

# AIRPORT PRICE LIST

FOR THE PERIOD FROM  
27 MARCH 2022 TO 25 MARCH 2023

Prague Airport (PRG/LKPR)

VERSION 2.0 (7/12/2021)



Contents

<b>1. GENERAL INFORMATION.....</b>	<b>4</b>
1.1 PERIOD OF VALIDITY.....	4
1.2 RELATED DOCUMENTS AND INTERPRETATIVE RULES.....	4
1.3 CHANGES COMPARED TO THE PREVIOUS PERIOD OF VALIDITY.....	5
<b>2. AIRPORT CHARGES .....</b>	<b>7</b>
2.1 PASSENGER SERVICE CHARGES .....	7
2.2 PRM CHARGES.....	8
2.3 LANDING CHARGES.....	9
2.4 PARKING CHARGES .....	10
2.5 NOISE CHARGES .....	13
2.6 USE OF CHECK-IN DESK CHARGES.....	14
2.7 BUS CHARGES .....	14
2.8 USE OF PASSENGER BOARDING BRIDGE CHARGES .....	15
<b>3. INCENTIVE SCHEME .....</b>	<b>16</b>
3.1 INCENTIVE SCHEME GENERAL TERMS AND CONDITIONS .....	17
3.2 NEW DESTINATION – SHORT- AND MEDIUM-HAUL ROUTES.....	19
3.3 NEW DESTINATION – LONG-HAUL ROUTES .....	20
3.4 NEW CHARTER DESTINATION – LONG-HAUL ROUTES.....	21
3.5 NEW CARGO DESTINATION .....	22
3.6 INCREMENTAL FREQUENCIES AND INCREASED CAPACITY.....	23
3.7 EXISTING SERVICE SUBSTITUTION .....	25
3.8 MARKETING SUPPORT FOR AIR CONNECTIONS DEVELOPMENT.....	27
3.9 CAPACITY INCREASE BY CHANGE OF AIRCRAFT .....	29
3.10 OFF-SEASON DESTINATIONS .....	30
3.11 OFF-PEAK TIMES .....	31
3.12 NUMBER OF TRANSPORTED PASSENGERS.....	32
3.13 YEAR-ON-YEAR INCREASE IN NUMBER OF PASSENGERS .....	34
3.14 PASSENGER TRANSFER CHARGE .....	35
3.15 USE OF MOBILE RESOURCES INCENTIVE .....	36
3.16 COVID-19 TRAFFIC RECOVERY .....	37

# **1. GENERAL INFORMATION**

## **1.1 PERIOD OF VALIDITY**

The Airport Price List as published by **Letiště Praha, a. s.** (hereinafter referred to as **“Prague Airport”** or the **“Airport Operator”**), the operator of Václav Havel Airport Prague (hereinafter also referred to as the **“Airport”**), contains the price for using the Airport in the form of individual airport charges and rules and regulations governing the airport’s charge and incentive policies for the period commencing on **27 March 2022** and terminating on **25 March 2023**, i.e. on the date a new price list comes in effect. The Airport Price List was reviewed with air carriers in line with the rules governing the review process of the airport price list proposal pursuant to Act No. 49/1997 Coll., on Civil Aviation, as amended (based on the transposed Regulation of the European Parliament and of the Council (ES) 12/2009) and the wording of Regulation (EC) 1107/2006 of the European Parliament and of the Council.

## **1.2 RELATED DOCUMENTS AND INTERPRETATIVE RULES**

The Airport Operator hereby advises air carriers that the use of Václav Havel Airport Prague by air carriers is subject to the rules and regulations defined in the *“Prague Airport’s Conditions of Use”* published under the B2B section of the Airport Operator’s website ([www.prg.aero/b2b](http://www.prg.aero/b2b)).

The calculation methodology and definitions of exceptions to the respective airport charge categories are contained in the AIP Czech Republic information guidelines under the GEN 4.1 section ([http://lis.rlp.cz/ais\\_data/www\\_main\\_control/frm\\_cz\\_aip.htm](http://lis.rlp.cz/ais_data/www_main_control/frm_cz_aip.htm)).

In case of any discrepancies between the Part 2. – Airport Charges and Part 3. – Incentive Schemes of this Price List provisions, the provisions of Part 2. take precedence over the provisions of Part 3. In case of any discrepancies between the provisions of this Price List and the provisions of the AIP Czech Republic information guidelines, the provisions of this Price List take precedence over the provisions of the AIP CZ information guidelines.

This Price List has been drafted in Czech and English languages. In case of any discrepancies and/or disputes over the interpretation of the terms used, the Czech wording always takes precedence.

All listed prices are excluding VAT. If relevant, VAT will be charged pursuant to the applicable tax legislation.

## 1.3 CHANGES COMPARED TO THE PREVIOUS PERIOD OF VALIDITY

### AIRPORT PRICE LIST

#### Passenger Service Charges

- Effective this Airport Price List validity, Passenger Service Charges are to be calculated based on the Terminal used by the departing or transfer passenger, i.e. divided per Terminal 1 (T1), Terminal 2 (T2) and Terminal 3 (T3).

Terminal	Types of Flights
Terminal 1 (T1)	Scheduled and Non-scheduled Passenger Flights (Countries Outside the Schengen Area)
Terminal 2 (T2)	Scheduled and Non-scheduled Passenger Flights (Countries Within the Schengen Area)
Terminal 3 (T3)	General Aviation and Special Flights

- Effective 1 July 2022, **Passenger Service Charges for each passenger departing from Terminal 3 will be increased to CZK 749** (compared to the currently charged CZK 649), while **each transfer passenger departing from Terminal 3 will be charged CZK 374** (compared to the currently charged CZK 324). Terminal 1 and Terminal 2 Passenger Service Charges remain unchanged for the period of validity of this Price List.

### INCENTIVE SCHEME

- From 1 January 2022 to 31 December 2022, **the 3.16 COVID-19 Traffic Recovery Incentive Programme is provided to air carriers operating scheduled or non-scheduled passenger transport during the calendar year 2022** (subject to the 2019 data comparisons) with the goal to facilitate a speedy return to pre-crisis scheduled and non-scheduled passenger transport volumes to/from Václav Havel Airport Prague during the course of 2022.

Please do not hesitate to contact us with any questions regarding the Airport Price List at:

**Prague Airport**  
**Aviation Business**  
aviation@prg.aero

**Jaroslav Filip**  
Aviation Business Director  
E-mail: jaroslav.filip@prg.aero

**Erika Hruběšová**  
Business Controller  
E-mail: erika1.hrubesova@prg.aero

## 2. AIRPORT CHARGES

### 2.1 PASSENGER SERVICE CHARGES

Charged per Every:	Departure Terminal	Charge
<b>Departing Passenger</b>	<b>T1, T2</b>	<b>CZK649</b>
	<b>T3</b> (until 30/6/2022)	<b>CZK649</b>
	<b>T3</b> (effective 1/7/2022)	<b>CZK749</b>
<b>Transfer Passenger</b>	<b>T1, T2</b>	<b>CZK324</b>
	<b>T3</b> (until 30/6/2022)	<b>CZK324</b>
	<b>T3</b> (effective 1/7/2022)	<b>CZK374</b>

The carrier pays the passenger service charge for each departing or transfer passenger on scheduled and non-scheduled international and domestic flights.

