AIRPORT PRICELIST

Valid from 29. 3. 2026 to 27. 3. 2027

Letiště Praha, a.s.
Version 1.0 (15. 12. 2025)

Prague Airport

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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 **29 March 2026** and terminating on **27 March 2027**, 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 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 the Airport by air carriers is subject to the rules and regulations stipulated in the *"Prague Airport's Conditions of Use"* published under the B2B section of the Airport Operator's website (www.prg.aero/b2b).

The calculation methodology and definitions of exceptions to the respective airport Charge Categories are outlined 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).

In case of any discrepancies between the provisions of Part 2. – Airport Charges – and Part 3. – Incentive Schemes – of this Price List, 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 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

With regard to the Airport Price List section, the following are the adjustments and changes compared to the published Price List valid until 28 March 2026.

1. More precise definition of “transit passengers” in the Exceptions section of the Passenger Service Charges (2.1) is used.
2. The calculation of complimentary minutes under Parking Charges (2.4): Complimentary minutes for Category 1 parking stands upon the use of one parking stand were previously deducted from the end of the parking period (the block-off time). Upon the use of two parking stands, complimentary minutes were distributed between the two parking periods (deductions from the block-on time and the block-off time of the respective flight), and when using three or more parking stands, complimentary minutes were only distributed between the first and the last parking period. In the presented charge, the procedure for deducting complimentary minutes is simplified: **complimentary minutes are to be deducted continuously from the beginning to the end of the parking period on all Category 1 parking stands until the allocated amount is fully used.**
3. More precise definition of Parking Charges (2.4) exceptions
4. More precise definition of Bus Charges (2.8) conditions
5. Additional exceptions from Passenger Boarding Bridge Charges (2.9)

INCENTIVE SCHEME

With regard to the Prague Airport Incentive Scheme section, the following is a change compared to the published Incentive Scheme valid until 28 March 2026.

1. More precise definition of Marketing Support for Air Connections Development incentive programme (3.8.5) conditions is used.
2. The wording of the Incentive for using Self-service Bag Drop (3.16) is being adjusted.

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

Prague Airport
Corporate Controlling and Planning
charges@prg.aero

2. PRAGUE AIRPORT CHARGES

2.1 PASSENGER SERVICE CHARGES

Charged per Every:	Departure Terminal	Charge
Departing Passenger	**T1, T2**	**CZK682**
	T3	**CZK1,100**
Transfer Passenger	**T1, T2**	**CZK341**
	T3	**CZK550**

The carrier pays the Passenger Service Charge for each departing passenger (hereinafter **"the Departing Passenger Service Charge"**) and each transfer passenger on departure (hereinafter **"the Transfer Passenger Service Charge"**) 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 Missions
- 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 (direct transit also includes an unscheduled landing in the Czech Republic and substitute transport of passengers by another carrier from the Czech Republic to a foreign destination)
- Passengers in the involuntary rerouting mode
- 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
Departing and Transfer Passenger	**CZK15**

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

Conditions:

- Charged per every ton of MTOW (even incomplete)
- The charge is calculated based on the MTOW of the aircraft specified in the noise certificate of the given aircraft or the MTOW value specified in the FLEXI MTOW concept application of the given carrier, see AIP GEN 4.1.1.1.1.2 for more details
- In cases of “Touch and Go” approaches, carriers are charged 60% of the respective Landing Charge

Exceptions:

Exempt from Landing Charges are:

- Arrivals of aircraft returning to the Airport due to a failure or meteorological conditions and aircraft forced to carry out an emergency landing
- Departures connected to emergency landings; the departure shall be carried out no later than 24 hours from the emergency landing; the aircraft parking time equal to the delay caused by wind conditions at the airport or a take-off ban is deducted
- 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
1	Apron North / East
2	Apron South
3	TWY Q5
4	Apron South – Remote

Conditions:

- Charged per every minute (even incomplete) and every ton of MTOW (even incomplete)
- The charge is calculated based on the MTOW of the aircraft specified in the noise certificate of the given aircraft or the MTOW value specified in the FLEXI MTOW concept application of the given carrier, see AIP GEN 4.1.1.1.1.2 for more details
- Daytime Charges apply for aircraft parking between 06:00 and 21:59 local time
- Nigh-time Charges apply for aircraft parking between 22:00 and 05:59 local time

Complimentary minutes in passenger transport at the Category 1 stands:

Aircraft	Free Minutes
<100 t MTOW	**120 min free of charge**
≥100 t MTOW	**240 min free of charge**

Complimentary minutes are calculated from the beginning of the parking period (block-on) until the full use of the allocated amount.

