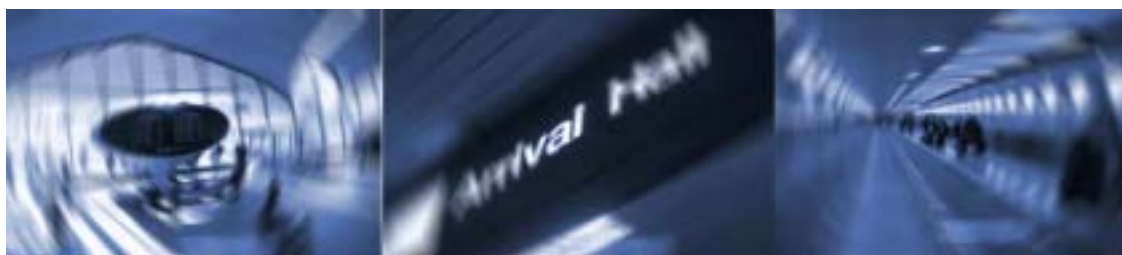


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Abbreviations

A/C	Aircraft	ICAO	International Civil Aviation Organisation
ADF	Aircraft De-icing Fluid	IFR	Instrument Flight Rules
AFIS	Aeronautical Flight Information Services	IFRS	International Financial Reporting Standards
AIP	Air Information Pamphlet	ILS	Instrument Landing System
AMSL	Above Mean Sea Level	Intl	International
ANS	Air Navigation Services	ISPA	Instrument for Structural Policies for Pre-Accession
ANSP	Air Navigation Service Provider	LCC	Low-Cost Carrier
AOC	Air Operator Certificate	LLZ	Localizer
APP	Approach Control Service	LT	Local Time
ATC	Air Traffic Control	MIL	Military
ATM	Air Traffic Movements	MPPA	Million Passengers per Annum
BIP	Border Inspection Control	MTOM	Maximum Take-Off Mass
BOT	Build, Operate and Transfer	MTOW	Maximum Take-Off Weight
CAA	Civil Aviation Authority	NCASP	National Civil Aviation Security Program
CCTV	Closed-circuit television	NDB	Non Directional Beacon
CF	Cohesion Fund	NG	New Generation
CTA	Control Area	PaPi	Precision Approach Path Indicator
CTR	Control Zone	PAX	Passengers
CUTE	Common Use Terminal Equipment	PCN	Pavement Classification Number
DCS	Departure Control System	PRM	Persons with Reduced Mobility
DME	Distance Measuring Equipment	RET	Rapid Exit Taxiways
Dom	Domestic	RWY	Runway
EBA	East Bohemian Airport a.s.	SITA	Internationale de Télécommunications Aéronautiques
EBRD	European Bank for Reconstruction and Development	SMR	Surface Movement Radar
ECAC	European Civil Aviation Conference	SRA	Segregated Restricted Area
EIA	Environmental Impact Assessment	TMA	Terminal Maneuvering Area
EIB	European Investment Bank	TWR	Tower
EPNdB	Effective Perceived Noise Decibel	TWY	Taxiway
GA	General Aviation	VDF	UTC Coordinated Universal Time [Greenwich Mean Time]
GH	Ground Handling	VFR	Visual Flight Rules
GND	Ground	VOR	VHF Omnidirectional Range
GP	Glide Path	WCHC	Wheelchair for Cabin
GPU	Ground Power Unit	WTMD	Walk Through Metal Detectors
GSE	Ground Support Equipment		
GYR	Green/Yellow/Red		
HBS	Hold Baggage Screening		
IATA	International Air Transport Association		

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4.1 General Introduction

4.1.1 Background

The Czech Republic is a landlocked country bordering Slovakia and Austria to the south, and Germany and Poland to the north. The terrain in Bohemia to the west consists of rolling plains, hills, and plateaus surrounded by low mountains, whereas Moravia in the east consists of very hilly country.

With a history reaching back to the 13th century and the Kingdom of Bohemia, the democratic Kingdom of Czechoslovakia was created with the help of the allied powers in 1918. During the interwar years Czechoslovakia prospered and became one of the worlds most industrially advanced countries. However in 1939 the country was invaded by Germany and in 1945 was "liberated" by the Soviet Army. Czechoslovakia remained under Communist rule until the "velvet revolution" of 1989 when a transition to a democratic country and a free market economy was successfully initiated. In mid 1993 the Czechoslovak Federation was dissolved and replaced with the Czech and Slovak Republics. Throughout the 1990's major economic and structural reforms were successfully carried out. In 1999 the Czech Republic joined NATO and in 2004 the Czech Republic successfully joined the EU.



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4.1.2 Economic Overview

The EU ranked the Czech Republic just behind Poland and Hungary in preparations for accession. It has one of the most successful and stable economies of the ex Communist states. Accession to the EU will give a further boost to the economy and drive structural reforms. The economic statistics for 2004 show strong growth in the Czech Republic economy. In 2004 the overall growth in GDP was 4%, which was mainly driven by a nearly 10% increase in investment. Exports grew by 23.6%, whilst Imports increased at 15.1%, showing a large overall growth in external trade. This increase in trade was largely driven by a rise in demand for manufactured goods.

Foreign tourism also grew rapidly in 2004, by approximately 15% to an estimated 7.7m visitors per year according to Czech Tourism. Forecasted revenues from tourists for 2004 are €5bn. Tourists from Germany, Slovakia and Britain accounted for the greatest number of foreign tourists.

Czech Republic Economic Statistics	
Population	10,207,888 (2004)*
Population Growth	+0.04% (2004)*
Surface area of country	77,866 sq.km (2005)**
Population density	130.72 (1999)**
Urbanisation	74% (1999)#
GDP	€85.89 billion (2004)*
GDP per head	€8,588 (2004)*
GDP growth rate	4.0% (2004)*
Unemployment rate	7.8% (2003)*
Inflation rate	2.8% (2004)*
Imports	€48.81 billion (2003)*
Exports	€46.50 billion (2003)*
External Debt	€30.33 billion (2003)*
Internet hosts	295,677 (2004)**
Internet users	2,700,000 (2003)**

Source : * Czech Republic Statistics Office **US Central Intelligence Agency factbook. # OECD, IMF and World Bank

Figure 1

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4.2 Main issues in the Air Transport sector

4.2.1 CSA

The national airline of the Czech Republic, CSA (IATA designator OK) is currently 100% state owned. The company has been considered for privatisation by the government but there are currently no firm plans to achieve this. Air France and Delta Airlines hold preliminary rights to part of the shares of CSA and the CSA CEO Jaroslav Tvrdik has shown support for a deepening of CSA's relationship with the Skyteam Alliance should privatisation occur.

CSA reports 2004 as being a successful year, it recorded its largest ever growth rate (21%) and carried a record number of passengers (4.34m). Punctuality also improved significantly with the airline moving from 20th to 6th place overall amongst the European carriers. Operating revenues grew by 18% to €664.4m, and the average seat factor was 70.5%. Overall revenues per passenger declined very slightly by –2.8% to €132 which is a creditable performance in the face of increased competition from the low cost sector and the large growth in passengers carried. CSA has stated that despite the significant growth it failed to hit profit targets, due to high fuel prices. The company currently estimates 2004 profit to be €3.39m (ie a 1.2% profit margin). The company had targeted to achieve a €22.2m profit in 2004.

The key strategic issue for CSA in the next five years is to continue to improve its financial performance, whilst undertaking a significant fleet expansion and renewal in the face of increasing competition from foreign and domestic low cost carriers.

4.2.2 Government policies

The privatisation of the Czech Airports Authority and hence Prague Airport is currently being planned by the Czech Government. The government reportedly wanted to sell part of the company this year to fund the construction of a new runway. However preparations have been slow and the company is unlikely to be floated before June 2006. Analysts estimate the Authority to be worth €425million. The Airport Authority previously also had control of Ostrava and Karlovy Vary airports, but these airports have been divested to the regional authorities.

4.2.3 Civil Aviation Administration studies

The Ministry of Transport is currently planning to produce a master plan study for the whole of the Czech Republic's airport infrastructure. The master plan will set out policy for the next twenty years regarding anticipated airport passenger demand and airport capacity development for all regions in the Czech Republic. There will be a focus on Prague Airport due to its overall size and relative importance to the Czech Republic.

4.2.4 Low cost airline market penetration

Currently CSA provides over 53% of all capacity to and from the Czech Republic, with the majority of the remaining share being provided by full service carriers at 23%. Low cost carriers account for approximately 16% of all capacity to and from the country. Easyjet has the greatest capacity of the low cost carriers flying to the Czech Republic. The carrier operates eight flights per day to Prague from mainly London and other UK destinations. Ryanair currently has a small presence with just 1 flight a day from London to Brno. Due to the attractions of the Czech Republic as a leisure and business destination it is very likely that all the low cost carriers will increase capacity significantly in the future.

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Smart Wings

Smart Wings is the only low cost airline based in the Czech Republic. The airline started operations in May 2004 and is a subsidiary of the charter airline Travel Service. The airline currently operates two dedicated 737-500 aircraft and has further access to the charter airline's remaining five 737-800's and two 737-400's. The airline operates from Prague airport to seven destinations. The airline is aiming to expand to five dedicated aircraft all based at Prague Airport.

CSA

CSA has recently been discussing the formation of its own low cost airline. The airline had entered into detailed discussions with Travel Service with a view to purchasing the operator, however talks broke down and Travel Service subsequently formed its own low cost carrier (see above). CSA is reported to be now considering other options.

4.2.5 Czech Republic Airline Sector

The following table presents name, ownership and aircraft type of all Czech registered carriers.

Air Carrier	Aircraft Type	Ownership Status
CSA	▪ 8x ATR42, 4 x ATR72, 15 x B737-500, 14 x B737-400, 5 x A310, 2x A320	100% State owned
Fisher Air	▪ 3 x B737-300	Private company
LR Airlines	▪ 1 x L410	Private company
Silver Air	▪ 2 x L410	Private company
Smart Wings	▪ 2 x B737-500	Subsidiary of a private company (Travel Service)
Time Air	▪ 1 x Piper Aztec, 1 x Beech King Air 300LW	Private company
Travel Service	▪ 2 x B737-400, 5 x B737-800	Private company
Vera Air Transport	▪ 2 x L410	Private company

Source: JP Airline Fleets International, and CSA website.

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Airline capacity shares in Czech Republic (scheduled flights)

Airline	Code	Country	Share of scheduled capacity (Mar 05)
Czech Airlines	OK	Czech Republic	53.3%
easyjet	U2	United Kingdom	6.7%
Lufthansa German Airlines	LH	Germany	5.1%
bmibaby	BD	United Kingdom	4.3%
British Airways	BA	United Kingdom	3.2%
Air France	AF	France	2.8%
Alitalia	AZ	Italy	2.2%
SAS Scandinavian Airlines	SK	Sweden	2.1%
Jet2.com	LS	United Kingdom	1.6%
Swiss	LX	Switzerland	1.4%
Austrian	OS	Austria	1.4%
Travel Service	QS	Czech Republic	1.4%
KLM-Royal Dutch Airlines	KL	Netherlands	1.3%
SN Brussels Airlines	SN	Belgium	1.1%
Aeroflot Russian Airlines	SU	Russia	1.1%
Ryanair	FR	Ireland	1.0%
MALEV Hungarian Airlines	MA	Hungary	1.0%
germanwings	4U	Germany	0.8%
Aer Lingus	EI	Ireland	0.7%
LOT – Polish Airlines	LO	Poland	0.6%
Norwegian Air Shuttle	DY	Norway	0.6%
Pulkovo Aviation Enterprise	Z8	Russia	0.5%
Korean Air	KE	South Korea	0.5%
TAP Air Portugal	TP	Portugal	0.5%
Aerosvit Airlines	VV	Ukraine	0.4%
Air Europa	UX	Spain	0.4%
Eujet	VE	United Kingdom	0.4%
Croatia Airlines	OU	Greece	0.4%
Jat Airways	JU	Serbia	0.4%
Helvetic Airways	2L	Switzerland	0.4%
Turkish Airlines	TK	Turkey	0.4%
Ural Airlines	U6	Russia	0.3%
flybaboo	F7	Switzerland	0.2%
Finnair	AY	Finland	0.2%
EL AL Israel Airlines	LY	Israel	0.2%
flyglobespan	GSM	United Kingdom	0.2%
Bulgaria Air	FB	Bulgaria	0.2%
Georgian Airways	A9	Georgia	0.2%
Intersky	3L	Germany	0.2%
SkyEurope	NE	Slovakia	0.1%
Fischer Air	8F	Czech Republic	0.1%
Tunis Air	TU	Tunisia	0.1%
Air Moldova	9U	Moldova	0.1%

Source: OAG

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4.2.6 Airports

Czech Republic Airports Summary:

6 x International Airports

	Prague Ruzyně	Ostrava	Brno Tuřany	Pardubice	Karlovy Vary	Kunovice
IATA Code	PRG	OSR	BRQ	PED	KLV	UHE
ICAO Code	LKPR	LKMT	LKTB	LKPD	LKKV	LKKU
Annual Passengers (2004)	9,696,413	210,000	171,888	46,954	25,000	9,720
Annual Freight (tonnes) (2004)	52,086	2 500	5 200	310	-	-
Annual ATM (2004)	144,962	13 000	17 823*	1 288	-	826
Ave. Departures per day (2004)	199	36	49	2	-	1
Total Revenues (€m) (2004)	130.4	NA	3.2	1.00	0.803	NA
Annual Terminal Capacity (2004)	6,400,000	3,500,000	3,300,000	3,060,000	100,000	10,000
No. of scheduled destinations (2005)	93	1	4	-	-	-
No. of Airlines (2005)	42	1	3	-	-	-
Runway 1 Length and Width (m)	3715 x 45	3500 x 63	2650 x 60	2500 x 75	2150 x 30	2000 x 30
Runway 2 Length and Width (m)	3250 x 45					
Elevation (metres)	380	257	235	226	606	177

*approx 12,000 of which are GA departures

3 x Non Public International Airports

	Pízen/Line	Vodochody	Prerov
ICAO Code	LKLN	LKVO	LKPO
Runway 1 Length and Width (m)	1450 x 60	2500 x 45	2500 x 60

* Pízen/Line and Prerov airports owned by the Army of the Czech Republic

8 x General Aviation Aerodromes (with asphalt / concrete runways)

	Barysiu	Istra	Kedainiu	Klaipėdos	Pociūnu	S.Darius ir S. Gireno	Telsiu	Moletu
ICAO Code	EYSB	EYPI	EYKD	EYKL	EYPR	EYKS	EYTL	EYMO
Runway Length	1400 x40m	400 x20m	2000 x45m	500x 21m	900 x30m	1300 x60m	500 x20m	400 x20m

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4.3 Civil Aviation Structure

4.3.1 Aviation Safety Regulation

Organisation responsible for the following activities:	
<p>“Flight safety of civil airline operations”</p> <p>Corresponding organisation funding mechanism?</p> <p>Corresponding supervision?</p>	<p>Flight safety oversight and control of civil aviation operators is the responsibility of the Civil Aviation Administration (CAA).</p> <p>The CAA is funded directly from the State budget.</p> <p>The CAA is supervised by the Ministry of Transport of the Czech Republic.</p>
<p>“Civil aircraft approved design, production and maintenance organisations”</p> <ul style="list-style-type: none"> Corresponding organisation funding mechanism? Corresponding supervision? 	<p>The Civil Aviation Administration (CAA) of the Czech Republic is responsible for design, production and maintenance organizations approval and periodic inspection.</p> <p>The CAA is funded directly from the State budget.</p> <p>The CAA is supervised by the Ministry of Transport of the Czech Republic.</p>
<p>“Flight crew and engineer licensing; Control of aircraft registration”</p> <ul style="list-style-type: none"> Corresponding organisation funding mechanism? Corresponding supervision? 	<p>The Civil Aviation Administration (CAA) of the Czech Republic is responsible for Flight crew, Engineer licensing and the control of aircraft registration.</p> <p>The CAA is funded directly from the State budget.</p> <p>The CAA is supervised by the Ministry of Transport of the Czech Republic.</p>

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<p>“Airworthiness of commercial and general aviation aircraft”</p> <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? 	<p>The Civil Aviation Administration (CAA) of the Czech Republic is responsible for airworthiness of commercial and general aviation aircraft.</p> <p>The CAA is funded directly from the State budget.</p> <p>The CAA is supervised by the Ministry of Transport of the Czech Republic.</p>
<p>“Regulation of Air Navigation Services”</p> <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? 	<p>The authorised legal entity for the provision of air navigation services is the state enterprise – Air Navigation Services of the Czech Republic (ANS CZ).</p> <p>ANS CZ is funded by charges levied to air navigation users. The charging scheme is consistent with policies laid down by ICAO and uses the Eurocontrol charging scheme for route charges. The establishment and imposition of charges is fair and transparent and is set after consultation with airspace users and is reviewed by the Ministry of Transport.</p> <p>ANS CZ is supervised by the Ministry of Transport and by the CAA.</p>
<p>“Licensing and Certification of Aerodromes”</p> <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? 	<p>The CAA and the Ministry of Transport – Civil Aviation Department.</p> <p>Funded directly from the State budget.</p> <p>The CAA is supervised by the Ministry of Transport.</p>
<p>“Regulation of environmental standards (emissions and noise policies)”</p> <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? 	<p>The Ministry of Transport and the Ministry of Environment.</p> <p>Funded directly from the State budget.</p> <p>Responsible to the Czech Republic State parliament.</p>

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<p>“Setting and control of airspace policy, and the regulation of airspace design and classification, including the navigation and communications infrastructure”</p> <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? 	<p>The Ministry of Transport, The Ministry of Defence, The CAA and the ANS CZ (consultations only).</p> <p>Funded directly from the State budget.</p> <p>Responsible to the Czech Republic State parliament.</p>
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4.3.2 Air Navigation Services

<p>Organisation responsible for the following activities:</p>	
<p>“Provision of air navigation services for airfields”</p> <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? 	<p>ANS CZ at airports Prague, Ostrava, Brno Tuarny, and Kavrlovy Vary. The Ministry of Defence at military airports (and some combined military / civil airports). Airport operators at Vodochody, Kunovice and all general aviation airports.</p> <p>ANS CZ is funded by charges levied to air navigation users. The charging scheme is consistent with policies laid down by ICAO and uses the Eurocontrol charging scheme for route charges. The establishment and imposition of charges is fair and transparent and is set after consultation with airspace users and is reviewed by the Ministry of Transport.</p> <p>Airport operators are funded by charges levied to air navigation service users.</p> <p>The Ministry of Defence is funded directly by the state.</p> <p>ANS CZ is supervised by the Ministry of Transport and by the CAA.</p> <p>Airport operators are supervised by the Ministry of Transport and the CAA.</p> <p>The Ministry of Defence is supervised by the Czech Republic State parliament.</p>

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<p>“Provision of en-route Air Navigation Services”</p> <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? 	<p>ANS CZ.</p> <p>ANS CZ is funded by charges levied to air navigation users. The charging scheme is consistent with policies laid down by ICAO and uses the Eurocontrol charging scheme for route charges. The establishment and imposition of charges is fair and transparent and is set after consultation with airspace users and is reviewed by the Ministry of Transport.</p> <p>ANS CZ is supervised by the Ministry of Transport and by the CAA.</p>
--	--

4.3.3 Economic Regulation

<p>Organisation responsible for the following activities:</p>	
<p>“Regulation of airport charges, including;</p> <ul style="list-style-type: none"> • Landing / Use of runway • Parking and Handling • Passenger Charge” <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? 	<p>The airport operators are responsible for setting airport charges after consultation with airport users and the Ministry of Transport and following policies set down by ICAO.</p> <p>The airport operators are partly funded by the airport charges.</p> <p>The airport operators are supervised by the Ministry of Transport.</p>
<p>“Regulation of ATM terminal charges”</p> <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? 	<p>The airport operators are responsible for setting ATM terminal charges after consultation with airport users and the Ministry of Transport and following policies set down by ICAO.</p> <p>ANS CZ is responsible for setting ATM terminal charges at airports Prague, Ostrava, Brno Tuřany, and Kávrovy Vary airports.</p> <p>The airport operators are partly funded by the airport charges. ANS CZ is 100% funded by user charges.</p> <p>The airport operators and ANS CZ are supervised by the Ministry of Transport.</p>

