocztowa 4 66 - 100 Babimost tel.: +48 (68) 351 23 00 fax: +48 (68) 351 27 29 e-mail: lubport@poczta.onet.pl		
Website Address	http://www.lotnisko-chopina.pl/porty/www/pl/zielonag/zg/kon.html		
IATA Code	IEG	ICAO Code	EPZG
Managing Director / Chief Executive	Ryszard Dobrowolski		

IATA Slot Coordination Level	1
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(Level 1: Non-coordinated airport or Level 2: Schedules facilitated airport or Level 3: Fully coordinated airport)

Air Traffic Control & Navigation	
ATC Coverage (local or area control, who provides service)	Polish Air Traffic Agency
NDB	Yes
DME	No
VOR	No
Other	

Poland	10
Section 10 – Zielona Gora	

Fire Fighting	
Fire Fighting Category	V(BAe 146-100 size)
Maximum Aircraft Size	B747

Key airport contacts
<p>Airport Office: Port Lotniczy Zielona Góra - Babimost tel.: +48 (68) 351 23 00 fax: +48 (68) 351 27 29 e-mail: lubport@poczta.onet.pl</p> <p>Control tower: tel./fax: +48 (68) 351 20 11 e-mail: zgoratwr@poczta.onet.pl AFTN: EPZGZTZX</p>

Poland	10
Section 10 – Zielona Gora	

10.14.2 Airport Ownership and Management

Current ownership structure of the airport

The airport is within the ownership of State Enterprise PPL.

Current management structure at the airport

The airport Director reports to PPL.

Number of employees working for the airport operator

Not available.

Ground handling service provision at the airport

- passengers and baggage handling;
- information desk;
- attendance for aircrafts of General Aviation:
 - hotel booking,
 - mediation in organization of catering,
 - organization of other events on request;
- attendance for charter flights;
- loading, unloading and transport of luggage;
- fuelling;
- de-icing;
- technical assistance;
- providing and replacing of stairs;
- aircraft cleaning.

Brief history of the airport, highlighting major events

Not available.

Poland	10
Section 10 – Zielona Gora	

10.14.3 Financial Issues

Financial performance
Not available.

User charges
<p>ZIELONA GÓRA/BABIMOST AIRPORT CHARGES Effective from September 1, 2005</p> <p>The landing charge is levied for making airport and its technical infrastructure available for aircraft landing and takeoff operations and standard services rendered by the relevant airport units, connected with such operations, exclusive of the ground handling services. The landing charge is levied for each landing of an aircraft.</p> <p>Charge Calculation Unit Charge for aircraft of maximum take-off weight up to 2 tonnes inclusive (except for helicopters) for landing (irrespective of aircraft maximum take-off weight) € 12.5 for aircraft of maximum take-off weight over 2 tonnes (except for helicopters) for each commenced tonne of aircraft maximum take-off weight € 7.5 for helicopters for each commenced tonne of maximum take-off weight €3.75</p> <p>The passenger charge is levied for making Passenger Terminal and its technical infrastructure available to passengers in order to commence or end air travel and for the provision of related standard services rendered by the airport units, exclusive of the ground handling services. The charge is not levied on direct transit passengers or children under 2. Charge Calculation Unit Charge for each departing passenger €4.5</p> <p>The parking charge is levied for the provision of the aircraft parking space on the apron and the related standard services rendered by the airport units, exclusive of the ground handling services. Parking up to 4 hours inclusive for passenger aircraft and up to 12 hours inclusive for cargo aircraft is free of charge. Charge Calculation Unit Charge for each commenced maximum take-off weight tonne and each commenced 24 hours of parking calculated from the time of landing to the time of takeoff €1</p> <ul style="list-style-type: none"> • Neither landing charge nor parking charge shall be levied on aircraft operating rescue flights in natural disasters as well as flights rescuing human life and health, unless such flights are operated as a business activity. • No airport charge is levied on Polish state aircraft flights. • No landing charge is levied on aircraft operating flights performed exclusively for the purpose of checking or testing equipment used or intended to be used as ground aids to air navigation. • No landing charge or passenger charge is levied in case of return of an aircraft with no intermediate landing to the airport for meteorological or emergency reasons. • The discounts on and exemptions from airport charges levied on foreign national aircraft flights connected with the protection of public safety, national security, state border or in search and rescue flights are applied in accordance with the rules set out in the relevant international agreements subject to the principle of reciprocity. The Value Added Tax on goods and services (VAT) effective on the day of rendering a service is added to charges.