Cat.	Stand		Charge (*min*t MTOW)
1	Apron North / East **(Daytime Charge)**		**CZK0.29**
1	Apron North / East **(Night-time Charge)**		**CZK0.18**
2	Apron South	S1 to S9, S19 to S26	**CZK0.27**
3	TWY Q5	S14 to S17	**CZK0.17**
4	Apron South – Remote	V11 to V23, KOM, original TWY M and N	**CZK0.13**

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 settlement of 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.

Exceptions:

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

- Flights delayed due to weather conditions at the Airport – 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; If the 24-hour period is exceeded, parking charges are calculated as standard with a deduction of delays not caused by the carrier
- 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	Daytime Charge	Shoulder Night-time Charge	Core Night-time Charge
1 to 4	**CZK0**	**CZK0**	**CZK0**
5	**CZK0**	**CZK1**	**CZK2**
6	**CZK0**	**CZK3**	**CZK6**
7	**CZK1**	**CZK6**	**CZK12**
8	**CZK2**	**CZK18**	**CZK36**
9	**CZK4**	**CZK36**	**CZK72**
10	**CZK8**	see Conditions below	see Conditions below
11	**CZK16**	see Conditions below	see Conditions below
12	**CZK32**	see Conditions below	see Conditions below
13	**CZK64**	see Conditions below	see Conditions below
14	see Conditions below	see Conditions below	see Conditions below

Conditions:

- Charges are applied for every ton of MTOW (even incomplete)
- The charge is calculated based on the MTOW of the aircraft specified in the noise certificate of the given aircraft or the MTOW value specified in the FLEXI MTOW concept application of the given carrier, see AIP GEN 4.1.1.1.1.2 for more details
- Aircraft with MTOW in excess of 9 tons are subject to Noise Charges
- Noise Charges are collected separately upon arrivals and departures
- The **Daytime** Charge applies from **06:00 to 21:59 local time**
- The **Shoulder** N**ight-time** Charge applies from **22:00 to 23:59** and **05:30 to 05:59 local time**
- The **Core Night-time** Charge applies from **00:00 to 05:29 local time**
- Flights operated with aircraft belonging to noise categories 10 to 13 performed from 22:00 to 23:59 and/or 05:30 to 05:59 local time are subject to the Daytime Charge of the respective Noise Category times **twelve**
- Flights operated with aircraft belonging to Noise Categories 10 to 13 performed from 00:00 to 05:29 local time are subject to the Daytime Charge of the respective Noise Category times **twenty-four**
- Upon flights operated with aircraft not authorised access to the Airport (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 charges as follows:
  - 06:00 – 21:59 local time: CZK128 for every ton of MTOW
  - 22:00 – 23:59 and 05:30 – 05:59 local time: CZK1,536 for every ton of MTOW
  - 00:00 – 05:29 local time: CZK3,072 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 EMISSION CHARGES

Charge per	Charge
NO_x (kg)	**CZK25 per kg of NO_x**

The Emission Charges is stipulated on the basis of the amount of produced NOx emissions (kg) according to the emission certificates of individual engines in the LTO cycle (landing/take-off) supplied by the carrier.