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<p>“Regulation of en-route charges”</p> <ul style="list-style-type: none"> Corresponding organisation funding mechanism? Corresponding supervision? 	<p>The Eurocontrol charging scheme is used for en route charges after consultation with airport users and the Ministry of Transport.</p> <p>ANS CZ is funded by charges levied to air navigation users.</p> <p>ANS CZ is supervised by the Ministry of Transport.</p>
<p>“The issue of tour operator licences”</p> <ul style="list-style-type: none"> Corresponding organisation funding mechanism? Corresponding supervision? 	<p>The Ministry of Regional Development – Trades Licensing Office.</p> <p>Funded directly by the State.</p> <p>Responsible to the State Parliament.</p>
<p>“The issue of travel agency licences”</p> <ul style="list-style-type: none"> Corresponding organisation funding mechanism? Corresponding supervision? 	<p>The Ministry of Regional Development – Trades Licensing Office.</p> <p>Funded directly by the State.</p> <p>Responsible to the State Parliament.</p>
<p>“The issue of air operator licences and air operator certificate”</p> <ul style="list-style-type: none"> Corresponding organisation funding mechanism? Corresponding supervision? 	<p>The Ministry of Transport – Civil Aviation Department.</p> <p>Funded directly by the State.</p> <p>Responsible to the State Parliament.</p>
<p>“The issue of ground-handling licences or approvals”</p> <ul style="list-style-type: none"> Corresponding organisation funding mechanism? Corresponding supervision? 	<p>The Ministry of Transport – Civil Aviation Department.</p> <p>Funded directly by the State.</p> <p>Responsible to the State Parliament.</p>

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4.3.4 Air Transport Facilitation

Organisation responsible for the following activity:	
<p>“Policy and regulation of ICAO facilitation requirements under Annex 9 of the Chicago Convention, with respect to;</p> <ul style="list-style-type: none"> • Entry and departure of aircraft, • Entry and departure of persons, baggage and cargo; and • Facilities and services for traffic at international airports” <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? 	<ul style="list-style-type: none"> • Entry and departure of aircraft, The Ministry of Transport, Ministry of Foreign Affairs (State flights only). • Entry and departure of persons, baggage and cargo; Ministry of Interior – General Directorate of Customs, • Facilities and services for traffic at international airports The Ministry of Transport and the CAA. <p>Funded directly by the State.</p> <p>Responsible to the State Parliament.</p>

4.3.5 Air Transport Security

Organisation responsible for the following activity:	
<p>“Regulation of aviation security with respect to;</p> <ul style="list-style-type: none"> • Airports • Airlines • Airspace” <ul style="list-style-type: none"> ▪ Corresponding organisation funding mechanism? ▪ Corresponding supervision? 	<p>Ministry of Transport – Civil Aviation Department, The Ministry of the Interior, and the CAA.</p> <p>Funded directly by the State.</p> <p>Responsible to the State Parliament.</p>

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4.3.6 Air Accident Investigation

Organisation responsible for the following activity:	
“Air Accident Investigation”	The Air Accident Investigation Institute.
<ul style="list-style-type: none"> Corresponding organisation funding mechanism? Corresponding supervision? 	Budget is covered by the Ministry of Transport. The Institute is headed by a director appointed to and recalled from the office by Government at the Minister of Transport’s suggestion. The Institute’s activities and organization are stated in its statutes approved by Government at the Minister of Transport’s suggestion. The organisation is independent of the aviation regulatory bodies.

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4.4 Prague – Ruzyne Airport

4.4.1 Basic Airport Information

Full Airport Name	Prague - Ruzyne Airport		
Full Airport Address	Prague Airport Czech Republic CSL/Czech Airports Authority, K letisti 6/1019, 16008 Praha 6		
Website Address	www.csl.cz		
IATA Code	PRG	ICAO Code	LKPR
Managing Director / Chief Executive	Martin Kacur		

IATA Slot Coordination Level	Level 3
-------------------------------------	---------

(Level 1: Non-coordinated airport or Level 2: Schedules facilitated airport or Level 3: Fully coordinated airport)

Air Traffic Control & Navigation		Fire Fighting	
ATC Coverage (local or area control, who provides service)	Air Navigation Services of the Czech Republic	Fire Fighting Category	Cat 9 (B747-400 size)
NDB	Yes	Maximum Aircraft Size	ICAO code letter E (B747-400)
DME	Yes		
VOR	Yes		
Other	ILS, SMR		

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Key airport contacts
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Section of Development and Construction
Mr. Dalibor Štáhlavský
Deputy Director General
phone +420 2 2011 2531, +420 2 2011 1630
fax +420 2 2011 2846

4.4.2 Airport Ownership and Management

Current ownership structure of the airport

The airport is legally a state enterprise. The Czech state owns the airport and has created an independent commercial entity, which is responsible for managing and operating the airport.

Current management structure at the airport

The Director General is responsible for all the functions of the airport management.

Number of employees working for the airport operator

Year	Employees
2001	1390
2002	1447
2003	1512
2004	1672

Ground handling service provision at the airport

Ground handling service providers:

Czech Airlines: airline self handling and third party provider.

Functions: passenger handling, baggage handling, aircraft cleaning, de-icing, catering, ramp services.

Menzies Aviation: third party provider.

Functions: passenger handling, baggage handling, aircraft cleaning, de-icing, ramp services.

Czech Airports Authority: part of airport operator.

Functions: passenger handling, baggage handling, aircraft cleaning, ground transport, ramp services.

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Aviation Services: third party provider, limited license to small aircraft.
Functions: passenger handling, baggage handling, aircraft cleaning, ramp services.

Brief history of the airport, highlighting major events

The airport was opened in 1937 and has been a state owned airport throughout.

Completion of major infrastructure developments:

1968 - New RWY06/24, new Terminal North construction, new hangar F.

1997 –Terminal North major extension, new Terminal South 2 (service limited to general aviation).

2002 – Terminal North Pier B extension.

4.4.3 Financial Issues

Financial performance

Year 2004 (CZK thousands), according IFRS standards, non-audited figures.

Turnover: 130.4million EUR

Of which:

aeronautical: 86.8million EUR

non aeronautical: 43.6million EUR

Operating profit before tax: 52.46million EUR

Net profit: 38.0million EUR

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User charges

Charges structure: passenger service charge (security included), landing charge, noise charge, aircraft parking charge, airbridge charge, apron bus charge.
Valid from 1. April 2005.

Passenger service charge: departing passenger EUR 15, exempt direct transit, infants, ID ticket holders, transfer passenger EUR 6 (up to 24 hrs transfer).

Landing charge:

Unit charge EUR 6 per tonne MTOW.

Formula:

Up to 100t MTOW: unit charge x MTOW

Over 100t MTOW: unit charge x MTOW x 0.5

Incentive scheme:

New destination discount: unit charge EUR 3 per initiated tonne MTOW. A new destination is a scheduled destination that has not been flown for the last two IATA seasons. Limited to the first 12 months of operation.

Noise charge: four noise categories, based on ICAO Annex 17 Stage 3 limits. Unit charges:

Category 1: EUR 0.4

Category 2: EUR 0.8

Category 3: EUR 2

Category 4: EUR 4

Formula: unit charge x MTOW

Aircraft parking:

Apron: in time 0500 – 1900 EUR 0.4 per tonne MTOW

in time 1900 - 0500 EUR 0.2 per tonne MTOW

one hour free parking for aircraft of up to 200 seats, two hours free for aircraft of over 200 seats

Parking area: EUR 2 per tonne MTOW.

Airbridge charge:

Aircraft up to 100t MTOW: EUR 70

Aircraft over 100t MTOW: EUR 132

Overnight service:

Aircraft up to 100t MTOW: EUR 88

Aircraft over 100t MTOW: EUR 165

Apron bus charge: EUR 16 per roundtrip

Regulatory regime: legal regulation, charges (passenger service, landing, noise and parking) are discussed with airlines at least once in each year. The Ministry of Transport oversees consultations. In case of a dispute between the airport operator and the airlines, there is right of appeal to the Office for the Protection of Competition.

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4.4.4 Airport Traffic

Airport traffic history												
Traffic mix in 2004: CSA 50%, No Frills 20%, Charter 20%, Other Scheduled 10%.												
Year		1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
Movements		61 013	68 623	77 238	80 659	82 830	89 615	94 117	97 542	103 904	115 756	144 962
Passengers		2 742 102	3 211 460	3 798 859	4 359 962	4 629 013	4 822 763	5 553 532	6 098 742	6 314 653	7 463 120	9 696 413
Of which	international	scheduled					3 809 369	4 315 268	4 657 589	4 904 113	5 935 360	7 953 690
		charter					928 072	1 160 799	1 356 823	1 334 542	1 445 587	1 554 230
	domestic	scheduled					47 980	39 885	57 760	52 579	58 001	77 793
		charter					15 012	11 572	5 486	6 557	8 948	7 920
		transit					22 330	26 008	21 084	16 862	15 224	102 780
		transfer					513 922	628 080	925 210	1 210 106	1 480 910	1 798 236
	cargo	(metric tons)					29 802	34 893	33 965	39 589	46 310	52 086
Of which	freight						25 968	30 284	29 571	34 829	41 440	46 885
	mail						3 834	4 609	4 394	4 761	4 870	5 201
Source: Airport												

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Current Flight Programme			
Airline	Dest. Airport	Dest. Code	Flts per week
Czech Airlines	Amsterdam	AMS	21
KLM-Royal Dutch Airlines	Amsterdam	AMS	14
Travel Service	Amsterdam	AMS	7
Czech Airlines	Stockholm Arlanda Apt	ARN	9
SAS Scandinavian Airlines	Stockholm Arlanda Apt	ARN	8
Sterling	Stockholm Arlanda Apt	ARN	3
Czech Airlines	Athens Eleftherios Venizelos Intl Apt	ATH	7
Helios Airways	Athens Eleftherios Venizelos Intl Apt	ATH	3
Czech Airlines	Barcelona Apt	BCN	7
Czech Airlines	Belgrade	BEG	3
Jat Airways	Belgrade	BEG	3
Czech Airlines	Beirut	BEY	3
Jet2.com	Belfast International Apt	BFS	7
bmibaby	Birmingham International Airport	BHX	6
Czech Airlines	Birmingham International Airport	BHX	13
Czech Airlines	Bologna	BLQ	6
easyJet	Bristol	BRS	6
Czech Airlines	Brussels National Airport	BRU	30
SN Brussels Airlines	Brussels National Airport	BRU	19
Czech Airlines	Bratislava M.R.stefanik Apt	BTS	25
Czech Airlines	Budapest	BUD	19
MALEV Hungarian Airlines	Budapest	BUD	14
TAP Air Portugal	Budapest	BUD	1
Czech Airlines	Cairo	CAI	3
Air France	Paris Charles de Gaulle.apt	CDG	18
Czech Airlines	Paris Charles de Gaulle.apt	CDG	27
Travel Service	Paris Charles de Gaulle.apt	CDG	8
Czech Airlines	Cologne/Bonn K.A. Apt	CGN	6
germanwings	Cologne/Bonn K.A. Apt	CGN	7
Travel Service	Rome Ciampino Apt	CIA	4
Czech Airlines	Copenhagen Apt	CPH	13
SAS Scandinavian Airlines	Copenhagen Apt	CPH	10
Sterling	Copenhagen Apt	CPH	2
bmibaby	Cardiff	CWL	4
easyJet	Dortmund	DTM	6
Aer Lingus	Dublin	DUB	5
Czech Airlines	Dublin	DUB	11
Czech Airlines	Dusseldorf Rhein Ruhr Airport	DUS	10
Lufthansa German Airlines	Dusseldorf Rhein Ruhr Airport	DUS	11
Czech Airlines	Dubai	DXB	1
Czech Airlines	Edinburgh	EDI	10
bmibaby	Nottingham East Midlands Airport	EMA	6
easyJet	Nottingham East Midlands Airport	EMA	6
Czech Airlines	Yerevan	EVN	2
Czech Airlines	Newark Liberty International Apt	EWB	2

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Airline	Dest. Airport	Dest. Code	Flts per week
Alitalia	Rome Fiumicino Apt	FCO	7
Czech Airlines	Rome Fiumicino Apt	FCO	11
Intersky	Friedrichshafen	FDH	4
Czech Airlines	Frankfurt International Apt	FRA	17
Lufthansa German Airlines	Frankfurt International Apt	FRA	28
Czech Airlines	Glasgow International Airport	GLA	10
flyglobespan	Glasgow International Airport	GLA	2
Czech Airlines	Göteborg Landvetter Apt	GOT	3
flybaboo	Geneva	GVA	6
Czech Airlines	Baku Heydar Aliyev International Apt	GYD	3
Czech Airlines	Hanover	HAJ	6
Czech Airlines	Hamburg Fuhlsbüttel Airport	HAM	11
Air Finland	Helsinki	HEL	2
Czech Airlines	Helsinki	HEL	7
Finnair	Helsinki	HEL	7
Korean Air	Seoul Incheon International Airport	ICN	3
Czech Airlines	Istanbul	IST	4
Turkish Airlines	Istanbul	IST	3
Czech Airlines	New York J F Kennedy	JFK	5
Aerosvit Airlines	Kiev Borispol Apt	KBP	4
Czech Airlines	Kiev Borispol Apt	KBP	5
Air Moldova	Chisinau	KIV	6
Czech Airlines	Karlovy Vary	KLV	2
Czech Airlines	Krakow	KRK	10
Czech Airlines	Kosice	KSC	17
Czech Airlines	Samara	KUF	3
Jet2.com	Leeds Bradford	LBA	7
Czech Airlines	Larnaca	LCA	4
Czech Airlines	St Petersburg Pulkovo Apt	LED	4
Pulkovo Aviation Enterprise	St Petersburg Pulkovo Apt	LED	3
British Airways	London Gatwick Apt	LGW	7
Czech Airlines	London Gatwick Apt	LGW	13
easyJet	London Gatwick Apt	LGW	12
Travel Service	London Gatwick Apt	LGW	4
British Airways	London Heathrow Apt.	LHR	18
Czech Airlines	London Heathrow Apt.	LHR	20
TAP Air Portugal	Lisbon	LIS	2
Czech Airlines	Ljubljana	LJU	7
Czech Airlines	Luxembourg	LUX	7
Air France	Lyon Saint Exupéry Apt	LYS	12
Air Europa	Madrid Barajas Apt	MAD	3
Czech Airlines	Madrid Barajas Apt	MAD	14
Travel Service	Madrid Barajas Apt	MAD	4
bmibaby	Manchester International Apt	MAN	6
Czech Airlines	Manchester International Apt	MAN	17
Fischer Air	Malta	MLA	1
Czech Airlines	Marseille Provence Apt	MRS	7

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Airline	Dest. Airport	Dest. Code	Flts per week
EUjet	Manston	MSE	2
Czech Airlines	Munich International Airport	MUC	12
Lufthansa German Airlines	Munich International Airport	MUC	23
Alitalia	Milan Malpensa Apt	MLP	14
Czech Airlines	Milan Malpensa Apt	MLP	6
easyJet	Newcastle	NCL	7
Czech Airlines	Cork	ORK	6
Czech Airlines	Oslo Airport	OSL	10
Norwegian Air Shuttle	Oslo Airport	OSL	3
SAS Scandinavian Airlines	Oslo Airport	OSL	3
Czech Airlines	Ostrava	OSR	31
Czech Airlines	Bucharest Otopeni Apt	OTP	10
Czech Airlines	Riga	RIX	12
Czech Airlines	Sarajevo	SJJ	3
Czech Airlines	Thessaloniki	SKG	4
Czech Airlines	Sliac	SLD	12
Bulgaria Air	Sofia	SOF	2
Czech Airlines	Sofia	SOF	10
Czech Airlines	Split	SPU	2
Czech Airlines	London Stansted Apt	STN	13
easyJet	London Stansted Apt	STN	12
Czech Airlines	Stuttgart Echterdingen Apt	STR	12
Aeroflot Russian Airlines	Moscow Sheremetyevo Apt	SVO	10
Czech Airlines	Moscow Sheremetyevo Apt	SVO	11
Czech Airlines	Ekaterinburg	SVX	3
Ural Airlines	Ekaterinburg	SVX	1
Georgian Airways	Tbilisi	TBS	4
Czech Airlines	Tallinn	TLL	10
Czech Airlines	Tel Aviv Ben Gurion International	TLV	7
EL AL Israel Airlines	Tel Aviv Ben Gurion International	TLV	2
Norwegian Air Shuttle	Trondheim Vaernes Airport	TRD	1
Tunis Air	Tunis	TUN	1
Czech Airlines	Berlin Tegel Apt	TXL	12
Czech Airlines	Venice Marco Polo Apt	VCE	7
Austrian	Vienna	VIE	27
Czech Airlines	Vienna	VIE	17
Czech Airlines	Vilnius	VNO	10
Czech Airlines	Warsaw	WAW	19
LOT - Polish Airlines	Warsaw	WAW	11
Czech Airlines	Montreal Pierre Elliott Trudeau Int	YUL	3
Croatia Airlines	Zagreb	ZAG	3
Czech Airlines	Zagreb	ZAG	4
Czech Airlines	Zurich Airport	ZRH	11
Helvetic Airways	Zurich Airport	ZRH	4
Swiss	Zurich Airport	ZRH	19

Source: OAG

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Future Traffic Forecast											
Year	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
PAX (millions)	10.8	12.1	13.3	14.4	15.4	16.3	17.1	18.0	18.7	19.4	20.2
Movements (thousands)	159.3	175.4	190.4	203.9	216.0	227.0	236.7	247.0	255.7	264.9	274.6
Source: Airport											
The forecasts have been prepared with IATA and are considered a fair representation of future traffic at Prague by the airport management team.											

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Current Runway Capacity

	Runway 1	Runway 2 (if applicable)
Designation	06/24	13/31
Length (m)	3715 x 45	3250 x45
ILS CAT	IIIB (24), I (06)	I (31)
Peak Busy Hour Departures	29	
Peak Busy Hour Arrivals	29	
Hourly Capacity Under IFR Flight Rules	37 (complete RWY system)	37 (complete RWY system)
Average Movement Delay Rate (mins)	N/A	N/A
Annual Movement Capacity	233,600 theoretical maximum (complete RWY system)	
Runway Operating Hours	H24	H24 with noise restrictions

Basis for Runway movement capacity calculation

Several capacity studies have been conducted in 2004 declaring 37 movements / hour

- Eurocontrol study (based on RWY occupancy times)
- IATA study (based on fast time simulation)

Multi-runway operating procedures

Takeoffs and landings of jet A/C with MTOW more than 9t are from 06/24. Other RWY's can be used only for propeller driven A/C with MTOW's less than or equal to 9t.

Departures and landings from other RWYs are permitted in the case of:

- Unserviceable RWY 06/24
- Poor braking actions on 06/24
- Tailwind or crosswind on 06/24
- Wind shear
- Thunderstorm

Factors limiting runway capacity

The overall RWY configuration (crossing RWY system) and the direction of 13/31 (with flight paths over nearby town).

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4.4.6 Terminal and Cargo Facilities

	1st Terminal	2nd Terminal (if applicable)	3rd Terminal (if applicable)
Name of Terminal	North 1	South 2	
Departing Passengers per hour	2100		
Arriving Passengers per hour	2400		
Transfer Passengers per hour	1900 + 200 transit		
Annual Capacity	(6.4 MPAX which was a planning condition limit)	Only for general aviation	

Methodology for calculation of terminal capacity
Capacity per hour is based on standard levels of service – IATA C.
Excess capacity
In general the terminal is overloaded and operating in excess of its designed capacity.
Main bottleneck of terminal capacity
Capacity of the Terminal North exhausted in peak hours mainly at check-in, baggage sorting, gates and aircraft parking stands. Peak hours are 0700 – 1100 and 1600 – 1930 hrs. Terminal South 2 – no bottlenecks.