The passenger is considered to be a transfer passenger if the time between the scheduled arrival and departure to another destination does not exceed 24 hours and both flights (to/from the transfer point) are listed under one ticket number.

#### Exceptions:

Exempt from Passenger Service Charges are:

- Children up to two years of age
- Persons transported on board of an aircraft effecting flights performed exclusively for the transport of Royalty, Heads of State and Government, Ministers on official Mission
- Persons transported on board of an aircraft for search and rescue flights authorised by a competent RCC body
- Persons transported on board of flights carried out solely for the purpose of checking or verifying equipment used or intended for use as ground navigation aid, except flights for the purpose of relocating aircraft carrying out such an activity, and persons transported on board of flights of the Civil Aviation Authority
- Persons aboard aircraft carrying out flights of air rescue services inclusive of secondary and repatriation flights and flights directly connected with the rescue of human life
- Passengers in direct transit where direct transit is considered to be an unplanned landing in the Czech Republic and substitute transport of passengers by another carrier from the Czech Republic to a foreign destination
- Passengers in mode involuntary rerouting
- Deadheading Crew Members, i.e. journeys of one or more crew members executed entirely for purpose of (i) return from last flight where they were as crew members to home base; (ii) flight from home base to location where they become crew members.

## 2.2 PRM CHARGES

Charged per Every:	Charge
<b>Departing and Transfer Passenger</b>	<b>CZK10</b>

The PRM (Passengers with Reduced Mobility) Service Charge is charged for every departing and transfer passenger on scheduled and non-scheduled international and domestic flights and collected together with the passenger service charge.



## 2.3 LANDING CHARGES

ACFT with MTOW	Charge
0 t to 5 t, incl.	CZK1,110
6 t to 9 t, incl.	CZK2,220
10 t to 24 t, incl.	CZK2,273 + CZK225 x (MTOW – 9 t)
25 t to 49 t, incl.	CZK5,689 + CZK195 x (MTOW – 24 t)
50 t to 100 t, incl.	CZK10,575 + CZK186 x (MTOW – 49 t)
101 t and over	CZK20,070 + CZK99 x (MTOW – 100 t)

### Conditions:

- Charged per every ton of MTOW (even incomplete).

### Exceptions:

Exempt from Landing Charges are:

- Arrivals of aircraft returning to Václav Havel Airport Prague due to a failure or meteorological conditions and aircraft forced to carry out an emergency landing
- Departures connected to emergency landing, the departure shall be carried out no later than 24 hours from emergency landing with subtracted hours of delay caused by wind conditions at the airport or departure restriction
- Flights performed for the transport of Heads of State and Government, Royalty and Ministers on official missions
- Search and rescue flights authorised by a competent RCC body
- Aircraft carrying out flights of air rescue services including secondary and repatriation flights and flights directly connected with human life rescue
- Flights of the Civil Aviation Authority
- Flights carried out solely for the purpose of checking or verifying equipment used or intended for use as ground navigation aid, except flights for the purpose of relocating aircraft carrying out such an activity.

## 2.4 PARKING CHARGES

Category	Parking Stand Type
0	Contractual Lease
1	Apron North – Contact
2	Apron North – Remote
3	Apron East – Cargo
4	RWY22 (S11-S20)
5	RWY22
6	RWY04
7	Apron South

### Conditions:

- Charged per every ton of MTOW (even incomplete).

Complimentary minutes upon uninterrupted parking of aircraft in passenger transport at the 1, 2 & 3 category stands:

Aircraft	Free Minutes
<100 t MTOW	<b>120 min free of charge</b>
≥100 t MTOW	<b>240 min free of charge</b>

Complimentary minutes upon pull-in/push back of aircraft in passenger transport to/from the 1, 2 & 3 category stands:

Aircraft	Free Minutes
<100 t MTOW	<b>60 min free of charge</b>
≥100 t MTOW	<b>120 min free of charge</b>

Stand		Cat.	Parking Category Based on Wingspan	Contractual / Long-term	Short-term Parking (*min*t MTOW)
<b>PARKING AREAS</b>					
<b>MP HABC</b>	AHA, AHB, AHC	5	up to 36 m	<b>CZK62,375 / month</b>	<b>CZK0.11</b>
<b>RWY 22</b>	V11 to V21	5	up to 36 m	<b>CZK62,375 / month</b>	<b>CZK0.11</b>
<b>RWY 22</b>	V11A, V21A	5	up to 65 m	<b>CZK187,900 / month</b>	<b>CZK0.11</b>
<b>RWY 22</b>	V22	5	up to 36 m + B757	<b>CZK78 900 / month</b>	<b>CZK0.11</b>
<b>RWY 22</b>	V23	5	apron for parking of GA aircraft	<b>CZK49,900 / month</b>	<b>CZK0.11</b>
<b>MP HE</b>	V71, V72, V74 to V76	5	x	<b>CZK62,375 / month</b>	<b>CZK0.11</b>
<b>MP KOM</b>	KOM	5	x	x	<b>CZK0.11</b>
<b>APRON AREAS</b>					
<b>RWY 22</b>	S14 to S17	4	x	x	<b>CZK0.15</b>
<b>Apron South</b>	x	7	x	x	<b>CZK0.24</b>
<b>CARGO (day charge)</b>	E3 to E7	3	x	x	<b>CZK0.21</b>
<b>CARGO (night charge)</b>	E3 to E7	3	x	x	<b>CZK0.13</b>
<b>REM OPS (day charge)</b>	x	2	x	x	<b>CZK0.24</b>
<b>REM OPS (night charge)</b>	x	2	x	x	<b>CZK0.15</b>
<b>Contact Stands (day charge)</b>	x	1	x	x	<b>CZK0.29</b>
<b>Contact Stands (night charge)</b>	x	1	x	x	<b>CZK0.18</b>
<b>NIGHT-TIME PARKING</b>					
<b>NIGHT STOP OPS Contact Stands*</b>	x	1	x	x	<b>CZK0.24</b>

\* Applies to PAX flights parked at Václav Havel Airport Prague for a minimum of 4 hours between 22:00–08:00 LT. NIGHT STOP is approved for flights with SIBT after 19:00 and SOBT before 10:00 LT, whereas the use of passenger boarding bridges and AC upon arrival and departure is included while free minutes are excluded.

