

# AIRPORT PRICE LIST

FOR THE PERIOD FROM  
29 MARCH 2020 TO 27 MARCH 2021

Prague Airport



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## **1. GENERAL INFORMATION**

### **1.1 PERIOD OF VALIDITY**

The Airport Price List as published by **Prague Airport**, the operator of Václav Havel Airport Prague (hereinafter referred to as the “Airport Operator”), 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 **29 March 2020** and terminating on **27 March 2021**, i.e. on the date a new price list becomes valid. 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**

#### **PRM Charge**

- The PRM Charge for assistance provided to persons with reduced mobility and orientation has been increased to CZK6 from the original CZK3 per every departing passenger including passengers in transfer.

### **Transfer Passenger and Scenic Flight Departing Passenger Service Charge**

- The Transfer Passenger Charge has been increased to CZK284 from the original CZK212 per every passenger in transfer. The Scenic Flight Departing Passenger Charge has been cancelled.

### **Parking Charges**

- In order to improve safety of airport operations, it was decided to no longer use the parking areas on RWY04 (V30 to V45). Parking stands on RWY 22 (for THR RWY 22) were reconfigured as a substitute. Rates of the parking charges remain unchanged for these parking stands.

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

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## **2. AIRPORT CHARGES**

### **2.1 PASSENGER SERVICE CHARGES**

| Charged per every:         | Charge        |
|----------------------------|---------------|
| <b>Departing passenger</b> | <b>CZK568</b> |
| <b>Transfer passenger</b>  | <b>CZK284</b> |

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.

### **2.2 PRM CHARGE**

| Charged per every:                      | Charge      |
|---|-------------|
| <b>Departing and Transfer passenger</b> | <b>CZK6</b> |

The PRM (Passengers with Reduced Mobility) Service Charge is charged for every departing and transfer passenger and collected together with the passenger service charge.

## 2.3 LANDING CHARGES

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

### Conditions:

- Charged per every MTOW (even incomplete).



## 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           |

Complimentary minutes upon uninterrupted parking of aircraft 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> |
| CARGO (all types of ACFT) | <b>120 min free of charge</b> |

Complimentary minutes upon pull-in/push back of aircraft 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> |
| CARGO (all types of ACFT) | <b>60 min free of charge</b>  |

| Stand                                   |                     | Cat. | Parking Category Based on Wingspan | Contractual / Long-term   | Short-term Parking (*min* <sup>t</sup> MTOW) |
|---|---------------------|------|------------------------------------|---------------------------|--|
| <b>PARKING AREAS</b>                    |                     |      |                                    |                           |  |
| <b>MP HABC</b>                          | AHA, AHB, AHC       | 5    | up to 36 m                         | <b>CZK49,900 / month</b>  | <b>CZK0.11</b>                               |
| <b>RWY 22</b>                           | V11 to V21          | 5    | up to 36 m                         | <b>CZK49,900 / 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>CZK49,900 / 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>                           | S11 to S17          | 4    | x                                  | x                         | <b>CZK0.15</b>                               |
| <b>OP JIH</b>                           | S51 to S56          | 7    | Up to 20 m (as per stands)         | <b>CZK24,950 / month</b>  | <b>CZK0.24</b>                               |
| <b>OP JIH</b>                           | X                   | 7    | x                                  | x                         | <b>CZK0.24</b>                               |
| <b>CARGO</b><br>(day charge)            | E3 to E7            | 3    | x                                  | x                         | <b>CZK0.21</b>                               |
| <b>CARGO</b><br>(night charge)          | E3 to E7            | 3    | x                                  | x                         | <b>CZK0.13</b>                               |
| <b>REM OPS</b><br>(day charge)          | X                   | 2    | x                                  | x                         | <b>CZK0.24</b>                               |
| <b>REM OPS</b><br>(night charge)        | x                   | 2    | x                                  | x                         | <b>CZK0.15</b>                               |
| <b>Contact Stands</b><br>(day charge)   | x                   | 1    | x                                  | x                         | <b>CZK0.29</b>                               |
| <b>Contact Stands</b><br>(night charge) | 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 and SIBT 19:00 and SOBT until 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 authorized to receive back a part of the charge equal the difference between the real parking time and the planned parking time.