Calculation:

NO_x (kg) = number of motors x NO_x (kg) x a

a = 1 if Dp_{HC}/F_{00} <= 19.6 g/kN

a = $(Dp_{HC}/F_{00})/19.6$ g/kN; if Dp_{HC}/F_{00} > 19.6 g/kN s a_{max} = 4

Conditions:

- Aircraft with an MTOW in excess of 8, 618 kg as subject to the charge
- The charge is applied to the arrival and the departure of the aircraft
- If the required certificates for the NO_X calculation are not made available to the Airport Operator, the following formula is applied: **NO_x (kg) = MTOW (t)* 0.3 kg NO_x/t.**

Exceptions:

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

2.7 USE OF CHECK-IN DESK CHARGES

Desk	Charge
Common Desk	**20 min / CZK148**
Flight Check-in Desk	**20 min / CZK148***
Mobile Desk	**20 min / CZK74**
Fix Check-in Desk	**CZK129,473 / month**

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

Conditions:

- Each planned/commenced case/month is charged
- The charge applies to all flights and all handling companies
- In the event of flight cancellations, every commenced case 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

2.8 BUS CHARGES

Case	Charge
1 Bus Ride	**First 30 min / CZK665** **Each additional 10 min / CZK665**

Conditions:

- Each commenced case/ride is charged
- Invoiced time for arrival buses is calculated from the AIBT
- Both the Charge and the Case time are the same for all types of buses

Exceptions:

No Bus Charges Apply to:

- Flights delayed due to weather conditions at the Airport and/or flights banned from take-offs and/or emergency landings

2.9 USE OF PASSENGER BOARDING BRIDGE CHARGES

Case	Charge
PB Bridge for ACFT <100t MTOW	**CZK2,910 / case**
PB Bridge for ACFT ≥100t MTOW incl. AC/Heating	**CZK5,440 / case**
AC/Heating Charge for ACFT <100t MTOW	**CZK405 / case**

Conditions:

- ACFT with MTOW ≥100t are charged CZK5,440 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)
- One case of use of a Passenger Boarding Bridge (PBB) is now defined as the PBB connecting and subsequent disconnecting, while additional connecting/disconnecting due to reasons not caused by the carrier or handling company (e.g., reasons on the part of Prague Airport, meteorological conditions, etc.) is not to be considered as an additional case.

Exceptions:

- Exempt from the Use of Passenger Boarding Bridge Charges and AC/Heating Charges are flights delayed due to weather conditions at the Airport, banned from take-offs, and after emergency landings.

3. PRAGUE AIRPORT 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 air carriers operating commercial passenger or cargo transport to/from the Airport are equally eligible to qualify for the benefits of Prague Airport's incentive programmes (hereinafter referred to as "The Programme" of "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 air carriers 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 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 the Airport.

The remaining incentives (3.14 and 3.16) support a broader use of the existing Airport infrastructure in the area of mobile resources, aircraft parking and self-service bag drop.

3.1 INCENTIVE SCHEME GENERAL TERMS AND CONDITIONS

3.1.1 **Route-based Incentive Programmes** (3.2 to 3.11) have been **designed for air carriers** that offer commercial 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 the Airport or replacing existing operations and/or by operating their flights under incentive scheme conditions specifically defined by the Airport Operator. **Air carriers are obliged to apply for enrolments in the route-based incentive programmes**, the benefits of which are provided in the form of a discount on Passenger Service Charges (from Departing Passenger Service Charge and Transfer Passenger Service Charge) and Landing Charges by deductions from costs of each flight performed.

3.1.2 **Volume-based Incentive Programmes** (3.12 and 3.13) have been **designed for air carriers** that offer commercial scheduled or non-scheduled international or domestic passenger air transport and at the same time transport a set number of departing and/or transfer passengers paying during the respective calendar year pursuant to the respective programme rules and regulations. **Volume-based Incentives are provided to air carriers automatically retrospectively** upon closure and evaluation of operational results for the respective calendar year in a form defined under the Art. 3.12 and 3.13 of this incentive scheme.

3.1.3 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 the Airport during the term of validity of the incentive. Failure to comply will result in cancellation of the incentive.

3.1.4 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.

3.1.5 Individual operational seasons are set pursuant to the IATA rules and regulations and divided into summer and winter seasons.

