

RD 425-1.01-22
DISCOUNT SYSTEM
ON AIRPORT SERVICES

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Section 0. Document information

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Section 1. General provisions

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1. Introduction

1.1. This document (hereinafter referred to as RD) defines universal terms and a unified procedure for providing airlines with discounts on airport services, ground handling services and material resources. This document is applicable to airlines operating flights through Ufa International Airport JSC (hereinafter referred to as UIA JSC) in order to:

- expansion of the flight geography by increasing the total number of flights with the opening of new regular destinations by both operating and new Carriers;
- maintaining the flight geography during periods of declining demand for air transportation (low season), the influence of negative external factors;
- attracting airlines operating long-haul flights;
- increasing the intensity of flights in lightly busy time intervals (slots);
- reducing seasonality;
- attracting new airlines – consumers of airport services;
- increasing the volume of sales of airport services;
- increasing cargo turnover;
- increasing the profitability of the company from its core business;
- increasing the availability of air transportation to a wide range of the population.

2. Regulatory documents

2.1. This ruling document has been developed in accordance with the requirements of regulatory documents:

- Federal Law No. 135-FZ of July 26, 2006 on the Protection of Competition;
- Aviation Code of the Russian Federation No. 60-FZ of March 19, 1997;
- Order of the Government of the Russian Federation No. 599 of July 22, 2009 on the Procedure for Providing for Access to Services of the Subjects of Natural Monopolies at the Airports;
- Civil Code of the Russian Federation;
- Tax Code of the Russian Federation No. 146-FZ of July 31, 1998;
- Order of The Ministry of Transport of the Russian Federation No. 241 of July 07, 2012 on Air navigation and airport charges, tariffs for A/C maintenance at airports and airspace of the Russian Federation;
- Order No. 125 of the Air Transport Federal Service of the Russian Federation dated May 15, 2000 on Air Navigation and Airport Charges for Servicing A/C of Foreign Operators in the Airspace and Airports of the Russian Federation.

3. Notes, Abbreviations and Definitions

3.1. For the purposes of this document, the terms and definitions given in the internal regulatory document "Terms and Definitions. Dictionary", as well as the following:



Absolute increase in frequencies – the positive difference between the number of Regular flight Destinations in the period under review and the number of Regular flights in the same direction in the same period of the previous year;

Domestic flight – air transportation in which the point of departure, destination and all landing points are located on the territory of the Russian Federation;

Restored flight direction – the direction of flights where regular passenger flights between the airport and the flight point were interrupted and flights were not operated for 1 to 3 years;

Cargo flight – a flight performed on an A/C specifically designed only for cargo transportation;

Long-haul route – a route with a flight range of 5,000 km or more according to orthodromy;

Additional flight – an A/C flight performed in addition to the schedule on the same route as regular flights;

Additional flight frequency – a positive difference between the total number of regular non-stop flights of an air Carrier on the line in the calendar month in question and the total number of regular non-stop flights of an air Carrier on the same line in the previous period;

Flight delay - the arrival of the A/C at the airport later than the time set by the schedule;

Delayed departure of the A/C - departure of the A/C from the airport later than the time set by the schedule;

International flight – an air transportation in which the point of departure and destination are located:

- on the territories of two states;

- on the territory of one State, if there is a landing point(s) on the territory of another State;

Mass destination – destination with an average passenger traffic of at least 10,000 people per month during the spring-summer period and at least 7,000 people per month during the autumn-winter period;

Low season – the season of low passenger demand for flights to any region or to another country associated with unfavorable climatic conditions;

New flight direction – a direction where regular passenger flights between Ufa and the flight point have not been operated for more than 3 years before the date of the actual first flight;

At the same time, the new direction is not recognized:

- extension of existing routes from Ufa to flight points with which there was no regular air service from Ufa for one year (365 days) before the date of the actual performance of the first flight;

- performing a commercial intermediate landing at a flight point, with which there was no regular air service from Ufa for one year (365 days) before the date of the actual performance of the first flight;

Departure of the A/C - the beginning of the movement of the A/C from the A/C stand;

Passenger flight – flight performed on an A/C specially equipped to carry passengers. Cargo on such A/C can only be transported in passing, in the baggage hold;