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 transporting Heads of State, Government officials, members of Royal Families and Ministers on official business trips
- Search and rescue flights authorized by the respective supervisory body in charge
- Flights of the Civil Aviation Authority
- Flights performed strictly for the purpose of checking and reviewing the function of devices used or designed for use as ground navigation systems, with the exception of flights performed in order to move aircraft performing the review
- Air Medical flights, including secondarily and repatriation flights and flights directly connected with human life-saving missions
- Apron parking on areas leased to air carriers and airlines pursuant to separate agreements

## 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 LKPR (aircraft certified according to 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.

## 2.6 USE OF CHECK-IN DESK CHARGES

| Desk                 | Charge                   |
|----------------------|--------------------------|
| Common Desk          | <b>20 min / CZK102</b>   |
| Flight Check-in Desk | <b>20 min / CZK102*</b>  |
| Mobile Desk          | <b>20 min / CZK55</b>    |
| Fix Check-in Desk    | <b>CZK89,000 / 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 / CZK525</b><br><b>Each additional 10 min / CZK525</b> |

### Conditions:

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

### 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>CZK2,300 / case</b> |
| PB Bridge for ACFT ≥ 100 t MTOW / max 180 min incl. AC/Heating | <b>CZK4,300 / case</b> |
| AC/Heating Charge for ACFT < 100 t MTOW                        | <b>CZK320 / case</b>   |

### Conditions:

- ACFT with MTOW  $\geq$  100 t are charged CZK4,300 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**

An incentive scheme is a commercial tool helping to deliver key airport strategies, 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 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. **Traffic growth** is supported by passenger volume-based incentives (incentive programmes 3.11 – 3.13 of the Incentive Scheme). Volume-based discounts have been designed to encourage a stable, long-term growth of all airport users. The volume-based incentive programmes represent a progressive reward for actual results and a motivation for further growth of operations of airlines that plan a future development of regular air services to/from Václav Havel Airport Prague.
2. **Increase in the number of routes and frequencies – connectivity.** The development of new routes and additional frequencies on existing routes contribute to the strengthening of the position of Prague Airport, stimulate the traffic increase to/from existing markets and have a positive impact on the improvement in the mobility of the whole airport catchment area.
3. **Efficient use of the airport's infrastructure** is supported by other incentives (incentive programmes 3.7 – 3.8., 3.10 and 3.14 of the Incentive Scheme). To manage airport capacity and achieve its more efficient use, Prague Airport supports the increase in operations within the off-peak times and periods of year, the increase in the seat capacity on existing flights and broader use of existing infrastructure for transferring passengers.

#### **3.1 INCENTIVE SCHEME GENERAL CONDITIONS**

- 3.1.1 Route-based Incentive Programmes (3.2 to 3.11) have been designed for carriers that offer regular or irregular 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.
- 3.1.2 Volume-based Incentive Programmes (3.12 and 3.13) have been designed for carriers that offer regular or irregular passenger air transport during the respective calendar year. Volume-based Incentives are provided retrospectively upon closure and evaluation of operational results for a calendar year in a form defined under the Art. 3.12 and 3.13 of this incentive scheme.

- 3.1.3 Air carriers are obliged to apply for enrolments in route-based incentive programmes (except for the 3.10 programme which is provided automatically) prior to the commencement of operation in a way specified by the Airport Operator.
- 3.1.4 The air carrier is obliged to re-apply for the incentive in case of changed operations 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 a request to enrol in an incentive scheme within 10 working days from the day of its receipt and inform the air carrier accordingly.
- 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 irregular to regular transport, the 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 transport shifts between carriers based on co-operation, the Airport Operator reserves the right to refuse the new carrier's request for the 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.
- 3.1.10 Air carriers must comply with all prerequisites of the particular incentive category concurrently.
- 3.1.11 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.
- 3.1.12 In the event that the air carrier repeatedly (at least three times) 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.
- 3.1.13 It is at the Airport Operator's discretion to decide whether an air carrier is enrolled in an incentive programme.