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Terminal Facilities (Passenger)

	1st Terminal	2nd Terminal	3rd Terminal
Name of Terminal	North 1		
Terminal Total Floor Area	78,047 sq. m.		
Number of Check in desks	64		
Number of Self Service Check in machines	2 (Lufthansa)		
Number of Passenger Security Screening Positions	22		
Number of Baggage Belts	5		
Number of Departure Gates	17 + 10 bus served		
Number of Loading Bridges	17		
Number of Inbound Passport / Immigration Positions	12/11		
Number of Baggage Claim Units	3		
Number of Commercially Important Passenger Lounges	4		

Further detail on terminal passenger facilities

Single level terminal, originally built in 1968, totally refurbished and extended (more than doubled in surface area) from 1995 to 1997. Check-in desks organised in four islands, security is located in each gate entrance. Bus gates are on the apron level. Manual baggage sorting system, x-ray machines incorporated within system. Airline ticketing desk located in public departure hall. Airline lounges are provided by each handling agent (CSA, Menzies, Airport) and a special VIP lounge operated by the airport.

The Terminals are fully equipped with the CUTE system; there are no dedicated check-in and gates. A Wireless baggage reconciliation system covers the baggage hall and the apron.

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Number of parking stands			
APRON NORTH 1.7.2005	Basic configuration	Alternative configuration	Maximal configuration
C-29	(total 17)	(total 20)	(total 25)
C-34,5	(total 2)	(total 1)	(total 3)
C	(total 7)	(total 8)	(total 9)
D-48	(total 1)	(total 1)	0
D-49	(total 1)	0	(total 1)
D	(total 6)	(total 7)	(total 4)
E	(total 5)	(total 3)	(total 2)
TOTAL	39	41	44

27 stands equipped with Airbridges (No. 1 - 24 including alternative stands)

APRON CARGO1	C-29	D-44	D	E	F	TOTAL
Basic configuration	0	1	0	1	0	2
Alternative configuration I	3	0	0	0	0	3
Alternative configuration II	0	0	2	0	0	2
Alternative configuration III	0	0	0	0	1	1

APRON CARGO2	C	E	TOTAL
Basic configuration	0	1	1
Maximal configuration	2	0	2

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APRON SOUTH	A-11	A-12	A-15	B-20	B	C-27	TOTAL
Basic configuration	0	2	0	8	4	1	15
Alternative configuration	0	2	6	8	0	1	17
Parking stands	5	0	0	0	0	0	5

RWY 04/22	B	C	D	TOTAL
Basic configuration	7	0	0	7
Parking stands	3	4	2	9

APRON in front of Hangar C	A-11	A	B-20	TOTAL
Basic configuration	1	2	3	6

APRON Aviation Service	B-17	B	TOTAL
Basic configuration	2	1	3

Retail Facilities

Duty-free: 10 shops

Shops: 26 shops

Catering outlets: 13 restaurants & bars

Bureau de change: 11

Tax-cash refund: 9

Money and banking facilities: 6

Travel agency: 12

Rent a Car: 9

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Cargo Capacity

	1st Facility	2nd Facility (if applicable)	3rd Facility (if applicable)
Name of Cargo Facility	CARGO Czech Airlines	CARGO Menzies	
Description	Cargo terminal with its own APRON	Cargo terminal with its own APRON	
Annual Cargo Capacity (metric tonnes)	100 000	60 000	
Total annual inbound cargo (metric tonnes)	The Total 2004 volume of transported cargo amounted to 52,086 tons, representing an increase by 5,776 tons. (both CSA and Menzies)		
Total annual outbound cargo (metric tonnes)			
Share carried on cargo aircraft (%)	N/A	N/A	
Total domestic cargo (metric tonnes)	N/A	N/A	
Total international cargo (metric tonnes)	N/A	N/A	

Further detail on cargo facilities

- Cargo aircraft maintenance (limited)
- Freighter docks/stands
- Bonded warehouse (Total capacity 160,000 tonnes / year)
- Transit zone
- Customs inspection
- Mechanical handling
- X-ray inspection equipment
- Health officials
- Air-conditioned storage
- Refrigerated storage
- Animal quarantine, livestock handling
- Valuables storage
- Dangerous/radioactive goods handling
- Very large/heavy cargo handling
- Express/courier centre

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Other Facilities

Aircraft Maintenance / Engineering Facilities

Czech airlines, a.s.

Mr. Tomáš Heczko

Vice-president of technical department

Ruzyně airport

CZ-16008 Prague 6

tel.: +420 2 2056 1001

telefax: +420 2 3332 4860

(Hangars, maintenance base for 737's, A310's and ATR's)

Travel Service, a.s.

Mr. Michal Tomis

Executive director

K Letišti 30

CZ-16008 Prague 6

tel.: +420 2 20111 5043

telefax: +420 2 2011 5039

(Hangar, maintenance base for 737's)

Refuelling

All Aircraft stands served by fuel trucks (SHELL, Exxon Mobil). There is no hydrant system at the airport. The storage system is provided by the airport operator. A hydrant system is under construction and will eventually feed all stands.

Winter Operation facilities

Airside:

Blower-sweeper, towed, Schörling, P17B, 4 units;

Blower-sweeper, compact, Schörling, P17C, 6 units;

Jet Broom, Boschung, 1 unit;

Snow cutter, Rolba 3000, 1 unit;

Snow cutter Schmidt, VF32, 2 units;

Tractor snow cutter, Czech Rep., 1 unit;

Snow jet blower, Czech Rep., 2 units;

Blower, Nova Paka, Czech Republic, 1 unit;

Sprayer, Kobit, 2 units;

Sprayer, Unikont, PWV87HKD, 1 unit;

Plough, Czech Rep., 2 units;

Tractor with trailer, Zetor, Zetor 7011; 3 units.

Landside:

Tractor sweeper with plough, Zetor, Zetor 7011; 4 units;

Tractor sweeper, Zetor, Zetor 6245, 1 unit;

Tractor with plough, Zetor, Zetor 7011; 2 units;

Tractor spreader, Agrostroj, 2 units;

Plough, Nokia 2800, 2 units;

Loader, UNC 061, 1 unit;

Loader universal, Czech Rep., 2 units;

Road spreader with plough, Kobit, SYKO 5, 1 unit;

Pavement sweeper, Czech Rep., CICH0 5, 1 unit;

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Schörling, CityCat 2000, 1 unit.

4.4.7 Infrastructure Development

Infrastructure Development

Major works in the last 5 years

2002 – **Pier B extension**, CZK 1bn (EUR 30m approx).
2004 - new **Cargo Terminal** Czech Airlines.

Future Approved Works

Rapid exits on RWY 06/24, due to be completed 06/2005, cost approx 19million EUR.

Apron extension, due to be completed 08/2005, cost approx 8million EUR.

Refuelling trucks depot, due to be completed 10/2005, cost approx 4million EUR.

Terminal North 2, due to be completed 01/2006, cost approx 283million EUR, partly opened (Pier C and Connector) in 08/2005.

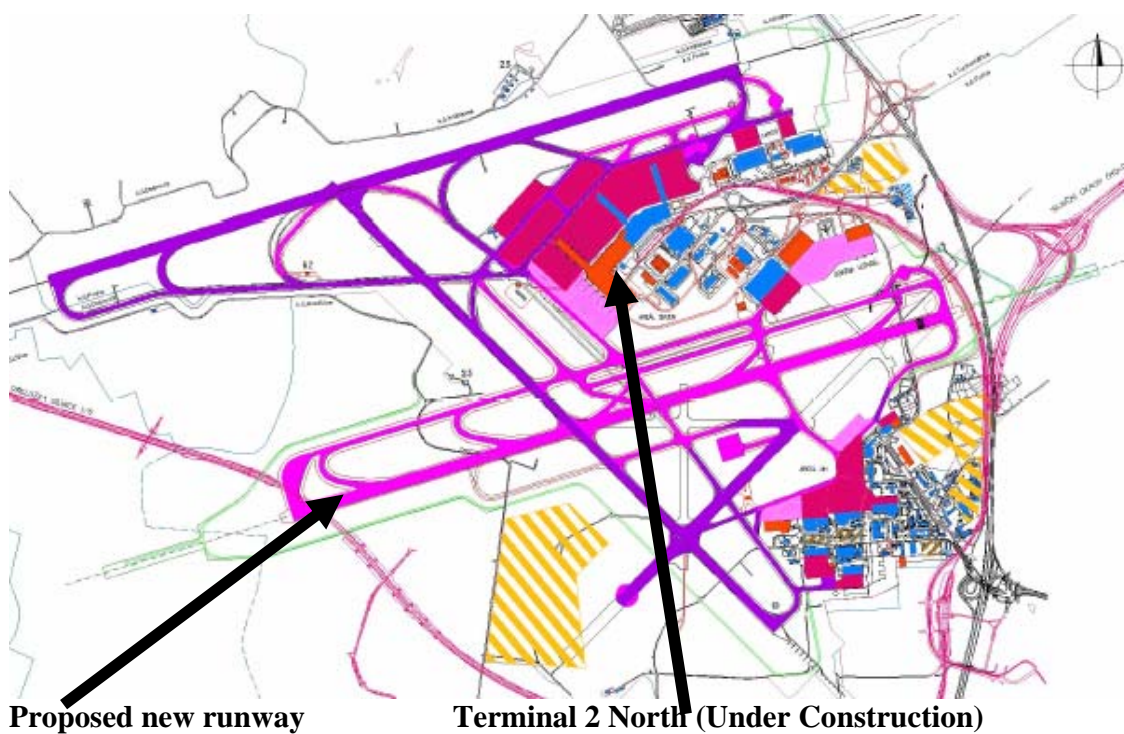
Only half the terminal will be fitted out internally, leaving floor space for extensions in the future. The theoretical opening capacity is around 5mppa with 20 gates, rising to potentially 10 – 12mppa with full fit out.

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Long term development plan (master plan) for the airport

Airport Master Plan:

New RWY 06R/24L (expected 2010), apron extension, new Parking D, new hangar.



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4.4.8 Environment

Environmental Policy

The airport publishes an annual environmental report and is certified to ISO 14001.

Highlights of the airports comprehensive environmental policy include:

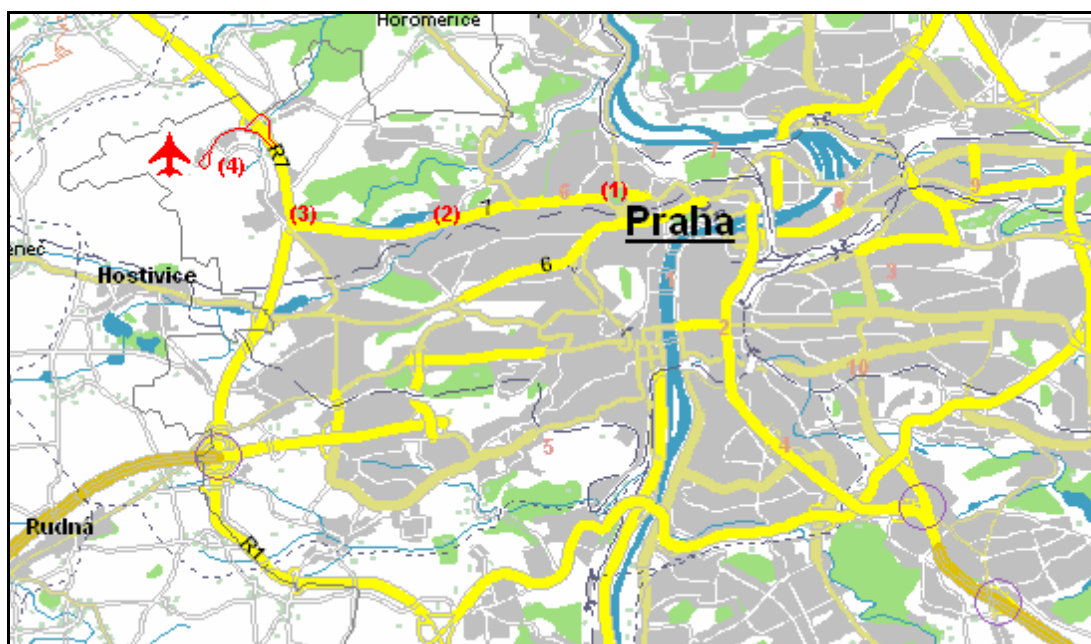
1. Quality of ground water has been monitored since 1994.
2. Additional ground water treatment plants were opened in 2003.
3. Heating plant emissions are monitored.
4. A ground waste collection system was introduced in 1993 and waste targets per passenger are set.
5. Public consultation is encouraged and supported by the CAA.
6. There is a full noise reduction programme in effect, incorporating:
 - a. Directional takeoff and landing restrictions.
 - b. Night flying restrictions.
 - c. Noise based operating fees.
 - d. Noise protection zones.
 - e. Insulation of properties in designated noise zones.
 - f. Continual monitoring.
 - g. Town planning measures.

4.4.9 Accessibility

Road Access (private vehicle)

Distance by road to Prague city – 15km.

Road access to the airport: motorway type (four lanes).



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Car Parking
<p>Area North: Short term public parking (in front of the Terminal North): 80 spaces, 15 min free of charge, after 15 min EUR 3/hr. Public parking: Parking C: 2963 spaces + 63 disabled, EUR 2/hr, long term: first day EUR 15; each next day EUR 12. Staff parking: open air: 586 spaces + 8 disabled, Parking A: 822 spaces + 6 disabled.</p> <p>Area South: The Number of Car Parking Places: Short and long term Parking: 125</p>
Public Transport Access - Rail
<p>There is no rail link to the airport. A public discussion has commenced with Prague City and others about extending the Metro system to the airport in around 10 years time.</p>
Public Transport Access – Bus and Coach
<p>There are several lines of public bus transport, night local bus, local services, regional services, and coach national services.</p>
Public Transport Access - Taxi
<p>There is one taxi company, and one shuttle bus company.</p>

Access for Persons of Reduced Mobility
<p>Airline/Handling staff are informed about incoming PRM at the moment of their arrival in front of the terminal building. Permanent individual assistance is provided. Guidance for deaf passengers is also available.</p> <p>When PRM arrive in front of the terminal, all they have to do is to press a button on machine labeled disabled. This will call a personal assistant, who will take care of that person up to boarding. Blind persons can also use this service.</p>

Czech Republic	4
Section 4 – Prague Ruzyne Airport	

4.4.10 Key Issues

Key issues for the airport over the next 5 years
<p>Complete and open the new Terminal North 2 in January 2006, increase peak runway capacity (new ATC procedures) with rapid exits. The most important issue is to get the necessary permission for the proposed new runway 24L/06R.</p> <p>Due to unexpectedly high traffic growth, airport capacity is often exhausted and the new terminal will only provide part of the solution, the new runway is Prague Ruzyne Airport's highest priority.</p>

Czech Republic	4
Section 4 – Prague Ruzyně Airport	

4.4.11 Airport Photographs



Terminal and short term car parks. (Above the Praha sign is arrivals and in the far distance is departures).



Czech Republic	4
Section 4 – Prague Ruzyně Airport	

Part of the baggage reclaim area at Prague.



Entrance to Pier B.



Czech Republic	4
Section 4 – Prague Ruzyně Airport	

Typical security arrangements at Prague (this is located in Pier B).



Immigration being expanded at the time of the visit.



Czech Republic	4
Section 4 – Prague Ruzyne Airport	

Pier A airside.

Czech Republic	4
Section 4 – Prague Ruzyně Airport	



New Rapid Exit Taxiway recently opened for use.



General Aviation or Terminal South, which was the original Prague Terminal until 1968.

Czech Republic	4
Section 4 – Prague Ruzyně Airport	



Forecourt of Terminal 2 North (New Terminal)



New check – in area.

Czech Republic	4
Section 4 – Prague Ruzyně Airport	



Connector between the old and the new terminal.



New Pier C.

Czech Republic	4
Section 4 – Ostrava Airport	

4.5 Ostrava Airport

4.5.1 Basic Airport Information

Full Airport Name	Ostrava Airport		
Full Airport Address			
Website Address	www.airport-ostrava.cz		
IATA Code	OSR	ICAO Code	LKMT
Managing Director / Chief Executive	Michal Cervinka		

IATA Slot Coordination Level	Level 2
------------------------------	---------

(Level 1: Non-coordinated airport or Level 2: Schedules facilitated airport or Level 3: Fully coordinated airport)

Air Traffic Control & Navigation	
ATC Coverage (local or area control, who provides service)	5000 ft AMSL GND
NDB	
DME	Yes
VOR	Yes
Other	Airspace Classification D

Fire Fighting	
Fire Fighting Category	CAT 6 (A320 size) (normally, can upgrade if required)
Maximum Aircraft Size	B747, AN-124

Czech Republic	4
Section 4 – Ostrava Airport	

Key airport contacts
<p>Mr. Michal CERVINKA, Chairman of the Board & CEO, +420 597 471 117, airport@airport-ostrava.cz cervinka@airport-ostrava.cz</p> <p>Mr. Libor SEIDLER, Vice-president of the Board, Commercial Director, +420 597 471 160, seidler@airport-ostrava.cz</p> <p>Mr. Zdenek HANICINEC, Member of the Board, Head of Sales, Quality & Marketing Manager, +420 597 471 140, hanicinec@airport-ostrava.cz , marketing@airport-ostrava.cz ></p> <p>Mr. Vladimir EKRT, Handling Manager, +420 597 471 708, handling@airport-ostrava.cz; ekrt@airport-ostrava.cz ></p> <p>Mr. Karel HALATA, Technical Manager, +420 597 471 116, halata@airport-ostrava.cz</p>

4.5.2 Airport Ownership and Management

Current ownership structure of the airport
From 1 July 2004 the ownership was transferred from Czech Airport Authority to Moravian-Silesian regional Government - The shares are not publicly traded on a stock exchange.
Current management structure at the airport
Letiště Ostrava, a.s. (in English: Ostrava Airport, joint-stock company) is fully responsible for airport Management and operation.
Number of employees working for the airport operator
128 on March 30, 2005.

Czech Republic	4
Section 4 – Ostrava Airport	

Ground handling service provision at the airport

Ostrava Airport is the main service provider : passenger handling, baggage handling, ramp service.
SHELL CR is responsible for refuelling services.
KOS service is responsible for aircraft cleaning services.
GASTROair is responsible for catering services.

Brief history of the airport, highlighting major events

1959 opening of airport, military and civil operation.
1984 recovering of all concrete with new cover of 22 cm of concrete.
1996 army left the airport - The operator became Czech airport authority.
1 July 2004 transfer to Regional Government.