Poland	10
Section 10 – Zielona Gora	

10.14.4 Airport Traffic

Airport traffic history
Not available.

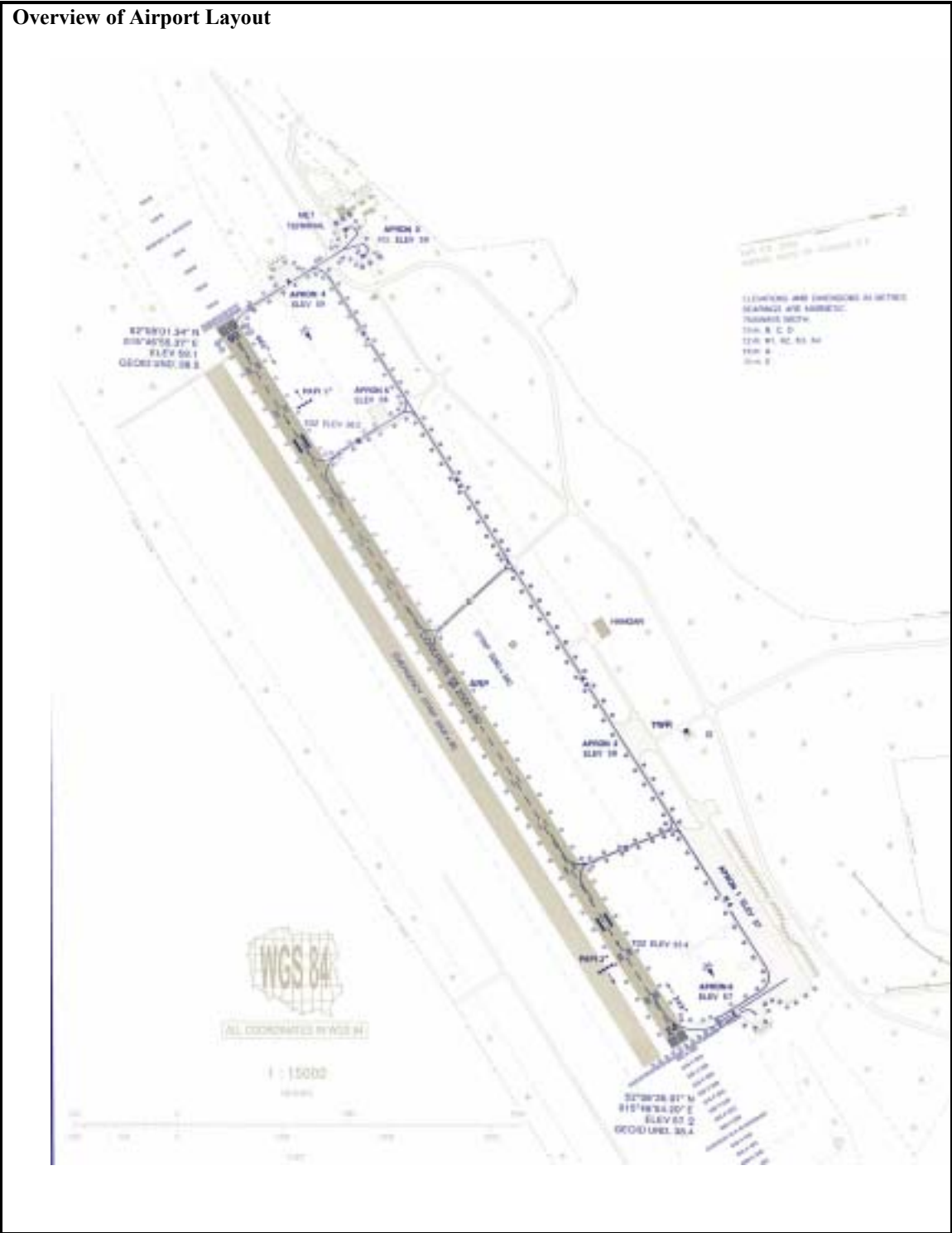
Current Flight Programme
General Aviation only.