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

3.2.1 This incentive is provided to all air carriers launching 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 already serviced airports is not considered to be a new destination.

3.2.6 The new destination is 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 regular 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 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 its operation on a particular route, the carrier is eligible for the incentive only if the operation was disrupted for a minimum of 24 months.

3.2.10 This incentive is available to all carriers operating the same route to a new destination 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 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 already serviced airports is not considered as a new destination.

3.3.6 The new destination is 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 regular 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 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 its operation on a particular route, the carrier is eligible for the incentive only if the operation was disrupted for a minimum of 24 months.

3.3.10 This incentive is available to all carriers operating the same route to a new destination 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 irregular 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 already serviced airports on a regular or irregular basis is not considered as a new destination.

3.4.6 The new destination is 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 irregular 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 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 its operation on a particular route, the carrier is eligible for the incentive only if the operation was disrupted for a minimum of 24 months.

3.4.10 This incentive is available to all carriers operating the same route to a new destination 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 INCREMENTAL FREQUENCIES AND INCREASED CAPACITY

- 3.5.1 This incentive is provided to all air carriers adding incremental frequencies while increasing the offered seat capacity on a particular route regularly-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>                         |

- 3.5.2 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                               |

- 3.5.3 The landing charge discount is calculated based on the MTOW category charge.
- 3.5.4 The overall capacity of all regular 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.
- 3.5.5 The air carrier has to apply to Slot Coordination Czech Republic for airport slots with the “J” code for its regular scheduled flights and ensure that the respective flights are available for purchase via standard GDS or public online reservation systems.
- 3.5.6 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 capacity are increased according to 3.5.1 above, the incentive can be granted on a one-off basis after the season terminates.
- 3.5.7 Shall the number of frequencies and/or capacity provided by a particular carrier on the incentivised route drop during the period of validity of the incentive, the Airport Operator reserves the right to revoke or not grant the incremental frequency incentive.
- 3.5.8 If an air carrier increases its 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).
- 3.5.9 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.

## 3.6 EXISTING SERVICE SUBSTITUTION

3.6.1 This incentive is provided to air carriers allocating new capacity to a regularly-operated route to/from Václav Havel Airport Prague where the relevant decrease in the overall seat capacity occurred during the entire operational season when compared with the corresponding previous operational season.

3.6.2 Discount Provided for:

**Partial recovery of operations:** Substitution 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 recovery of operations on operated routes:** Substitution upon 100% decrease of the overall seat capacity offered by a 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 recovery of operations on discontinued routes:** Substitution upon 100% decrease of the overall seat capacity offered by all carriers on a route 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>                        |

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

3.6.4 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).

- 3.6.5 The air carrier operates regular scheduled flights between Václav Havel Airport Prague and the respective destination for a minimum of 4 months during an operational season.
- 3.6.6 Air carriers re-launching operations on a route can only collect the incentive for routes where operation was disrupted for a minimum of 24 months.
- 3.6.7 The air carrier has to apply to Slot Coordination Czech Republic for airport slots with the “J” code for its regular scheduled flights and ensure that the respective flights are available for purchase via standard GDS or public online reservation systems.
- 3.6.8 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 on a one-off basis after the season terminates.
- 3.6.9 Shall the number of frequencies and/or capacity provided by a particular carrier on the incentivised route drop during the period of validity of the incentive, the Airport Operator reserves the right to revoke or not grant the incentive.
- 3.6.10 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.

## 3.7 OFF-SEASON DESTINATIONS

3.7.1 This incentive is provided to air carriers that add a minimum of 10 flights during the off-season operation on a regularly-serviced route which is currently operated as a seasonal route.

3.7.2 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>                        |

3.7.3 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 Upon summer season operation, air carriers must already operate the route for a minimum of 20 consecutive weeks.

3.7.6 Upon winter season operation, air carriers must already operate the route for a minimum of 10 consecutive weeks.

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

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

3.7.9 If an air carrier increases its 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).

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

3.7.11 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.