Carrier (airline) – an aviation company that issues a transportation document, carries out or undertakes to carry out air transportation, as well as provides or undertakes to provide services related to such transportation, in accordance with a transportation or payment document issued by the airline or other Carrier, which is recognized as valid on the airline's lines;

Late arrival of the A/C – the arrival of the A/C at the airport with a delay relative to the time set by the schedule;



Arrival of the A/C - stop of the A/C on the A/C stand after taxiing or towing;

A/C carrying capacity – the number of passenger seats in the A/C cabin;

Navigation period – a time period corresponding in duration to the period of spring-summer or autumn-winter navigation according to the definition of IATA, during which the airline may be credited and/or granted a discount subject to the conditions of this document;

Flight program – flights of the Carrier operated from JSC UIA and related to one of the types of air passenger transportation:

- a) flights operated to/from Moscow;
- b) flights operated to/from St. Petersburg;
- c) shift flights;
- d) regular domestic flights;
- e) regular international flights;
- f) international charter flights;

Flight – flight of an A/C on or off schedule, performed from the start to the end point of the route;

Regular passenger flight – an A/C flight that runs along the route in accordance with the established schedule;

Discount (reduction coefficient) – the amount of reduction in the published tariff, can be applied both as a percentage and as a coefficient;

Seasonal tourist destination – a destination with a pronounced seasonality of passenger demand associated with the departure of the population to places of recreation;

Subsidized flight – flight for which subsidies from the federal budget are provided to air transport organizations for the implementation of regional air transportation on the territory of the Russian Federation and the formation of a regional route network;

Charter passenger flight – flight operated on an A/C in accordance with a chartering agreement.

3.2 Abbreviations:

A/C – A/C;

MTOW – maximum take-off weight.

4. General provisions

4.1. This RD applies to the Carrier's flights operated to/from JSC UIA.

4.2. Discounts, in accordance with this RD, are provided only to Carriers who have concluded Standard ground handling agreement with JSC UIA.

4.3. Discounts, in accordance with this RD, are provided to the Carrier after the Parties sign the relevant supplementary agreement to the standard ground handling agreement subject to the Carrier's compliance with its contractual obligations and receipt of a duly executed application to JSC UIA for a discount in accordance with Appendix A.1.

Discounts do not apply to flights not specified in the application in Appendix A.1.

Contractual obligations are considered fulfilled in the absence of written notifications from UIA JSC on violations of obligations addressed to the Carrier during the reporting period. In the presence of written notifications, UIA JSC may terminate the additional agreement on the provision of discounts.



UIA JSC does not provide discounts on ground handling services and material resources in case of their purchase by the Carrier from other persons.

4.5. Ground handling services (materials) for which discounts are set (special tariffs using a reduction factor):

- a) boarding-disembarkation of passengers to/from the AC;
- b) delivery of passengers to and from the AC;
- c) ensuring the acceptance and delivery, excluding services provided by UIA JSC through third-party organizations;
- d) towing/pushback;
- e) maintenance of bathrooms (full range of works);
- f) refilling with drinking water;
- g) provision of special technical or transport facilities (paragraph 4.19 of the Order of The Ministry of Transport of the Russian Federation No. 241 of July 07, 2012 on Air navigation and airport charges, tariffs for A/C maintenance at airports and airspace of the Russian Federation).

4.6. Regulated services (airport charges and commercial passenger service), for which discounts are set (special tariffs with a reduction factor):

- a) takeoff and landing;
- b) aviation safety;
- c) use of the airport terminal;
- d) commercial passenger service.

4.7. In case of application (imposition) of various discounts for one type of service on the same flight, the largest discount amount is applied.

4.8. When the Carrier makes changes to the flight schedule, due to which the flight ceases to comply with the conditions for granting previously assigned discounts, JSC UIA informs the Carrier about this and brings the level of discounts provided in accordance with the new flight performance parameters, in the absence of the required number of flights, it stops applying discounts.

4.9. The discount does not apply to the Carrier's turnaround flight:

- who, through his own fault, delayed the departure of the UIA A/C by more than 30 minutes (except for delays due to technical reasons and weather conditions);
- who has violated the time set by the arrival schedule (late arrival of the AC at the stand) for more than 30 minutes, earlier or later than the time set by the schedule (except for late arrival of the A/C for technical reasons or with a delay in arrival due to weather conditions);
- who committed other violations in accordance with Appendix A.4.