3.1.6 The Airport Operator defines the "50-km minimum distance" rule of the airport at the destination under consideration and an airport with an already existing regular air connection with the Airport as follows: **For the purposes of assessing incentive programme qualification criteria, it applies that airports which are located 50km or less (i.e., 0-50km inclusive) apart within one state are treated as if they were one airport.** In exceptional cases and at the request of the carrier applying for the programme enrolment, the Airport Operator will review whether there is a difference in the catchment area of the airport in the assessed destination and the airport with an already existing regular air connection with the Airport. If the Airport operator

concludes that the airports in question are independent of each other from the catchment area perspective, the carrier's application for the programme enrolment may be accepted. The Airport Operator’s decision is, in this respect, final.

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 the Airport 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 incentives from the programmes for which the carrier has qualified.

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 operations on a **new scheduled short/medium-haul route** to a destination not operated from the Airport 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
1st Year of Operation	**100%**	**30%**
2nd Year of Operation	**75%**	**20%**
3rd Year of Operation	**50%**	**10%**
4th Year of Operation	**25%**	n/a

3.2.3 In the event that the average occupancy of the seat capacity provided by the carrier on the route during the respective calendar year for which the incentive programme is applied is higher than 85%, an additional discount of 10% from the Passenger Service Charge will be applied. This additional discount is provided on routes operated during the winter season or year-round. The discount will be granted retrospectively after the closure of book records for the respective calendar year in the form of a credit note.

3.2.4 The Landing Charge discount is calculated based on the MTOW Category Charge.

3.2.5 The Passenger Service Charge discount is calculated per each departing passenger charged the Passenger Service Charge, i.e., Departing Passenger Service Charge and Transfer Passenger Service Charge (transit and service charge exempt passengers are not included).

3.2.6 This programme is subject to the article 3.1.6 of the Incentive Scheme General Terms and Conditions as listed above.

3.2.7 A short- or medium-haul route means flights to States or destinations listed in Appendix 1 to this Price List.

3.2.8 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 systems.

3.2.9 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.

3.2.10 In the event that the carrier disrupts their operation on the particular route during the term of validity of this incentive scheme for less than 24 months (the carrier disrupts their operations for commercial or operational reasons), a new incentive scheme may not be applied on the particular route. The programme under the originally set conditions shall remain valid.

3.2.11 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 3.2.12 condition.

3.2.12 Air carriers are **obliged to apply for enrolment** in the incentive programme prior to commencement of operation in a way stipulated 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 the Airport 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
1st Year of Operation	**100%**	**40%**
2nd Year of Operation	**100%**	**30%**
3rd Year of Operation	**100%**	**20%**
4th Year of Operation	**75%**	n/a
5th Year of Operation	**50%**	n/a

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 per each departing passenger charged the Passenger Service Charge, i.e., Departing Passenger Service Charge and Transfer Passenger Service Charge (transit and service charge exempt passengers are not included).

3.3.5 This programme is subject to the article 3.1.6 of the Incentive Scheme General Terms and Conditions as listed above.

3.3.6 A long-haul route means flights to States or destinations not listed in Appendix 1 to this Price List.

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 disrupts their operation on the particular route during the term of validity of this incentive scheme for less than 24 months (the carrier disrupts their operations for commercial or operational reasons), a new incentive scheme may not be applied on the particular route. The programme under the originally set conditions shall remain valid.

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 stipulated 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 the Airport 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
1st Year of Operation	**70%**	**10%**

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 per each departing passenger charged the Passenger Service Charge, i.e., Departing Passenger Service Charge and Transfer Passenger Service Charge (transit and service charge exempt passengers are not included).

3.4.5 This programme is subject to the article 3.1.6 of the Incentive Scheme General Terms and Conditions as listed above.

3.4.6 A long-haul route means flights to States or destinations not listed in Appendix 1 to this Price List.

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 under 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 disrupts their operation on the particular route during the term of validity of this incentive scheme for less than 24 months (the carrier disrupts their operations for commercial or operational reasons), a new incentive scheme may not be applied on the particular route. The programme under the originally set conditions shall remain valid.

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 stipulated by the Airport Operator.

