

7. AIR TRAFFIC CHARGES FROM 1.9.2009

7.1. Airport charges

7.1.1. Landing charge

A landing charge is collected for each aircraft landing at an airport during its hours of operation. The landing charge is based on the aircraft maximum take-off weight (MTOW), rounded up to the nearest 1 000 kg.

To determine the landing charge, aircraft are divided into three categories based on their maximum take-off weight (MTOW). The landing charge consists of a fixed sum specific to each MTOW category, and an additional charge for each ton by which the aircraft MTOW exceeds the lower limit of that category.

The landing charges are as follows:

MTOW	EUR		
	Fixed Charge	Charge per ton	
0 - 5 700 kg	0.00	2.52	
5 701 - 35 000 kg	15.15	4.36	Lower limit 6 tons
Over 35 000 kg	141.58	6.33	Lower limit 35 tons

Examples of aircraft landing charges:

MTOW 3 900 kg: $2.52 \times 4 = 10.08$ EUR

MTOW 22 000 kg: $15.15 + 4.36 \times (22 - 6) = 84.91$ EUR

MTOW 55 400 kg: $141.58 + 6.33 \times (56 - 35) = 274.51$ EUR

However, the minimum charge per landing is:

	EUR
At Helsinki-Vantaa airport during peak hours (MON-FRI 0700-0930 LMT and 1430-2000 LMT and SUN 1430-2000 LMT)	55,00
At Helsinki-Vantaa airport at other times	30,00
At other airports	11,00

A complete list of exemptions and reductions, including season cards, is given in paragraph 7.3.

Services requested outside airport operating hours are charged in accordance with paragraphs 7.3.4. - 7.3.5.

7.1.2. Parking charges

A parking charge is collected for an aircraft parked for over 2 hours within movement area of the airport. Parking charges are collected during airport operating hours.

A. Parking charges at Helsinki-Vantaa airport

(i) Parking for up to 24 hours:

For parking for more than two and up to five hours, the parking charge is 1.31 EUR for each 1 000 kg or part thereof of the aircraft MTOW. The minimum charge is, however, 5.22 EUR.

For parking for more than five and up to ten hours, the parking charge is 2.61 EUR for each 1 000 kg or part thereof of the aircraft MTOW. The minimum charge is, however, 10.44 EUR.

For parking for more than ten and up to 24 hours, the parking charge is 3.92 EUR for each 1 000 kg or part thereof of the aircraft MTOW. The minimum charge is, however, 15.67 EUR.

Night time (2130–0600 LMT) is free of parking charge, and the night time is not included in the total parking time, when the aircraft is parked for less than 24 hours.

Parking charge:			Minimum charge:
Parking time		EUR per MTOW ton	EUR per parking
Lower limit	Upper limit		
Over 2 hr	5 hr	1.31	5.22
Over 5 hr	10 hr	2.61	10.44
Over 10 hr	24 hr	3.92	15.67

(ii) Parking for over 24 hours:

For parking for more than 24 hours, the parking charge is 5.22 EUR for each 1 000 kg or part thereof of the aircraft MTOW, and it is collected for each period of 24 hours or part thereof. The minimum charge is, however, 15.67 EUR for each 24-hour period or part thereof.

B. Parking charges at other airports

(i) Parking for up to 24 hours:

For parking for more than two and up to 24 hours, the parking charge is 1.31 EUR for each 1 000 kg or part thereof of the aircraft MTOW. The minimum charge is, however, 5.22 EUR.

Night time (2200–0600 LMT) is free of parking charge, and the night time is not included in the total parking time, when the aircraft is parked for less than 24 hours.

Parking charge:			Minimum charge:
Parking time		EUR per MTOW ton	EUR per parking
Lower limit	Upper limit		
Over 2 hr	24 t	1.31	5.22

(ii) Parking for over 24 hours:

For parking for more than 24 hours, the parking charge is 1.31 EUR for each 1 000 kg or part thereof of the aircraft MTOW, and it is collected for each period of 24 hours or part thereof. The minimum charge is, however, 5.22 EUR for each 24-hour period or part thereof.

A complete list of exemptions and reductions, including season cards, is given in paragraph 7.3.