Future Traffic Forecast
Not available.

Poland	10
Section 10 – Zielona Gora	

10.14.5 Runway Information

Overview of Airport Layout



Poland	10
Section 10 – Zielona Gora	

Current Runway Capacity

Runway 1		
Designation	06/24	
Length (m)	2,500	
ILS CAT		
Number of Peak Hour Departures	-	
Number of Peak Hour Arrivals	-	
Hourly Capacity Under IFR Flight Rules	-	
Average Movement Delay Rate (mins)	-	
Annual Movement Capacity	-	
Runway Operating Hours	24 hours	

Methodology for calculation of runway capacity

Not available.

Factors limiting Runway capacity

Not available.

Poland	10
Section 10 – Zielona Gora	

10.14.6 Terminal and Cargo Facilities

Terminal Capacity

Name of Terminal	Terminal		
	Passenger Terminal		
Departing Passengers per hour	n.a.		
Arriving Passengers per hour	n.a.		
Transfer Passengers per hour	None		
Annual Capacity	150,000		

Methodology for calculation of terminal capacity
Not available.
Excess capacity
Not available.
Main bottlenecks for terminal capacity
Not available.

Poland	10
Section 10 – Zielona Gora	

Terminal Facilities (Passenger)

Name of Terminal	Terminal Passenger Terminal		
Terminal Total Floor Area	450 ha		
Number of Check in desks	n.a.		
Number of Self Service Check in machines	n.a.		
Number of Passenger Security Screening Positions	n.a.		
Number of Departure Baggage Belts	n.a.		
Number of Departure Gates	n.a.		
Number of Loading Bridges	n.a.		
Number of Inbound Passport / Immigration Positions	n.a.		
Number of Baggage Claim Units	n.a.		
Number of Commercially Important Passenger Lounges	n.a.		

Further detail on terminal passenger facilities
Not available.
Number of parking stands
Not available.
Retail Facilities
Not available.

Poland	10
Section 10 – Zielona Gora	

Cargo Capacity

	Facility	2 nd Facility	3 rd Facility
Name of Cargo Facility	Cargo Terminal		
Description	n.a.		
Annual Cargo Capacity (metric tonnes)	n.a.		
Total annual inbound cargo (metric tonnes)	n.a.		
Total annual outbound cargo (metric tonnes)	n.a.		
Share carried on cargo aircraft (%)	n.a.		
Total domestic cargo (metric tonnes)	n.a.		
Total international cargo (metric tonnes)	n.a.		
Further detail on cargo facilities			
No specific details on cargo facilities.			

Other Facilities

Aircraft Maintenance / Engineering Facilities
Minor repairs of planes and gliders. Spare parts available on limited scale.
Refuelling facilities
Jet A-1, AVGAS, 100L Oil grades: Shell, Elf 100
Winter Operating facilities
No de-icing facilities.

Poland	10
Section 10 – Zielona Gora	

10.14.7 Infrastructure Development

Major works in the last 5 years
Not available.
Future Approved works
Not available.
Long term development plan (master plan) for the airport
Not available.

10.14.8 Environment

Environmental Policy
Not available.