3.5 NEW CARGO DESTINATION

3.5.1 This incentive is provided to air carriers launching a **new scheduled cargo route** to/from the Airport from/to a destination which was not connected with the Airport 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
1st Year of Operation	**100%**	n/a
2nd Year of Operation	**75%**	n/a

3.5.3 The Landing Charge discount is calculated based on the MTOW Category Charge.

3.5.4 This programme is subject to the article 3.1.6 of the Incentive Scheme General Terms and Conditions as listed above.

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

3.5.6 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.

3.5.7 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 3.5.8 condition.

3.5.8 Air carriers are **obliged to apply for enrolment** in the incentive programme prior to commencement of operation in a way stipulated 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 the Airport 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 in Seat Capacity on Departure
Summer Operational Season	**+ 12 arrivals**	**+ 2,000**
Winter Operational Season	**+ 8 arrivals**	**+ 1,000**

3.6.2 Discount Provided:

Period of Validity	Landing Charge Discount	Passenger Service Charge Discount
1st Year of Operation	**100%**	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 If sufficient seat capacity resumption has not been achieved by the operating air carrier on a particular route compared to 2019 (the overall seat capacity drop for the last operational season is greater than 20% compared to the Summer 2019 or Winter 2018/2019 operational seasons), the discount pursuant to 3.6.2 incentive may be granted to a carrier launching new operations on the route. To ensure clarity, in cases where the carrier currently operating the route notifies the Airport Operator of their planned capacity or frequency increase prior to the notification by the new carrier launching operations on the route, the previous sentence becomes void.

3.6.6 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.

3.6.7 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.

3.6.8 Shall the number of frequencies and/or seat capacity provided by a particular carrier on the incentivised route to/from the Airport drop during the period of

validity of the incentive, the Airport Operator reserves the right to revoke or not grant the incremental frequency incentive.

3.6.9 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).

3.6.10 Air carriers are **obliged to apply for enrolment** in the incentive programme prior to commencement of operation in a way stipulated 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 the Airport **in response to the drop in overall seat capacity** of existing carriers on the scheduled route to/from the Airport compared with the corresponding previous operational season.

3.7.2 Discounts provided for **partial capacity substitution** on an operated route: There must be **at a minimum 25% decrease of the overall seat capacity offered** on the route by existing carriers compared to the corresponding previous operational season:

a) Capacity drop **prior to** the operational season

Period of Validity	Landing Charge Discount	Passenger Service Charge Discount
1st Year of Operation	**100%**	**10%**

b) Capacity drop **within** the ongoing operational season

Period of Validity	Landing Charge Discount	Passenger Service Charge Discount
1st Year of Operation	**100%**	**20%**

3.7.3 Discounts provided for **full capacity substitution** on an operated route: There must be **100% decrease of the overall seat capacity offered** on the route by existing carriers compared to the corresponding previous operational season:

a) Capacity drop **prior to** the operational season

Period of Validity	Landing Charge Discount	Passenger Service Charge Discount
1st Year of Operation	**100%**	**30%**

b) Capacity drop **within** the ongoing operational season

Period of Validity	Landing Charge Discount	Passenger Service Charge Discount
1st Year of Operation	**100%**	**40%**

3.7.4 The Landing Charge discount is calculated based on the MTOW Category Charge.

3.7.5 The Passenger Service Charge discount is calculated per each departing passenger charged the Passenger Service Charge, i.e., Departing Passenger Service Charge and Transfer Passenger Service Charge (transit and service charge exempt passengers are not included).

3.7.6 The air carrier has to operate the new scheduled flights between the Airport and the respective destination at a minimum once a week during the respective operational season.

3.7.7 In the event that the same air carrier resumes 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 and no partial of full capacity substitution by other carriers occurred.

3.7.8 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 systems.

3.7.9 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.

3.7.10 Shall the number of frequencies and/or seat capacity provided by a particular carrier on the incentivised route to/from the Airport 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 stipulated 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 the Airport in line with approved long-term strategic goals of the Airport Operator through marketing campaigns run by 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 the Airport. 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 (from Departing Passenger Service Charge and Transfer Passenger Service Charge) anticipated to be paid by the departing passengers on the particular connection, or

- **Increase the overall seat capacity** on departure on a particular, already-serviced, route to/from the Airport by at least 1,000 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 (from Departing Passenger Service Charge and Transfer Passenger Service Charge) anticipated to be paid by the departing passengers on the particular connection, or

- **In response to the drop in the overall seat capacity when compared with the relevant previous operational season allocate new seat capacity** to a scheduled connection. 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 (from Departing Passenger Service Charge and Transfer Passenger Service Charge) anticipated to be paid by the departing passengers on the particular connection.