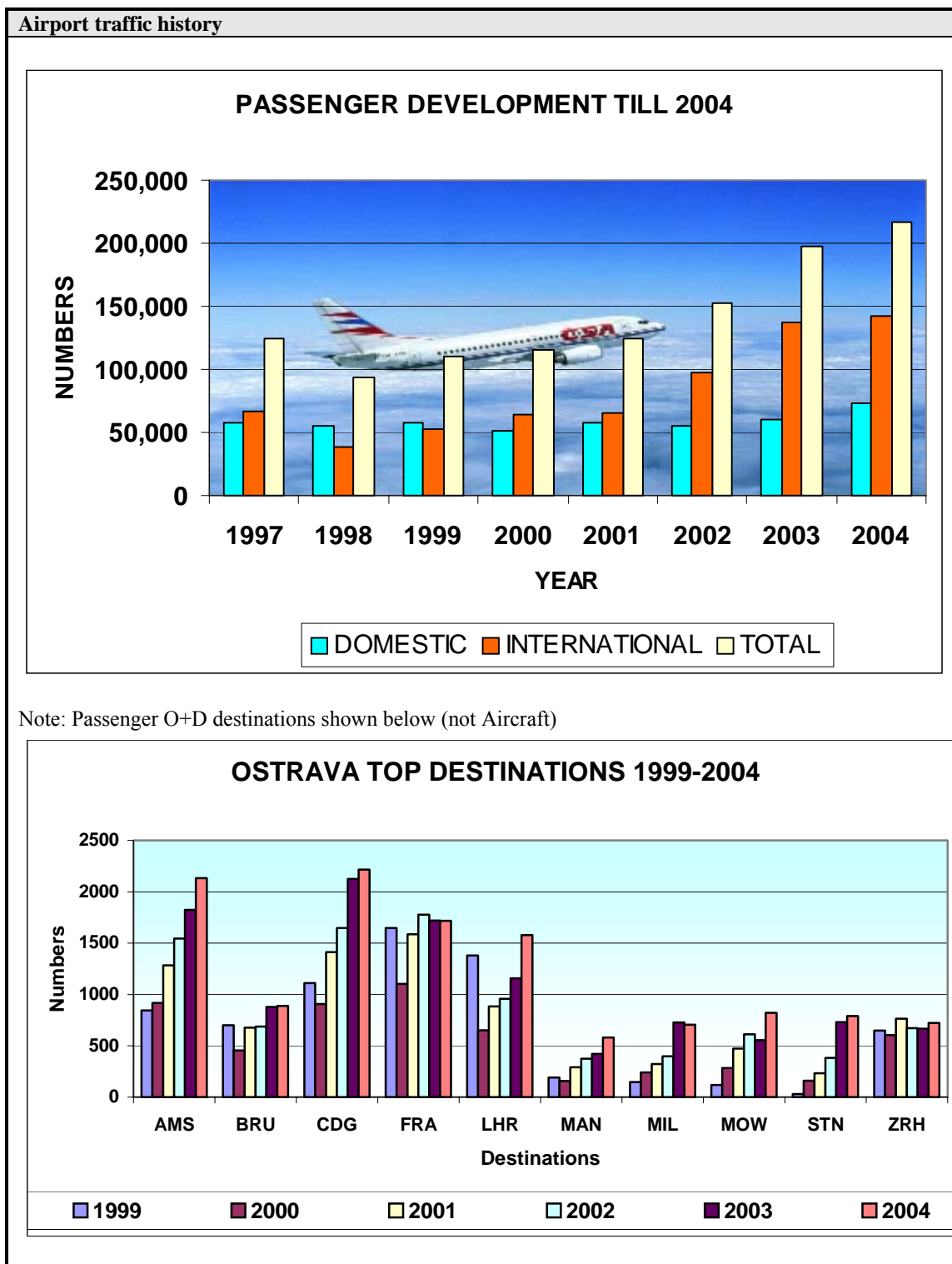
4.5.3 Financial Issues

Financial performance

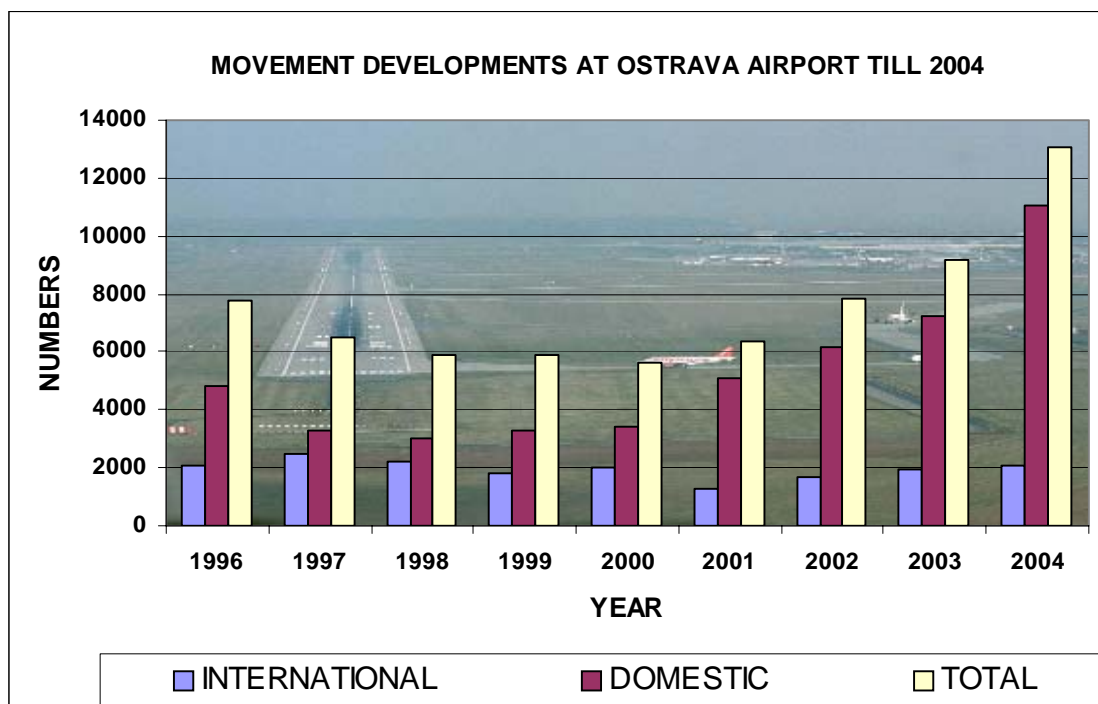
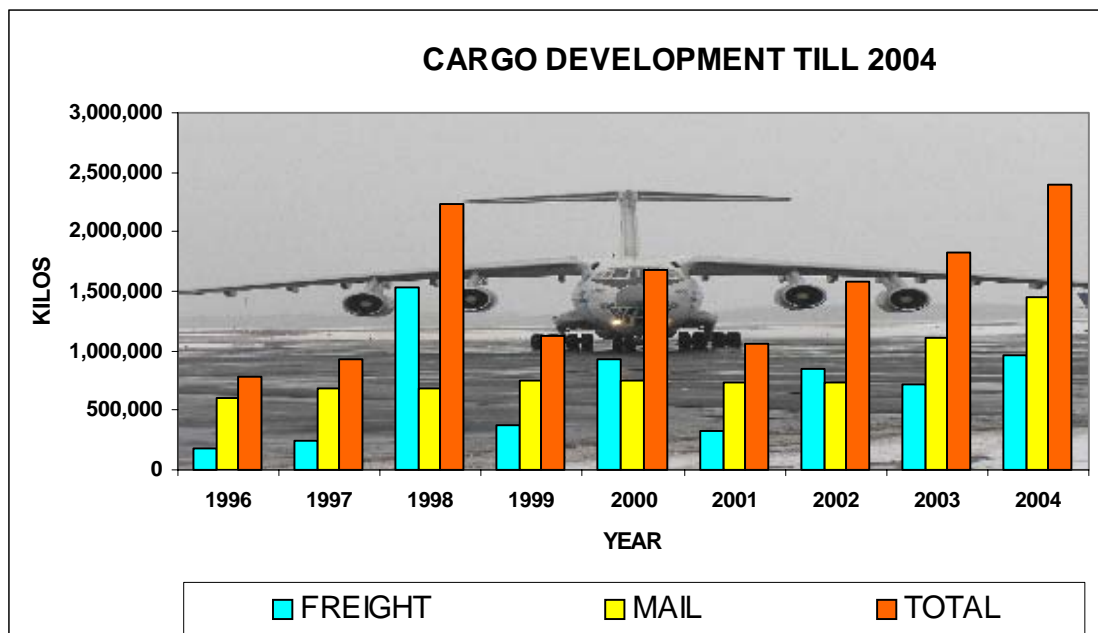
User charges

Landing fees EUR 9.6/ tonne of MTOW - for new routes a reduction of 50% is applicable for first year of operation.
Airport passenger tax is EUR 12.25 /pax - for new routes a reduction of 50% is applicable for first year of operation.
Handling - price per type and service required - EUR 0.6 per pax on SITA DCS.

4.5.4 Airport Traffic



Source: Airport



Source: Airport

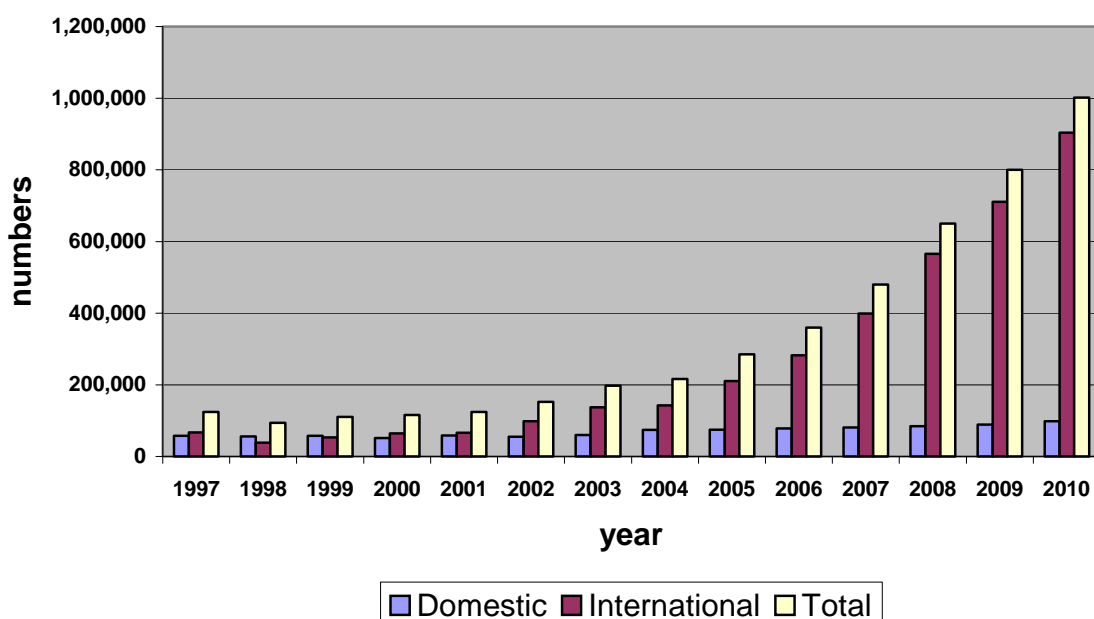
Czech Republic	4
Section 4 – Ostrava Airport	

Current Flight Programme

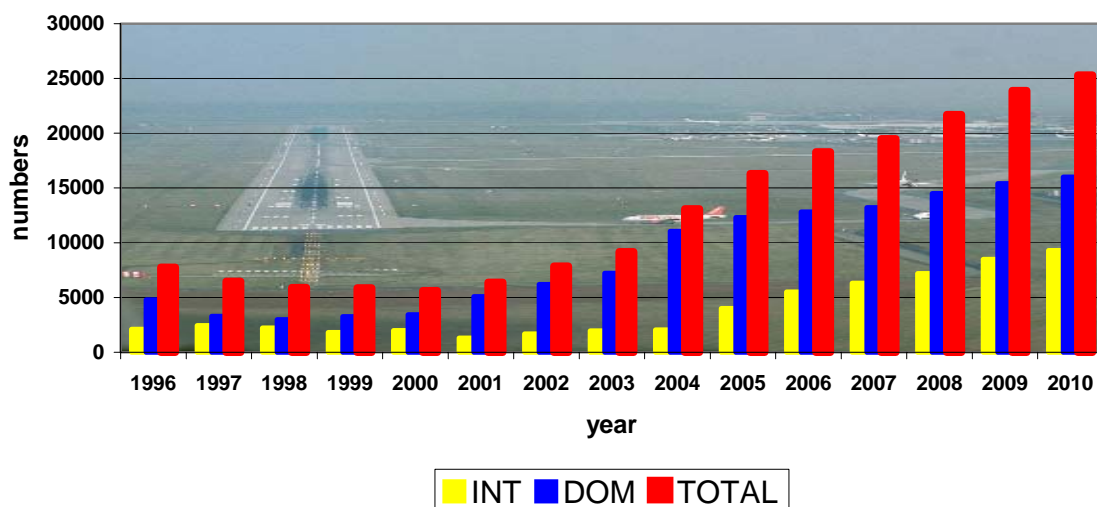
Five scheduled flights daily to Prague (ATR42/72) by CSA (reduced frequency at the weekend).
Two scheduled flights daily to Munich (Do328) by Cirrus Airlines (reduced frequency at the weekend).

Future Traffic Forecast

Ostrava Passenger Development till 2010



Movement development and forecast till 2010

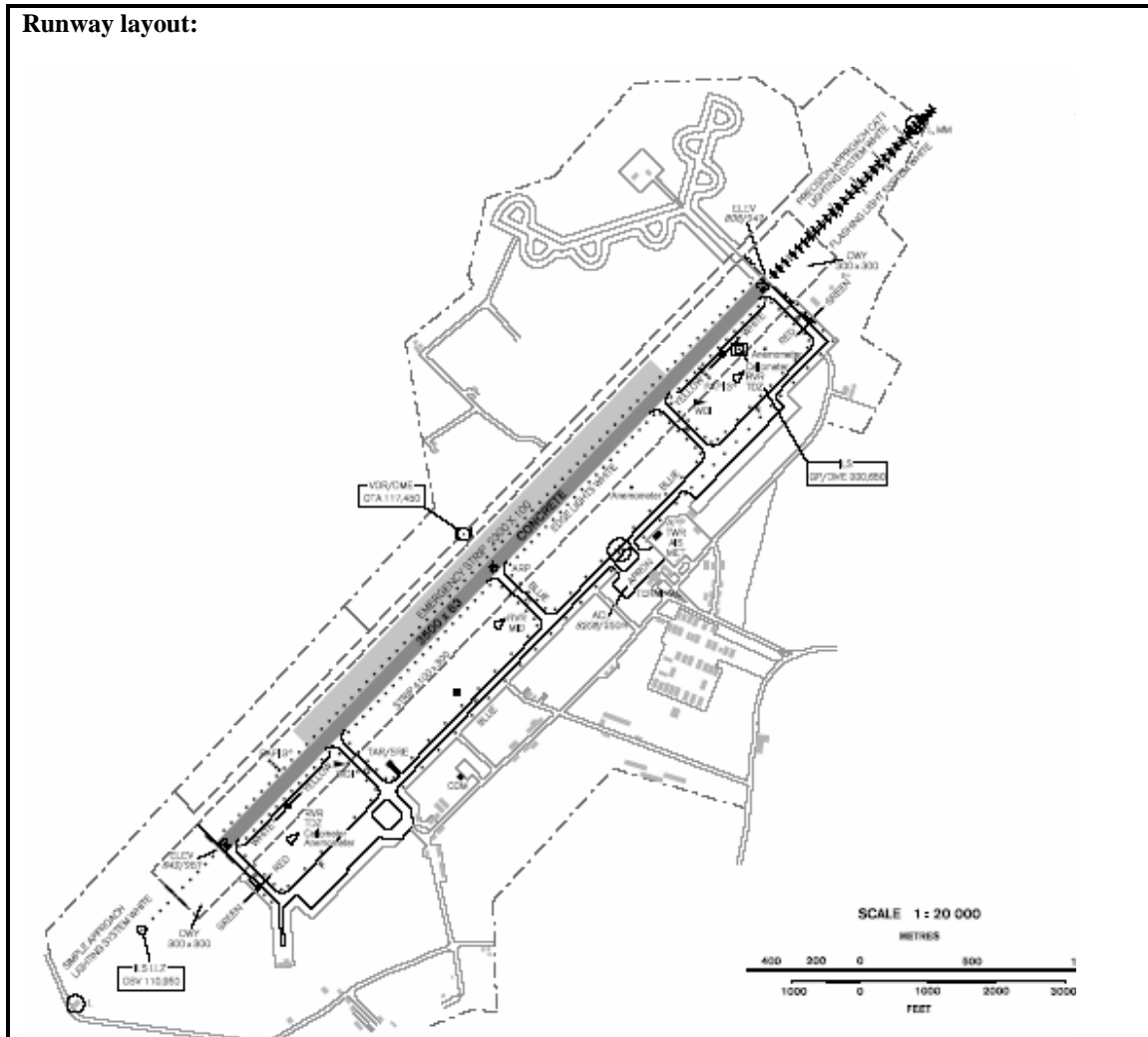


Czech Republic	4
Section 4 – Ostrava Airport	

Source: Airport

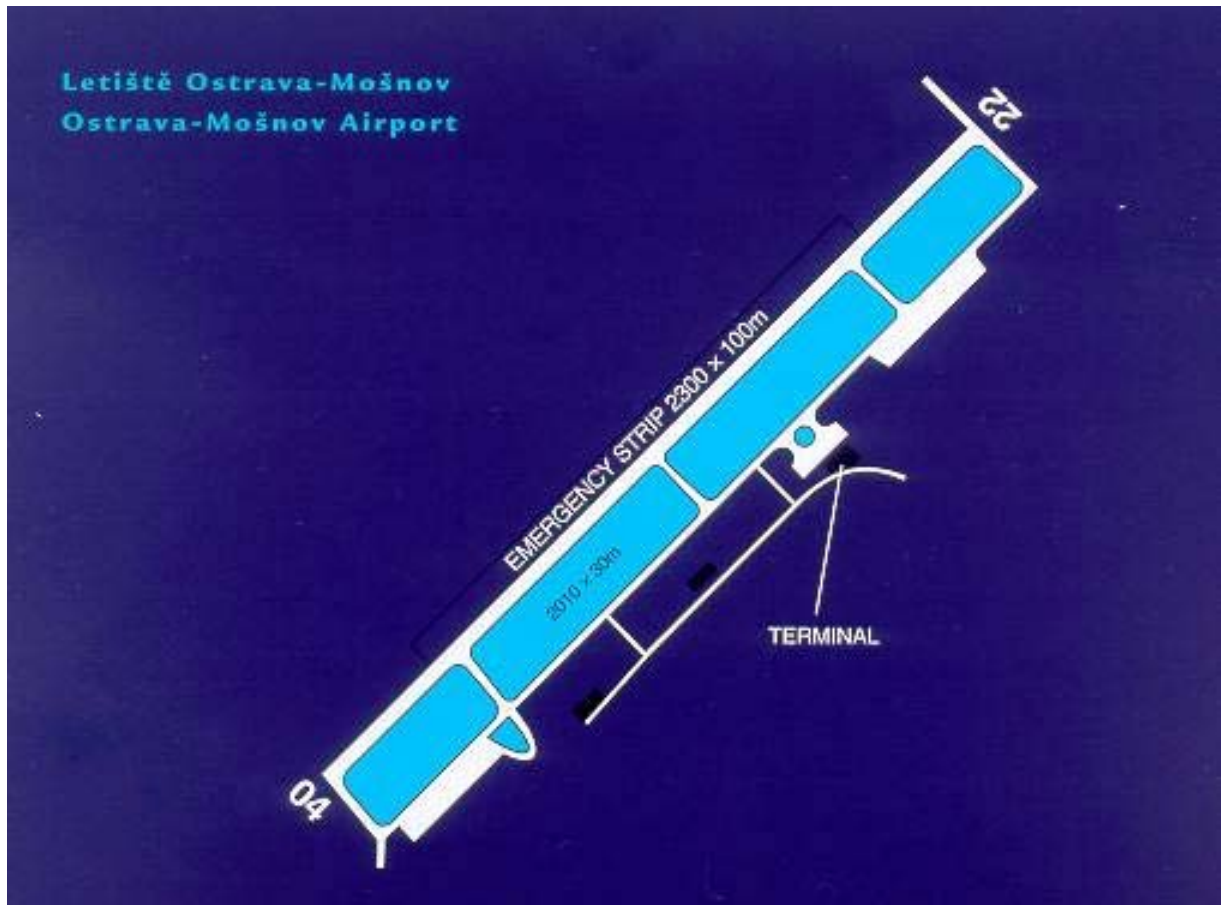
4.5.5 Runway Information

Runway layout:



Czech Republic	4
Section 4 – Ostrava Airport	

General Airport layout:



Czech Republic	4
Section 4 – Ostrava Airport	

Current Runway Capacity

	<u>Runway 1</u>	<u>Runway 2 (if applicable)</u>
Designation	04/22	
Length (m)	3500 m	
ILS CAT	CAT I on RWY 22	
Peak Busy Hour Departures	3	
Peak Busy Hour Arrivals	3.	
Hourly Capacity Under IFR Flight Rules		
Average Movement Delay Rate (mins)		
Annual Movement Capacity		
Runway Operating Hours	H24	

Basis for Runway movement capacity calculation
Multi-runway operating procedures
Only one runway.
Factors limiting runway capacity
Terminal capacity is the limiting factor.

Czech Republic	4
Section 4 – Ostrava Airport	

4.5.6 Terminal and Cargo Facilities

	1st Terminal	2nd Terminal (if applicable)	3rd Terminal (if applicable)
Name of Terminal			
Departing Passengers per hour	300 per peak hour		
Arriving Passengers per hour	300 per peak hour		
Transfer Passengers per hour	100 per peak hour		
Annual Capacity	3.5million		

Methodology for calculation of terminal capacity

Assumes a 16 hr operation per day. 300 departing and arriving passengers per peak hour calculated using the ICAO Master Planning Manual.

Excess capacity

In the peak hours in the summer season the airport experiences capacity constraints.

Main bottleneck of terminal capacity

Gate capacity, aircraft parking stands, check in desks and insufficient security positions.

