



# Tariff Manual

**Budapest Airport Budapest Ferenc Liszt International  
Airport Operator Private Limited Company**

**Valid: from 01 April 2026**

**When interpreting this Tariff Manual, the Hungarian version shall prevail.**

**Budapest Airport Zrt.  
1185 Budapest,  
BUD International Airport**

Approved:



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## Abbreviations

<b>Civil Code</b>	Act V of 2013 on the Civil Code
<b>Aviation Act</b>	Act XCVII of 1995 on aviation
<b>AIP</b>	Aeronautical Information Publication
<b>ICAO</b>	International Civil Aviation Organization
<b>IATA</b>	International Air Transport Association
<b>ACI</b>	Airports Council International
<b>CAA</b>	Civil aviation authority [the organization designated as per section (1) of article 9 of government decree 382/2016. (XII. 2.)]
<b>ATM</b>	Air traffic movement
<b>CUTE</b>	Common-use terminal equipment
<b>EUR</b>	Euro
<b>HUF</b>	Forint
<b>MTOW</b>	Maximum takeoff weight
<b>Kg</b>	Kilogram
<b>GAT</b>	General Aviation Terminal
<b>EPNdB</b>	Effective perceived noise in decibel
<b>NOTAM</b>	Notice to airmen
<b>ASQ</b>	Airport service quality
<b>HICP</b>	Harmonized index of consumer prices
<b>PSC</b>	Passenger service charge
<b>PRM</b>	Persons with reduced mobility (as per regulation 1107/2006/EC of the Parliament and of the Council of 5 July 2006 concerning the rights of disabled persons and persons with reduced mobility when travelling by air)

## Definitions

**Aircraft in emergency:** An aircraft that initiates landing for a cause that is declared an emergency situation by the flying crew and forces the aircraft to conduct an emergency landing, but the flight's planned destination is not Budapest.

**Aircraft operator:** In the case of scheduled and charter flights, the airline that operates an aircraft under the airline's ICAO or IATA code and its airline code is not indicated as code-share partner. In the case of general aviation, the legal entity or individual who/which according to section 12 of the Aviation Act is included in the register of the aviation authority, or in the case of a foreign aircraft, an operator included in the register of the foreign aviation authority.

**Aircraft owner:** According to section 12 of the Aviation Act, an aircraft owner is a person included in the register of the aviation authority as owner, or in the case of a foreign aircraft a person included in the register of the foreign aviation authority as owner.

**Aircraft:** Any mechanism, the staying of which in the air originates from an interaction with the air different from the effect of the forces of the air on the surface of the earth.

**Airline designator:** the unique 3-character ICAO code or the 2-character IATA code serving the purpose of international identification of the airline.

**Airport Operator:** Budapest Airport Zrt., a business entity, the duty of which - together with other activities - is to administer and manage the infrastructure of the airport as well as to coordinate and control the activities of the different persons at the airport in accordance with the statutory instruments and the assets management contract concluded with KVI (Treasury Property Directorate).

**Airport system:** A group of airports which are located in the immediate vicinity or catchment area of the same town. The list of these airports and towns are attached hereto under point 3.1.1.3.

**Airport user:** A natural person or a legal person carrying passengers, postal consignments and/or goods to or from the given airport via air.

**Airport:** Budapest Ferenc Liszt International Airport (BUD).

**Annual operation:** Operation on a particular route for one year (two consecutive schedule periods) actually operating at least one flight a week.

**Base Airport (of cargo flight operating carrier):** The airport stipulated in the Certificate of Aircraft Registration as its base airport, and the carrier operates cargo flights at this airport as its base airport, where aircraft and crews are stationed, maintained.

**Code C-, D- or E aircraft:** aircraft categories according to the ICAO Aerodrome Reference Code.

**Chartered flights:** Occasional and periodical flights which fly to and from the Airport not regularly and which are not included in the schedule approved by the aviation authority.

**Code-share airline:** An airline which flies a particular route by a code-share flight, and it is not the operating carrier.

**Code-share flights:** A flight used by two or more airlines according to the operating or commercial contract, but the actual flight is operated by one of these airlines by means of its own aircraft.

**Dedicated cargo aircraft:** Any aircraft that carries goods and postal consignments and is not a passenger aircraft, and if any segment of a flight operates as a cargo flight, the entire flight will be classified as a cargo flight.