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 the defined Airport premises either in the Czech Republic and/or abroad.

3.8.6 Air carriers may use funds from the marketing support budget as follows:

- **Marketing campaigns** *(OOH, online, print, radio, TV, social media, etc.)* – at a minimum 85% of the allocated marketing support budget announced for the given calendar year.

- **B2B or B2C events** – at a maximum 15% of the allocated marketing support budget 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 **exclusively promote a service the carrier offers to/from the Airport** *(connections, ticket prices, new check-in technology, in-flight services, etc.)*, and that the Airport Operator's logo and the word "Prague", as determination of the destination, appear on all promotional materials in an adequate and legal form.

3.8.9 **Production costs** of promotional campaigns *(i.e., the graphic design, print, transport, installation, agency fees, campaign feedback, etc.)* **may not be paid** by air carriers using the allocated marketing support funds.

3.8.10 Additional specification of the support shall be stipulated by the Airport Operator per each calendar year in a document called "Marketing Support Budget Conditions of Use", which will be circulated to the carriers eligible for the marketing support allowing sufficient time prior to the commencement of the period of validity of the document.

3.8.11 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 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 the Airport by these carriers.

3.9.2 Discount Provided:

Period of Validity	Landing Charge Discount	Passenger Service Charge Discount
1st year of operation	**100% from the difference**	n/a
2nd year of operation	**100% from the difference**	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 and will be provided as a deduction from the charge per each eligible flight.

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 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.

3.9.6 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.

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

3.9.8 Air carriers are **obliged to apply for enrolment** in the incentive programme prior to commencement of operation in a way stipulated 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 the Airport 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
1st year of operation	**75%**	**30%**
2nd year of operation	**50%**	**20%**

3.10.3 The Landing Charge discount is calculated based on the MTOW Category Charge and will be provided as a deduction from the charge per each eligible flight.

3.10.4 The Passenger Service Charge discount is calculated per each departing passenger charged the Passenger Service Charge, i.e., Departing Passenger Service Charge and Transfer Passenger Service Charge (transit and service charge exempt passengers are not included).

3.10.5 In cases of existing operations within the season when such services are regularly operated, the route has to be operated at the minimum for 2/3 of the season upon concurrent compliance with the above 3.10.1 condition.

3.10.6 The term “Off-season Operation” refers to the period when the route is not routinely serviced by any air carrier.

3.10.7 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.

3.10.8 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).

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

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

3.11 OFF-PEAK TIMES

3.11.1 This incentive is provided to air carriers operating their flights to/from the Airport 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	**70%**	**5%**

3.11.3 Incentive Scheme for Flights with Other Codes:

Period of Validity	Landing Charge Discount	Passenger Service Charge Discount
Operational Season	**50%**	n/a

3.11.4 The Landing Charge discount is calculated based on the MTOW Category Charge and will be provided as a deduction from the charge per each eligible flight.

3.11.5 The Passenger Service Charge discount is calculated per each departing passenger charged the Passenger Service Charge, i.e., Departing Passenger Service Charge and Transfer Passenger Service Charge (transit and service charge exempt passengers are not included).

3.11.6 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.

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

3.11.8 The discount is **provided to air carriers automatically** upon compliance with all above-listed conditions.

3.12 NUMBER OF TRANSPORTED PASSENGERS

3.12.1 This incentive is provided to air carriers that provided **scheduled passenger transport** to/from the Airport during the previous calendar year and transported at the **minimum 10,000** departing and transfer passengers paying the Passenger Service Charge *(transit and service charge exempt passengers excluded)* or operated **long-haul routes**.