Czech Republic	4
Section 4 – Ostrava Airport	

Terminal Facilities (Passenger)

	1st Terminal	2nd Terminal	3rd Terminal
Name of Terminal	None		
Terminal Total Floor Area	1870 m2		
Number of Check in desks	5		
Number of Self Service Check in machines	0		
Number of Passenger Security Screening Positions	2		
Number of Baggage Belts	1		
Number of Departure Gates	2		
Number of Loading Bridges	0		
Number of Inbound Passport / Immigration Positions	2		
Number of Baggage Claim Units	1		
Number of Commercially Important Passenger Lounges	0		

Further detail on terminal passenger facilities

WC in public area and departure gates,
Rental cars services,
Air-tickets sales,
Cash Dispenser in front of the Terminal H24 service.

Number of parking stands

2 x B737, 1 x ATR 72.
Access to terminal by foot.

Retail Facilities

Restaurant,
Snack bar in departure lounge, Business Lounge,
Duty - Free and Duty Pay Shops.

Czech Republic	4
Section 4 – Ostrava Airport	

Cargo Capacity

	1st Facility	2nd Facility (if applicable)	3rd Facility (if applicable)
Name of Cargo Facility			NIL
Description			
Annual Cargo Capacity (metric tonnes)			
Total annual inbound cargo (metric tonnes)	192t		
Total annual outbound cargo (metric tonnes)	768t		
Share carried on cargo aircraft (%)	98		
Total domestic cargo (metric tonnes)	90t		
Total international cargo (metric tonnes)	870t		
Further detail on cargo facilities			
<p>There is no cargo terminal at the airport. 5 fork lift trucks, 3 belt loaders, 2 pallet loaders, 10 pallet trucks.</p>			

Other Facilities

Aircraft Maintenance / Engineering Facilities
None.
Refuelling
Provided by Shell CR.
Winter Operation facilities
4 x snow ploughs, 1 x tracked snow plough, 3 x snow cutters, 4 x sweeper/blowers, 2 x gritters, 1 x urea sprinkle truck, 1 x Aircraft deicing unit.

Czech Republic	4
Section 4 – Ostrava Airport	

4.5.7 Infrastructure Development

Infrastructure Development

Major works in the last 5 years

New arrivals hall, with 2 x arrivals baggage belts (EUR 516,000).

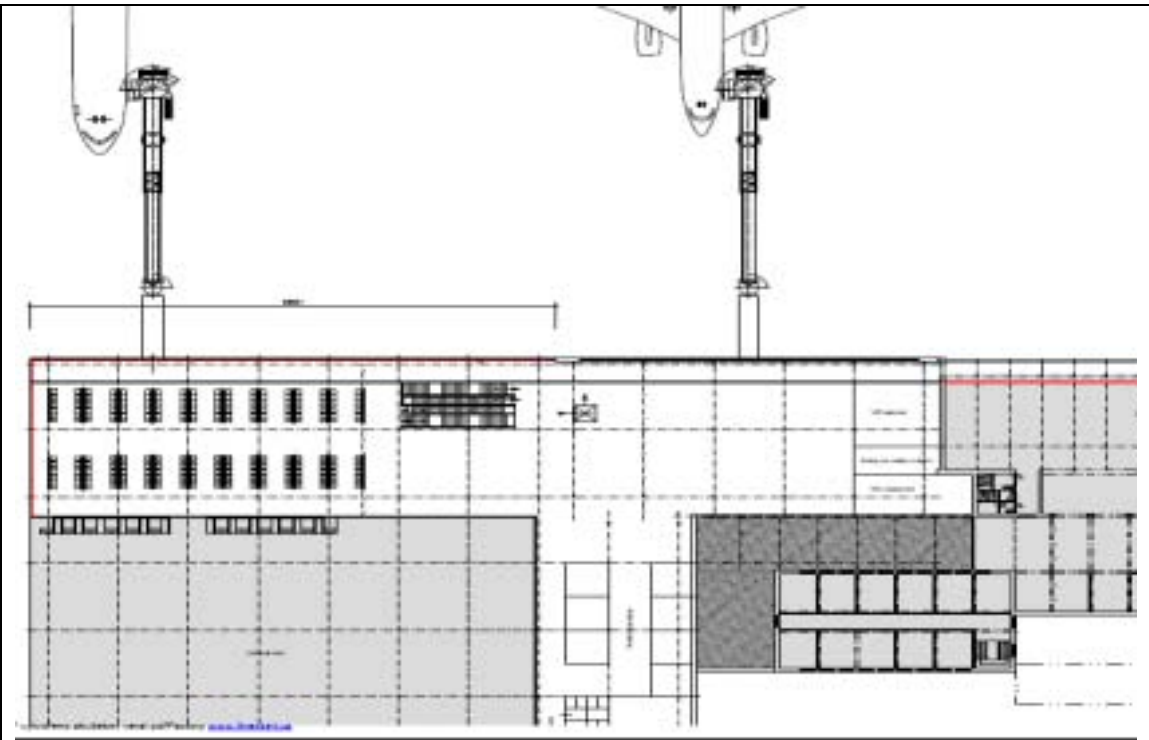
Future Approved Works

New terminal to be built in two phases; Phase one: Departure hall in 2005-2006, phase two: arrivals hall in 2007-2009. Phase one costs EUR 5.1 million.

(Grey = existing terminal, Brown = planned small interim build of one gate, Blue= first phase of new terminal).



The following images are impressions of the new terminal.



Czech Republic	4
Section 4 – Ostrava Airport	



Czech Republic	4
Section 4 – Ostrava Airport	

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Long term development plan (master plan) for the airport
These are currently being developed.

4.5.8 Environment

Environmental Policy
<p>No noise restrictions are in place.</p> <p>There is no specific infrastructure in place to monitor ground water pollution or any other environmental aspects.</p>

4.5.9 Accessibility

Road Access (private vehicle)
20km from Ostrava via a one lane road (E58). By 2008 there will be a motorway (D47) Lipnik – Ostrava within 7km of the airport.
Car Parking
<p>300 public spaces, first 10 minutes free, 1 hr = EUR 0.64, 1 day = EUR 3.2</p> <p>80 staff spaces</p>

Public Transport Access - Rail
<p>No rail link currently.</p> <p>A rail link to the new terminal is being studied which would link the airport to Studenka and Ostrava. Studenka will be the connection point to Olomouc, Prostějov, Prerov and Zlin.</p>
Public Transport Access – Bus and Coach
<p>Regular bus connection to Ostrava city (will depart on the hour from July 2005).</p> <p>Additional bus connection to Vsetín.</p>
Public Transport Access - Taxi
4 taxi stands, one taxi company operating.
Access for Persons of Reduced Mobility
Wheelchair access is catered for and staffs are available to aid passengers to the aircraft. The terminal is all at ground level so access is good.

Czech Republic	4
Section 4 – Ostrava Airport	

4.5.10 Key Issues

Key issues for the airport over the next 5 years
<p>Key Issues:</p> <ul style="list-style-type: none"> • The new terminal in 2005. • Cat II in 2006. • New 800 space car park in 2006. • New large apron in 2006 to accommodate 8 x B737 size aircraft. <p>All these development works are subject to attracting additional airlines and routes to the airport and thus increasing revenues.</p>

Czech Republic	4
Section 4 – Ostrava Airport	

4.5.11 Airport Photographs



Entrance to the airport; airport terminal straight ahead, car parking to the left



Car parking area to the left of the main entrance

Czech Republic	4
Section 4 – Ostrava Airport	



Main terminal building – departure entrance in the centre, arrivals entrance to the far right. Taxi and bus parking at the front of the building.



Check-in area with five desks and baggage belts visible.

Czech Republic	4
Section 4 – Ostrava Airport	



Entrance to passport control and security check area



Passenger security check area with two x ray and two metal detector stations

Czech Republic	4
Section 4 – Ostrava Airport	



Main departure lounge (approx half of total area shown), with further smaller lounge visible at the rear of the lounge.

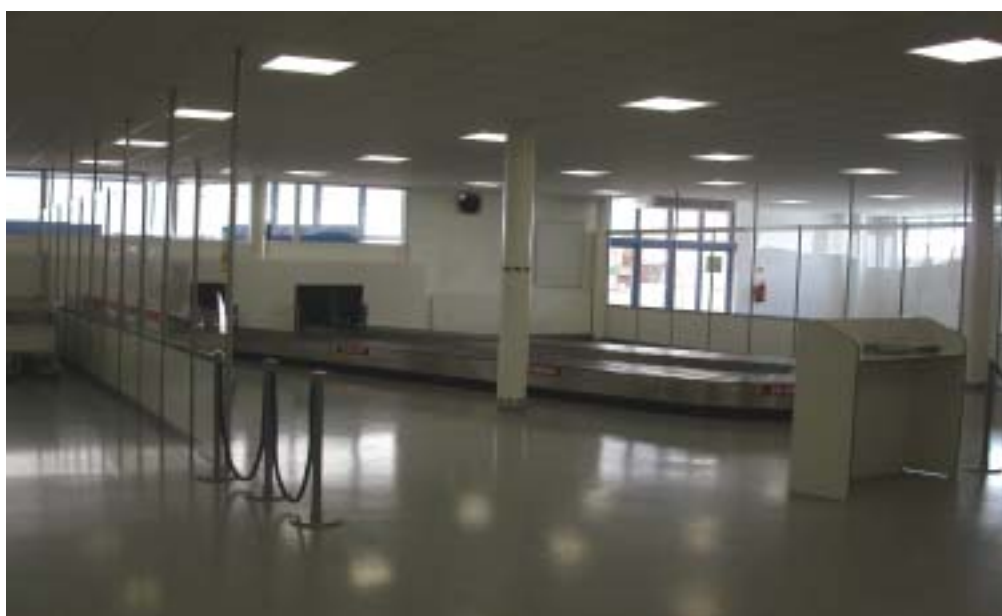


View from the ramp area looking back at the terminal with the arrivals area to the left and the departure gates to the right.

Czech Republic	4
Section 4 – Ostrava Airport	

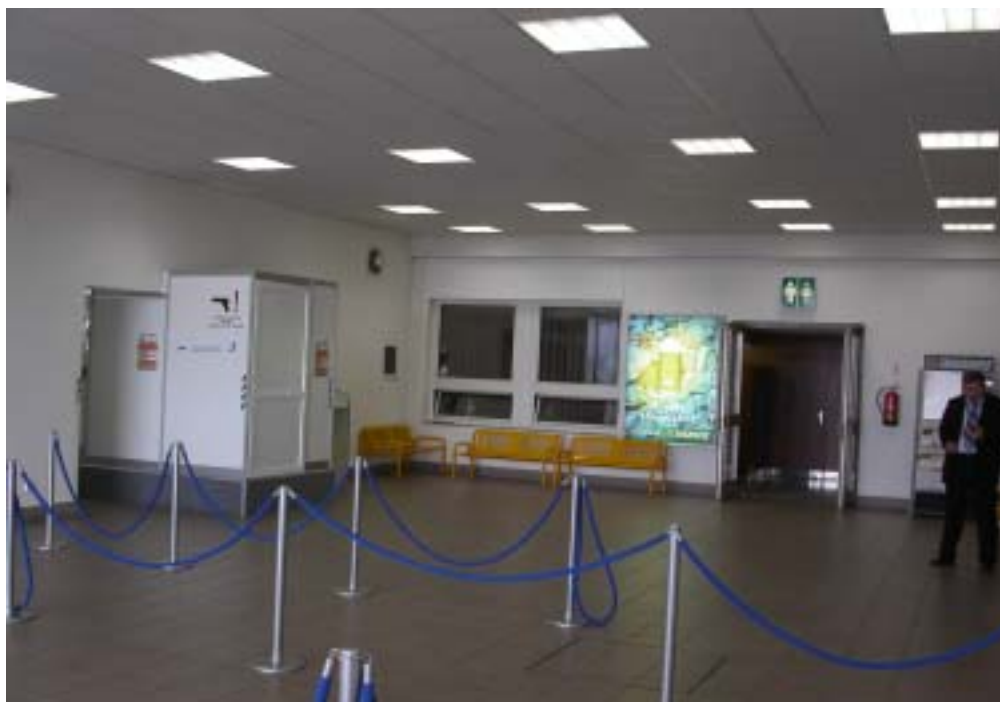


Arrivals baggage hall with one of two baggage belts.



Arrivals baggage hall with the second baggage belt.

Czech Republic	4
Section 4 – Ostrava Airport	



Entrance to passport control and customs area (left of picture) from the arrival baggage hall.

Czech Republic	4
Section 4 – Brno Tuarny Airport	

4.6 Brno Tuarny Airport

4.6.1 Basic Airport Information

Full Airport Name	Brno-Turany Airport		
Full Airport Address	Airport Brno Ltd. Letiste Turany 62700 Brno 27 Czech Republic		
Website Address	www.airport-brno.cz		
IATA Code	BRQ	ICAO Code	LKTB
Managing Director / Chief Executive	Tomas Placek		

IATA Slot Coordination Level	Level 3
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(Level 1: Non-coordinated airport or Level 2: Schedules facilitated airport or Level 3: Fully coordinated airport)

Air Traffic Control & Navigation	
ATC Coverage (local or area control, who provides service)	TWR APP
NDB	Yes
DME	Yes
VOR	Yes
Other	ILS

Fire Fighting	
Fire Fighting Category	Cat 7 (B757 size)
Maximum Aircraft Size	B-747, AN-124

Czech Republic	4
Section 4 – Brno Tuarny Airport	

Key airport contacts
<p>Tomas Placek, Managing Director, +420545521302, tomas.placek@airport-brno.cz Karel Vecera, Financial Director, +420545521356, karel.vecera@airport-brno.cz Radomir Janik, Security Manager, +420545521338, radomir.janik@airport-brno.cz Radek Lang, Operations Manager, +420545521307, radek.lang@airport-brno.cz</p>

4.6.2 Airport Ownership and Management

Current ownership structure of the airport
Public – the airport owner is the South Moravia Region (since 1st July 2004).

Current management structure at the airport
Airport Brno Ltd is a privately owned company responsible for the operation and development of the airport under a 35 year lease contract.

Number of employees working for the airport operator
<p>91 staff in 2005.</p> <p>This does not include the ATC, immigration, customs or cargo staff. The number does include fire rescue, security, baggage and passenger screening.</p>

Ground handling service provision at the airport
With the exception of refuelling (Shell CR) all ground handling is provided by the airport operator Airport Brno Ltd.

Czech Republic	4
Section 4 – Brno Tuarny Airport	

Brief history of the airport, highlighting major events

1958 – official opening of traffic on runway, length 2000 m
1965 -1970 – succeeded largest traffic figures in domestic schedule air traffic (due to the poor quality of ground transport)
1967 – installed approach beacon
1978 – RWY was extended to 2650 m
1986 – opening of the new Passenger Terminal Building
1982-1992 – airport was operated by Ministry of Defence as mixed military/civil airport, the civil traffic was constrained due to military conditions
1989-1992 – reconstruction of RWY
1991 – the military air traffic was terminated
1992 – Czech Airports Authority takes over airport from the Ministry of Defence
1992-1994 – main traffic: tourist charters and training flights
1995 – for the first time in the new history passenger numbers exceeded 100,000 per year
1996 – partial reconstruction of passenger terminal, opened new fire-station
1997 – construction of a fence in South part, reconstruction of Land side area and administration building
1997 – the first International Flying day in the modern history of the airport
1997 – the first landing of aircraft Boeing 747 in the history of airport
1999 – installed new RWY control system
2000 – resumption of scheduled air traffic Prague – Brno after a one year gap
2001 – new Air Navigation Services building including 18 m Tower constructed
2002 - since July, 1st, Brno Airport has been privately managed by AIRPORT BRNO Ltd., the company was given a 35 years concession to operate Brno Airport.
2003 – more than 20 tourist destinations operated during the summer season
2004 – since July 1st, has been the airport ownership handed over to Southern Moravia Region. AIRPORT BRNO Ltd. continues to operate the airport as the private operator under a lease contract with the South Moravia Government.

4.6.3 Financial Issues

Financial performance

2004 (May 03 – April 04)

Turnover = EUR 3.26million
aeronautical = EUR 2.83million
non aeronautical = EUR 0.43 million

Operating profit before tax = EUR 0.62million
Net profit = EUR 0.59million

Czech Republic	4
Section 4 – Brno Tuarny Airport	

User charges
<p>Landing fees = EUR 9.6 per tonne of MTOW.</p> <p>Passenger service charges = EUR 12 per departing passenger.</p> <p>Parking fees = EUR 0.45 per tonne of MTOW (day), EUR 0.22 per tonne of MTOW (night).</p> <p>Fees are subject to the Ministry of Transport approval and are reviewed every eight years.</p> <p>Discounts may be offered on fees (typically 50% off landing and passenger charges for the first three years for any scheduled flight.).</p>

Czech Republic	4
Section 4 – Brno Tuarny Airport	

4.6.4 Airport Traffic

Airport traffic history

Traffic history

Traffic	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
Passenger throughput	87 000	123 000	138 000	110 036	127 962	112 797	128 383	157 257	166 142	171 888
Cargo handled (tonnes)	2 200	1 500	2 600	1 760	1 891	592	680	2 644	5 786	5 200
Aircraft movements	8 000	8 500	9 300	8 150	7 920	6 289	8 136	12 620	17 053	17 823

Source: Airport

Note of the 17,823 movements in 2004, approximately 12,000 were General Aviation flights (mainly training flights from the airports flying schools).

Passenger breakdown

	2002	2003	2004
Sched. Domestic	3823	1235	0
Sched. International	268	207	0
Charter	153 157	164 700	171 888

Source: Airport

Cargo breakdown

Of the 5,200 tonnes of cargo in 2004, just 2 tonnes was of mail.

Czech Republic	4
Section 4 – Brno Tuarny Airport	

Current Flight Programme

Scheduled:

Ryanair: daily schedule flights to London (STN) – non-stop

Charter:

Czech Airlines: charter flights to SSH, HRG, DJE, MIR, AYT, HER, EFL, KVA, PVK, ATH, CFU, SKG, RHO, BOJ

Travel Service: charter flights to SSH, HRG, DJE, MIR, AYT, HER, RHO, ZTH, CHQ, BOJ, PMI, GRO, LCA

Fischer Air: charter flights to PMI, BOJ,

SkyEurope Airlines: charter flights to RHO, HER, KGS, KVA, ZTH,

Karthago Airlines: charter flights to DJE, TUN,

Nouvelair: charter flights to DJE, MIR,

Tunisair: charter flights to DJE, MIR,

Bulgarian Air Charter: charter flights to BOJ, VAR,

Montenegro Airlines: charter flights to TGD,

Croatia Airlines: charter flights to DBV,

Hemus Air: charter flights to BOJ,

Charter flights are mainly seasonal and usually from May to October.

Source: Airport

Future Traffic Forecast

The airport expects a 10% rise in charter traffic, and a 5% rise in air transport movements for 2005. The airport expects Ryanair to carry 100,000 passengers annually in 2005 to London.

4.6.5 Runway Information

Runway layout:



Czech Republic	4
Section 4 – Brno Tuřany Airport	



Czech Republic	4
Section 4 – Brno Tuarny Airport	

Current Runway Capacity

	Runway 1	Runway 2 (if applicable)
Designation	10-28	09-27 GRASS
Length (m)	2650	1000
ILS CAT	III	Only VFR (Day light only)
Peak Busy Hour Departures	2 x B737	
Peak Busy Hour Arrivals	2 x B737	
Hourly Capacity Under IFR Flight Rules		
Average Movement Delay Rate (mins)	0	
Annual Movement Capacity	50 000	
Runway Operating Hours	H24	VFR (Day light only)

Basis for Runway movement capacity calculation

Used air traffic control runway movement simulation.

Multi-runway operating procedures

10-28 – Main for all IFR and VFR flights.
09-27 Grass – for VFR day operations for A/C up to 5,700 kg MTOW.

Factors limiting runway capacity

The runway configuration itself is the limiting factor (i.e. could increase capacity with rapid exit taxiways).