**Flexi MTOW:** If the Aircraft Operator wishes to use “Flexi MTOW”, then the approval to use it for the flights being operated to the Airport is subject to a written confirmation by the Airport Operator. The Aircraft Operator shall submit the request to use “Flexi MTOW” to the Airport Operator in written format at least 60 (sixty) calendar days before the start of the IATA schedule season and in terms of validity the request shall cover at least a full IATA schedule season. The request shall include the list of aircraft in the Aircraft Operator fleet with their registration mark that have the “Flexi MTOW” optionality, the value of the modified MTOW and a supporting, formal document that the “Flexi MTOW” optionality is selected for the certain aircraft.

**Flight designator:** A series of characters consisting of the airline designator and the flight number, unambiguously defining the route and its direction.

**Flight number:** IATA standard; minimum three digits (e.g.: 009/520; maximum four digits + one letter (e.g. 7441A).

**Flight frequency:** The total number of scheduled flights on a route in a specific period of time (month, week).

**Frequency / Weekly frequency:** an average value defined as the ratio of the total number of scheduled flights in a specific time period (year, month, schedule period) and the number of weeks in the same period.

**General aviation flight:** A flight that does not operate as a scheduled or chartered flight and is not typically engaged in commercial activity.

**List of service charges:** The document comprising the services provided by Budapest Airport Zrt. which may be requested/used by anyone - with the exception of services under the scope of this Tariff Manual as well as the lease of assets managed by Budapest Airport Zrt. (including public-road car parks) - and their fees/charges.

The effective version may be accessed at and downloaded from [https://www.bud.hu/en/tariff\\_manual](https://www.bud.hu/en/tariff_manual) at all times.

**Long-haul flights:** Flights lasting at least four and a half hours.

**Low-cost carrier:** An air carrier that has a relatively low cost structure in comparison with other comparable carriers and offers low fares and rates. Such an airline may be independent, the division or subsidiary of a major network airline or, in some instances, the ex-charter arm of an airline group.

**Maximum Takeoff Weight (MTOW):** The maximum structural takeoff weight of an aircraft on the basis of the certificate of the aircraft’s suitability for flying.

**New destination / new seasonal destination:** All cities or airport systems to which no flights were operated by any airline from the Airport during the schedule period preceding the starting date (in the case of a new seasonal destination, during the same schedule period, either summer or winter, preceding the starting date). If there is more than one airport in a city, the incentive can only be used if the given airport is not part of the airport system of the city. The list of cities qualifying as airport systems is included in section 3.1.1.3.

**Passenger aircraft:** A flight that carries persons who are included on the Passenger Name List and do not belong to the crew of the aircraft.

**Practice and training flights:** A flight, the purpose of which is training activity, and not transport or carriage.

**Price Cap:** The Price Cap is determined as the net sales revenues of Budapest Airport Zrt. per passenger (excluding value added tax) which the airport operator can realize from the whole of the Regulated Activities in a given year. The specification of the Price Cap’s calculation and the value of the Price Cap valid in each year of the five-year charge calculation period are included in Annex 2.

**Regulated Activities:** The activities relating to airport operation and to aircraft and passenger services listed in Annex 1.

**Rescue flight:** A flight necessary because it carries seriously ill or seriously wounded persons, who have already received medical treatment or first aid, from one hospital to another.

**Scheduled flights:** Flights flying regularly to and from the Airport and included in the schedule approved by the CAA.

**Searching flight:** A flight which is aimed at saving someone's life or protecting someone's health.

**Seasonal flight:** Flights that are operated in one given schedule period only, or repeatedly during consecutive summer or winter schedule periods.

**Standard gate (boarding gate providing a standard level of service):** Boarding gates used for boarding by air jetty or busing.

**State aircraft:** The aircraft serving the purposes of the defense, customs, police and border guard authorities.

**Technical test flight:** A flight, the aim of which is to obtain the certificate of an aircraft's suitability for flying or the certificate of the suitability of certain appliances.

**Transfer passenger:** A passenger who changes flights without leaving the transit area of the airport, who arrives at the airport by a different flight to the one he leaves on. A passenger qualifies as transfer passenger if he/she leaves on the same flight but changes aircraft at Budapest.

**Transit passenger:** A passenger who continues his journey by the aircraft of the same flight number and registration number as the one he arrived on.