Flights subject to cash payments are exempt from the above-described system and subject to the following rules: a) If the real “BLOCK OFF” varies by more than 30 minutes (i.e. is longer) from the planned “block off”, the Airport Operator is authorised to collect payments for the real parking time used, i.e. the handling company will be required to settle the difference between the real parking time and the planned parking time; b) If the real “BLOCK OFF” varies by more than 30 minutes (i.e. is shorter) from the planned “block off”, the air carrier is authorised to receive back a part of the charge equal the difference between the real parking time and the planned parking time.

The Airport Operator is authorised to enter into separate written agreements with air carriers on the lease of aircraft contractual / long-term parking stands on parking and/or apron areas pursuant to the conditions and prices stipulated in this price list.

#### Exceptions:

Parking for the following reasons is exempt from the charge policy:

- Flights delayed due to weather conditions at Václav Havel Airport Prague – for the duration of the cause, and/or banned from take-offs – for a maximum of 24 hours, and/or parked after emergency landing – for a maximum of 24 hours
- Flights performed for the transport of Heads of State and Government, Royalty and Ministers on official missions
- Search and rescue flights authorised by a competent RCC body
- Flights of the Civil Aviation Authority
- Flights carried out solely for the purpose of checking or verifying equipment used or intended for use as ground navigation aid, except flights for the purpose of relocating aircraft carrying out such an activity
- Flights of air rescue services including secondary and repatriation flights and flights directly connected with human life rescue

## 2.5 NOISE CHARGES

Noise Category	Day-Time Charge	Night-Time Charge
1	<b>CZK0.10</b>	<b>CZK0.30</b>
2	<b>CZK0.20</b>	<b>CZK0.60</b>
3	<b>CZK0.30</b>	<b>CZK0.90</b>
4	<b>CZK0.50</b>	<b>CZK1.50</b>
5	<b>CZK0.70</b>	<b>CZK2.10</b>
6	<b>CZK1</b>	<b>CZK3</b>
7	<b>CZK2</b>	<b>CZK6</b>
8	<b>CZK4</b>	<b>CZK16</b>
9	<b>CZK8</b>	<b>CZK32</b>
10	<b>CZK16</b>	N/A
11	<b>CZK22</b>	N/A
12	<b>CZK28</b>	N/A
13	<b>CZK36</b>	N/A
14	N/A	N/A

### Conditions:

- Charges are applied for every ton of MTOW even not complete
- Aircraft with MTOW in excess of 9 tons are subject to Noise Charges
- Noise charges are collected separately upon arrivals and departures
- The day-time charge applies from 06:00 to 21:59 local time
- The night-time charge applies from 22:00 to 05:59 local time
- Flights operated with aircraft belonging to noise categories 10 to 13 performed between 22:00 and 05:59 local time are subject to the day-time charge of the respective noise category times six
- Upon flights operated with aircraft not authorised access to Václav Havel Airport Prague (aircraft certified according to ICAO ANNEX 16, Volume I, Section 2 or aircraft without the respective certification), the aircraft will be considered noise category 14 and, based on the time of the day, subject to a day-time rate of CZK90 for every ton of MTOW and a night-time rate of CZK540 for every ton of MTOW.

### Exceptions:

Exempt from Noise Charges are the same flights as listed above in Article 2.3 Landing Charges.

## 2.6 USE OF CHECK-IN DESK CHARGES

Desk	Charge
Common Desk	<b>20 min / CZK112</b>
Flight Check-in Desk	<b>20 min / CZK112*</b>
Mobile Desk	<b>20 min / CZK55</b>
Fix Check-in Desk	<b>CZK97,900 / month</b>

\* Charged per every planned interval of use. If the actual number of commenced intervals of use exceeds the number of planned intervals of use, the actual number of intervals of use (even commenced) is charged.

### Conditions:

- Each planned/commenced interval/month is charged
- The charge applies to all flights and all handling companies
- In the event of flight cancellations, every commenced interval of use of the Flight Check-in Desk is subject to the charge
- The Airport Operator reserves the right to refuse a Fix Check-in Desk request for capacity reasons

## 2.7 BUS CHARGES

Case	Charge
1 Bus Ride	<b>First 30 min / CZK578 Each additional 10 min / CZK578</b>

### Conditions:

- Each commenced interval/ride is charged
- Both the charge and the interval are the same for all types of buses

### Exceptions:

#### No Bus Charges Apply to:

- Flights delayed due to weather conditions at Václav Havel Airport Prague and/or flights banned from take-offs and/or emergency landings.

## 2.8 USE OF PASSENGER BOARDING BRIDGE CHARGES

Case	Charge
PB Bridge for ACFT <100 t MTOW / max 120 min	<b>CZK2,530 / case</b>
PB Bridge for ACFT ≥100 t MTOW / max 180 min incl. AC/Heating	<b>CZK4,730 / case</b>
AC/Heating Charge for ACFT <100 t MTOW	<b>CZK352 / case</b>

### Conditions:

- ACFT with MTOW  $\geq 100t$  are charged CZK4,730 for the use of passenger boarding bridges even upon boarding via two or three passenger boarding bridges (as if only one boarding bridge was used).

### **3. INCENTIVE SCHEME**

The incentive scheme represents a commercial tool helping to deliver key Airport strategies, drafted, endorsed and applied by Prague Airport in line with national and European regulations, irrespective of preferences, priorities or a business model applied by a specific airline. All airlines operating flights to/from Václav Havel Airport Prague are equally eligible to qualify for the benefits of Prague Airport's incentive programmes.

Prague Airport's Incentive Scheme is available to all Airport users under the same objective conditions on a non-discriminatory principle. It represents a commitment of the Airport Operator to provide discounts and rebates to Airport users in exchange for their activities delivering results in three principal areas of the Airport's route development strategy:

1. **Increases in the Number of Routes and Frequencies – Connectivity.** The development of new routes and additional frequencies on existing routes (incentive programmes 3.2–3.8 of the Incentive Scheme) contributes to the strengthening of the position of Prague Airport, stimulates the increase in traffic to/from existing markets and has a positive impact in terms of the improved mobility of the whole Airport catchment area.
2. **Efficient Use of Airport's Infrastructure.** Supported by other incentive schemes (incentive programmes 3.9–3.11 of the Incentive Scheme); With the goal to manage the airport capacity and achieve its more efficient use, Prague Airport supports the increase in operations within the off-peak times and periods of year alongside increases in the seat capacity on existing flights.
3. **Traffic Growth.** Supported by volume-based incentives per number of transported passengers (incentive programmes 3.12–3.13 and 3.16 of the Incentive Scheme); Volume-based discounts have been designed to encourage a stable, long-term growth of all Airport users. The respective volume-based incentive programmes represent a progressive reward for actual results achieved and a motivational tool for further operational growth of airlines that plan future developments of scheduled air services to/from Václav Havel Airport Prague. **The remaining incentives** (incentive programmes 3.14 and 3.15 of the Incentive Scheme) support a broader use of the existing infrastructure for transferring passengers and a broader use of mobile resources.