C. Hangarage fees

Each airport shall determine its own fees for hangarage.

D. Charge for long-term storage of aircraft

Each airport may make its own long-term agreements with regard to aircraft parking charges, applying other prices than those listed above.

7.1.3. Passenger charge

A passenger charge is collected for each passenger departing from an airport terminal on board an aircraft in commercial air service. The amount of passenger charge is determined on the basis of the airport, passenger category and aircraft maximum take-off weight. However, the separate low-cost terminals at Turku and Tampere-Pirkkala airport are exceptions to this rule. Service charges for these terminals can be found on the website www.airpro.fi.

Passenger charges as from 1 September 2009:

Aircraft MTOW over 15 000 kg	
Airports with passenger loading bridges or apron buses^{*)}	
	<u>EUR</u>
DOM	5.57
INT	9.07
DOM-INT	4.11
INT-INT	5.11
Airports without passenger loading bridges or apron buses^{*)}	
	<u>EUR</u>
DOM	5.24
INT	8.38
DOM-INT	4.11
INT-INT	5.11

Aircraft MTOW 8 001 - 15 000 kg	
	<u>EUR</u>
DOM	2.60
INT	5.29
DOM-INT	4.11
INT-INT	5.11

Aircraft MTOW 0 - 8 000 kg	
	<u>EUR</u>
Every departing passenger	2.60

^{*)} Passenger loading bridges and/or apron buses are available at Helsinki-Vantaa and Rovaniemi airports.

Passenger charges are not collected for:

1. children under the age of two;
2. transit passengers;
3. DOM-DOM-transfer passengers, who arrive at the airport from another Finnish airport and continue to a third Finnish airport, departing within 4 hours according to the schedule. However, the flight may not be the return portion of a round-trip;
4. INT-DOM-transfer passengers, who arrive from a foreign airport and continue to a Finnish airport, departing within 4 hours according to the schedule. However, the flight may not be the return portion of a round-trip;
5. DHC, dead-head crew;
6. flights which are to be regarded exclusively as ambulance or search and rescue flights;
7. passengers on sightseeing flights.

The basis for the exemption must be indicated on the flight ticket. On request, the air carrier or passenger handling agent must be able to show sufficient documentation regarding the basis for the exemption to a Finavia representative.

If passengers of non-commercial traffic use the terminal, the compensation shall be separately negotiated with the airport in question.

7.1.4. Security charge

Security charge is collected for each passenger departing from an airport passenger terminal on board an aircraft in commercial air service.

The security charge is 3.51 EUR per departing passenger.

Security charge is not collected for:

- DOM-INT transfer passengers in international traffic
- passengers carried on aircraft with MTOW not exceeding 8 000 kg, if they do not use the passenger terminal
- passengers for which no passenger charge is collected (see paragraph 7.1.3.).

If the airport is opened or airport operating hours extended on request, Finavia has the right to collect any additional costs for security checking from the requesting operator.

7.1.5. Assistance service charge (PRM fee)

An assistance service charge is collected for each passenger departing from an airport terminal on board an aircraft in commercial air service. The fee is based on the EC regulation concerning the rights of disabled persons and persons with reduced mobility when travelling by air (EC No 1107/2006).

The assistance service charge is 0.20 EUR per departing passenger. Assistance service charge is not collected for passengers for whom no passenger charge is collected (see paragraph 7.1.3.).

An air carrier and the airport may, between themselves, agree that the airport provides assistance of a higher standard than that required by EC regulation 1107/2006 to the passengers transported by that air carrier. For such service, the airport collects an additional, cost-related charge from the air carrier.

7.1.6. Noise charge

Noise charge is collected for departures from Helsinki-Vantaa airport between 2300–0600 LMT with turbojet aircraft. The noise charge for an aircraft is calculated based on the aircraft noise certificate in accordance with ICAO Annex 16 Volume I, Part II, Chapter 3.

For those aircraft not having a noise certificate in accordance with ICAO Annex 16, noise charges will be calculated in accordance with FAR Part 36 stage 3. Aircraft which are unable to show certificated noise levels according to the above mentioned documents will be charged at the highest noise rate of the same aircraft type.