**Year of operation:** The period commencing from the starting date of the flight and lasting for 365 days.

**Year-round flight:** The operation of at least 1 regular flight per week during the year of operation, for at least 50 weeks.

# 1. General Provisions

## 1.1. The legal background to the Tariff Manual

Decree no. 61/2011 (XI. 25.) of the Minister of National Development on the principles and methods of determining the charges payable for the use of the commercial airport by aircraft (hereinafter: **Decree**), issued on the basis of government decree no. 532/2017. (XII.29.) on the supplementary procedural rules of the aviation authority (hereinafter: **Government Decree**), issued on the basis of the authorization in subsection k) of section (3) of article 73 of the Aviation Act as well as the authorization in subsection z) section (1) of article 74 of the Aviation Act) provides for the charges payable by those using the Airport and intended to be applied by Budapest Airport Zrt. (hereinafter: **Charges**).

The scope of the Decree applies to airports serving more than 250 thousand passengers a year, as well as to the revenues originating from Regulated Activities. The list of Regulated Activities is included in **Annex I**.

In accordance with the Decree, an upper limit (**Price Cap**) shall apply to the revenues of Budapest Airport Zrt. originating from the Regulated Activities. The trends of the Price Cap shall have a direct effect on the current Charges.

The detailed specification of the calculation of the Price Cap and the value of the Price Cap valid in each year of the five-year charge calculation period are included in **Annex II**.

## 1.2. Determination and collection of the Charges

### 1.2.1 Determination of the Charges

Based on the authorization of the Aviation Act, Budapest Airport Zrt. shall determine and collect the Charges, and the aviation authority cannot directly influence the rate or the inner structure of the charges adopted by the airport operator for the Regulated Activities. Budapest Airport Zrt. can freely establish the different rates of charges, provided that the regulated revenue per passenger remains below the Price Cap in effect, with the exceptions laid down in the Decree.

### 1.2.2 Consultation process

An essential element of the determination of charges is the consultation carried out with the users of the Airport, the procedure/schedule of which is included in **Annex III**.

### 1.2.3 Collection of the Charges

When using the Airport, the charges determined in the Tariff Manual and issued in the AIP (calculated in EUR) shall be paid in EUR.

It shall be the duty of the operator of the aircraft, the operator's agent or any other entity involved in handling the aircraft to pay the Charges for the use of the Airport, and in the case of a general aviation flight, it shall be the duty of the operator of the aircraft. If the operator cannot be identified unambiguously, the owner of the aircraft - identified on the basis of the registration number - shall be obliged to pay the Charges.

In the case of so-called "code-share" flights, the operator of the aircraft shall pay the Charges, irrespective of the fact that the flight number of another airline is also linked with the given aircraft.

The Charges due shall be paid in advance. Prepayment shall take place on the basis of calculation. The operator/owner of the aircraft shall request the calculation from Budapest Airport Zrt. in an application for pre-calculation mailed to [prepayment@bud.hu](mailto:prepayment@bud.hu). This can be found in **Annex IV**. The following data shall be submitted to Budapest Airport Zrt. for the purpose of prepayment:

- The aircraft type and subtype,
- Flight number,
- Registration number,
- Time of arrival and departure,
- MTOW,
- The noise certificate of the aircraft,
- Seating capacity.

In the case of aircraft arriving for maintenance, during the pre-calculation, Budapest Airport Zrt. is entitled to charge half of the parking fee for the period of time expected to be spent at the airport.

Based on the above data, Budapest Airport Zrt. shall prepare the pre-calculation and send it to the airline within 2 (two) working days of the receipt of the request. In the case of prepayment, the calculated amount must be transferred to the bank account of Budapest Airport Zrt. not later than the 3<sup>rd</sup> (third) working day preceding the date of the arrival of the flight. When requesting prepayment all abovementioned deadlines shall be considered. If the prepayment does not arrive at Budapest Airport Zrt.'s bank account in time, Budapest Airport Zrt. (or its contracted partner) shall be entitled to demand the payment of the Charges on the spot either in cash or by bank card. In case of cash or credit card payment, Budapest Airport Zrt. collects a one-off fee of €40 (administration fee) on top of the published airport charges. The administration fee shall be paid along with the airport charges.