### 3.8 CAPACITY INCREASE BY CHANGE OF AIRCRAFT

3.8.1 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 route already operated on a regular basis by these carriers.

3.8.2 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                               |

3.8.3 The landing charge discount is calculated based on the MTOW category charge and the difference in results between the incentivised operational season and the relevant operational season of the previous year.

3.8.4 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.

3.8.5 If an air carrier applies for the incentive prior to the operational season stipulating that the MTOW difference will be less than 15%, but there will be a minimum 3% 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, the incentive may be granted on a one-off basis after the termination of the season.

3.8.6 The overall transport 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.

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

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

3.8.9 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.



### 3.9 NEW CARGO DESTINATION

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

3.9.2 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                               |

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

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

3.9.5 The carrier has to operate its flights from the launch date at least once a week throughout the respective operational season.

3.9.6 This incentive is provided to all carriers operating the same route to a new destination provided they concurrently comply with the condition under 3.9.7 below.

3.9.7 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.

### 3.10 OFF-PEAK TIMES

3.10.1 This incentive is provided to air carriers operating their flights during the following time slots: 07:30 - 09:30 and 13:00 - 15:00 local time for the period of validity of the Pricelist in effect.

3.10.2 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>                         |

3.10.3 Incentive Scheme for Flights with Other Codes:

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

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

3.10.5 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).

3.10.6 If the carrier operates its flights during the off-peak time slots and at the same time complies with the prerequisites of the 3.2 or 3.6 incentive programmes, additional 5% discount will be added to the discount from the passenger service charge originally allocated under the individual programmes.

3.10.7 The coordinated and the actual arrival/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.

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

### **3.11 MARKETING SUPPORT FOR REGULAR CONNECTIONS DEVELOPMENT**

3.11.1 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.

3.11.2 This incentive is provided to air carriers that within the defined period:

- Launch operation to a new destination 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 full 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-served, route 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 full passenger service charge anticipated to be paid by the departing passengers on the particular connection.
- Allocate new capacity to a connection with a year-on-year decrease of the overall 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 full passenger service charge anticipated to be paid by the departing passengers on the particular connection.

3.11.3 The Airport Operator determines the marketing activity fund release - commonly in stages based on the actual performance of the carrier in regard to the number of departing passengers.

3.11.4 The announced marketing support budget 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.

3.11.5 The announced marketing support budget is to be used to fund marketing activities outside Václav Havel Airport Prague premises either in the Czech Republic or abroad.

3.11.6 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.
- 3.11.7 Air carriers are obliged to forward a description of their planned marketing activities to the Airport Operator for approval prior to execution.
- 3.11.8 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 form.
- 3.11.9 No marketing activities carried out by the carrier in co-operation with the Airport Operator will promote products connected with services provided by an airport other than Václav Havel Airport Prague.
- 3.11.10 Third parties (other business partners) will only be mentioned in marketing activities carried out by the carrier in co-operation with the Airport Operator if agreed upon by the Airport Operator in advance.
- 3.11.11 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.
- 3.11.12 In the event that the air carrier repeatedly 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.

### 3.12 NUMBER OF TRANSPORTED PASSENGERS

- 3.12.1 This incentive is provided to air carriers that provided regular passenger transport 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) or operated a regular scheduled long-haul route.
- 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 regular scheduled flights is provided 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 regular scheduled flights 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 for marketing activities carried out during the following calendar year subject to the conditions given under 3.11 above.
- 3.12.6 The "Refund" programme is a regressive incentive - a passenger service charge discount calculated after operational results of the respective calendar year have been finalised and provided to the carrier in a form of a credit note.
- 3.12.7 Long-haul routes are routes with flights to 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 regular or irregular scheduled flights 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 to the carrier in a form of a credit note.

3.13.5 Long-haul routes are routes with flights to 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.

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 regular scheduled flights.

3.14.7 Air carriers have to comply with all the above-listed conditions concurrently.



### 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) 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 incentive is calculated as a retroactive 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 to airlines in the form of a credit note.

3.15.4 The rates apply to all flights and all air carriers. The incentive is applied upon reach of high volumes 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).