Poland	10
Section 10 – Zielona Gora	

10.14.9 Accessibility

Road Access (private vehicle)
Distance from Zielona Góra –34 km by expressway.
Car Parking
Parking free of charge.
Public Transport Access - Rail
No rail connection.
Public Transport Access – Bus and Coach
Public transport-bus nr 20.
Public Transport Access - Taxi
There is no contract signed with any one specific taxi company.
Access for Persons of Reduced Mobility
Not available.

10.14.10 Key Issues and Other Information

Key issues for the airport over the next 5 years
Not available.

Poland	10
Section 10 – Zielona Gora	

10.14.11 Zielona Góra Photographs



Terminal



Departure hall

Poland	10
Section 10 – Zielona Gora	



Check in area

Poland	10
Section 10 – Szczytno	

10.15 Szczytno Airport

10.15.1 Basic Airport Information

Airport Name	Porty Lotnicze „Mazury-Szczytno” Sp. z o.o. Międzynarodowy Port Lotniczy Szczytno-Szymany		
Airport Address	ul. Wielbarska 5 12-100 Szczytno tel.: +48 (89) 624 32 81 fax: +48 (89) 624 22 94		
Website Address	www.airport.szczytno.pl		
IATA Code	SZY	ICAO Code	EPSY
Managing Director / Chief Executive	Tomasz Maria Starowieyski		

IATA Slot Coordination Level	1
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(Level 1: Non-coordinated airport or Level 2: Schedules facilitated airport or Level 3: Fully coordinated airport)

Air Traffic Control & Navigation	
ATC Coverage (local or area control, who provides service)	PATA
NDB	Yes
DME	Yes
VOR	No
Other	ILS GP, 334,400 MHz

Poland	10
Section 10 – Szczytno	

Fire Fighting	
Fire Fighting Category	Declared CAT V (BAe 146-100 size)
Maximum Aircraft Size	Not available.

Key airport contacts
<p>Council:</p> <p>Kazimierz Piechowicz - Chairman</p> <p>Jan Śmietanko -Vice-chairman</p> <p>Bogdan Nowak - Secretary</p> <p>Paweł Bielinowicz – Member</p> <p>e-mail:</p> <p>Management: lotnisko@pagi.pl</p> <p>Marketing: lot2@pagi.pl</p> <p>Airport: szymany@pagi.pl</p>

Poland	10
Section 10 – Szczytno	

10.15.2 Airport Ownership and Management

Current ownership structure of the airport Main shareholders: <ul style="list-style-type: none"> • Przedsiębiorstwo Państwowe „Porty Lotnicze”-PPL • Województwo Warmińsko – Mazurskie-region • Energopol Trade S.A. • Miasto Szczytno-city
Current management structure at the airport CAO and management board.
Number of employees working for the airport operator Not available.
Ground handling service provision at the airport Attendance for take-off and landing operations Ground handling of passengers and their luggage Refuelling - Avgas 100 LL, Jet A1
Brief history of the airport, highlighting major events <ul style="list-style-type: none"> • Porty Lotnicze „Mazury-Szczytno” Ltd. was created on January 16th 1996. • The aviation activity is carried based on a military airport in Szymany which had been transformed and adapted to satisfy the needs of national and international civil aviation. • First landing of aircraft ATR 72 belonging to Polskie Linie Lotnicze LOT with passengers on board in June 1996. • June 12th 1996 – First landing of aircraft ATR 72 belonging to Polskie Linie Lotnicze LOT • July 17th 2001 – Landing of governmental aircraft with the President of Republic of Poland Aleksander Kwaśniewski on board. • October 16th 2002 – Landing of governmental aircraft with the President of Republic of Poland Aleksander Kwaśniewski on board. • May 30th 2003 - Landing of governmental aircraft with the Prime Minister Leszek Miller of the Republic of Poland on board. • May 30th 2003 – Landing of the governmental aircraft with the Prime Minister of Sweden

Poland	10
Section 10 – Szczytno	

10.15.3 Financial Issues

Financial performance
Not available.