Charges of less than 6.93 EUR will not be collected. Noise charge for one takeoff is calculated according to the following formula:

$$\text{Charge} = C_d * 10^{[(L_d - T_d)/10]}$$

C_d = unit rate 6.93 EUR

L_d = average of certified noise levels measured at sideline and take-off noise measurement points as specified in ICAO Annex 16

T_d = noise threshold at take-off equalling 86 EPNdB.

Example: Aircraft B737-600

Average of take-off noise levels $L_d = (90.4 + 82.8) / 2 = 86.6$ EPNdB

Charge = $6.93 \times 10^{[(86.6-86)/10]} = 7.96$ EUR.

7.1.7. Other charges

A. Electricity charges

Electricity infrastructure charge at Helsinki-Vantaa airport

An electricity infrastructure charge is collected at Helsinki-Vantaa airport for aircraft having used a parking stand where an electricity source is provided by the airport. The amount of electricity infrastructure charge is based on the maximum take-off weight (MTOW) of the aircraft, rounded up to nearest 1 000 kg. The unit price is 0.25 EUR per ton. However, the minimum charge is 4 EUR.

Electricity charges at other airports

Each airport publishes its own charges for supplying electricity to aircraft for the time they are parked.

B. Run-up area charge at Helsinki-Vantaa airport

The run-up area charge at Helsinki-Vantaa airport is 100 EUR per hour or part thereof. The charge is collected according to the time reserved, even if the total time has not been used.

7.2. Air navigation charges

7.2.1. Terminal navigation (TN) charge

A terminal navigation charge is collected for each landing of an aircraft at an airport during its hours of operation. The charge is based on the aircraft MTOW rounded up to the nearest 1 000 kg. The charge is calculated according to the following formula:

$$T = w \times p,$$

where T is the charge in Euros and w is the weight factor with an accuracy of two decimals, calculated using the formula:

$$w = \left(\frac{MTOW_{ton}}{50} \right)^{0.7}$$

and p is the unit price, which depends on the airport category as follows:

Airport Category	EUR
ATC1 airports	127.00
ATC2 airports	103.00
AFIS airports	50.00

Airport categories

ATC1 airports:

Helsinki-Vantaa, Jyväskylä, Kuopio, Rovaniemi, Tampere-Pirkkala

ATC2 airports:

Halli, Helsinki-Malmi, Ivalo, Joensuu, Kauhava, Kemi-Tornio, Kruunupyö, Lappeenranta, Maarianhamina, Oulu^{*)}, Pori, Turku, Utti, Vaasa, and any AFIS airport when it is providing ATC service

^{*)} Oulu airport will be transferred to category ATC1 during year 2009.

AFIS airports:

Enontekiö, Kajaani, Kittilä, Kuusamo, Savonlinna, Varkaus

Example: Landing at Helsinki-Vantaa airport, aircraft MTOW 16 100 kg, i.e. MTOWtons = 17 and p = 127.00 EUR

$$T = \left(\frac{17}{50}\right)^{0,7} \times 127,00 \text{ EUR} = 0.47 \times 127.00 \text{ EUR} = 59.69 \text{ EUR.}$$

Exemptions from the TN charges specified above are shown in paragraph 7.3.

7.2.2. Route charges

For an aircraft operated in Finnish airspace under Instrument Flight Rules (IFR), a charge is collected for the use of air navigation services.

Formula:

For an aircraft that has a maximum certificated take-off weight of 2 000 kg or above, the route charge is determined by the following formula:

$$\text{charge} = t \times d \times p,$$

where t is the unit rate of charge and d is the distance factor and p is the weight factor. The distance factor d shall be obtained by dividing by one hundred (100) the great circle distance (km) between:

- the aerodrome of departure within, or the point of entry into, the airspace of the Flight Information Region in Finland; and
- the aerodrome of first destination within, or the point of exit from Finnish airspace.

The aforesaid entry and exit points shall be the points at which the lateral limits of the said airspace are crossed by the route described in the flight plan. The great circle distance shall be reduced by twenty kilometers (20 km) for each take-off from and for each landing in Finland.

$$p = \sqrt{\frac{MTOW_{ton}}{50}}$$

The weight factor p is the square root of the quotient obtained by dividing by fifty (50) the number of metric tons in the maximum certificated take-off weight of the aircraft as shown in the certificate of airworthiness, the flight manual or any other equivalent official document.