4.10. UIA JSC has the right to unilaterally suspend or terminate this RD at any time, change the terms of this RD and the amount of discounts.

4.11. The Carrier is entitled to receive discounts only if it purchases a full range of services from UIA JSC, in accordance with the current Standard Ground Handling Agreement.

4.12. A discount not provided for in this ruling document can be considered and provided in exceptional cases, based on the decision of the working group of JSC UIA, based on: the Carrier's payment discipline, the significance of the flight, the frequency of flight performance, the type of A/C on which the flight is operated, the flight season. The amount of the discount, the period of provision, the list of fees and tariffs for which the discount can be provided is determined by the decision of the working JSC "UIA".

5. Conditions for granting discounts on ground handling

5.1. Discount for the preservation and development of the domestic air route network

5.1.1. A discount for the preservation and development of the air route network is provided when new flight directions are opened, flights are restored to previously canceled destinations, and the number of flights/carrying capacity is increased.

5.1.2. Discount for the preservation and development of the route network and flight program:

- during development, it is charged for the services of clauses 4.5. and 4.6.;
- upon saving, it is charged for the services of clause 4.5.

5.1.3. The procedure for calculating and applying the discount for the development of the route network is given in Appendix A.2 to this Regulation.

5.1.4. A discount for maintaining the domestic air route network (option 2) is provided to support Carriers on regular regional routes with a flight program of at least 35 flights per decade on A/C with a capacity of up to 100 passenger seats.

5.1.4.1. The discount amount is 40%. The discount is provided for A/C ground handling services in accordance with clause 4.5.

5.1.5. A discount for the development of the domestic air route network (option 3) is provided to Carriers operating regular flights (including under the agreement on joint operation of the "Blocked Space Agreement") simultaneously in four mass destinations. The discount is provided if the following conditions are met: the total volume value of the maximum take-off weight in these four directions is at least 15,000 tons per month.

5.1.5.1. The discount limit is 20%. The discount is provided for all airport and A/C ground handling services (Section 1-4 of the price list of A/C ground handling services).

5.2. Discount for the preservation and development of the international air route network

5.2.1. A discount for the preservation and development of the international route network is provided when new flight directions are opened, flights are restored to previously canceled destinations, and the number of flights is increased.

5.2.2. Discount for the preservation and development of the route network:

- for regular flights, it is charged for the services of clauses 4.5. and 4.6.;
- for charter flights, it is charged for the services of clause 4.5.

5.2.3. The procedure for calculating and applying the discount for the development of the route network is given in Appendix A.2 to this Regulation.

5.2.4. A discount for maintaining the international air route network (option 2) is provided to support foreign Carriers on a regular flight route with a flight frequency of more than 2 times a week.

5.2.4.1. The discount amount is 50%. The discount is provided for A/C ground handling services in accordance with clause 4.5.

5.2.4.2. The maximum period for granting a discount for maintaining the route network (option 2) is 12 (twelve) calendar months from the date of the first discount provided.

5.2.5. A discount for the preservation and development of the international air route network (option 3) is provided to support Russian Carriers operating regular flights to



international resorts with a flight frequency of more than 2 flights per week, on A/C with a capacity of more than 150 seats.

5.2.5.1. The discount limit is 20%. The discount is provided for all airport and A/C ground handling services (Section 1-4 of the price list of A/C ground handling services).

5.2.6. A discount for the preservation and development of the international air route network (option 4) is provided to support new foreign Carriers operating regular international flights from UIA JSC, whose air fleet consists of more than 40 A/C.

5.2.6.1. The discount limit is 50%. The discount is provided for all airport and A/C ground handling services (Section 1-4 of the price list of A/C ground handling services).

5.3. Discount on temporary parking at the airfield (apron)

5.3.1. Discount (reduction factor) is applied when parking any type of A/C;

5.3.2. The size of the reduction factor is:

- for one A/C with a take-off weight of up to 20 tons when parked on the apron for at least 50 hours per month - 0.65.

- for temporary parking at the airfield for a period of 1 month or more in case of a technical malfunction of the A/C – 0.5.

Attention! If the estimated discount amount is less than 5%, the discount is not applied.