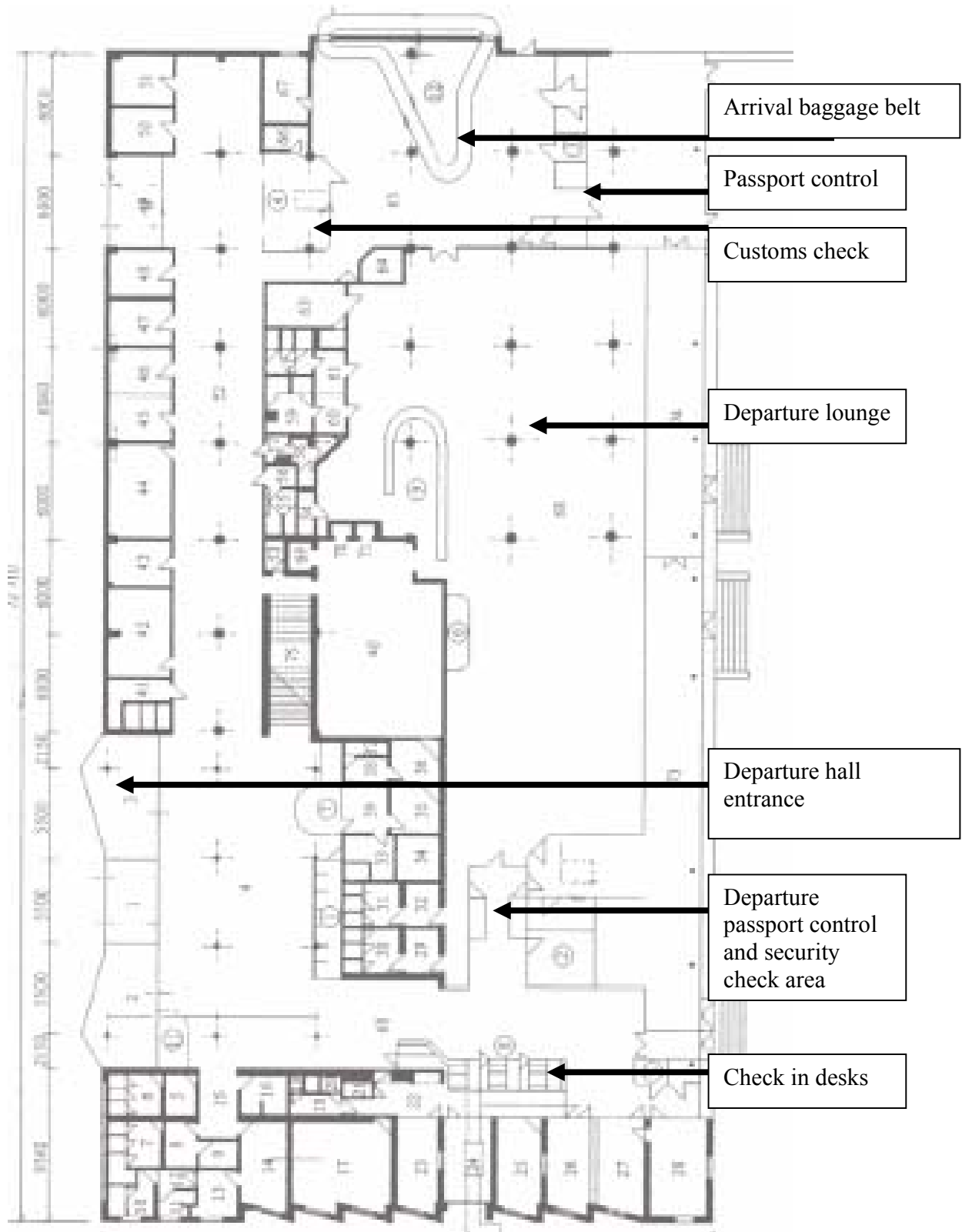
Czech Republic	4
Section 4 – Brno Tuarny Airport	

4.6.6 Terminal and Cargo Facilities

	1st Terminal	2nd Terminal (if applicable)	3rd Terminal (if applicable)
Name of Terminal			
Departing Passengers per hour	360		
Arriving Passengers per hour	360		
Transfer Passengers per hour	0		
Annual Capacity	3.3 million		

Methodology for calculation of terminal capacity
Arrival plus departing passengers per hour, multiplied by 16 hour operating day, multiplied by 365 days, reduced by 20% to allow for some reduced usage during the day.
Excess capacity
None in the peak hour, capacity available in non-peak hours.
Main bottleneck of terminal capacity
Number of check in desks (currently five).

Czech Republic	4
Section 4 – Brno Tuřany Airport	



Current terminal floor plan

Czech Republic	4
Section 4 – Brno Tuřany Airport	

Terminal Facilities (Passenger)

	1st Terminal	2nd Terminal	3rd Terminal
Name of Terminal	<input type="text"/>	<input type="text"/>	<input type="text"/>
Terminal Total Floor Area	<input type="text" value="2000m<sup>2</sup>"/>	<input type="text"/>	<input type="text"/>
Number of Check in desks	<input type="text" value="5"/>	<input type="text"/>	<input type="text"/>
Number of Self Service Check in machines	<input type="text" value="0"/>	<input type="text"/>	<input type="text"/>
Number of Passenger Security Screening Positions	<input type="text" value="2"/>	<input type="text"/>	<input type="text"/>
Number of Baggage Belts	<input type="text" value="1"/>	<input type="text"/>	<input type="text"/>
Number of Departure Gates	<input type="text" value="2"/>	<input type="text"/>	<input type="text"/>
Number of Loading Bridges	<input type="text" value="0"/>	<input type="text"/>	<input type="text"/>
Number of Inbound Passport / Immigration Positions	<input type="text" value="2"/>	<input type="text"/>	<input type="text"/>
Number of Baggage Claim Units	<input type="text" value="1"/>	<input type="text"/>	<input type="text"/>
Number of Commercially Important Passenger Lounges	<input type="text" value="1"/>	<input type="text"/>	<input type="text"/>

Further detail on terminal passenger facilities

Czech Republic	4
Section 4 – Brno Tuurny Airport	

Number of parking stands
2 x B737 size stands adjacent to terminal, further 2 x B767 stands coach distance from terminal. Access to terminal by foot or coach. (Coach used when have larger (greater than B737) aircraft parked on the farther of the two ramp areas.)
Retail Facilities
<ul style="list-style-type: none"> - 1 duty free shop - 2 other shops - 1 restaurant - 2 bars - 3 car hire kiosks - 1 bureau de change - 1 ticket office - 1 information desk

Cargo Capacity

	1st Facility	2nd Facility (if applicable)	3rd Facility (if applicable)
Name of Cargo Facility	none		
Description			
Annual Cargo Capacity (metric tonnes)			
Total annual inbound cargo (metric tonnes)	260		
Total annual outbound cargo (metric tonnes)	4,940		
Share carried on cargo aircraft (%)	90%		
Total domestic cargo (metric tonnes)			
Total international cargo (metric tonnes)	100%		
Further detail on cargo facilities			
There is no cargo terminal at the airport. Cargo is transferred directly from trucks to the aircraft. There is some storage available (six shelters 600m ² each).			

Czech Republic	4
Section 4 – Brno Tuarny Airport	

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Other Facilities

Aircraft Maintenance / Engineering Facilities
None.
Refuelling
By truck by Shell CR.
Winter Operation facilities
3 x snowplough and sweeper. 2 x aircraft de-icing units. 2 x blowers.

Czech Republic	4
Section 4 – Brno Tuarny Airport	

4.6.7 Infrastructure Development

Infrastructure Development

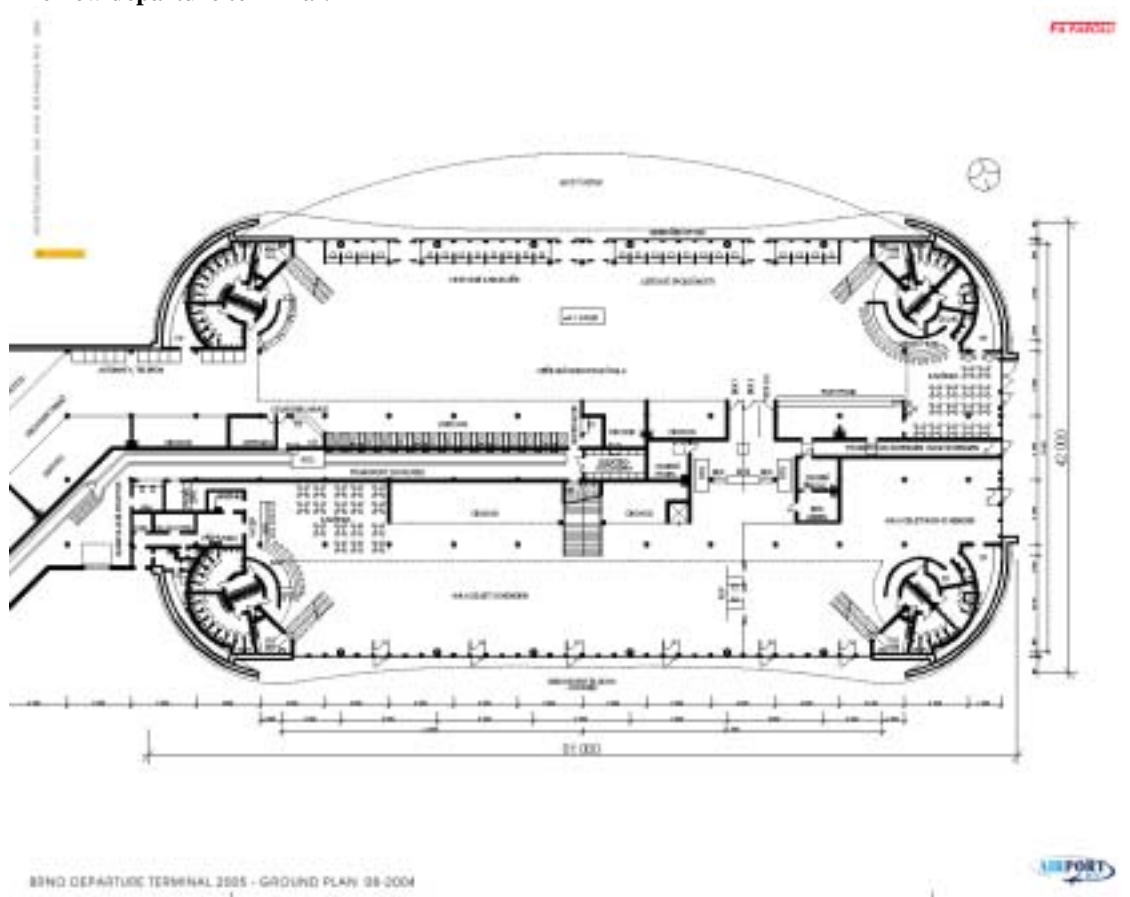
Major works in the last 5 years

1997 – refurbished the arrivals area (EUR 0.55million).
 1999 – extended the main apron (EUR 0.645million).
 2002 – the new ATC tower was completed.
 2002 – air conditioning units renewed in the main terminal (EUR 0.3million).

Future Approved Works

A new departure terminal is planned (to be completed in 2006) (will have a Schengen, non Schengen split).
 Area = 3000m²
 Cost approx EUR 7.7million
 The old terminal will be used exclusively for arrivals. The apron will also be further extended.

The new departure terminal:



Czech Republic	4
Section 4 – Brno Tuarny Airport	

Long term development plan (master plan) for the airport

This is currently being revised. The new plan will include hangars, a logistics and industrial centre, increased apron area, increased terminal area, maintenance and cargo facilities and a runway extension to 3100m.

4.6.8 Environment

Environmental Policy

Noise: There are currently no noise abatement procedures or infrastructure in place at the airport. The airport is limited by Czech Law to 50,000 aircraft movements per year. Current annual movements are 17,000 per year.

Environmental: All new works at the airport are subject to planning approval and the approval will be dependent on the development fulfilling Czech environmental standards on waste, pollution and emissions.

Czech Republic	4
Section 4 – Brno Tuarny Airport	

4.6.9 Accessibility

Road Access (private vehicle)
7.5km to the centre of Brno, the route is single lane for the first 2km, and then two lane highway until the city is reached. Highway access 2km from the airport.
Car Parking
260 spaces, 1hour = EUR 1, 24 hours = EUR 8, 1 week = EUR 37
Public Transport Access - Rail
There is a nearby rail link (1km distant), this is currently only used for cargo and fuel. There are no plans to adapt this link for passenger use.
Public Transport Access – Bus and Coach
There is a regular public bus service to the city centre (20 minute journey). There is also a private coach service to Prague.
Public Transport Access - Taxi
There is one taxi company operating from the airport.
Access for Persons of Reduced Mobility
3 parking places in front of the terminal for persons with reduced mobility. Toilets for persons with reduced mobility. Main obstacle: difficult access to the first floor of terminal (restaurant). Manual assistance for lift on/lift off the aircraft.

4.6.10 Key Issues

Key issues for the airport over the next 5 years
To develop the new terminal and open on schedule (2006). To attract new scheduled flights to a major hub – Munich is preferred. To maintain cargo traffic levels. To extend the apron and prepare areas for hangars and airline and GA maintenance.

Czech Republic	4
Section 4 – Brno Tuarny Airport	

4.6.11 Airport Photographs



Entrance to the airport; departure area to the right, arrivals to the left. Bus and car drop off area in the front of the terminal, car parking is out of picture to the left.



Departures area with four queue corridors for each check in desk (fifth desk opens in 05)

Czech Republic	4
Section 4 – Brno Tuarny Airport	



Further view of the check in area showing the four desks and baggage belt leading to hold x-ray machine.



Passenger security check area with two x-ray machines and two metal detectors.

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Section 4 – Brno Tuarny Airport	



Departure lounge with access to the apron on the right and bar and duty free shops to the left.



Passengers walk from the departure lounge (on the right) out onto the apron to embark the aircraft.

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Section 4 – Brno Tuarny Airport	



View of the arrivals area (green arrow to right of terminal) looking back to the terminal from the apron.



Two passport control positions for arriving passengers.

Czech Republic	4
Section 4 – Brno Tuarny Airport	



Arrival baggage belt



Customs control on exiting arrivals area.

Czech Republic	4
Section 4 – Pardubice Airport	

4.7 Pardubice Airport

4.7.1 Basic Airport Information

Full Airport Name	Pardubice Airport		
Full Airport Address	East Bohemian Airport a.s. Letiste Pardubice CZ-530 06 Pardubice 6 Czech Republic		
Website Address	www.airport-pardubice.cz		
IATA Code	PED	ICAO Code	LKPD
Managing Director / Chief Executive	Vit Vavrina		

IATA Slot Coordination Level	1
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(Level 1: Non-coordinated airport or Level 2: Schedules facilitated airport or Level 3: Fully coordinated airport)

Air Traffic Control & Navigation		Fire Fighting	
ATC Coverage (local or area control, who provides service)	Area control provided by MIL ATC services	Fire Fighting Category	Cat 6 (A320 size) (Can be increased on request)
NDB	Yes	Maximum Aircraft Size	Airport CAT: 4D B777, AN-124,
DME	Yes		
VOR	No		
Other	ILS/RWY 27, PAPI		

Czech Republic	4
Section 4 – Pardubice Airport	

Key airport contacts
<p>Dipl.Ing. Jan Andrlík - EBA a.s. Director Phone: +420-466310150, E-mail: andrlik@airport-pardubice.cz</p> <p>Dipl.Ing. Vít Vavřina - airport director Phone: +420-466310155, E-mail: vavrina@airport-pardubice.cz</p> <p>Karel Hřebáčka - operation director Phone: +420-466310155, E-mail: hrebacka@airport-pardubice.cz</p> <p>Dipl.Ing Vít Málek – Head of handling dept. Phone: +420-466310115, E-mail: malek@airport-pardubice.cz</p> <p>Stanislav Plíšek – Head of fuel dept. Phone: +420-973242915, E-mail: plisek@airport-pardubice.cz</p> <p>Postal address common for all above contacts: East Bohemian Airport a.s. Letiste Pardubice CZ-530 06 Pardubice 6 Czech Republic</p>

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Section 4 – Pardubice Airport	

4.7.2 Airport Ownership and Management

Current ownership structure of the airport
<p>The airport is owned by the Ministry of Defence.</p> <p>The Airport Authority and the handling company are owned by Pardubice City (shares are not publicly traded).</p> <p>Note: The Airport operates with both civil and military air traffic.</p>
Current management structure at the airport
<p>For EBA a.s. (Airport Authority/Handling company) Director: Owner</p> <p>For Airport Director: EBA a.s. Director</p> <p>For Operational Director: EBA a.s. Director</p> <p>For Head of handling Dept.: EBA a.s. Director</p>
Number of employees working for the airport operator
<p>20 employees in 2005.</p> <p>Note: Security service employees/customs officers/immigration officers/ATC/airport maintenance employees are not included. These persons are not airport operator employees.</p>

Czech Republic	4
Section 4 – Pardubice Airport	

Ground handling service provision at the airport

East Bohemian Airport a.s. – The only GH services provider. The company is also the airport civil operator.

Services provided:

- passenger handling
- baggage handling
- refuelling
- ground transport
- ramp services
- de-icing

Subcontracted services:

- aircraft cleaning (Stasys s.r.o cleaning company)
- catering (Gastro-Hroch s.r.o. Catering company)

Brief history of the airport

- 29.1.1993 - Foundation of East Bohemian Airport a.s. company
- 18.5.1995 - Pardubice Airport opened for VFR traffic – first commercial flights
- 1.6.1996 - IFR rules operation approved by CAA
- 1.11.1996 - Business Warehouse Zone opened
- 3.4.2002 – Pardubice City becomes the only (100%) airport civil operator shareholder

Czech Republic	4
Section 4 – Pardubice Airport	

4.7.3 Financial Issues

Airport's financial performance in the last year for which accounts are available
<p>Turnover (2004): € 1,000,000</p> <ul style="list-style-type: none"> ○ Aeronautical: € 950,000 ○ non aeronautical: € 50,000 <p>Note a significant proportion of non-aeronautical revenue at PED comes from renting out storage bunkers located in the south west corner of the airport. These areas are used as a cargo store.</p> <p>Net profit (2004): € 100,000</p>
User charges in place at the airport
<p>Approach / landing fees are regulated by The Ministry of Defence of The Czech Republic.</p> <p>The commercial handling agent (i.e. East Bohemian Airport a.s) charges each airline approach and landing fees based on MTOW of the aircraft. The Military owners then charge the handling agent at the beginning of each month for the approach and landing of each civil aircraft during the previous month.</p> <p>Approach fee domestic flight EUR 3.3/ 1 t MTOW international flight EUR 3.3/ 1 t MTOW</p> <p>Lump rates charged to aircraft with MTOW less than 2000 kg domestic flight EUR 4.8/ 1 t MTOW international flight EUR 4.8/ 1 t MTOW</p> <p>Landing fee domestic flight EUR 7.7/ 1 t MTOW international flight EUR 7.7/ 1 t MTOW</p> <p>Parking fee day: 05.00-19.00 UTC EUR 0.5/ 1 t MTOW/ 1 hour night: 19.00-05.00 UTC EUR 0.25/ 1 t MTOW/ 1 hour The first 2 hours of parking is free.</p> <p>Airport Fee Charged per any departing passenger. domestic flight EUR 8.4 international flight EUR 8.4</p>

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Section 4 – Pardubice Airport	

4.7.4 Airport Traffic

Airport historic traffic

Total passengers, freight tonnes and air transport movements (for each year in last 10 years)

Year	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005*
Movements	387	527	795	859	460	556	1028	534	1140	1288	191
Passengers	3137	4589	6143	3693	2979	6089	1823	6515	28392	46954	11933
Cargo (t)	43	129	222	181	102	122	166	266	72	310	37

* JAN-MAR 2005

Source: Airport

Passenger breakdown

Year	2002	2003	2004
domestic scheduled	0	0	0
international scheduled	0	0	0
holiday charter	5000	26500	44500

Source: Airport

Historic passenger traffic by destination: Not available

Total passengers transferring at airport: None

Freight volume split between cargo and mail (for each of last 3 years)

Year	2002	2003	2004
Cargo	266	72	310
Mail	0	0	0

Source: Airport

Notes: Traffic figures provided exclude military operations. Military operations are still prevalent with the military flying school, however the military do not make their movements/operations statistics available to the commercial airport operator.

1995-1997 Business jets were very active. 1998 saw a decline in passenger traffic due to a drop in business jet traffic.