## 3.1 INCENTIVE SCHEME GENERAL TERMS AND CONDITIONS

- 3.1.1 Route-based Incentive Programmes (3.2 to 3.8) have been designed for carriers that offer scheduled or non-scheduled international or domestic air transport and at the same time during the respective calendar year extend their activities by launching new destinations or increasing their seat capacity on already operated routes to/from Václav Havel Airport Prague or replacing existing operations and/or by operating their flights under incentive scheme conditions specifically defined by the Airport Operator. Route-based incentive programmes are provided in the form of a discount on Passenger Service Charges and Landing Charges by deductions from costs of each flight performed.
- 3.1.2 Air carriers are obliged to apply for enrolments in route-based incentive programmes prior to the commencement of their operation of flights to/from Václav Havel Airport Prague in a way specified by the Airport Operator.
- 3.1.3 Volume-based Incentive Programmes (3.12, 3.13 and 3.16) have been designed for carriers that offer scheduled or non-scheduled international or domestic passenger air transport and at the same time transport a set number of departing passengers paying in full during the respective calendar year. Volume-based Incentives are provided to air carriers by Prague Airport retrospectively upon closure and evaluation of operational results for a calendar year in a form defined under the Art. 3.12, 3.13 and 3.16 of this incentive scheme.
- 3.1.4 The air carrier is obliged to submit a new request to be enrolled in the incentive programme in case they change their flight schedule at Václav Havel Airport Prague during the term of validity of the incentive. Failure to comply will result in cancellation of the incentive.
- 3.1.5 The Airport Operator will review an air carrier's request to be enrolled in a Prague Airport's incentive programme within 10 working days from the day of its receipt and inform the air carrier about their decision.
- 3.1.6 Individual operational seasons are set pursuant to the IATA rules and regulations and divided into summer and winter seasons.
- 3.1.7 In cases of capacity shifts from non-scheduled to scheduled operation performed by air carriers, the existing incentive scheme enrolment is subject to a review of the transport character, the overall change in the seat capacity offered and Airport Operator's approval.
- 3.1.8 In cases of shifts of operation on existing routes to/from Václav Havel Airport Prague between carriers based on their co-operation agreements, the Airport Operator reserves the right to refuse the new carrier's request for the new incentive provision.

3.1.9 In the event that an air carrier qualifies for more than one incentive within one charge category, only the incentive with the highest discount value is applied.

However, air carriers must concurrently comply with all prerequisites of all incentive programmes for which they qualify.

3.1.10 The Airport Operator reserves the right to revoke the incentive pursuant to a particular incentive programme in the event that the air carrier fails to comply with the prerequisites subject to the relevant incentive qualification for the entire time of validity of the incentive.

3.1.11 In the event that the air carrier breaches payment conditions as stipulated in the “Prague Airport’s Conditions of Use” (e.g. is delayed – even partially – with payment of airport charges), the Airport Operator reserves the right to rule that the carrier loses the right to receive the incentive from the passenger service charge or from the landing charge incentive or from the use of mobile resources incentive in full.

3.1.12 The Airport Operator reserves the right to decide whether an air carrier is enrolled in an incentive programme and their decision is, in this respect, final.

3.1.13 In the event of a discrepancy between these General Terms and Conditions of the Incentive Programme pursuant to Article 3.1. and the conditions relating to the individual incentive programmes according to Articles 3.2 to 3.16 below, the conditions of the individual incentive programmes shall prevail.

## 3.2 NEW DESTINATION – SHORT- AND MEDIUM-HAUL ROUTES

3.2.1 This incentive is provided to all air carriers launching scheduled operation on a new short/medium-haul route to a destination not operated from Václav Havel Airport Prague during the past two consecutive operational seasons or if operated during the first half of the comparable operational season during the previous year then by a different air carrier that discontinued its direct scheduled operation for the remaining part of both operational seasons.

3.2.2 Discount Provided:

Period of Validity	Landing Charge Discount	Passenger Service Charge Discount
1 <sup>st</sup> year of operation	<b>100%</b>	<b>20%</b>
2 <sup>nd</sup> year of operation	<b>75%</b>	<b>15%</b>
3 <sup>rd</sup> year of operation	<b>50%</b>	<b>10%</b>
4 <sup>th</sup> year of operation	<b>25%</b>	<b>5%</b>

3.2.3 The landing charge discount is calculated based on the MTOW category charge.

3.2.4 The passenger service charge discount is calculated based on the number of passengers charged the passenger service charge in full (transfer, transit and service charge exempt passengers are not included).

3.2.5 An airport located less than 30 statutory miles from airports with established connections to/from Václav Havel Airport Prague is not considered to be a new destination.

3.2.6 The new destination is to be located in the TC2 IATA geographic area – Europe or in Egypt, Sudan, Libya, Lebanon, Syria, Israel and Jordan.

3.2.7 The air carrier has to apply to Slot Coordination Czech Republic for airport slots with the “J” code for its scheduled flights and ensure that the respective flights are available for purchase via standard GDS or public online reservation systems.

3.2.8 From the launch date, the service to the new destination has to be operated by the air carrier at least once a week throughout the respective operational season.

3.2.9 In the event that the carrier renews their operation on a particular route, the carrier is eligible for the incentive only if the disruption of operation by this carrier on the particular route was in excess of 24 months.

3.2.10 This incentive is available to all carriers scheduled to operate the same route to a new destination during the particular operational season provided they concurrently comply with the 3.2.11 condition.

3.2.11 Air carriers are obliged to apply for enrolment in the incentive programme prior to commencement of operation in a way specified by the Airport Operator.

### 3.3 NEW DESTINATION – LONG-HAUL ROUTES

3.3.1 This incentive is provided to all air carriers launching scheduled operation on a new long-haul route to a destination not operated from Václav Havel Airport Prague during the past two consecutive operational seasons or if operated during the first half of the comparable operational season during the previous year then by a different air carrier that had discontinued its direct scheduled operation for the remaining part of both operational seasons.

3.3.2 Discount Provided:

Period of Validity	Landing Charge Discount	Passenger Service Charge Discount
1 <sup>st</sup> year of operation	<b>100%</b>	<b>25%</b>
2 <sup>nd</sup> year of operation	<b>100%</b>	<b>20%</b>
3 <sup>rd</sup> year of operation	<b>100%</b>	<b>15%</b>
4 <sup>th</sup> year of operation	<b>70%</b>	<b>10%</b>
5 <sup>th</sup> year of operation	<b>50%</b>	<b>5%</b>

3.3.3 The landing charge discount is calculated based on the MTOW category charge.

3.3.4 The passenger service charge discount is calculated based on the number of passengers charged the passenger service charge in full (transfer, transit and service charge exempt passengers are not included).