5.4. Discount on aircraft de-icing treatment and de-icing liquid

5.4.1. Discount on the A/C de-icing is applied to all flights of the Carrier (for the current month), provided that the Carrier performs at least 240 flights in the previous month and amounts to 5%.

5.4.2. Discount on de-icing liquid is applied to all flights of the Carrier (for the current month), provided that the Carrier performs at least 240 flights in the previous month and amounts to 10%.

5.5. Discount on the delivery of business class passengers by minibus

5.5.1 Discount on the delivery of business class passengers by minibus is provided if the number of passengers of the Carrier who used the services of the business lounge in the previous calendar month is more than 700 people and amounts to 50%.

5.6. Discount on the aircraft interior cleaning

5.6.1 Discount on the A/C interior cleaning is applied to all flights of the Carrier operating regular flights of UIA JSC, with a frequency of at least 180 flights per month (the average number of flights per month for the autumn-winter and spring-summer periods) and is 20%.

5.7. Discount on temporary parking of the aircraft

5.7.1. Discount on temporary parking of A/C is applied to the Carrier's A/C that carry out parking in order to carry out maintenance and repair of A/C in hangars (inv. No.5975,6487).

5.7.2. The cost of temporary parking of the A/C is:



for A/C with a maximum take-off weight of up to 40 tons - 185 rubles/hour excluding VAT;

for A/C with a maximum take-off weight of over 40 tons - 330 rubles / hour excluding VAT.

5.7.3. The discount is applied if no more than 2 A/C are placed at the same time.

5.8. Discount for increasing the frequencies of flights.

5.8.1. Discount is provided to the Carrier that has completed the maximum number of scheduled flights from JSC UIA in a season similar to calculation period (autumn-winter and spring-summer periods), subject to an increase in the number of flights performed relative to the same period last season.

5.8.2. Discount applies only to additional frequencies.

5.8.3. Discount limit is 20%. Discount is provided for all airport and A/C ground handling services (Section 1-4 of the price list of A/C ground handling services).

5.9. Discount for the preservation and development of the route network for Carriers performing transfer services through JSC UIA on domestic and international scheduled flights

5.9.1. A discount for the development of the route network is provided to Carriers operating regular flights simultaneously to 3 domestic mass destinations with a frequency of at least 2 weekly flights, along with at least 6 flights per week to neighboring countries.

5.9.1.1 The maximum discount amount is:

- 10% for domestic flights;
- 20% for international flights.

The discount is provided to the Carrier for the entire flight program in respect of all airport and ground handling services for A/C (section 1-4 of the price list of ground handling services).

6. Conditions for granting discounts on fuel supply

6.1. Discount for the preservation and development of the route network of domestic lines

6.1.1. A discount for the preservation and development of the air route network is provided when new flight directions are opened, flights are restored to previously canceled destinations, and the number of flights/ A/C carrying capacities increases relative to the same period last season.

6.1.2. The discount for the preservation and development of the route network is set in accordance with Appendix A.3 to this Regulation.

6.2. Discount for the preservation and development of the route network of international lines

6.2.1. Discount for the preservation and development of the route network of international lines is provided when new flight directions are opened, flights are restored to previously canceled destinations, and the number of flights / A/C carrying capacities increases relative to the same period last season.



6.2.2. The discount for the preservation and development of the route network is set in accordance with Appendix A.3 to this Regulation.

6.3. Discount for cargo flights

6.3.1. The discount is applied when the Carrier performs any flights on cargo A/C and is set in accordance with Appendix A.3 to this Regulation.

7. The procedure for granting discounts

7.1. The Carrier applying for discounts, 30 days before the month from which it claims to receive a discount, sends an application to join this Discount Program and conclude an appropriate additional agreement to the current standard ground handling agreement.

The application form is given in Appendix A.1, is issued on the letterhead of the airline and is included as an appendix to the additional agreement.

7.2. If during the reporting month the Carrier's failure to comply with the discount conditions is revealed, then the Carrier loses the right to receive a discount from the moment the debt arises, with subsequent notification of this by JSC UIA. The Carrier may again apply for a discount under a previously concluded additional agreement in case of restoration of the fulfillment of the program condition from the month following the month in which this condition will be fulfilled.

7.3. In the event of a discrepancy between the calculations of the airline and JSC UIA or other disputes regarding the interpretation and/or execution of this provision, the final decision on the interpretation of the terms of this provision, the amount or provision of a discount is made by JSC UIA.