Unit rate

The rate of charge per service unit (t) in Finland is 40.39 EUR. The unit rate consists of the national rate 40.23 EUR and Eurocontrol's administrative charge of 0.16 EUR.

Conditions of application and exemptions from payment

Further information about the conditions for route charges is given in the Eurocontrol document "Conditions of Application of the Route Charges System and Conditions of Payment", which is available on Finavia's website <http://www.finavia.fi/publications>, from the address Finavia, Group Finance, PO Box 50, FI-01531 VANTAA, Finland, or by e-mail from charges@finavia.fi.

In accordance with Article 8 of the Conditions of Application, the following flights shall be exempt from the payment of route charges in the airspace of Finland:

- Flights performed exclusively under Visual Flight Rules (VFR) in the airspace of Finland;
- Flights performed by aircraft of which the maximum certificated take-off weight (MTOW) is less than 2 000 kg;
- Flights performed exclusively for the transport, on official mission, of the reigning monarch and his/her immediate family, heads of State, heads of government, and government ministers. In all cases, this must be substantiated by the appropriate status indicator or remark on the flight plan;
- Search and rescue flights authorised by a competent SAR body;
- Military flights of EUROCONTROL Member States;
- Training flights performed exclusively for the purpose of obtaining a licence, or rating in the case of cockpit flight crew, and where this is substantiated by an appropriate remark on the flight plan. Flights must be performed solely within the airspace of Finland. Flights must not serve for the transport of passengers and/or cargo, nor for positioning or ferrying of the aircraft;
- Flights performed exclusively for the purpose of checking or testing equipment used or intended to be used as ground aids to air navigation, excluding positioning flights by the aircraft concerned;
- Flights terminating at the aerodrome from which the aircraft has taken off and during which no intermediate landing has been made (circular flights).

7.3. Exemptions and reductions

Note: Exemptions from route charges are listed in paragraph 7.2.2 above.

7.3.1. Season card

For aircraft with an MTOW not exceeding 2 000 kg, the landing, TN and parking charges can be paid in advance by buying a season card for 1–12 months. A season card is valid during the airport hours of operation for scheduled air traffic. However, if the flight operation requires other operating hours, the requesting operator shall negotiate with the airport about extra hours and additional charges.

The basic charge (including VAT 22%) for a season card is determined according to aircraft MTOW and period of validity. The basic season card is valid at all airports except Helsinki-Vantaa and Helsinki-Malmi.

Basic season card prices*

Incl. 22% VAT		MTOW (kg)						
Months	0-700	701-900	901-1100	1101-1300	1301-1500	1501-1700	1701-1900	1901-2000
1	77,98	103,71	124,76	159,86	200,59	264,18	321,26	394,56
2	103,97	138,28	166,35	213,13	267,46	352,24	428,35	526,08
3	155,95	207,41	249,53	319,70	401,19	528,37	642,53	789,12
6	311,91	414,84	499,05	639,40	802,38	1 056,73	1 285,05	1 578,24
12	519,84	691,39	831,75	1 065,68	1 337,28	1 761,22	2 141,75	2 630,40

*valid at all airports except Helsinki-Vantaa and Helsinki-Malmi

Helsinki-Malmi season card is valid at all airports except Helsinki-Vantaa.

Season card prices at Helsinki-Malmi airport*

Incl. 22% VAT		MTOW (kg)						
Months	0-700	701-900	901-1100	1101-1300	1301-1500	1501-1700	1701-1900	1901-2000
1	194,95	259,29	311,92	399,65	501,51	660,48	803,20	986,44
2	259,93	345,71	415,90	532,86	668,68	880,66	1 070,93	1 315,26
3	389,90	518,56	623,84	799,30	1 003,02	1 320,98	1 606,39	1 972,90
6	779,80	1 037,13	1 247,68	1 598,59	2 006,03	2 641,96	3 212,77	3 945,79
12	1 299,67	1 728,56	2 079,47	2 664,32	3 343,36	4 403,26	5 354,63	6 576,31

*valid at all airports except Helsinki-Vantaa

Helsinki-Vantaa season card is valid at all airports. At Helsinki-Vantaa, the season card does not cover landing charges during peak hours (MON-FRI 0700-0930 LMT and 1430-2000 LMT, SUN 1430-2000 LMT). During peak hours, the minimum landing charge specified in paragraph 7.1.1. applies.