3.3.5 An airport located less than 30 statutory miles from airports with established connections to/from Václav Havel Airport Prague is not considered to be a new destination.

3.3.6 The new destination is to be located in the TC1, TC2 – Middle East and Africa (except Egypt, Sudan, Libya, Lebanon, Syria, Israel and Jordan) and TC3 IATA geographic areas.

3.3.7 The air carrier has to apply to Slot Coordination Czech Republic for airport slots with the “J” code for its scheduled flights and ensure that the respective flights are available for purchase via standard GDS or public online reservation systems.

3.3.8 From the launch date, the service to the new destination has to be operated by the air carrier at least once a week throughout the respective operational season.

3.3.9 In the event that the carrier renews their operation on a particular route, the carrier is eligible for the incentive only if the disruption of operation by this carrier on the particular route was in excess of 24 months.

3.3.10 This incentive is available to all carriers scheduled to operate the same route to a new destination during the particular operational season provided they concurrently comply with the 3.3.11 condition.

3.3.11 Air carriers are obliged to apply for enrolment in the incentive programme prior to commencement of operation in a way specified by the Airport Operator.

### 3.4 NEW CHARTER DESTINATION – LONG-HAUL ROUTES

3.4.1 This incentive is provided to all air carriers launching operation on a new non-scheduled long-haul route to a destination not operated from Václav Havel Airport Prague during the past two consecutive operational seasons in the extent of a minimum of four rotations.

3.4.2 Discount Provided:

Period of Validity	Landing Charge Discount	Passenger Service Charge Discount
1 <sup>st</sup> year of operation	<b>70%</b>	<b>10%</b>

3.4.3 The landing charge discount is calculated based on the MTOW category charge.

3.4.4 The passenger service charge discount is calculated based on the number of passengers charged the passenger service charge in full (transfer, transit and service charge exempt passengers are not included).

3.4.5 An airport located less than 30 statutory miles from airports with established connections to/from Václav Havel Airport Prague is not considered to be a new destination.

3.4.6 The new destination is to be located in the TC1, TC2 – Middle East and Africa (except Egypt, Sudan, Libya, Lebanon, Syria, Israel and Jordan) and TC3 IATA geographic areas.

3.4.7 The air carrier has to apply to Slot Coordination Czech Republic for airport slots with the “C” code for its non-scheduled flights. This incentive also covers rotations where one of the flights is coordinated as a position flight (“P” code) provided the respective rotation is connected with another rotation where the opposite direction is operated in the position flight regime.

3.4.8 From the launch date, flights to the new destination operated by the carrier have to include at least four rotations (i.e. 4 arrivals and 4 departures) throughout the summer or winter season.

3.4.9 In the event that the carrier renews their operation on a particular route, the carrier is eligible for the incentive only if the disruption of operation by this carrier on the particular route was in excess of 24 months.

3.4.10 This incentive is available to all carriers scheduled to operate the same route to a new destination during the particular operational season provided they concurrently comply with the 3.4.11 condition.

3.4.11 Air carriers are obliged to apply for enrolment in the incentive programme prior to commencement of operation in a way specified by the Airport Operator.

### 3.5 NEW CARGO DESTINATION

3.5.1 This incentive is provided to air cargo carriers launching a new scheduled route to/from Václav Havel Airport Prague from/to a destination which was not connected with Václav Havel Airport Prague during the previous year or during two consecutive operational seasons or a destination which was operated by a carrier that had already discontinued their scheduled service.

3.5.2 Discount Provided:

Period of Validity	Landing Charge Discount	Passenger Service Charge Discount
1 <sup>st</sup> year of operation	<b>50%</b>	n/a
2 <sup>nd</sup> year of operation	<b>25%</b>	n/a

3.5.3 The landing charge discount is calculated based on the MTOW category charge.

3.5.4 The air carrier has to apply to Slot Coordination Czech Republic for airport slots with the “F” code for its scheduled flights.

3.5.5 The carrier has to operate their flights to the new destination from the launch date at least once a week throughout the respective operational season.

3.5.6 This incentive is available to all carriers scheduled to operate the same route to a new destination during the particular operational season provided they concurrently comply with the 3.5.7 condition.

3.5.7 Air carriers are obliged to apply for enrolment in the incentive programme prior to commencement of operation in a way specified by the Airport Operator.

### 3.6 INCREMENTAL FREQUENCIES AND INCREASED CAPACITY

3.6.1 This incentive is provided to all air carriers adding incremental frequencies while increasing the offered seat capacity on a particular scheduled route operated to/from Václav Havel Airport Prague for a minimum extent as specified below when compared with the relevant operational season of the previous year:

Period of Validity	Number of incremental frequencies	Increase of seat capacity on departure
Summer Operational Season	<b>+ 12 arrivals</b>	<b>+ 3,000</b>
Winter Operational Season	<b>+ 8 arrivals</b>	<b>+ 2,000</b>

3.6.2 Discount Provided:

Period of Validity	Landing Charge Discount	Passenger Service Charge Discount
<b>1<sup>st</sup> year of operation</b>	<b>75%</b>	n/a
<b>2<sup>nd</sup> year of operation</b>	<b>50%</b>	n/a

3.6.3 The landing charge discount is calculated based on the MTOW category charge.

3.6.4 The overall seat capacity of all scheduled services on the particular route must increase and stay increased for the entire operational season compared to the corresponding operational season of the previous year.

3.6.5 The air carrier has to apply to Slot Coordination Czech Republic for airport slots with the “J” code for its scheduled flights and ensure that the respective flights are available for purchase via standard GDS or public online reservation systems.

3.6.6 If the air carrier applies for the incentive in a case where it is not possible to specify the added day and flight number but both the overall number of frequencies and the seat capacity are increased at the end of the operational season according to 3.6.1 above, the incentive can be granted by the Airport Operator on a one-off basis after the season terminates.

3.6.7 Shall the number of frequencies and/or seat capacity provided by a particular carrier on the incentivised route to/from Václav Havel Airport Prague drop during the period of validity of the incentive, the Airport Operator reserves the right to revoke or not grant the incremental frequency incentive.

- 3.6.8 If an air carrier increases their operation on a route following a capacity reduction during the adequate operational season of the previous year (i.e. year -1), the incentive is only applied to the capacity in excess of the overall capacity during the relevant operational season before the reduction (i.e. year -2).
- 3.6.9 Air carriers are obliged to apply for enrolment in the incentive programme prior to commencement of operation in a way specified by the Airport Operator.



### 3.7 EXISTING SERVICE SUBSTITUTION

3.7.1 This incentive is provided to air carriers allocating new seat capacity to an operated scheduled route to/from Václav Havel Airport Prague where the respective set decrease in the overall seat capacity of all carriers on the scheduled route to/from Václav Havel Airport Prague occurred during the entire operational season when compared with the corresponding previous operational season.