Appendix A.1. Sample letter

To the General Director
Ufa International Airport JSC
Mr. A.V. Andreev

In accordance with the current internal regulatory document of the enterprise “Discount system on airport services”, I ask you to provide discounts for ground handling / aviation fuel and lubricants for the following flights.

For: _____ month(s) _____ year.

Absolute increase in frequencies						
Flight number	Period	Days of the week	Route	A/C type	A/C layout	Number of flights

General Director¹
«Airline Name»

(signature)

N. Surname

¹ Airline general director/ general manager.

Appendix A.2. The procedure for calculating and applying discounts for ground handling

The procedure for calculating and applying discounts for the preservation and development of the route network

The discount for the preservation and development of the route network is calculated taking into account the weight coefficients for the criteria specified in the table of weight coefficients below, according to the formula:

The discount amount of the new (restored, current) direction C_H :

$$C_H = K_{np}/100 \times K_{cym} \times T_1(T_2, T_3),$$

где:

K_{np} – the priority coefficient of the direction (Table 2);

K_{cym} – the total weight coefficient calculated by the formula:

$$K_{cym} = \sum_{n=1}^7 K_n,$$

K_n – weight indexes for characteristics of the flight claimed for a discount (Table 1);

$T_1(T_2, T_3)$ – the maximum discount amount (Table 3).

Weight index and characteristics of the flight claimed for the discount*

Table 1

Characteristics		Weight index	Weight index value
Type of flight claimed for the discount	new direction	K_1	2,0
	restored direction		1,0
	additional frequency in the current direction		0,9
Seasonality	low season	K_2	0,8
	high season		0
	all-season		0,4
Frequency of flights (per week)	less than 3 flights	K_3	0,8
	from 3 to 7 flights		1,0
	from 7 flights		1,1
Flight range	regional flight (up to 1200 km)	K_4	1,8
	long-haul transit flight (more than 6 hours)		1,5
	long-haul direct flight (more than 6 hours)		1



	Characteristics	Weight index	Weight index value
			medium-haul flight (from 1201 km to 6000 km)
Flight program	subsidized flight	K ₅	3,0
	transfer flight		2,5
	regular domestic flight		1,6
	regular international flight		4,5
	seasonal tourist flight		1
New Carrier	New Domestic Carrier	K ₆	1
	New International Carrier		1,5
Number of passenger seats in the A/C	up to 100 seats	K ₇	1,8
	from 101 to 220		1,6
	from 221 and above		1

* If the Carrier claims to receive discounts in several directions, by agreement of the parties, it is allowed to apply a weighted average amount of discounts.

**Priority coefficients of destinations (K_{np}) for flights from JSC UIA,
taking into account seasonality as of July 01, 2022**

Table 2

Destination	The priority factor of the direction	
	Autumn-winter season	Spring-summer season
Domestic routes		
Abakan	8	8
Anapa	8	6
Arkhangelsk	8	8
Astrakhan	8	8
Barnaul	8	8
Belgorod	8	8
Beloyarsky	1	1
Blagoveshchensk	10	10
Vladivostok	10	10
Volgograd	10	10
Voronezh	10	10
Gelendzhik	8	6
Gorno-Altaysk	10	10
Fearsome	10	10
Ekaterinburg	7	7
Igarka	1	1
Izhevsk	7	7
Irkutsk	10	10



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Kazan	7	7
Kaliningrad	10	10
Kaluga	8	8
Kemerovo	8	8
Kirov	8	6
Komsomolsk-on-Amur	5	5
Krasnodar	10	10
Krasnoyarsk	10	10
Makhachkala	10	10
Mineral Waters	10	10
Murmansk	10	10
Nadym	1	1
Naryan-Mar	5	5
Neryungri	1	1
Nizhnevartovsk	1	1
Nizhniy Novgorod	10	10
Novosibirsk	10	10
Novy Urengoy	1	1
Norilsk	8	8
November	1	1
Nyagan	1	1
Omsk	10	10
Orenburg	8	8
Perm	8	8
Petropavlovsk-Kamchatsky	8	8
Rostov-on-Don	10	10
Sabetta	1	1
Salekhard	1	1
Samara	10	10
Saint-Petersburg	5	0
Saratov	8	8
Simferopol	7	6
Soviet	1	1
Sochi	8	6
Strezhevoy	1	1
Surgut	7	7
Syktyvkar	8	8
Talakan	1	1
Tomsk	8	8
Tyumen	8	8
Ulan-Ude	5	5
Ulyanovsk	8	8
Hooray	1	1
Usinsk	9	9
Khabarovsk	8	8
Khanty-Mansiysk	5	5



