Prague Airport
VÁCLAV HAVEL AIRPORT PRAGUE

Naše značka/Our Ref 2320/25/LP ŘSP/LOP Vyřizuje/Responsible: eva.stepanova@prg.aero Dne/Date: 15th December 2025

PRAGUE AIRPORT'S DECISION ON AIRPORT CHARGES FOR THE PERIOD FROM 29th MARCH 2026 TO 27th MARCH 2027

Prague Airport (PA), the airport operator of the international civil aviation airport of Prague/Ruzyně (Václav Havel Airport Prague), has published the final version of its Price List for the period commencing on 29th March 2026 and ending on 27th March 2027 (2026 Price List). Following the airport Price List review with air carriers enrolled in the consultation process, PA has decided to set the airport charges and incentive scheme as described in the text below. The are **no adjustments** in structure and rates made to airport charges when compared to the current 2025 Price List.

SUMMARY

The consultation process regarding the airport charges proposal was commenced by PA on 25th June 2025. At the airport operator's invitation, fourteen air carriers had confirmed their participation in writing prior to the consultation meeting and complied with the requirements set as per the provisions of Article 42f of Act No. 49/1997 Coll., on Civil Aviation, as amended (the Civil Aviation Act).

The proposed Price List and all documents required under the applicable legal framework were distributed to all qualified participants on 27th August 2025. On 10th September 2025, a formal consultation meeting was held in Prague in distant form via MS Teams. As a follow up, all participants received Meeting Minutes and consultation meeting presentation, where the basis for the price model was described. During the set period, which PA had outlined at the consultation meeting, PA received formal written responses to the Price List proposal from one qualified participant. PA had carefully reviewed the feedback received during the consultation meeting and took note of the written comments submitted by the participant, prior to making the final decision which contains the following adjustments compared to the previous period of validity:

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- **No changes in structure and rates**
- Minor adjustments in detail of Condition Specifications and Exceptions listed below:
  - Complimentary minutes deducted continuously from the beginning to the end of the parking period on Category 1 parking stands until fully used
  - More precise definition of Parking Charges (2.4) exceptions
  - More precise definition of Bus Charges (2.8) conditions
  - Additional exceptions from Passenger Boarding Bridge Charges (2.9)
  - More precise definition of Passenger Service Charges (2.1) exceptions
  - More precise definition of Marketing Support for Air Connections Development incentive programme (3.8.5) conditions
  - More precise wording of the Incentive for using Self-service Bag Drop (3.16)

These amendments have no financial impact and are intended solely to clarify the relevant provisions of the text for the purpose of ensuring greater precision and eliminating any ambiguity in circumstances that may arise.

All participants have received the annual overview of collected charges and expenses connected with the PRM service in 2024, audited by TPA Audit s.r.o.

During the consultation meeting, PA introduced the participants to the intention to set new noise abatement measures for 2027+ nighttime operations, focusing on adhering to scheduled slots by the airlines, in order to prevent exceeding the noise limits and avoid potential operational restrictions imposed by regulatory authorities.

The attached PA's 2026 Price List is valid as of 29th March 2026. Please note that the 2026 Price List has been uploaded under the B2B/ Aviation Business/ Charges & Incentives section of the PA's website www.prg.aero.

Participants of the 2026 Price List consultation process may request materials and supporting documentation from the consultation meeting by writing to charges@prg.aero.

ADJUSTMENTS TO INDIVIDUAL CHARGE CATEGORIES AND INCENTIVE PROGRAMMES

1. **NO adjustments to the structure and rates of the charges**

Final Decision
PA has decided not to implement any changes into the airport charges, except for the greater clarification of Conditions and Exceptions of several Charges (2.1, 2.4, 2.8, 2.9) with no financial impact.

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Reasoning
PA's reason behind this decision to maintain current airport charge levels unchanged is to provide partners with stability and predictability in financial terms. PA regards this approach as essential for fostering long-term trust and sustaining strong and stable partnerships with airport users.

Position of Airport Users
One of the consultation process participants has claimed that the charge proposal remains excessive and objected to PA's refusal to reduce airport charges for 2026. This participant supported their objections with arguments relating to high WACC and the allegation that charges were not revenue/cost related.

PA's Final Decision Motivation
All consultation process participants have received financial information from which OPEX growth and RAB profitability lower than WACC can be clearly seen. The main reason for the OPEX increase is the ongoing pressure on personnel costs increase, driven by headcount and salaries growth. PA believes that the current level of airport charges helps to cover cost base increase and at the same time does not negatively affect the traffic growth.