3.7.2 Discount Provided for:

**Partial substitution of operations on an operated route:** Seat capacity substitution by a new air carrier upon at a minimum 30% decrease of the overall seat capacity offered on the route by existing carriers for the entire operational season when compared with the corresponding previous operational season:

Period of Validity	Landing Charge Discount	Passenger Service Charge Discount
1 <sup>st</sup> year of operation	<b>75%</b>	n/a
2 <sup>nd</sup> year of operation	<b>50%</b>	n/a

**Full substitution of operations on operated routes:** Seat capacity substitution by a new air carrier upon 100% decrease of the overall seat capacity offered by the existing carrier on the route concurrently operated by another air carrier during the relevant operational season:

Period of Validity	Landing Charge Discount	Passenger Service Charge Discount
1 <sup>st</sup> year of operation	<b>75%</b>	<b>10%</b>
2 <sup>nd</sup> year of operation	<b>50%</b>	<b>5%</b>

**Full substitution of operations on discontinued routes:** Seat capacity substitution by a new air carrier upon 100% decrease of the overall seat capacity offered by the existing carrier on the route concurrently not operated by another air carrier during the relevant operational season where operation would be completely disrupted as a result:

Period of Validity	Landing Charge Discount	Passenger Service Charge Discount
1 <sup>st</sup> year of operation	<b>75%</b>	<b>15%</b>
2 <sup>nd</sup> year of operation	<b>50%</b>	<b>10%</b>

- 3.7.3 The landing charge discount is calculated based on the MTOW category charge.
- 3.7.4 The passenger service charge discount is calculated based on the number of passengers charged the passenger service charge in full (transfer, transit and service charge exempt passengers are not included).
- 3.7.5 The air carrier has to operate scheduled flights between Václav Havel Airport Prague and the respective destination for a minimum of 4 months during an operational season.
- 3.7.6 In the event that the same air carrier renews their operation on a particular route, the carrier is eligible for the incentive only if the disruption of operation by this carrier on the particular route was in excess of 24 months.
- 3.7.7 The air carrier has to apply to Slot Coordination Czech Republic for airport slots with the "J" code for its scheduled flights and ensure that the respective flights are available for purchase via standard GDS or public online reservation systems.
- 3.7.8 If the air carrier applies for the incentive in a case where it is not possible to specify the added day and flight number, the incentive can be granted by the Airport Operator on a one-off basis after the operational season terminates.
- 3.7.9 Shall the number of frequencies and/or seat capacity provided by a particular carrier on the incentivised route to/from Václav Havel Airport Prague drop during the period of validity of the incentive, the Airport Operator reserves the right to revoke or not grant the incentive.
- 3.7.10 Air carriers are obliged to apply for enrolment in the incentive programme prior to commencement of operation in a way specified by the Airport Operator.

## 3.8 MARKETING SUPPORT FOR AIR CONNECTIONS DEVELOPMENT

- 3.8.1 The Marketing Support incentive has been designed to support the development of air connections to/from Václav Havel Airport Prague in line with approved long-term strategic goals of the Airport Operator through marketing activities of air carriers and/or the Airport Operator's campaigns with the goal to promote a particular air connection.
- 3.8.2 This incentive is provided to air carriers that within the defined period:
- Launch a new scheduled operation or a new non-scheduled long-haul operation from Václav Havel Airport Prague. The Airport Operator will reinvest the amount equal to the incentive for the transported passenger volume of up to 20% of the passenger service charge anticipated to be paid by the departing passengers on the particular connection (segment).
  - Increase the overall seat capacity on departure on a particular, already-serviced, route to/from Václav Havel Airport Prague by at least 3,000 seats when compared with the relevant operational season of the previous year. The Airport Operator will reinvest the amount equal to the incentive for the increased overall number of transported passengers of up to 15% of the passenger service charge anticipated to be paid by the departing passengers on the particular connection (segment).
  - Allocate new seat capacity to a scheduled connection with a year-on-year decrease of the overall seat capacity by 30% or more within the respective operational season. The Airport Operator will reinvest the amount equal to the incentive for the overall number of transported passengers of up to 15% of the passenger service charge anticipated to be paid by the departing passengers on the particular connection (segment).
- 3.8.3 The Airport Operator determines the marketing activity fund release. Commonly, funds are released by the Airport Operator in stages and their amounts adjusted based on the actual performance of the carrier in regard to the number of departing passengers.
- 3.8.4 The announced marketing support budget provided by the Airport Operator must be used to fund marketing events held during the respective calendar year. Unused funds (even partial) will not be carried forward to the following calendar year, otherwise compensated or paid to the carrier in another form.
- 3.8.5 The announced marketing support budget is to be used by the air carrier to fund marketing activities outside Václav Havel Airport Prague premises either in the Czech Republic and/or abroad.
- 3.8.6 Air carriers may use funds from the marketing support budget as follows:
- Campaigns (OOH, online, print, radio, TV, social media, etc.) – at a minimum 90% of the allocated marketing support announced for the given calendar year.

- Events – at a maximum 10% of the allocated marketing support for the given calendar year. The Airport Operator will deduct the amount of corporate income tax pursuant to the respective regulation valid on the date of payment of the incentive in the event that the respective costs, related to the funded event, shall not qualify as a tax return.
- 3.8.7 Air carriers are obliged to forward a description of their planned marketing activities to the Airport Operator for approval prior to execution. It is the air carrier's responsibility to ensure compliance of the subject of marketing activities, including the manner of their implementation, with the law.
- 3.8.8 It is the Airport Operator's condition that all performed marketing activities promote a service the carrier offers to/from Václav Havel Airport Prague (connections, ticket prices, new check-in technology, in-flight services, etc.) in an adequate way and that the Airport Operator's logo and the word "Prague", as determination of the destination, appear on all promotion materials in an adequate and lawful form.
- 3.8.9 No marketing activities carried out by the carrier pursuant to this incentive scheme will promote products connected with services provided by an airport other than Václav Havel Airport Prague.
- 3.8.10 Third parties (other business partners) will only be mentioned in marketing activities carried out by the carrier pursuant to this incentive scheme if agreed upon by the Airport Operator in advance.
- 3.8.11 No production costs of promotion campaigns (i.e. the graphic design, print, transport, installation, agency fees, campaign feedback, etc.) may be paid by air carriers using the allocated marketing support funds.
- 3.8.12 In the event that the air carrier breaches payment conditions as stipulated in the "Prague Airport's Conditions of Use" (e.g. is delayed – even partially – with payment of airport charges), the Airport Operator reserves the right to withdraw the carrier's entitlement to drawdown funds for marketing activities.

### 3.9 CAPACITY INCREASE BY CHANGE OF AIRCRAFT

3.9.1 This incentive is provided to air carriers allocating aircraft with higher seat capacity and higher MTOW when compared with the corresponding operational season of the previous year to a scheduled route already operated to/from Václav Havel Airport Prague by these carriers.