3.12.2 The Passenger Service Charge discounts (from Departing Passenger Service Charge and Transfer Passenger Service Charge) are defined using the formula below whereas the $PAX_{carrier}$ figure equals to the overall number of departing and transfer passengers paying the Departure Service Charge, transported by the individual carrier during the respective calendar year. The resulting value of the formula is a percentage discount from the full Passenger Service Charge:

$$\%\ \mathbf{Discount} = 5\% + \left\lfloor \frac{PAX_{carrier}}{50000} \right\rfloor \times 0.25\%$$

3.12.3 The maximum available discount from the Passenger Service Charge for one carrier has been set at 15%.

3.12.4 In the event that the carrier operated during the relevant period a long-haul route, a subsequent discount equal to 4% from the Passenger Service Charge paid by departing and transfer passengers is applied to the volume of transported passengers on the long-haul route used in the formula listed under 3.12.2 above.

3.12.5 Long-haul routes mean flights to States or destinations not listed in Appendix 1 to this Price List.

3.12.6 Regular flights are flights with the “J” or “G” code airport slots as allocated by Slot Coordination Czech Republic operated by the respective carrier to/from the Airport.

3.12.7 The incentive is **provided** to the carrier **automatically** upon operational performance finalisation.

3.12.8 The following formula is used to calculate the total value of the incentive granted:

$$(\mathbf{PAX_{DEP}}\ \text{x}\ (\%\ \mathbf{discount}\ \text{x}\ \mathbf{Departing\ Passenger\ Service\ Charge})) + (\mathbf{PAX_{TFR}}\ \text{x}\ (\%\ \mathbf{discount}\ \text{x}\ \mathbf{Transfer\ Passenger\ Service\ Charge})) = \mathbf{value}$$

PAX_{DEP} = the total number of departing passengers, paying the Departing Passenger Service Charge, transported by the respective carrier per the last completed calendar year

PAX_{TFR} = the total number of departing transfer passengers, paying the Transfer Passenger Service Charge, transported by the respective carrier per the last completed calendar year.

3.12.9 The value calculated per 3.12.8 above is subsequently divided in the following way: **35% for marketing activities and 65% for volume discount**.

3.12.10 The **marketing activity** fund is designed to support the incentive use through a marketing support fund provided to the air carrier during the following calendar year subject to the conditions stipulated under 3.8 above.

3.12.11 The **volume discount** is provided by the Airport Operator after operational results of the respective calendar year have been finalised as retrospective discount on both Passenger Service Charges in the form of a credit note.

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 and/or non-scheduled passenger flights** to/from the Airport and transported **at the minimum 10,000** departing passengers paying the Passenger Service Charge (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 Passenger Service Charge discounts (from Departing Passenger Service Charge only) are defined using the formula below whereas the $PAX_{carrier}$ figure equals to the overall number of departing passengers paying the Departure Service Charge, transported by the individual carrier during the respective calendar year. The resulting value of the formula is a percentage discount from the full Passenger Service Charge:

$$\%\ \mathbf{Discount} = 7\% + \left\lfloor \frac{PAX_{carrier}}{50000} \right\rfloor \times 0.25\%$$

3.13.3 The maximum available discount from the Passenger Service Charge for one carrier according to 3.13.2 above has been set at 15%.

3.13.4 In the event that the carrier operated during the relevant period a long-haul route, a subsequent discount equal to 4% from the Passenger Service Charge paid by departing passengers is applied to the volume of transported passengers on the long-haul route used in the formula listed under 3.13.2 above.

3.13.5 Long-haul routes mean flights to States or destinations not listed in Appendix 1 to this Price List.

3.13.6 Scheduled and non-scheduled flights are flights with the “J”, “G” and “C” code airport slots as allocated by Slot Coordination Czech Republic operated by the respective carrier to/from the Airport.