Season card prices at Helsinki-Vantaa airport*

Incl. 22% VAT		MTOW (kg)						
Months	0-700	701-900	901-1100	1101-1300	1301-1500	1501-1700	1701-1900	1901-2000
1	350,91	466,70	561,44	719,35	902,70	1 188,85	1 445,72	1 775,56
2	467,87	622,27	748,59	959,14	1 203,59	1 585,13	1 927,62	2 367,42
3	701,81	933,40	1 122,89	1 438,70	1 805,39	2 377,71	2 891,44	3 551,14
6	1 403,61	1 866,81	2 245,78	2 877,41	3 610,79	4 755,41	5 782,87	7 102,27
12	2 339,35	3 111,34	3 742,96	4 795,67	6 017,93	7 925,69	9 638,12	11 837,11

*valid at all airports

The season card is valid from the date of purchase or from a later date chosen by the purchaser. This later date must, however, be within two months from the date of purchase. A season card cannot be granted retroactively. The card holder is responsible for its validity. For aircraft without a valid season card, the charges in accordance with paragraphs 7.1. and 7.2. will be collected.

A season card will not exempt its holder from charges for extended operating hours, extra opening or upgrading service level (see paragraphs 7.3.4. – 7.3.6.).

Change of aircraft owner or operator does not affect the privileges of the season card.

If an aircraft is removed from register or is demonstrably not airworthy, and a monthly/yearly season card has been paid in advance, Finavia may, on application, refund the sum paid for the full months remaining. The price of the season card will not be refunded for any other reason.

7.3.2. Exemption from landing and TN charges

Landing and TN charges are not collected for:

1. aircraft on search and rescue flights;
2. aircraft returning to the airport of departure for technical reasons or due to adverse weather conditions;
3. aircraft which the Finnish Civil Aviation Authority has classified as gliders¹, hot air balloons, hang gliders or vintage aircraft.

Note: Exemption from charges for a vintage aircraft must be specifically applied for from Finavia (see paragraph 11, Contact details, Invoicing).

7.3.3. Discounts for new routes

To promote new connections, Finavia grants discounts on landing and passenger charges for new routes. Discounts are granted to scheduled services and inbound charter flights. To be regarded as a scheduled service, the weekly number of flights must be at least two or a charter flight series must consist of at least five flights.

Discounts will not be granted during night time (23.00 – 06.00 LT) or during peak hours at Helsinki-Vantaa airport (14.30 – 17.00 LT). Discounts are not granted for traffic outside the airport operating hours.

Discounts are granted to new routes for a maximum period of three years. A new route means a connection between two airports with no previous scheduled services. Where an air carrier transfers operations to a subsidiary or partner airline, this is not considered as a new route.

Discounts on passenger charges are not applicable to the separate low-cost terminals at Turku and Tampere-Pirkkala airport. Service charges and discounts for these terminals can be found on the website www.airpro.fi.

Discounts at Helsinki-Vantaa airport

	1 st year	2 nd year	3 rd year
Discount on landing charge	90%	70%	50%
Discount on passenger charge	70%		

Discounts at other airports than Helsinki-Vantaa

	1 st year	2 nd year	3 rd year
Discount on landing charge	90%	70%	50%
Discount on passenger charge	70%	50%	

¹ Aviation Regulation PEL M2-41, Glider Pilot Licence.

Arrangements concerning discounts for new routes:

Finavia
Marketing
Lentäjätie 3
FI-01530 VANTAA
Finland
E-mail to: airlinerelations@finavia.fi

7.3.4. Extended operating hours

If the airport operating hours are extended on request to provide air navigation or airport maintenance services for a landing or departing aircraft, the requesting operator must pay an hourly charge for the extended hours of operation.