In the case of airlines operating flights to and from the airport continuously, the Charges due shall be paid in advance bi-weekly to Budapest Airport Zrt. after the flights between the 1<sup>st</sup> day and 15<sup>th</sup> day, and the flights between the 16<sup>th</sup> day and the last day of the month. The amount calculated for the two-week period must arrive at the bank account of Budapest Airport Zrt. until the 3<sup>rd</sup> (third) working day before the arrival of the first flight in the given period.

Budapest Airport Zrt. is entitled to request a monthly advance on the Parking charges to be incurred pursuant to section 2.1.2 from the operators / owners of aircraft present at the airport for more than 1 (one) month continuously. This advance must be transferred to the bank account of Budapest Airport Zrt. not later than the 3<sup>rd</sup> (third) working day preceding the commenced month of parking. Budapest Airport Zrt. shall issue a final invoice for the Parking charge subsequently, on a monthly basis, and if any Parking charge is payable, it shall be due by the 8<sup>th</sup> (eighth) day following the date of issue of the invoice.

Budapest Airport Zrt. forwards the invoices to aircraft operators/owners in an authenticated electronic form, as an electronic invoice furnished with all legal requirements, to the email address(es) specified by the aircraft operator/owner to Budapest Airport Zrt. in the pre-calculation request or in some other written form.

If the operator/owner of the aircraft issues a written declaration refusing to accept electronic invoices, then Budapest Airport Zrt. reserves the right to charge the invoicing fee specified in the List of Service Charges for each paper-based invoice.

Until the Charges due are paid to Budapest Airport Zrt. and to its subsidiaries, the airport operator shall be entitled to block take-off without prejudice to the safety of aviation. If the airport operator blocks take-off because of non-payment, the operator/owner of the aircraft having failed to pay may not claim damages from Budapest Airport Zrt. If the operator/owner of an aircraft cannot comply with its cash/bankcard payment obligation, the airport operator shall be entitled to charge six times the amount of the one-off administration fee of €40.

Except for claims acknowledged by Budapest Airport Zrt. or based on a final and valid court resolution, the operator of the aircraft is not entitled to offset any kind of actual or presumed claim, on any grounds against the Charges payable under the Tariff Manual.

It is possible to deviate from the above terms of payment on the basis of the provisions of a bilateral agreement (payment agreement) concluded with Budapest Airport Zrt. A payment agreement may only be concluded in the case of scheduled flights or regular charter flights. The conclusion of such a payment agreement may be initiated by Budapest Airport Zrt. or by the airline. Budapest Airport Zrt. shall decide on the conclusion of a payment agreement within its own competence.

#### **1.2.4 Delayed payment**

In case the airport operator accepts the issuance of electronic invoices, it consents simultaneously that Budapest Airport Zrt. shall send the balance and reminder letters related to the airport operator's payment obligations arising from the contractual relationship established upon this Tariff Manual in electronic form (e-mail) to the aircraft operator/owner, to the e-mail address provided by the aircraft operator/owner for sending the electronic invoice or indicated in the aircraft operator/owner's current certificate of incorporation for contacts. A balance or reminder letter mentioned herein shall be deemed delivered when the electronic letter (e-mail) containing it is indicated as sent by Budapest Airport Zrt.'s e-mail system.

If the invoices issued for the airport charges are not settled on time, Budapest Airport Zrt. shall be entitled to charge default interest, the rate of which shall be determined in accordance with the provisions of the Hungarian Civil Code (the base rate determined by the Central Bank of Hungary in effect on the first day of the calendar half-year affected by the default, or in the case of a foreign currency debt the base rate determined by the central bank which issued the affected currency or in the absence of it the relevant rate in the money market, increased by an additional 8 percentage points).

Pursuant to the provisions of the Civil Code, in the event of late payment Budapest Airport Zrt. shall be entitled to satisfy - out of the paid amount - the costs in the first place, after that the default interest, and finally the principal. On the remaining amount, further default interest will be charged.

#### **1.2.5 Complaint management**

If the airport user does not accept the invoice issued by Budapest Airport Zrt. concerning the passenger service charge or the security fee, the airport user shall submit the following documents as attachments to the complaint:

1. In case of discrepancies in total passenger number: the load message or load sheet of the flight concerned;
2. In case of discrepancies in the share of departing/transit passengers within the total passenger number: passenger list of the flight concerned.

In the absence of the above documents Budapest Airport Zrt. will refuse any complaint without having regard to any other circumstances.