1998/99 saw the first charter operations, in 2005, 90% of the traffic is now from charter aircraft.

2003 saw high passenger growth due to Moscow based Travel Agencies who operate holiday inbound charters for Russian tourists. They chose PED because the PRG route is reserved for CSA and Aeroflot (under a bilateral agreement between CZ and RU) and at PRG; charters are given a low priority in the capacity restricted airport.

Summer 2005 will see a third inbound charter operation between 25 June and 27 Sep.

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Section 4 – Pardubice Airport	

Current Flight Programme

VIM Airlines / DME / charter / every SUN / B752 / non-stop
Krasair / DME / charter / every SUN / TU-214(154) / MAR-OCT
In winter months VIM Airlines operate 1 charter flight per week.

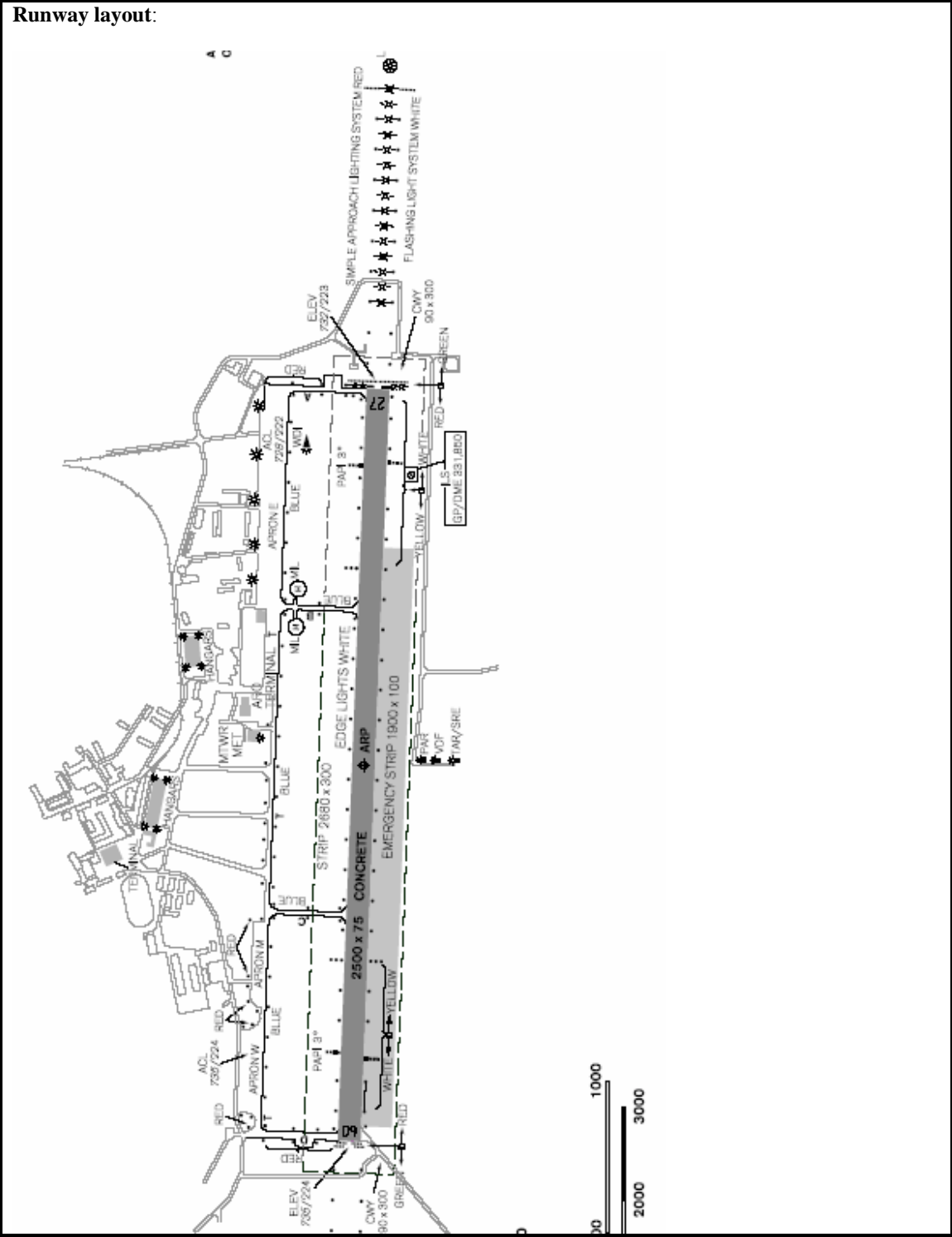
Future Traffic Forecast

Forecast Charters for 2005

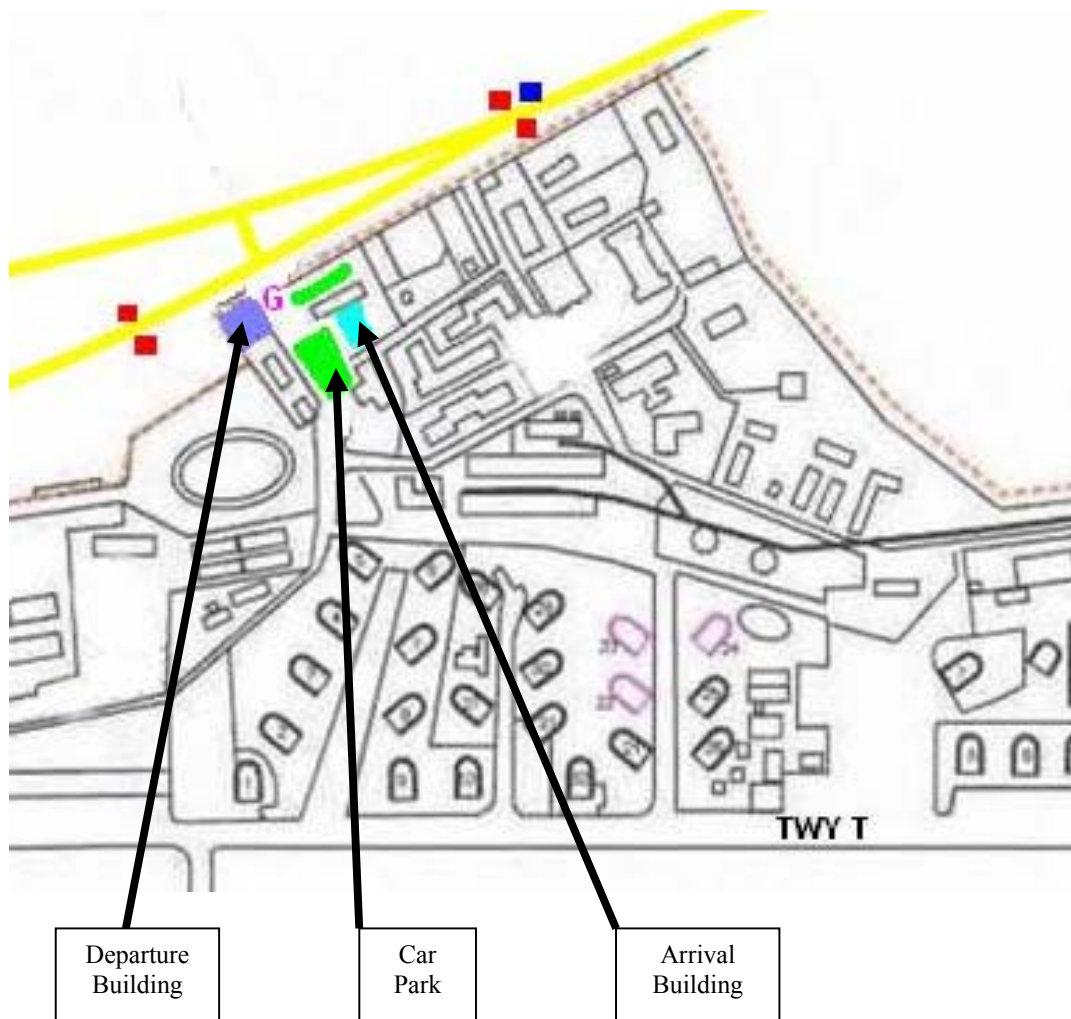
- Tunis Airlines / MIR / MAY-SEP 05 / holiday charter / 26 ATMs / approx. passengers: 2400
 - Karthago Airlines / B737-300 / TUN / JUL-OCT 05 / holiday charter / 26 ATMs / approx. passengers: 2400
 - Karthago Airlines / B737-300 / DJE / JUL-OCT 05 / holiday charter / 30 ATMs / approx. passengers: 3000
 - Hemus Air / Bae 146-200 / BOJ / JUL-SEP 05/ holiday charter / 28 ATMs / approx. passengers: 2000
 - Hemus Air / Bae 146-200 / VAR / JUL-SEP 05/ holiday charter / 18 ATMs / approx. passengers: 1200
- Source: Airport

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Section 4 – Pardubice Airport	

Runway layout:



Czech Republic	4
Section 4 – Pardubice Airport	



Detail view of airport buildings with main taxiway at the bottom of the diagram.

Czech Republic	4
Section 4 – Pardubice Airport	

4.7.5 Runway Information

Current Runway Capacity

	<u>Runway 1</u>	<u>Runway 2 (if applicable)</u>
Designation	27/09	NIL
Length (m)	2500*	
ILS CAT	1 (rwy 27)	
Peak Busy Hour Departures		
Peak Busy Hour Arrivals		
Hourly Capacity Under IFR Flight Rules	Not set	
Average Movement Delay Rate (mins)	Not calculated	
Annual Movement Capacity	Not calculated	
Runway Operating Hours	0500-2000 (0600-2100) UTC **	

* Military- certified by Czech CAA for civil aviation use.

** Available outside published times on request.



Aerial view of the airport site with Pardubice town to the north east

Czech Republic	4
Section 4 – Pardubice Airport	

Methodology for calculation of runway capacity
RWY capacity is not calculated. It is not an issue for the airport as movements are so low.
Bottleneck for runway capacity
<ol style="list-style-type: none"> 1. Terminals configuration and low capacity. 2. Apron stands capacity – 4x 757 type stands. 3. Number of GSE used.

4.7.6 Terminal and Cargo Facilities

Terminal Capacity

	1st Terminal	2nd Terminal (if applicable)	3rd Terminal (if applicable)
Name of Terminal	Departures	Arrivals	NIL
Departing Passengers per hour	180	0	NIL
Arriving Passengers per hour	0	170	NIL
Transfer Passengers per hour	NIL	NIL	NIL
Annual Capacity	1.5m	1.5m	NIL

Methodology for calculation of terminal capacity
<p>The terminal's annual capacity should be considered as maximum providing that the terminal operates for H24, 365 days per year.</p> <p>It is important to stress that the terminals are not standard terminals but former military buildings provisionally adjusted to accommodate passengers and enable check-in and security services. The 180 departing passengers / hr represents 1 aircraft / hr of 737 etc. size.</p>
Excess capacity
<p>Arrivals: 1.59% of the total capacity is currently utilised (overall 2004)</p> <p>Departures: 1.47% of the total capacity is currently utilised (overall 2004)</p>

Czech Republic	4
Section 4 – Pardubice Airport	

Main bottleneck of terminal capacity
<p>Departures:</p> <ol style="list-style-type: none"> 1. Public area dimensions 2. Number of check-in desks 3. Transit area dimensions 4. Number of security checkpoints <p>Arrivals:</p> <ol style="list-style-type: none"> 1. Overall dimensions 2. Number of immigration/customs check points <p>All bottlenecks above result from the fact that buildings were not constructed to be terminals. All modifications performed were made to enable the premises to serve as temporary terminals providing check-in, immigration, customs and security services.</p>

Czech Republic	4
Section 4 – Pardubice Airport	

Terminal Facilities (Passenger)

Name of Terminal	1 st Terminal	2 nd Terminal	3 rd Terminal
	Departures	Arrivals	NIL
Terminal Total Floor Area	440 m ²	200 m ²	
Number of Check in desks	2	2	
Number of Self Service Check in machines	0	0	
Number of Passenger Security Screening Positions	2	1	
Number of Baggage Belts	0	0	
Number of Departure Gates	1	0	
Number of Loading Bridges	0	0	
Number of Inbound Passport / Immigration Positions	1	2	
Number of Baggage Claim Units	1	1	
Number of Commercially Important Passenger Lounges	0	0	

Number of parking stands

Maximum aircraft size accommodated: 4 (D cat.)

Access to terminal – by air bridge: 0

by foot: 0

by coach: 4 (hired city buses take passengers from aircraft to / from the terminal(s) - 800m apart)

Retail Facilities

Food outlet: 1

Bureau de change: 2

Tax refund point: 1

Czech Republic	4
Section 4 – Pardubice Airport	

Cargo Capacity

	1st Facility	2nd Facility (if applicable)	3rd Facility (if applicable)
Name of Cargo Facility	Cargo store-outbound	Cargo store-inbound	NIL
Description	A former military aircraft shelter provisionally adjusted to serve as outbound cargo store.	A former military aircraft shelter provisionally adjusted to serve as inbound cargo store.	
Annual Cargo Capacity (metric tonnes)	Not set.	Not set.	
Total annual inbound cargo (metric tonnes)	0	5 (2004)	
Total annual outbound cargo (metric tonnes)	305 (2004)	0	
Share carried on cargo aircraft (%)	100	100	
Total domestic cargo (metric tonnes)	0	0	
Total international cargo (metric tonnes)	305 (2004)	5 (2004)	
Further detail on cargo facilities			
There is no standard cargo terminal at the airport. A Cargo terminal building is a part of the new airport development plans for 2006-2007.			



Czech Republic	4
Section 4 – Pardubice Airport	

Other Facilities

Aircraft Maintenance / Engineering Facilities
No hangars or workshops for aircraft maintenance are available. Minor repairs only can be carried out on GA aircraft.
Refuelling
<p>No hydrant system.</p> <p>Refuelling facilities:</p> <ul style="list-style-type: none"> - Fuel truck (50000 L JET A1) - Fuel truck (15000 L JET A1) - Fuel trailer (10000 L JET A1) - Fuel truck (3000 L AVGAS 100 LL) <p>Fuel trucks are being refilled continuously. System limitations are given by overall stored fuel volume only.</p>
Winter Operations
<p>Runway snowploughs, blowers, sweepers, and salt spreaders are operated by the military aerodrome winter maintenance service.</p> <p>De-Icing unit: 1x Haenlein Eisbär II (4500 L premix ADF type I/water 50:50, 1900 L ADF type IV), Provider and operator: East Bohemian airport a.s. Company.</p>

4.7.7 Infrastructure Development

Infrastructure Development

Major works in the last 5 years
<p>TWY D width extension from 15m to 23 m. Purpose: To allow B737, B757 operation Cost: € 367,000 Completed: 2000</p>
(Future) Approved works
None currently.

Czech Republic	4
Section 4 – Pardubice Airport	

Long term development plan (master plan) for the airport	
<ul style="list-style-type: none"> - Civil airport development plan (2007-2010). - Purpose: Development of standard, modern regional international airport facilities for an annual passenger capacity of 1,000,000 passengers including: <ul style="list-style-type: none"> - New passenger terminal - New cargo terminal - New car/bus parks - New road access to local road network - New hangar for GA aircraft - New maintenance facilities - New AD authority, immigration/customs, airport security buildings - New airport fire fighting station - Apron west enlargement - TWY C width enlargement - New approach/RWY/TWYs lighting system - Indicative costs: € 42,000,000. - The core elements of this plan are approved by the town council and funding is available. However, an agreement to release military land, under appropriate terms, has not yet been reached. 	

Czech Republic	4
Section 4 – Pardubice Airport	

4.7.8 Environment

Environmental
<p>Noise</p> <p>A Noise study has been completed as a part of an Environmental Impact Assessment (EIA) study to set civil airport noise strategy.</p> <p>Noise loading from civil air traffic is being continuously monitored at different areas adjacent to the airport.</p> <p>Others</p> <p>To eliminate civil traffic environmental impacts the following parameters were studied:-</p> <ul style="list-style-type: none"> - Noise contouring and agreed boundary - Impact of town lights on approaching aircraft, as possible distraction for aircraft flight crew was identified.

Czech Republic	4
Section 4 – Pardubice Airport	

4.7.9 Accessibility

Road Access (private vehicle)

- 5 km to Pardubice city centre (two lane road)
- 10 km to Chrudim (two lane road)
- 20 km to Hradec Kralove (two lane road)
- 50 km to Kolín (two lane road)
- 100 km to Prague
 - a) two lane road + D11 motorway
 - b) two lane road
- 130 km to Olomouc (two lane road)
- 150 km to Brno (two lane road)



Czech Republic	4
Section 4 – Pardubice Airport	

Car Parking
<p>Total 50 car parking spaces.</p> <ul style="list-style-type: none"> - 40 short term (30 public/10 Airport staff) - 10 long term (8 public/2 Airport staff) <p>No fees are charged.</p>

Public Transport Access - Rail
<p>Although the airport is connected to the national rail network by rail link there is currently no passenger transport access by rail.</p>
Public Transport Access – Bus and Coach
<p>City bus service. Local bus service (every 20mins).</p>
Public Transport Access - Taxi
<p>2 companies.</p>
Access for Persons of Reduced Mobility
<p>All airport public and transit areas are accessible by persons of reduced mobility. There is a lounge available for handicapped persons to have a rest in case of delay. There is no wheelchair hire service at the airport.</p> <p>There is an airport staff assistance service to help passengers of reduced mobility to get to/from airport buses and to/from aircraft.</p>

Czech Republic	4
Section 4 – Pardubice Airport	

4.7.10 Key Issues

Key issues for the airport over the next 5 years
<p>The airport is still a functional military airport owned by the Ministry of Defence of the Czech Republic.</p> <p>The key issue for both Pardubice City and the civil airport operator will be whether assignment of ownership of part of the land inside the airport perimeter, intended for future airport development and business activities, will finally be transferred from the Ministry of Defence of the Czech Republic (current holder) to Pardubice City.</p> <p>The assignment is a necessary condition of airport development as described in the long-term development plans.</p>

Czech Republic	4
Section 4 – Pardubice Airport	

4.7.11 Airport Photographs



50-space car park situated between the arrivals and departures buildings



The departure terminal building.

Czech Republic	4
Section 4 – Pardubice Airport	



The two check in desks with security gate to the left.



Baggage x-ray and metal detection machine.

Czech Republic	4
Section 4 – Pardubice Airport	



Departures seating area (around 180 seats) and duty free shop through the double doors



The arrivals hall and baggage belt, with air side entrance from the right

Czech Republic	4
Section 4 – Pardubice Airport	



Passport control in the arrivals hall



Arrivals meeting area with exit door to car parking area

Czech Republic	4
Section 4 – Pardubice Airport	



The arrivals building with entrance to arrivals meeting area, including administration offices

Czech Republic	4
Section 4 – Karlovy Vary Airport	

4.8 Karlovy Vary Airport

4.8.1 Basic Airport Information

Full Airport Name	Karlovy Vary Airport		
Full Airport Address	Karlovy Vary Airport Ltd. Czech Republic K Letisti 132 360 01 Karlovy Vary		
Website Address	www.airport-k-vary.cz		
IATA Code	KLV	ICAO Code	LKKV
Managing Director / Chief Executive	Vaclav Cerny		

IATA Slot Coordination Level	1
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(Level 1: Non-coordinated airport or Level 2: Schedules facilitated airport or Level 3: Fully coordinated airport)

<u>Air Traffic Control & Navigation</u>		<u>Fire Fighting</u>	
ATC Coverage (local or area control, who provides service)	Local ATC Czech republic	Fire Fighting Category	Cat 4 (Saab 340 size). On request Cat 6 (A320 size)
NDB	Yes	Maximum Aircraft Size	Saab 340
DME	Yes		
VOR			
Other	LLZ		

Czech Republic	4
Section 4 – Karlovy Vary Airport	

Key airport contacts

Postal Address:

Letiště Karlovy Vary s.r.o.
K Letišti 132, 360 01 Karlovy Vary

Switchboard Operator

tel. +420 353 360 611

Handling

tel. +420 353 360 611
handling@airport-k-vary.cz

Director

tel. +420 353 360 610
vaclav.cerny@airport-k-vary.cz
Fax. +420 353 360 637

Traffic Service

tel. +420 353 360 615
ivan.harasta@airport-k-vary.cz

Fire and Security Department

tel. +420 353 360 613
hbs@airport-k-vary.cz

Technical Department

tel. +420 353 360 615
provoz@airport-k-vary.cz

Economical Department

tel. +420 353 360 612
ekonomika@airport-k-vary.cz

Customs Office

tel. +420 353 360 621
tel. +420 353 331 033

Immigration Office

tel. +420 353 360 622
tel. +420 353 331 108
tel. +420 353 331 226

MET Briefing Office

tel. +420 353 331 104

Air Navigation Services of the Czech republic

tel. +420 353 331 105

Czech Republic	4
Section 4 – Karlovy Vary Airport	

4.8.2 Airport Ownership and Management

Current ownership structure of the airport
Public limited company – Karlovy Vary Region (Local Government) has owned the airport from 1.7.2004.