User charges
Not available.

10.15.4 Airport Traffic

Airport traffic history
Not available.

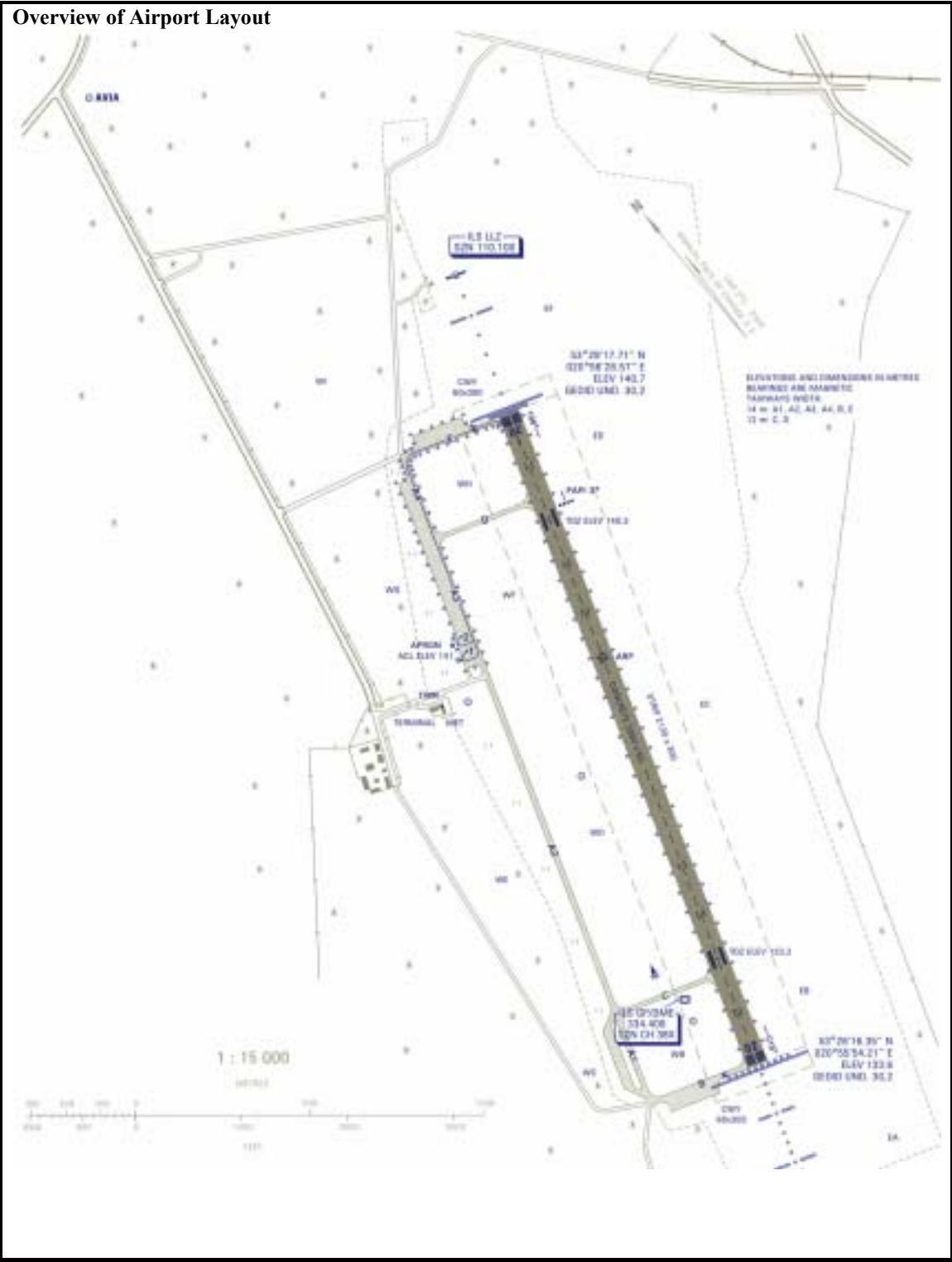
Current Flight Programme
Currently there is no traffic.