The evaluation of complaints concerning Landing charges stipulated in section 2.1.1 shall be governed by the provisions of section 1.4 of this chapter.

### **1.2.6 Governing law**

All matters in dispute concerning the legal ground, payment and collection of the Charges shall be governed by the laws of Hungary.

### **1.3. The calculation of the weight of the aircraft**

In the case of charges where the weight of the aircraft is a determining factor,

- Primarily the data indicated in the noise certificate of the aircraft,
- And in the absence of the aircraft operator's verification of the data specified in point a), the weight data pertaining to the given aircraft type indicated on the EASA Environmental Portal or in the LOOP commercial database (available at [loopdata.app](http://loopdata.app)) (whichever is more current) shall be applied.

### **1.4. The submission of data concerning the aircraft fleet**

Airport users operating flights must submit the data (registration number, aircraft type-model, maximum take-off weight, noise emission data, number of seats) of the aircraft they intend to operate at the Airport. Data shall be submitted to the Airport Operations Control Center at:

Email: [airport.ops@bud.hu](mailto:airport.ops@bud.hu); [fleetdata@bud.hu](mailto:fleetdata@bud.hu)

A list already submitted can be updated anytime, under the condition that Budapest Airport Zrt. shall apply the data submitted as of the 4<sup>th</sup> day following the date of receipt of the notification. Until notification to the contrary is received, Budapest Airport Zrt. shall take into consideration the last submitted data.

Budapest Airport Zrt. shall not be liable for damages arising from a failure to submit data, from the missing of the deadline for data submission, or from the submission of incorrect data; and the airport user cannot claim compensation for its damages arising from those from Budapest Airport Zrt.

### **1.5. Quality compliance**

The detailed description of quality compliance of Budapest Airport Zrt. relating to the Charges collected for Regulated Activities and the system of requirements thereof are included in **Annexes V-VIII**.

### **1.6. Other**

The Decree provides for the mandatory content elements of the Tariff Manual, which shall not necessarily be directly connected to the Charges determined by Budapest Airport Zrt.

For the sake of compliance, Budapest Airport Zrt. discloses this information in **Annexes IX-XIV**.

All ways or modes of the usage of airport infrastructure as described in this Tariff Manual shall always be subject to and superseded by the Aerodrome Manual, as it is amended from time to time, or by any kind of safety or security measures introduced by the authorities.

## 2. Airport charges

### 2.1. Passenger aircraft

#### 2.1.1. Landing charge

The Landing charge as per this section 2.1.1, is determined by Budapest Airport Zrt. taking into consideration the maximum take-off weight of the aircraft. The airport user - in the absence of exemption - shall be obliged to pay the charge.

##### *a) Calculation of the Landing charge*

The charge for the use of the runways and/or taxiways of the airport shall be paid together with the charge for lighting for every aircraft, taking the maximum take-off weight into consideration. The Landing charge shall be paid if the aircraft touches down, including touch-and-go operations.

The airport user shall pay a standard charge for every aircraft not exceeding a maximum take-off weight of 10 000 kg. If the maximum take-off weight of the aircraft exceeds 10 000 kg, then the airport user shall pay the Landing charge stipulated in this section according to the category the given aircraft falls into on the basis of its maximum take-off weight.

Weight of the aircraft (kg)	Landing Charge	
	EUR (per aircraft)	EUR/1000 kg started
Up to 10 000	159.61	-
10 001 - 45 000	-	15.18
45 001 - 150 000	-	12.88
150 001 -	-	10.31

##### *a) Reductions and exemptions*

Reductions granted from the Landing charge are calculated as per section 2.1.1.

From the Landing charge calculated as per section 2.1.1, a reduction of 75% is granted to flights performed in relation with the issuing of airworthiness certificates/records as well as flights performed for the purpose of checking on-board instruments and test flights.

From the Landing charge calculated as per section 2.1.1, a reduction of 50% is granted to training flights.

Flights, based on sections (5) and (6) of article 41 of the Aviation Act, shall be exempted from the obligation to pay the Landing charge calculated under section 2.1.1.

#### 2.1.2. Parking charge

All users of the airport shall be obliged to pay a parking charge irrespective of whether they use a contact stand, a remote stand or any other area which is not rented exclusively.