The time to be charged is counted from the published closing time of the airport. If the flight is able to land or take off within 15 minutes of the published closing time, no extra charge is collected. The charge is to be paid irrespective of whether the services are used or not.

The charge for extended operating hours is 400 EUR per hour, unless otherwise agreed with the airport for a special reason. For landing flights, the normal landing charges (paragraph 7.1.1.) and TN charges (paragraph 7.2.1.) will also be collected.

7.3.5. Extra opening

If the airport is opened on request to provide air navigation or airport maintenance services for a landing or departing aircraft, the requesting operator must pay an hourly charge for the extra opening. The charge is to be paid irrespective of whether the services are used or not. The charge for extra opening is 800 EUR for the first hour, unless otherwise agreed with the airport for a special reason. If the airport is held open on request for several hours, a charge of 400 EUR per hour will be collected for the subsequent hours.

For landing flights, the normal landing charges (paragraph 7.1.1.) and TN charges (paragraph 7.2.1.) will also be collected.

7.3.6. Upgrading service level from AFIS to ATC

At an airport with a mixed AFIS/ATC system, if the operator needs ATC service at a time that has been specified as AFIS time, the operator has to agree on the provision of ATC service with the airport sufficiently in advance. For ATC service provided during AFIS time, the charge collected from the operator will be determined according to the direct extra cost. However, the minimum charge is 200 EUR.

For landing flights, the normal landing charges (paragraph 7.1.1.) and TN charges (paragraph 7.2.1.) will also be collected.

7.4. Value added tax for air traffic charges

Value added tax will be added to the charges in accordance with the Value Added Tax Act. For season cards, however, the prices indicated in this document include VAT.

Air traffic charges, as well as other charges for services provided to aircraft, are generally subject to tax under the principal rule of the Value Added Tax Act.

However, the supply of services to satisfy the direct needs of aircraft in professional international traffic, or of their cargo, is not subject to tax. In this context international traffic means any other flights except the air carrier's domestic air services.

The burden of proof for showing that the flight is professional international traffic rests with the air carrier. If the purpose of the flight cannot be adequately determined, the traffic is considered to be subject to tax.

7.5. Payment of air traffic charges

The terms of payment for route charges are determined in the Eurocontrol publication "Conditions of Application of the Route Charges System and Conditions of Payment" (paragraph 7.2.2.).

The aircraft owner, possessor and operator are jointly responsible for paying the costs of services provided to them by the airport operator or service provider for the time of their right of ownership, possession or use, and during the period for which they are listed in the aircraft register as owners, possessors or operators.

The airport operator may, by refusing to provide services or by any restraining facilities or structures, prevent the aircraft from departing until the charges due for payment have been paid or a security given. The measures needed to prevent the aircraft from departing shall be proportioned and implemented so as not to endanger life or health or cause damage to parked aircraft.

Finavia may refuse to provide services, if service charges have not been paid.

7.5.1. Methods of payment

The air carrier shall agree on the method of payment with Finavia before the estimated off-block time.

Unless otherwise agreed with Finavia, the charges will fall due for payment immediately after the service has been provided, and shall be paid to Finavia before the off-block time on an airport operated by Finavia.

In general, Finavia requires advance payment or a bank guarantee of all air carriers who have not been Finavia's invoice customers for the last 12 months or who have had any earlier disruptions of payment. The advance payment or bank guarantee must be delivered to Finavia before the off-block time for the first flight.

To ensure the payment of charges, Finavia may also otherwise decide to require an advance payment or acceptable bank guarantee.

7.5.1.1. Advance payment

The advance payment must cover all air traffic charges for the series of flights. Please notice that prepayment is only an estimation of the future charges. In case the advance payment does not cover all charges, an additional payment is required. Overpayments will be credited to the operator after the series of flights has ended. The invoices are sent to the operator for book-keeping. Finavia pays no interest on advance payments.

7.5.1.2. Bank guarantee

The bank guarantee must cover all air traffic charges for the series of flights. If the duration for the series of flights is more than three months, the guarantee must cover air traffic charges for at least three months. Moreover, the bank guarantee must be valid for at least three months after the series of flights ends. If the series of flights continues for an undetermined time, the bank guarantee covering charges for three months must be valid at least for the next six months from the beginning of the series of flights. After six months, Finavia re-evaluates the amount of bank guarantee needed. Finavia may also require that the guarantee must be valid for an undetermined time.