3.13.7 The incentive is **provided** to the carrier **automatically** upon operational performance finalisation.

3.13.8 The following formula is used to calculate the total value of the incentive granted:

$$((\mathbf{PAX_{DEP\ Y0}} - \mathbf{PAX_{DEP\ Y\text{-}1}}) \times (\mathbf{discount} \times \mathbf{Departing\ Passenger\ Service\ Charge})) = \mathbf{value}$$

$\mathbf{PAX_{DEP\ Y0}}$ = the total number of departing passengers, paying the Departing Passenger Service Charge, transported by the respective carrier per the last completed calendar year

$\mathbf{PAX_{DEP\ Y\text{-}1}}$ = the total number of departing passengers, paying the Departing Passenger Service Charge, transported by the respective carrier per the previous calendar year.

3.13.9 The value represents the resulting discount for the achieved year-on-year passenger number increase and is provided by the Airport Operator after operational results of the respective calendar year have been finalised as retrospective discount on Departing Passenger Service Charge in the form of a credit note.

3.14 USE OF MOBILE RESOURCES

3.14.1 This incentive is provided to air carriers that reach the defined yearly rates of the sum total for the use of passenger boarding bridges and buses (i.e., mobile resources) at the Airport invoiced during the respective calendar year.

3.14.2 Discount Provided:

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

3.14.3 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 **automatically** in the form of a credit note.

3.14.4 The rates apply to all flights to/from the Airport. 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)*.

3.15 AIRCRAFT PARKING

3.15.1 This incentive is provided to air carriers that reach the defined yearly volume of aircraft parking at the Airport expressed in tonne-minutes (TUM) on the aircraft parking stands that are subject to Parking Charges as per point 2.4 of this Airport Price List.

3.15.2 Discount Provided:

Yearly Aircraft Parking Volume in TUM	Discount
35,000,000 and less	n/a
35,000,001 – 70,000,000	**6%**
70,000,001 – 100,000,000	**12%**
100,000,001 and more	**18%**

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

3.16 USE OF SELF BAG DROP

3.16.1 This incentive is provided to air carriers that reach the defined monthly shares of SBD checked in departure baggage (i.e., via Self Bag Drop).

3.16.2 Discount Provided on Charges under 2.7 Use of Check-in Desk:

Monthly Share of SBD Checked Baggage on Departure	Discount
4.99% and less	n/a
5.00 – 19.99%	**20%**
20.00 – 49.99%	**30%**
50.00% and more	**50%**

3.16.3 The regressive incentive is calculated as a discount on the monthly recorded amount for the use of check-in desks after financial results of the respective calendar month have been finalised and **provided** by the Airport Operator to air carriers **automatically** in the form of a credit note to the invoices issued.

Appendix 1 – List of States and Destinations – Short- and Medium-Haul Routes

Albania	Algeria	Armenia
Austria	Azerbaijan	Belarus
Belgium	Bosnia and Herzegovina	Bulgaria
Croatia	Cyprus	Czech Republic
Denmark	Egypt	Estonia
Finland	France	Georgia
Germany	Gibraltar	Great Britain
Greece	Hungary	Iceland
Ireland	Israel	Italy
Jordan	Kosovo	Latvia
Lebanon	Libya	Lithuania
Luxembourg	Malta	Montenegro
Moldova	Monaco	Morocco
Netherlands	North Macedonia	Norway
Palestine	Poland	Portugal
Romania	Serbia	Slovakia
Slovenia	Spain	Sweden
Switzerland	Syria	Tunisia
Turkey	Ukraine	
Kazakhstan – limited to UARR, UAUU, UATT, UATG, UATE airports		
Russian Federation – limited to ULAA, ULAL, ULAM, ULDD, ULKK, ULLI, ULLL, ULMM, ULOL, ULOO, ULPB, ULWC, ULWW, UMKK, URKA, URKK, URKM, URMG, URML, URMM, URMN, URMO, URMT, URRP, URRR, URSS, URWA, URWI, URWW, USCC, USCM, USKK, USII, USPP, UTDO, UUBC, UUBI, UUBP, UUBW, UUDD, UUDL, UUEE, UUEM, UUMB, UUMO, UUOB, UUOK, UUOL, UUOO, UUWR, UUWW, UUYH, UUYP, UUYW, UUYY, UWGG, UWKD, UWKE, UWKS, UWLL, UWLW, UWOO, UWOR, UWPP, UWSG, UWSS, UWUU, UWWW airports		