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Cheboksary	5	5
Chelyabinsk	10	10
Yuzhno-Sakhalinsk	10	10
Yakutsk	10	10
Yaroslavl	10	10
Near abroad		
Azerbaijan	10	10
Armenia	10	10
Belarus	10	10
Georgia	10	10
Kazakhstan	10	10
Kyrgyzstan	10	10
Latvia	10	10
Tadjikistan	10	10
Uzbekistan	10	10
Far abroad*		
Austria	10	10
Vietnam	10	10
Germany	10	10
Egypt	10	10
Israel	10	10
India	10	10
Italy	10	10
China	10	10
UAE	10	10
Serbia	10	10
Thailand	10	10
Turkey	10	10
Finland	10	10
Czech	10	10

* for regular flights.

** In the absence of directions in Table 2, the priority factor should be applied 10.

For international flights, priority coefficients (K_{np}) are applied to destinations regardless of which airport in the country the flights are operated to.

The maximum amount of discounts depending on the flight periods

Table 3

Maximum discount amount	Period	Domestic flight	International flight
Maximum discount amount for the 1st flight period (T_1), %	first 12 months of flights	60%	90%
Maximum discount amount for the 2nd flight period (T_2), %	following 12 months of flights	40%	60%
Maximum discount amount for following flight periods (T_3), %	following flight periods	20%	40%



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Maximum discount amount for following flight periods for destinations with a priority factor of 10 (T ₄), %	following flight periods	40%	60%
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The calculated discount amount in percentage form is rounded to the nearest integer value according to simple arithmetic rules. If the calculated discount amount exceeds the established discount limit T₁(T₂,T₃,T₄), then the maximum discount amount T₁(T₂,T₃,T₄) is set.

Appendix A.3. The procedure for calculating and applying discounts on fuel supply services

The discount on fuel supply services is applied to the registered in the Central Bank of fees and tariffs and the published cost of aviation fuel and fuel system icing inhibitors. The discount amount is determined according to Tables 4.1 and 4.2

The amount of discounts on aviation fuels and lubricants and the conditions for their provision

Table 4.1

Type of discount	Terms of the discount	Discount amount	Discount period
Passenger flights	new domestic direction $5 \leq K_{np} \leq 7$ $7 \leq K_{np} \leq 9$ $K_{np} = 10$	3% 5% 7%	During «start-up» the direction up to 3 years <i>(provided that the number of flights/carrying capacity is maintained and increased)</i>
	new international direction Regular flights Resort destinations	10% 7%	For regular flights: during «start-up» the direction up to 3 years <i>(provided that the number of flights/carrying capacity is maintained and increased)</i> For resort destinations: season (autumn-winter/spring-summer season)
	Subsidized flights (according to the order of the Government of the Russian Federation dated December 25, 2013 No. 1242)	7%	Subsidy period
	Restored direction	5%	Calendar year
Cargo flights	Cargo type of A/C	5%	Flight period
Flight program* <i>(Shift flights/scheduled domestic flights/scheduled international flights/chartered international flights)</i>	Absolute increase in the frequency/carrying capacity of the Carrier's A/C** from 10% to 30%	3%	autumn-winter/spring-summer period
	Absolute increase in the frequency/carrying capacity of the Carrier's A/C** from 31% to 50%	5%	autumn-winter/spring-summer period
	Absolute increase in the frequency/carrying capacity of the Carrier's A/C** over 51%	7%	autumn-winter/spring-summer period



* The discount is provided for the flight program of the Carrier of a certain type of transportation from JSC UIA, for which an absolute increase in frequencies has been recorded.

** The base for calculating the absolute increase in Carrier frequencies for each individual type of transportation includes only flights related directly to it. The number of carrying capacities is calculated as the product of the number of flights and the number of seats in the A/C cabin for each flight.