Finavia's specific acceptance for the bank guarantee must always be obtained before the flight or series of flight begins. The bank guarantee must be an irrevocable, i.e. first demand guarantee², and the issuing bank must have an Investment Grade credit rating (Moody's / S&P / Fitch rating) and also an official correspondent bank located in Finland. Finavia reserves the right to accept or reject the guarantee offered. When Finavia has received an acceptable bank guarantee, air traffic charges can be collected afterwards by invoice.

7.5.1.3. Payment afterwards by invoice

Air traffic charges can be paid afterwards by invoice only if agreed beforehand with Finavia.

Invoices are sent two times per month to the address given by the air carrier or other aircraft operator. The sum must be paid to Finavia's bank account by the due date, which is 14 days from the date of the invoice.

If the services or flights are, at the air carrier's or aircraft operator's request, distributed on two or more invoices (e.g. different address, different payer etc.), a supplemental invoicing charge of 50 EUR is added.

Any remarks on invoices must be made within 6 months of the date of the invoice.

² A guarantee that is to be paid immediately on demand, and the bank cannot refuse from paying after receiving a correctly formulated demand. When this kind of guarantee is used, the bank is obliged to pay the guaranteed amount at the request of the beneficiary, without determining whether the person/organisation guaranteed has committed a contractual breach or omission.

7.6. Interest on late payment

In case of delayed payment, a penal interest is charged for the time of delay. In other than consumer relations, the rate of interest is two percentage units higher than the current interest rate in accordance with the Interest Act.

8. FINAVIA'S LIABILITY

Finavia is liable for any direct damages resulting from the provision of services listed in this document, which can be demonstrated to have been caused by Finavia's intentional or negligent acts.

Finavia is not liable for any consequential or indirect damage resulting from the provision of services, nor for pure economic losses or any such damage that Finavia could not have reasonably anticipated.

Compensation for damage must be claimed from Finavia within one month of detecting the error on which the claim for compensation is based, or within one month of the time when the error should have been detected.

9. GROUNDS FOR RELEASE FROM LIABILITY

Finavia is released from its obligations and liability for damages, if the breach of obligations or failure to meet them was due to specific grounds for release. As sufficient grounds for release from liability (force majeure) are considered such unusual events affecting the operations, which Finavia could not have foreseen, which are beyond Finavia's control, or the impact of which cannot have been reasonably avoided or overcome. Such an event can be e.g. war, riot, foreign exchange restrictions, legal provisions and orders from authorities, export prohibition, natural catastrophe, weather conditions, interruption of general traffic, data communications or energy distribution, shortage of means of transport, general lack of material, limitations of power availability, labour dispute, fire, or other unusual event with similar effect beyond Finavia's control, including any error or delay in a subcontractor's delivery due to the above mentioned reasons.

If the performance of Finavia's obligations is delayed for one of the reasons mentioned above, the time for meeting the obligations is extended as far as considered reasonable with regard to all circumstances affecting the case.

10. SETTLEMENT OF DISPUTES

Any disputes arising from the provision of services mentioned in this document will be settled by Helsinki District Court.

11. CONTACT DETAILS

Enquiries about providing advance information on flights:

Finavia
Air Traffic Data Unit
Lentäjätie 3
FI-01530 VANTAA
Finland
E-mail: helcaxh@finavia.fi

Tel: + 358 9 8277 2168 or 2141
Fax: + 358 9 8277 2095

Invoicing details to be forwarded to and enquiries about payment, methods of payment, bank guarantees and advance payments:

Finavia
Air Traffic Charges Unit
Lentäjätie 3
FI-01530 VANTAA
Finland
E-mail: charges@finavia.fi

Invoicing details to be forwarded:
Tel: + 358 9 8277 2142 or 2166

Payment, methods of payment, bank guarantees and advance payments:
Tel: + 358 9 8277 2136 or 2150

Fax: + 358 9 8277 2092 or 2095