3.9.2 Discount Provided:

Period of Validity	Landing Charge Discount	Passenger Service Charge Discount
1 <sup>st</sup> year of operation	<b>100% from the difference</b>	n/a
2 <sup>nd</sup> year of operation	<b>100% from the difference</b>	n/a

3.9.3 The landing charge discount is calculated based on the MTOW category charge, i.e. set as the difference in results between the incentivised operational season and the relevant operational season of the previous year.

3.9.4 The different type of aircraft must be used for at least 3 consecutive months during the relevant operational season. At the same time, there must be at least 15% difference between the aircraft MTOWs and an increase in the overall seat capacities between the most frequently operated aircraft when the respective operational season is compared with the corresponding operational season of the previous year.

3.9.5 If an air carrier applies for the incentive prior to the operational season, but the aircraft MTOW difference proves to be less than 15%, while the increase in the number of passengers paying the passenger service charge in full transported by the carrier on the route during the respective operational season when compared with the corresponding operational season of the previous year is at least 3%, the incentive may be granted by the Airport Operator on a one-off basis after the termination of the season.

3.9.6 The overall seat capacity of the air carrier applying for the incentive must be higher during the entire operational season when compared with the carrier's capacity in the corresponding operational season of the previous year.

3.9.7 The air carrier has to apply to Slot Coordination Czech Republic for airport slots with the "J" code for its scheduled flights and ensure that the respective flights are available for purchase via standard GDS or public online reservation system.

3.9.8 Shall the number of frequencies and/or seat capacity provided by a particular carrier on the incentivised route to/from Václav Havel Airport Prague drop during the period of validity of the incentive, the Airport Operator reserves the right to revoke or not grant the incentive.

3.9.9 Air carriers are obliged to apply for enrolment in the incentive programme prior to commencement of operation in a way specified by the Airport Operator.

### 3.10 OFF-SEASON DESTINATIONS

3.10.1 This incentive is provided to air carriers that add a minimum of 10 flights during the off-season operation on a serviced scheduled route to/from Václav Havel Airport Prague which is at that point operated as a seasonal route.

3.10.2 Discount Provided:

Period of Validity	Landing Charge Discount	Passenger Service Charge Discount
1 <sup>st</sup> year of operation	<b>75%</b>	<b>25%</b>
2 <sup>nd</sup> year of operation	<b>50%</b>	<b>20%</b>

3.10.3 The landing charge discount is calculated based on the MTOW category charge.

3.10.4 The passenger service charge discount is calculated based on the number of passengers charged the passenger service charge in full (transfer, transit and service charge exempt passengers are not included).

3.10.5 In cases of summer season operations, the incentive can only be applied for provided the route has already been serviced for a minimum of 20 consecutive weeks during the respective operational season upon concurrent compliance with the 3.10.1 condition.

3.10.6 In cases of winter season operations, the incentive can only be applied for provided the route has already been serviced for a minimum of 10 consecutive weeks during the respective operational season upon concurrent compliance with the 3.10.1 condition.

3.10.7 The term “Off-season Operation” refers to the period when the route would normally not be serviced by the air carrier.

3.10.8 The air carrier has to apply to Slot Coordination Czech Republic for airport slots with the “J” code for its scheduled flights and ensure that the respective flights are available for purchase via standard GDS or public online reservation system.

3.10.9 If an air carrier increases their operation on a route following a capacity reduction during the adequate operational season of the previous year (i.e. year -1), the incentive is only applied to the capacity in excess of the overall capacity during the relevant operational season before the reduction (i.e. year -2).

3.10.10 Shall the number of frequencies and/or seat capacity provided by a particular carrier on the incentivised route to/from Václav Havel Airport Prague drop during the period of validity of the incentive, the Airport Operator reserves the right to revoke or not grant the incentive.

3.10.11 Air carriers are obliged to apply for enrolment in the incentive programme prior to commencement of operation in a way specified by the Airport Operator.

### 3.11 OFF-PEAK TIMES

3.11.1 This incentive is provided to air carriers operating their flights to/from Václav Havel Airport Prague during the following time slots: either 07:30-09:30 or 13:00-15:00 local time for the period of validity of the Pricelist in effect.

3.11.2 Incentive Scheme for “J”, “C” and “G” Code Flights:

Period of Validity	Landing Charge Discount	Passenger Service Charge Discount
Operational Season	<b>70%</b>	<b>5%</b>

3.11.3 Incentive Scheme for Flights with Other Codes:

Period of Validity	Landing Charge Discount	Passenger Service Charge Discount
Operational Season	<b>50%</b>	n/a

3.11.4 The landing charge discount is calculated based on the MTOW category charge.

3.11.5 The passenger service charge discount is calculated based on the number of passengers charged the passenger service charge in full (transfer, transit and service charge exempt passengers are not included).

3.11.6 If the carrier operates their flights to/from Václav Havel Airport Prague during the off-peak time slots and at the same time complies with the prerequisites of the 3.2 or 3.7 incentive programmes, additional 5% discount will be added to the discount from the passenger service charge originally allocated under the individual programmes.

3.11.7 The coordinated and the actual arrival and departure of the aircraft must be performed within one of the defined periods of time, on the same day and upon the same aircraft matriculation.

3.11.8 The only exemption applies to delayed arrivals and departures according to IATA 70 and 80 delay code sequences.

## 3.12 NUMBER OF TRANSPORTED PASSENGERS

- 3.12.1 This incentive is provided to air carriers that provided scheduled passenger transport to/from Václav Havel Airport Prague during the previous calendar year and reached the stipulated minimum number of departing passengers paying the passenger service charge in full (transfer, transit and service charge exempt passengers excluded).
- 3.12.2 The individual rates per one departing passenger paying in full are defined as follows:

Number of Departing Passengers Paying in Full per Carrier	Programme: "Marketing"	Programme: "Refund"
Long-haul Routes	<b>CZK18</b>	<b>CZK27</b>
500,000 and over	<b>CZK18</b>	<b>CZK27</b>
450,000–499,999	<b>CZK17</b>	<b>CZK26</b>
400,000–449,999	<b>CZK16</b>	<b>CZK25</b>
350,000–399,999	<b>CZK15</b>	<b>CZK24</b>
300,000–349,999	<b>CZK14</b>	<b>CZK23</b>
250,000–299,999	<b>CZK13</b>	<b>CZK22</b>
200,000–249,999	<b>CZK12</b>	<b>CZK21</b>
150,000–199,999	<b>CZK11</b>	<b>CZK20</b>
100,000–149,999	<b>CZK10</b>	<b>CZK19</b>
50,000–99,999	<b>CZK9</b>	<b>CZK18</b>
1,000–49,999	n/a	<b>CZK17</b>

- 3.12.3 The incentive for the overall number of passengers on scheduled flights is provided to the air carrier after operational results for the respective calendar year have been finalised.
- 3.12.4 The amount of funds provided under this incentive scheme is calculated as a multiple of the achieved amount of departing passengers paying the passenger service charge in full on scheduled flights to/from Václav Havel Airport Prague with the "J" or "G" code airport slots as allocated by Slot Coordination Czech Republic during the respective period and the rate of the respective incentive scheme for the achieved number of departing passengers paying in full.
- 3.12.5 The funds provided under the "Marketing" programme are to be used by the air carrier on marketing activities carried out during the following calendar year subject to the conditions given under 3.8 above.
- 3.12.6 The "Refund" programme is a regressive incentive calculated as a passenger service charge discount and provided to the air carrier by the Airport Operator after operational results of the respective calendar year have been finalised in a form of a credit note.