Future Traffic Forecast
Not available.

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10.15.5 Runway Information

Overview of Airport Layout



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Current Runway Capacity

	Runway 1	
Designation	<input type="text" value="02/20"/>	<input type="text"/>
Length (m)	<input type="text" value="2,000 long, 60 wide"/>	<input type="text"/>
ILS CAT	<input type="text" value="CAT"/>	<input type="text"/>
Number of Peak Hour Departures	<input type="text"/>	<input type="text"/>
Number of Peak Hour Arrivals	<input type="text"/>	<input type="text"/>
Hourly Capacity Under IFR Flight Rules	<input type="text"/>	<input type="text"/>
Average Movement Delay Rate (mins)	<input type="text"/>	<input type="text"/>
Annual Movement Capacity	<input type="text"/>	<input type="text"/>
Runway Operating Hours	<input type="text" value="24h"/>	<input type="text"/>

Methodology for calculation of runway capacity
<input type="text"/>

Factors limiting Runway capacity
<input type="text"/>

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10.15.6 Terminal and Cargo Facilities

Terminal Capacity

Name of Terminal	Terminal		
	Data not available		
Departing Passengers per hour			
Arriving Passengers per hour			
Transfer Passengers per hour			
Annual Capacity			

Methodology for calculation of terminal capacity
Excess capacity
Main bottlenecks for terminal capacity

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Terminal Facilities (Passenger)

Name of Terminal	Terminal		
	No data.		
Terminal Total Floor Area			
Number of Check in desks			
Number of Self Service Check in machines			
Number of Passenger Security Screening Positions			
Number of Departure Baggage Belts			
Number of Departure Gates			
Number of Loading Bridges			
Number of Inbound Passport / Immigration Positions			
Number of Baggage Claim Units			
Number of Commercially Important Passenger Lounges			

Further detail on terminal passenger facilities
Number of parking stands
Retail Facilities

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Cargo Capacity

	Facility	2nd Facility	3rd Facility
Name of Cargo Facility	Data not available.		
Description			
Annual Cargo Capacity (metric tonnes)			
Total annual inbound cargo (metric tonnes)			
Total annual outbound cargo (metric tonnes)			
Share carried on cargo aircraft (%)			
Total domestic cargo (metric tonnes)			
Total international cargo (metric tonnes)			
Further detail on cargo facilities			

Other Facilities

Aircraft Maintenance / Engineering Facilities
Refuelling facilities
Fuelling facilities/Capacity Jet A-1 - Tank truck of 9000 litres capacity. AVGAS 100LL - Tank truck of 4500 litres
Winter Operating facilities
Type(s) of clearing equipment Runway snow plough - 1, road snow plough - 1, light snowblower - 1, runway sweeper - 1, spreader - 1, sprayer - 1.

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10.15.7 Infrastructure Development

Major works in the last 5 years			
Title	Purpose	Cost	Date completed (year)
n.a.	n.a.	n.a.	n.a.
Future Approved works			
Title	Purpose	Cost	Date due to be completed (year)
n.a.	n.a.	n.a.	n.a.
Long term development plan (master plan) for the airport			
Not available.			

10.15.8 Environment

Environmental Policy
Not available.

10.15.9 Accessibility

Road Access (private vehicle)
Car Parking
Not available.
Public Transport Access - Rail
Not available.
Public Transport Access – Bus and Coach
Airport bus, urban transport buses.
Public Transport Access - Taxi
No specific contract with any taxi company.

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Access for Persons of Reduced Mobility
Not available.

10.15.10 Key Issues and Other Information

Key issues for the airport over the next 5 years
Not available.

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10.15.11 Szczytno Airport Photographs



Terminal building



Terminal building

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Departures/Arrivals Hall



Luggage control