**The amount of discounts on aviation fuels and lubricants
and the conditions for their provision
(according to the volume of purchased fuel and lubricants)**

Table 4.2

Type of discount	Terms of the discount*	Autumn-winter period	Spring-summer period	Discount amount
All flights of the Carrier (except for the Moscow direction)	Total refueling of aviation fuel and lubricants, tons for the month preceding the month of the discount	300 or more	450 or more	7%
All flights of the Carrier (including the Moscow direction)	Total refueling of aviation fuel and lubricants, tons for the month preceding the month of the discount	600 or more	950 or more	7%
All flights of the Carrier	Performed by a foreign airline	-	-	10%
All international flights of the Carrier	The average volume of refueling of aviation fuel and lubricants, tons per flight of the Carrier	15 or more	12 or more	10%

* It is calculated based on the Carrier's request and the analysis of retrospective data on refueling of aviation fuel for the same period.



Appendix A.4. List of violations

Table 5

№	Types of violations
A	Flight Safety:
1	Incidents caused by the Carrier.
2	Damage to equipment (buildings, structures) caused by the Carrier.
3	Damage to special vehicles and ground equipment caused by the Carrier.
4	Location of ground handling facilities outside specially designated storage areas
B	Aviation Security:
1	the Carrier performs its functions on the apron without signal vests (violation of the requirements of paragraph 1 of the RD of the Head of the Federal Air Transport Agency dated October 22, 2009 No. 220615).
2	Non-compliance with the security control
3	Violations recorded by the inspection order
C	Passenger and luggage handling:
1	Non-provision of mandatory services to passengers of delayed flights, according to the order of the Ministry of Transport of the Russian Federation No. 82 dated June 28, 2007. (not providing a letter of guarantee for payment in the absence of a representative of the Carrier).
2	Extended check-in due to the waiting of the passenger (group of passengers).
3	Late provision or absence of information on commercial load of incoming flights in LDM and PSM telegrams (passengers with disabilities, unaccompanied children, strollers and wheelchairs, etc.) via the SITA link or by e-mail more than 20% per month.
4	Violation of the Rules for loading direct and transit baggage (RCZ-83 Weight and balance manual), Carrier's weight and balance manual, rules for loading and placing dangerous and special goods, improper mooring of loading, discrepancy between the actual loading of A/C with the data specified in LDM, CPM, loadsheet.
5	Malfunction of floor mechanization during container loading of baggage (cargo).
6	Malfunction of the luggage and cargo compartments doors.
7	Failure to provide information on the structural and technical limitations of A/C baggage and cargo compartments.
D	Flight regularity and flight delays:
1	For the flight delay due to the fault of the Carrier / representative office of the Carrier according to the standard IATA codes (Standard IATA Delay Codes (AHM730), affecting the quality of passenger service.
2	Non-compliance with technological schedules for A/C maintenance (late arrival of crews on board the A/C, late start/completion of ground and commercial maintenance)
3	Non-compliance with the slots of international flights (arrival of A/C earlier than the scheduled time by more than 20 minutes, later by 20 minutes), affecting the allocation of resources of the Handling Company and the quality of passenger service.
4	Non-compliance with slots (cancellations / delays of flights if there is a commercial load), affecting the quality of passenger service. The arrival of the A/C according to a slot not coordinated with the Operation and dispatch service (ODS) of UIA JSC.
5	Refusal to arrive or late arrival (more than 4 hours) of the Carrier's representative at the Handling Company's ODS to agree on the reason for the delay in the delay report.
E	A/C-servicing:
1	Opening of baggage and cargo doors of A/C for unloading baggage / cargo / mail later than five minutes after installing the ramp (in case of absence of the technical staff of the Carrier or a third-party service organization).
2	Late supply of up-to-date technological documentation regulating the servicing of A/C, passengers, baggage and cargo.
3	Late supply (later than 2 weeks before the start of flights) of up-to-date AHM, weight-balance documents and data necessary for A/C center-of-gravity.



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4	An untimely request from the Carrier to finalize the software for automated calculation of A/C center-of-gravity (later than 2 weeks before the start of flights).
5	Taxiing of the A/C to a parking place that is not planned for this flight (due to the fault of the A/C crew).
6	Taxiing past or not reaching the stop point of the nose wheel of the A/C onto the stand (due to the fault of the A/C crew), which led to the inability to install a jet bridge.