- 3.12.7 Long-haul routes are routes with flights to/from destinations located in the TC1, TC2 – Middle East and Africa (except Egypt, Sudan, Libya, Lebanon, Syria, Israel and Jordan) and TC3 IATA geographic areas.
- 3.12.8 If an air carrier operates both short-/medium-haul routes and long-haul routes, calculations of rates per short-/medium-haul routes (using the rate for the number of departing passengers of the particular carrier) and long-haul routes will be performed separately.

### 3.13 YEAR-ON-YEAR INCREASE IN NUMBER OF PASSENGERS

3.13.1 This incentive is provided to air carriers that, during the previous calendar year, operated scheduled or non-scheduled flights to/from Václav Havel Airport Prague and transported over 50,000 departing passengers paying the passenger service charge in full (transfer, transit and service charge exempt passengers excluded) or operated a long-haul route and at the same time increased the number of transported passengers year-on-year.

3.13.2 The individual rates per one departing passenger paying in full are defined as follows:

Number of Departing Passengers Paying in Full per Carrier	Rate per Every New Passenger Paying in Full:
Long-haul Routes	<b>CZK60</b>
500,000 and over	<b>CZK60</b>
450,000–499,999	<b>CZK58</b>
400,000–449,999	<b>CZK56</b>
350,000–399,999	<b>CZK54</b>
300,000–349,999	<b>CZK52</b>
250,000–299,999	<b>CZK50</b>
200,000–249,999	<b>CZK48</b>
150,000–199,999	<b>CZK46</b>
100,000–149,999	<b>CZK44</b>
50,000–99,999	<b>CZK42</b>

3.13.3 The amount of funds provided under this incentive scheme is calculated as a multiple of the difference between the number of departing passengers paying the passenger service charge in full during the last closed calendar year and the previous calendar year and the rate of the respective incentive scheme for the achieved number of departing passengers paying in full.

3.13.4 The incentive for the year-on-year increase in the number of passengers is a regressive incentive – a passenger service charge discount calculated after operational results of the respective calendar year have been finalised and provided by the Airport Operator to the carrier in a form of a credit note.

3.13.5 Long-haul routes are routes with flights to/from destinations located in the TC1, TC2 – Middle East and Africa (except Egypt, Sudan, Libya, Lebanon, Syria, Israel and Jordan) and TC3 IATA geographic areas.

3.13.6 If an air carrier operates both short-/medium-haul routes and long-haul routes and the number of passengers transported by the carrier continues to grow, calculations of rates per short-/medium-haul routes (using the rate for the number of departing passengers of the particular carrier on their particular routes) and long-haul routes will be performed separately.

### 3.14 PASSENGER TRANSFER CHARGE

3.14.1 This incentive is provided to air carriers with passengers using Václav Havel Airport Prague as transfer point, paying passenger transfer charge.

3.14.2 Discount Provided:

Period of Validity	Landing Charge Discount	Passenger Service Charge Discount
Operational Season	n/a	<b>50%</b>

3.14.3 Passenger service charge discount is calculated per every departing passenger paying the airport transfer charge and will be provided as a deduction from the charged amount for each affected flight.

3.14.4 Passenger transfer charge incentive is calculated based on the number of departing passengers charged the transfer charge.

3.14.5 The passenger transfer charge incentive basic rate will be granted to air carriers automatically, irrespective of the changes (increases or decreases) in the number of passengers using Václav Havel Airport Prague.

3.14.6 Air carriers have to apply to Slot Coordination Czech Republic for airport slots with the “J” code for their scheduled flights.

### 3.15 USE OF MOBILE RESOURCES INCENTIVE

3.15.1 This incentive is provided to air carriers with the sum total for the use of passenger boarding bridges and buses (i.e. mobile resources) at Václav Havel Airport Prague invoiced during the respective calendar year within the defined yearly rates.

3.15.2 Discount Provided:

Invoiced Amount per Mobile Resources per Year	Discount
over CZK50,000,000	<b>5%</b>
CZK 30,000,001–50,000,000	<b>4%</b>
CZK 10,000,001–30,000,000	<b>3%</b>
CZK10,000,000 and less	n/a

3.15.3 The regressive incentive is calculated as a discount on the annual invoiced amount for the use of mobile resources after financial results of the respective calendar year have been finalised and provided by the Airport Operator to air carriers in the form of a credit note.

3.15.4 The rates apply to all flights to/from Václav Havel Airport Prague and all air carriers. The incentive may be drawn when high volumes are recorded in the area of use of mobile resources, including unassembled flights (i.e. flights arriving from the Schengen area, but departing to the non-Schengen area and vice versa).

### 3.16 COVID-19 TRAFFIC RECOVERY

3.16.1 This incentive is provided to air carriers operating scheduled or non-scheduled passenger transport during the calendar year 2022 provided their overall 2022 seat capacity has reached at a minimum 55% of their seat capacity allocated on routes to/from Václav Havel Airport Prague in 2019, or they have transported at least 55% of the total volume of passengers paying the passenger service charge in full when compared with their 2019 results.

3.16.2 Discount Provided:

Period of Validity and Effect	Amount Refunded per Each Departing Passenger Paying in Full
1/1/2022–31/12/2022	<b>CZK54</b>

3.16.3 The passenger service charge discount is calculated by the Airport operator based on the overall number of departing passengers paying the passenger service charge in full (transfer, transit and service charge exempt passengers excluded).

3.16.4 The incentive for achieved overall passenger volume in both scheduled and non-scheduled transport is provided to air carriers by the Airport Operator after operational results of the respective calendar year have been finalised in a form of a credit note.

3.16.5 The amount of funds provided under this incentive scheme is calculated as a multiple of the achieved amount of departing passengers paying the passenger service charge in full on both scheduled and non-scheduled flights operated by the air carrier to/from Václav Havel Airport during the respective period of validity of this incentive programme.

3.16.6 The discount is provided to air carriers that transported at a minimum 1,000 departing passengers from Václav Havel Airport Prague in 2019.