Based on the reasons described above, PA decided not to change any charges – as proposed, except for the greater clarification of Conditions and Exceptions of several Charges (2.1, 2.4, 2.8, 2.9) with no financial impact on airport charges.

OTHER AIRPORT USERS' VIEWS ON THE PRICE LIST PROPOSAL

1. Airport Users' Comments – on Calculation of WACC

One of the consultation process participants has expressed their concern about the lack of transparency in the calculation of WACC and breach of Thessaloniki Forum Guidance.

PA's Statement
PA shown to participants during the consultation meeting a presentation of Profit and Loss statement with EBIT and WACC percentage compared to Profitability of RAB (Regulated Asset Base) calculated on EBIT to express that Profitability of RAB was below the WACC %, indicating negative net profit (loss). PA also provided very detailed parameters of the calculation of WACC.
The Civil Aviation Act neither provides methodology/regulation for WACC calculations nor requires the calculation to be approved by ISA. To ensure independent and bias-free calculation of WACC, PA uses the WACC parameters and methodology provided by

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independent third-party experts. This WACC is also used for statutory purposes and as such, it is subject to an external financial audit review (as part of audited financial statements).

PA considers the provided information sufficient to ensure transparency as required by law.

2. Airport Users' Comments – Discriminatory NOx Charge

One of the consultation process participants has objected to the so-called "discriminatory" NOx charge with reference to their comments from last year's consultation and to the fact that PA failed to demonstrate the charge to be profit neutral.

PA's Statement

PA has provided the participants of the consultation meeting with detailed information including the profit and lost statement relating to the new NOx Emission charge, summarising revenues and costs relating to this particular charge. As majority of the costs relate to the depreciation of the capex projects, the costs are gradually increasing within a three-year horizon, as projects are realized and funded by the revenues collected. The NOx Emission charge is therefore intended to be neutral from a longer period perspective (similar approach as to the PRM charge applied – PRM P/L statement also provided to the participants during the consultation meeting upon request). PA has also provided the consultation meeting participants with the list of the projects financed from the emission charge revenues.

As for the "discriminatory" aspect of the NOx charge objection, PA refers to the consultation meeting on 2025 Price List and related published Final Decision. PA had provided the participants with comprehensive explanation of the reasons for implementing the Emission charge, supported by both European and Czech legislation, as well as with details on how the charge was calculated and its allocation to specific projects. The emission charge was modulated on the basis of relevant, accurate, and objectively measurable criteria related to the operation of the airport as requires the Civil Aviation Act.

3. Airport Users' Comments – Insufficient Transparency: Observer Status

One of the airport users has expressed their concern about the lack of legal basis for the "observer" status during the consultation meeting and about the fact that all airport users are not allowed to attend an airport charge consultation without restriction with reference to the Directive 2009/12/EC of the European Parliament and of the Council, on airport charges (the Directive) and recommendations of the Thessaloniki Forum.

PA's Statement

As summarised by PA during the consultation meeting and several times before, the consultation process is governed by the Civil Aviation Act, into which the Directive had been

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duly transposed – therefore the requirements for the consultation process are based directly on the provisions of the Civil Aviation Act and are binding for all stakeholders. PA is thus obliged to request airlines to properly register to participate in the consultation process and provide PA with all relevant information as requested by Section 42f in conjunction with Section 42g of the Civil Aviation Act, and to hold annual consultations on the airport price list with the air carriers that meet these given legal requirements.

The "observer" status is PA's long-established practice, and a gesture of goodwill based on the fact that the status is not unknown in several recommendations concerning the consultation process. PA emphasizes that the observer is not a participant in the consultations and is not part of the process in any way.

4. Airport Users' Comments – Materials Provided Prior to Consultation Meeting

Two of the consultation process participants have expressed their need for more complex and comprehensive materials to be provided prior the consultation meeting is held.

PA's Statement

For the purposes of consultation on airport charges, Prague Airport is obliged to provide the ISA and air carriers, that have registered upon the invitation, with the information specified in Section 42g(2) of the Civil Aviation Act. Prague Airport shall provide this information at least four (4) months before the date on which the airport price list is to be applied.

All participants to the consultation process were provided with the full data set required by law by email prior to the consultation meeting, including required information with reference to each Section of the Civil Aviation Act. Moreover, PA has also provided the summary of the changes in a form of a presentation, which was shorter than usual as there were no changes in charges proposed in 2026 Price List. During the consultation meeting, however, PA used the opportunity to present other relevant topics, which PA believes, were of interest to participants. Full version of the presentation was therefore sent to the participants and observers after the consultation meeting together with Meeting Minutes.

Ing. Jiří Pos
Chairman of the Board of Directors
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