**2.1.2.1. At a stand without a passenger boarding bridge (remote position or area not rented exclusively)**

**a) During the day (between 06:00 and 22:00):**

The following parking charges shall be paid for the first 45 minutes and thereafter, charges will be based on a per-minute rate for every 1000 kg of the maximum take-off weight of the aircraft.

Every 1000 kg started shall be regarded as a whole.

The first 45 minutes:	<b>EUR 0.20/1000 kg</b>
Every further minute:	<b>EUR 0.01/1000 kg</b>

Discounts:

Irrespective of whether it takes place on several stands, parking for a period not exceeding 30 minutes shall be free of charge. In the case of parking for more than 30 minutes, the operator of the flight shall not be entitled to receive any discounts; therefore, parking charges must be paid in full. In such cases, the basis for calculating the parking charge shall be the time of the aircraft's occupying the stand.

**b) At night (between 22:00 and 06:00): free of charge**

**2.1.2.2. At a stand with a passenger bridge (together with 400 Hz service):**

If it becomes necessary to park a type of aircraft to which it is not possible to connect a passenger bridge on a stand with a passenger bridge (e.g. due to the full occupancy of remote stands), the parking charge for stands without a passenger bridge shall apply.

**a) During the day (between 06:00 and 22:00), irrespective of the maximum take-off weight of the aircraft:**

The first 60 minutes:	<b>EUR 78.92</b>
Every further 15-minute period or less:	<b>EUR 48.65</b>

(Every period started shall be regarded as a whole period of 60 or 15 minutes, respectively.)

**b) At night (between 22:00 and 06:00):**

Staying at the passenger bridge for more than 3 hours at night shall be regarded as night parking, the charge for which shall be determined as follows (a period of more than 3 hours shall be regarded as a full night):

Nighttime parking charge: **EUR 113.25 / night.**

Flights, based on sections (5) and (6) of article 41 of the Aviation Act, shall be exempted from the obligation to pay the Parking charge calculated under section 2.1.2.

**2.1.2.3. Long-term parking:**

Long-term parking is the storage of aircraft which do not participate in any operations for at least 30 (thirty) consecutive days, undertaken in an area not rented exclusively. In this case, Budapest Airport Zrt. may provide a discount of up to 50% from the fee specified in section 2.1.2.1, based on the number of aircraft stored by the airline and the length of the period of storage, as defined precisely by the parties in writing.

### 2.1.3. “Deep sleep operation” charge

With the “deep sleep operation” charge, Budapest Airport Zrt. encourages airport users, who operate flights in the period of deep sleep, to avoid, as much as possible, the most densely populated residential areas around the Airport in the period between 00:00 and 05:00 LT (the period of deep sleep).

#### 2.1.3.1. Calculation of the ‘deep sleep operation’ charge:

$$M = A * P * K * (1 - \text{discount}\%)$$

where,

„A” is the basic charge

$$A = 1,950 \text{ EUR / operation [movement]}$$

„P” is the runway direction

	13L	13R	31L	31R
Take-off	100%	100%	200%	200%
Landing	200%	200%	100%	100%

„K” is the category multiplier

“discount%” is based on the length of the delay when compared to the scheduled time (eligible only for scheduled flights):

- Delay of less than 30 minutes: 75% discount
- Delay between 30 and 45 minutes: 50% discount
- Delay between 45 and 60 minutes: 25% discount
- Delay beyond 60 minutes: No discount

Airlines that achieve a reduction of at least 30% in their "Deep Sleep" movements on a Year-over-Year (YoY) basis shall be eligible for an additional discount of 30% from the total annual amount of the ‘deep sleep operation’ charge. This discount will be issued to the airline in the form of a single, credit note after the calendar year performance. For the purpose of determining eligibility for this discount, airlines must meet the following criteria:

- Flights operate under the same airline code (IATA/ICAO code); or
- Aircraft operators have different airline designators but meet the following criterion: identical aircraft livery and branding, or centralized decision-making in terms of airport development, operations control center, network planning, and scheduling.