Current management structure at the airport
Karlovy Vary Airport Ltd. Renting the airport directly from the Karlovy Vary Region.

Number of employees working for the airport operator
31 employees in 2004.

Ground handling service provision at the airport
The airport operator provides all services at Karlovy Vary Airport except for refuelling (TOTAL Czech Republic Ltd.)

History of the airport
Opening airport – 1931 – first commercial flight. Ownership – Czech State to 2004 From 1.7.2004 – Karlovy Vary Region Infrastructure planned development in 2005 – increasing runway load bearing strength (PCN) with new surface, reconstruction airport lighting system to meet ICAO standards, increasing terminal capacity to 1 million passengers.

4.8.3 Financial Issues

Airport's financial performance in the last year for which accounts are available
2004 – Revenues - EUR 803,840 (aeronautical revenues – EUR 533,800 – includes ground handling services) Costs - EUR 785,000 Operating Profit - EUR 18,840

Czech Republic	4
Section 4 – Karlovy Vary Airport	

User charges in place at the airport

Landing fee – EUR 9.5 / 1t MTOW

Airport tax – EUR 11.6 / departing PAX

Parking fee – EUR 0.5 or EUR 0.25 / 1t MTOW (day or night)

Introductory price rates are discounted 50% for all carriers and new destinations for 12 consecutive calendar months starting with a month of regular operation opening.

Ground handling charges are variable with MTOW a/c.

Current ATC charges are published in AIP CR.

4.8.4 Airport Traffic

Historic traffic

Year	Movements	Passengers
1991	2000	1328
1992	2130	1468
1993	2918	1573
1994	3967	1243
1995	3222	1186
1996	5069	4233
1997	5713	7435
1998	4829	12623
1999	5568	17885
2000	4285	19919
2001	3398	21748
2002	3630	19168
2003	5428	25805
2004	6617	38704

Source: Airport

Freight and mail traffic was zero.

Current Flight Programme

2005:

Scheduled – MOSCOW – Czech Airlines – B 737 400,500 (2 / 4x weekly – winter / summer).

Outbound charter flights – MONASTIR – TunisAir – B 737 500,600 (3x monthly – summer only).

Inbound charter flights – MOSCOW – GazpromAvia – YAK 42, Russaero – YAK 42 and others.

There is a historic connection between the spa town of Karlovy and Russians. Much traffic between the two is due to inbound traffic into Karlovy, visiting the spa.

Czech Republic	4
Section 4 – Karlovy Vary Airport	

Future Traffic Forecast
<p>2010 – 130,000 PAX 2020 – 500,000 PAX 2030 – 1,000,000 PAX</p> <p>This is more of an ‘aspiration’ rather than a set of passenger forecasts. The airport management team sees the growth in traffic being closely related to a successful development of the attraction of the local area as a tourist destination.</p>

Czech Republic	4
Section 4 – Karlovy Vary Airport	



At the end of runway 11, looking south east.

4.8.5 Runway Information

Current Runway Capacity

	Runway 1	Runway 2 (if applicable)
Designation	11/29	
Length (m)	2150/2010 x 30m	
ILS CAT	LLZ/DME approach only	
Peak Busy Hour Departures		
Peak Busy Hour Arrivals		
Hourly Capacity Under IFR Flight Rules		
Average Movement Delay Rate (mins)		
Annual Movement Capacity		
Runway Operating Hours		

Czech Republic	4
Section 4 – Karlovy Vary Airport	

Bottleneck for runway capacity

None currently due to low movements.
But restrictions on aircraft size due to narrow taxiways – 10m.

4.8.6 Terminal and Cargo Facilities

Terminal Capacity

	1st Terminal	2nd Terminal (if applicable)	3rd Terminal (if applicable)
Name of Terminal			
Departing Passengers per hour	100		
Arriving Passengers per hour	100		
Transfer Passengers per hour			
Annual Capacity	100,000		

Methodology for calculation of terminal capacity

Terminal building is over 70 years old (since 1933), is small and was designed around the accommodation of small piston driven aircraft, with low capacities.

Excess Capacity

Bottleneck of terminal capacity

The terminal as such is not built for today's aviation environment. It is very hard to accommodate a full B737 sized aircraft at any one time without significant quality of service issues i.e. not enough capacity.

Czech Republic	4
Section 4 – Karlovy Vary Airport	

Terminal Facilities (Passenger)

	1 st Terminal	2 nd Terminal	3rd Terminal
Name of Terminal			
Terminal Total Floor Area	1000 m ²		
Number of Check in desks	3		
Number of Self Service Check in machines	0		
Number of Passenger Security Screening Positions	1		
Number of Baggage Belts	1		
Number of Departure Gates	1		
Number of Loading Bridges	0		
Number of Inbound Passport / Immigration Positions	2		
Number of Baggage Claim Units	1		
Number of Commercially Important Passenger Lounges	0		

Further detail on terminal passenger facilities

Although the floor area of the terminal appears relatively high, its layout is difficult to optimise for today's aviation environment and contains significant non – operational areas, such as offices.

Number of parking stands

3C sized aircraft (i.e. 737) – 2 stands.
General Aviation apron – up to 20 stands.
Access to terminal – by foot (max. 200m).

Retail Facilities

Duty free shops – 2
Bureau de change and TAX for tourist – 1
Restaurant – 1
Travel company kiosk – 1

Czech Republic	4
Section 4 – Karlovy Vary Airport	

Cargo Capacity

	1st Facility	2nd Facility (if applicable)	3rd Facility (if applicable)
Name of Cargo Facility			
Description			
Annual Cargo Capacity (metric tonnes)			
Total annual inbound cargo (metric tonnes)			
Total annual outbound cargo (metric tonnes)			
Share carried on cargo aircraft (%)			
Total domestic cargo (metric tonnes)			
Total international cargo (metric tonnes)			
Further detail on cargo facilities			
No bespoke cargo facilities (only general cargo with a limit of 100 kg for 1 piece).			

Other Facilities

Aircraft Maintenance / Engineering Facilities
The Hangar is rented to the Aeroclub Karlovy Vary.
Refuelling
AvGas storage 50 m3 JET A-1 storage 160 m3 Refuelling by tanker Storage and tanker owner – TOTAL Czech Republic Ltd.
Winter Operations
2 snow plough units 1 de-icing unit

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4.8.7 Infrastructure Development

Infrastructure Development

Major works in the last 5 years

1999 Reconstruction / redevelopment of the terminal – EUR 565,200
 2001 Extension taxiways – EUR 157,000
 2001 New fuel storage – EUR 628,000 – private company – TOTAL Czech Republic Ltd.

(Future) Approved Works

Increasing runway PCN with new surface – EUR 3,551,000 11/2005 – 6/2006
 Reconstruction airport lighting system to I.CAT ICAO – EUR 785,000 3 – 6/2006
 Installation of GP unit of ILS EUR, summer 2005 – by ATC Czech Republic – state owner and provider of air traffic services.

Long term development plan (master plan) for the airport

Runway extension (length and width) to 2440m x 45m
 New terminal to meet Schengen and non – Schengen requirements and be able to handle up to 300 pax / hr.
 Extension aprons, car parking, road communications.
 Costs are approximately EUR 33,500,000

Masterplan document is available from the airport operator, but this development is not yet officially approved by the owner and currently represents the ‘aspiration’ of the airport management team.

The main constraints at Karlovy Vary are:

- The narrow runway and taxiways which limit the size of the aircraft that can use the airport, to B737 or less.
- The length of the runway can also be an issue on hot summer days. The height of the airfield at 600m, lowers aircraft performance and can mean payload restrictions on longer services.
- The terminal is too small to be able to accommodate aircraft much over 100 passengers per hour with adequate service quality.

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4.8.8 Environment

Environment
Karlovy Vary Airport has a very small number of aircraft movements (6,000 / year – 90% is GA) and due to the low number of movements the environmental effects are minimal.

4.8.9 Accessibility

Road Access (private vehicle)
Karlovy Vary Town Center – 10 km via two lane road.
Car Parking
50 car parking spaces. Parking is free of charge.
Public Transport Access - Rail
There is no rail link to the airport.
Public Transport Access – Bus and Coach
Local bus service – town public bus, every 2 hours.
Public Transport Access - Taxi
Taxi companies are contacted to meet inbound flights.
Access for Persons of Reduced Mobility
Limited – 1 special unit Transports PRM manually to aircraft

4.8.10 Key Issues

Key issues for the airport over the next 5 years

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4.8.11 Airport Photographs



Check – in area with 3 check – in desks and security / hand baggage scanner in the background.



Departure Lounge seating area.

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Looking back on the terminal from airside and the main apron in front of the building. Arrivals is located on the right and departures on the left.



The flying club hangar, GA apron and air traffic service.

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Baggage Reclaim Area.



Main terminal entrance.

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Part of the car park.



The airfield.

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4.9 Uherské Hradiste - Kunovice Airport

4.9.1 Basic Airport Information

Full Airport Name	Uherské Hradiste - Kunovice Airport		
Full Airport Address	Uherské-Hradiste Airport Czech Republic Na Zahonech 1177 686 04 Kunovice		
Website Address			
IATA Code	UHE	ICAO Code	LKKU
Managing Director / Chief Executive	Stanislav Sklenar		

IATA Slot Coordination Level	Level 1
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(Level 1: Non-coordinated airport or Level 2: Schedules facilitated airport or Level 3: Fully coordinated airport)

Air Traffic Control & Navigation		Fire Fighting	
ATC Coverage (local or area control, who provides service)	Local control LZ, a.s.	Fire Fighting Category	Cat 5 (BAe 146 size)
NDB	Yes	Maximum Aircraft Size	BAe 146
DME	-		
VOR	-		
Other	-		

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Key airport contacts

Stanislav Sklenar, Director, +420 572 817 600, airport@let.cz
 Josef Bar, Handling and technical manager, +420 572 817 640, handling@let.cz
 Jaromir Novak, FBO manager, +420 572 817 641, nav@let.cz
 Tomas Kralik, Iva Diatlova, AFIS officer, +420 572 817 620, +420 572 817 621, twrlkku@let.cz

4.9.2 Airport Ownership and Management

Current ownership structure of the airport

Public International Aerodrome
 Letecke zavody a.s.
 Na Zahonech 1177
 686 04 Kunovice
 Czech republic

Current management structure at the airport

Number of employees working for the airport operator

12 employees in 2004.

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Ground handling service provision at the airport

Letecké závody a.s.

- Passenger handling
- Baggage handling
- Refuelling
- Ground transport
- Ramp services

History of the airport

Opening 1937

Ownership: AVIA Praha, LET n.p., Letecké závody a.s.

1ST commercial flight 1972

Scheduled flights 1972 – 1983, 2004 – 2005

1937 – 1963 grass RWY

1964 – date concrete RWY

from 1964 – IFR traffic

1973 – 1ST terminal building

from 1985 – reconstruction of terminal building

from 1994 – radar control.

4.9.3 Financial Issues

Financial performance

Unlisted in respect of an ownership change.

User charges

Landing : INTL EUR 8.5, DOM EUR 5, (EUR 5 per ACFT up to 2t MTOW);

Aerodrome control : INTL EUR 6/hr, DOM EUR 2/hr

Parking : Apron EUR 0.3 /hr, Private area EUR 0.4/hr, Hangar EUR 0.6/hr

Departing passenger : EUR 1.3 per DOM DEP, EUR13 per INTL DEP

Training flight : INTL EUR 7, DOM EUR 3

(Rates per tonne of MTOW, V.A.T. is not included)

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4.9.4 Airport Traffic

Airport Traffic history					
Year	ATM	Domestic pax (scheduled)	Charter pax	Total pax	Cargo (tonnes)
2004	826	8181	1539	9720	
2003	88		453	453	2.1
2002	145		493	493	2.7
2001	294		1389	1389	
2000	811		3833	3833	12
1999	229		1085	1085	
1998	210		996	996	
1995	519		2416	2416	28

Source: Airport

Scheduled flights; Kunovice-Prague (1972-1983, 2004).

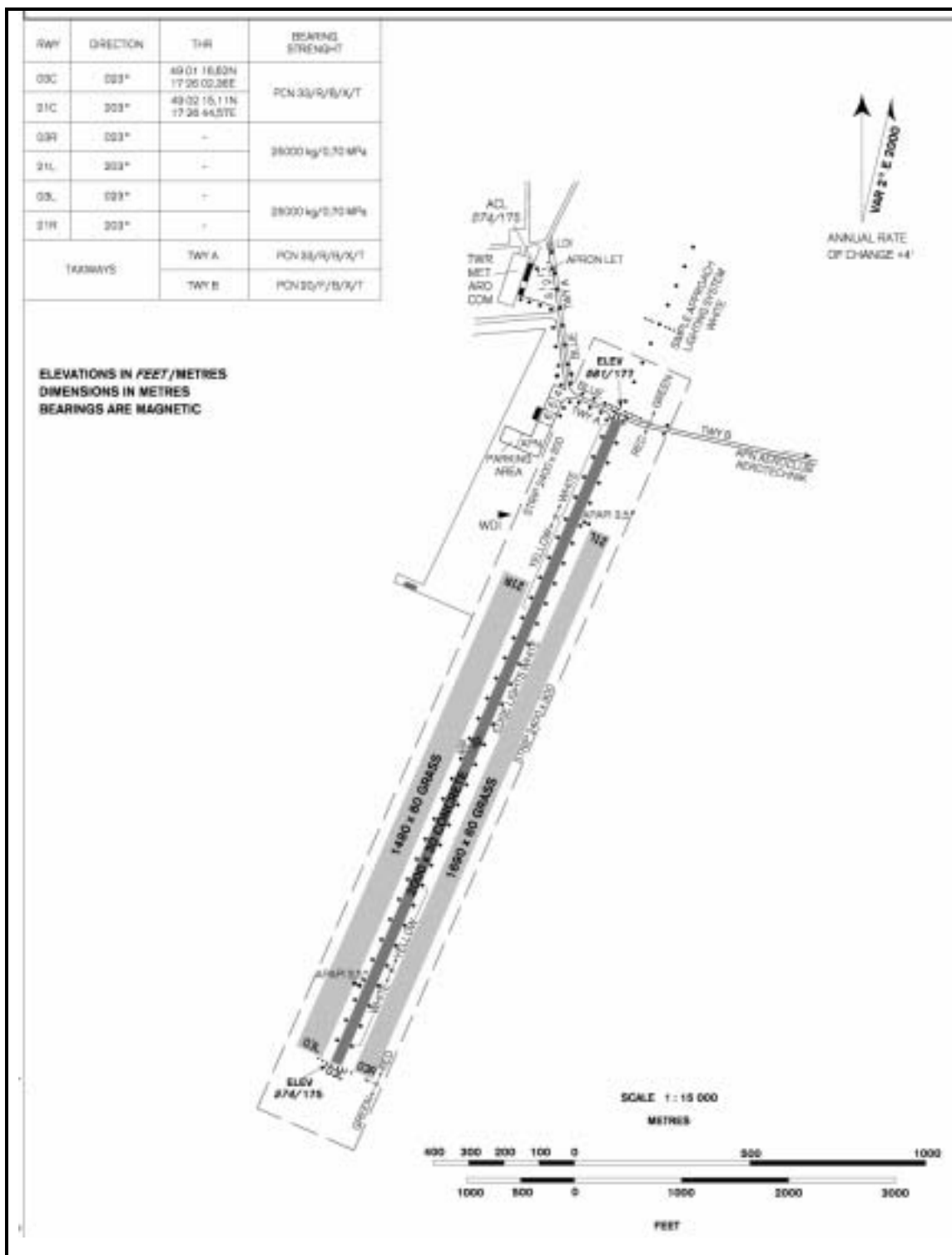
Current Flight Programme
In 2005 there are currently only charter, business, test and training flights.

Future Traffic Forecast
None available.

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Czech Republic	4
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4.9.5 Runway Information

Current Runway Capacity

	<u>Runway 1</u>	<u>Runway 2 (if applicable)</u>
Designation	03C/21C	
Length (m)	2000x30 m	
ILS CAT	None	
Peak Busy Hour Departures	20	
Peak Busy Hour Arrivals	20	
Hourly Capacity Under IFR Flight Rules	15	
Average Movement Delay Rate (mins)	0	
Annual Movement Capacity	34,500	
Runway Operating Hours	06.00-16.00	

Methodology for calculation of runway capacity

Hourly capacity under IFR flights times annual operation hours reduced by 10 % as approximate time when RWY is out of operation due weather, service, snow clearance etc.

Multi-runway operating procedures

Single runway only.

Factors limiting runway capacity

There is only one taxiway, which is situated on the threshold of RWY 21C, so a back track operation is necessary.

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4.9.6 Terminal and Cargo Facilities

Terminal Capacity

	1st Terminal	2nd Terminal (if applicable)	3rd Terminal (if applicable)
Name of Terminal	Not named		
Departing Passengers per hour			
Arriving Passengers per hour			
Transfer Passengers per hour			
Annual Capacity	10,000 pax		

Methodology for calculation of terminal capacity

Estimated from experience.

Excess capacity

There will be fewer passengers in 2005 than in 2004 (due to the scheduled flight to Prague being dropped), so there will be excess capacity.

Main bottlenecks for terminal capacity

Limited space of the departure and arrival hall.

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Terminal Facilities (Passenger)

	1st Terminal	2nd Terminal	3rd Terminal
Name of Terminal	No name		
Terminal Total Floor Area	250 m ²		
Number of Check in desks	2		
Number of Self Service Check in machines	-		
Number of Passenger Security Screening Positions	1		
Number of Baggage Belts	1		
Number of Departure Gates	1		
Number of Loading Bridges	-		
Number of Inbound Passport / Immigration Positions	2		
Number of Baggage Claim Units	1		
Number of Commercially Important Passenger Lounges	1		

Number of parking stands

1 x BAe 146 size stand.
Access by foot.

Retail Facilities

One food outlet.

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Cargo Capacity

	1 st Facility	2 nd Facility (if applicable)	3 rd Facility (if applicable)
Name of Cargo Facility	none	X	X
Description			
Annual Cargo Capacity (metric tonnes)			
Total annual inbound cargo (metric tonnes)			
Total annual outbound cargo (metric tonnes)			
Share carried on cargo aircraft (%)			
Total domestic cargo (metric tonnes)			
Total international cargo (metric tonnes)			
Further detail on cargo facilities			

Other Facilities

Aircraft Maintenance / Engineering Facilities
10 hangars 1 workshop
Refuelling facilities
Avgas – 3000 l JET-A1 – 24000 l
Winter Operating facilities
1 x Runway Snow Plough No De-Icing units

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4.9.7 Infrastructure Development

Major works in the last 5 years
None
Future Approved Works
None

Long term development plan (master plan) for the airport
<p>No detailed plans available, but the following are targeted:</p> <ul style="list-style-type: none"> • Runway repair • Increasing size of departure and arrival hall areas (Approximately EUR 4.8 million)

4.9.8 Environment

Environmental Policy
There is no current policy in place.

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4.9.9 Accessibility

Road Access (private vehicle)
4.5 km to Uherske Hradiste (motorway)
Car Parking
Long term – 200 spaces. Free of charge.
Public Transport Access - Rail
The Rail station in Kunovice is 3 km from the airport building. There is no public transport link between Kunovice and the airport.
Public Transport Access – Bus and Coach
There is no public transport link between Kunovice and the airport. This is currently being studied.
Public Transport Access - Taxi
Five companies operating.
Access for Persons of Reduced Mobility
Good access for PRM.

4.9.10 Key Issues

Key issues for the airport over the next 5 years
None identified.