The amount of the ‘deep sleep operation’ charge is proportionate with noise emission, thus, the principle of power-proportionate emission/compliance is observed by establishing six categories of aircraft. Aircraft belong to any of the following categories based on the noise level indicated in their noise certificates:

In the case of take-off, based on the noise level of flyover indicated in the noise certificate, and in the case of landing, based on the arithmetic average of noise values indicated for the approach and lateral reference points in the noise certificate:

Category I EPNdB	Category II EPNdB	Category III EPNdB	Category IV EPNdB	Category V EPNdB	Category VI EPNdB
L ≤ 85	85 < L ≤ 90	90 < L ≤ 95	95 < L ≤ 100	100 < L ≤ 105	105 < L

Based on the categorization above, the value of 'K' shall be as follows:

Category I	Category II	Category III	Category IV	Category V	Category VI
70%	80%	90%	100%	110%	120%

If, with the permission of the aviation authority, the Airport is used by aircraft non-compliant with the requirements stipulated in chapters 3, 4, 5, 6, 7, 8, 10, 11, 13, 14 of part II of volume I of annex 16 (on environmental protection) of the Chicago Convention, then the value of 'K' shall be 100%. In case of an aircraft certified as chapter 10 aircraft, when only the “take-off noise” value is provided, this value shall be applied for the other noise categories (lateral/approach/flyover) as a standard for evaluation and compliance purposes.

### 2.1.3.2. Exemptions from “deep sleep operation” charge

- a) The following flights shall be exempted from the obligation to pay the ‘deep sleep operation’ charge calculated as stipulated in section 2.1.3.1.:
- Aircraft having time of arrival or departure i) confirmed by HungaroControl Zrt. as per the facilitated schedule in the deep sleep period and ii) operated as per the facilitated schedule.
  - Flights performed by aircraft of maximum take-off weight of 3000 kg.
  - Exemptions as detailed in sections (5) and (6) of article 41 of the Aviation Act.
- b) On the top of the items listed in point a), some further, certain unforeseen circumstances may qualify for an exemption from the “deep sleep operation” charge. On a retrospective basis, the airport user must provide appropriate documentation and evidence to substantiate the cause of the delay (e.g., weather reports, medical certificates, technical reports, government or airline notifications) when requesting an exemption in-written from Budapest Airport Zrt. The airport user must initiate the claim within 30 (thirty) calendar days following the flight. The investigation period is 6 (six) months from the date of submission, the exemption will be granted or rejected based on objective criteria. If the exemption is granted, then the given charge amount is credited to the airport user in the subsequent invoices issued by Budapest Airport Zrt. Until the investigation is not concluded, the airline cannot withhold any payment regarding the deep sleep charge.

Reasons for exemption from the “deep sleep operation” charge:

- (i) **Serious weather conditions** at the origin airport or during the flight causing longer delay than 20% of scheduled flight time (storm with lightning, hurricane, etc.). The exemption is applicable only if the flight was ready for departure at the origin airport (boarding completed in time) prior to the scheduled departure time. The airport user must prove that the situation was unavoidable and that all reasonable measures were taken to minimize disruption.

#### Weather Conditions that do not qualify as exemption:

- A previous flight is delayed due to weather, causing a knock-on delay for the flight, but the delay in question is no longer weather-related,
- Weather conditions disrupts earlier flights, but long after the weather clears, the flight is still delayed due to disorganized crew rotations or aircraft repositioning,

- If other airport users successfully operate in the same weather conditions from the same origin airport, the delay may be attributed to the airport user's policies or limitations, not solely the weather.
- (ii) **Medical emergency** on board after take-off that necessitates diverting the flight to an alternate airport or causes a delay in the arrival time. This includes situations where the flight is rerouted to the nearest airport to provide medical assistance to a passenger.
  - (iii) **Natural factors/disasters:** fire, earthquake, landslide, volcanic eruption, volcanic ash cloud, tsunami, flooding, pandemic at the origin airport or en route to the destination airport.
  - (iv) **Delays caused by geopolitical situation:** acts or threats of terrorism, operating in war zones, longer routes due to avoiding war zones (unless this geopolitical situation was already known when creating the schedule although not taken into account).
  - (v) **Unexpected Strike:** a delay caused by an unannounced / unexpected strike by air traffic controllers, passenger security personnel, boarder police or ground handling staff at the origin airport, resulting in a delay exceeding min. 20% of the scheduled flight time. Strikes by airport user's staff do not qualify for an exemption.
  - (vi) **ATC limitation:** a delay caused by ATC (Air Traffic Control) limitation that directly impacted the flight to Budapest. The airline shall collect data about aircraft activity on the certain calendar day, a correspondence with ATC that confirmed that the airline requested to take-off at the scheduled departure time from the origin airport, but ATC rejected the take-off request due to ATC limitation. Such supporting documentation shall include clear reference by the ATC to ATFCM (Air Traffic Flow and Capacity Management) codes.
  - (vii) **NOTAM:** A delay caused by a NOTAM warning of potential hazards along the flight route or at a specific location that directly impacted the flight to Budapest. The airline shall provide supporting documents clearly demonstrating that the airline requested to take-off at the STD (Scheduled Time of Departure) but received a rejection due to a NOTAM. Such supporting documentation shall always include clear reference by NOTAM, also the daily aircraft activity.
  - (viii) **Unruly passengers:** A delay caused by unruly passenger(s) occurring on the flight from the originating airport to Budapest, necessitating a diversion to an alternative airport, which directly leads to a delay into the deep sleep period. The airline shall provide appropriate supporting documents as the full security report, ECCAIRS2 or the competent authority report, the daily aircraft activity and reference by ATC. In case the flight was already delayed at the time of departure from the originating airport to Budapest, it does not constitute an exemption.
  - (ix) **Other:** A delay resulting from an aircraft inspection or necessary repairs due to incidents such as a bird strike, on-ground collision, or similar occurrences prior to the commencement of the sector from the originating airport to Budapest. Supporting documentation must explicitly reference the incident and provide clear details regarding the impact of the inspection or repairs.

#### 2.1.4. Passenger service charge

Budapest Airport Zrt. collects the following passenger service charges from the airport users per passenger, with the exception of

- Infants under the age of 2
- Transit passengers.

##### a) At the General Aviation Terminal (GAT): EUR 44.47 / departing passenger

In addition to the Passenger service charge defined in this section 2.1.4, service providers providing convenience services including the GAT VIP (business) lounge, car park and other available extra services (hereinafter collectively: GAT Services) may collect a separate charge for the use of GAT Services. If the use of the GAT is not possible without the use of the convenience GAT Services and the passenger does not wish to use these, then as an alternative Budapest Airport Zrt. - after identification of the passenger at Terminal 2A - ensures access for the passenger to the Airport via the designated entry point in the GAT for the Passenger service charge specified in this section 2.1.4 a).

##### b) At Terminals 2A and 2B:

	Passenger Service Charge
Departing passenger	29.99
Departing transfer passenger	7.81

The discount rate for transfer passengers (EUR 7.81) shall apply to all transfer passengers of the eligible airline in the given month.

The charge for passenger services includes the CUTE charge and the PRM cost elements.

The PRM charge is EUR 0.22 / departing passenger.

#### 2.1.5. Security Charge

Budapest Airport Zrt. will collect the following Security Charge from the airport users for every departing/transferring passenger, with the exception of

- Infants under the age of 2
- Transit passengers.

**At the General Aviation terminal (GAT): EUR 6.32 / departing passenger**  
**At Terminals 2A and 2B: EUR 6.32 / departing passenger**  
**At Terminals 2A and 2B: EUR 6.32 / transfer passenger**

For a 3-year period between 1 April 2025 and 31 March 2028, Budapest Airport Zrt. introduces a *Security Surcharge* for every departing passenger, with the same conditions as the *Security Charge*. The *Security Charge* indicated above already comprises this surcharge element of EUR 0.30 for the period between 1 April 2025 and 31 March 2026 (and will comprise EUR 0.70 for the period between 1 April 2026 and 31 March 2027, and EUR 1.00 for the period between 1 April 2027 and 31 March 2028), which surcharge element will only be applicable for the indicated 3-year period.

### **2.1.6. Charge for the baggage handling system**

Budapest Airport Zrt. collects a baggage handling system charge from airport users for the use of the T2 baggage handling system. The charge structure comprises a fixed fee per departing flight and a variable fee per piece of checked baggage. The free-of-charge usage of Self-Service Operation (SSO) will be discontinued, and from 1<sup>st</sup> of April 2026 the variable fee will apply to checked baggage for both traditional and self-service check-in (SSO), with a discount scheme linked to SSO usage share %, as detailed below:

**Fixed fee:** EUR 34.83 / departing flight  
**Variable fee:** EUR 1.30 / checked-in baggage

The applicable discount on the variable fee is determined by the proportion of total baggage processed through SSO, in accordance with the discount scheme outlined in the table below.

<b>Discount scheme for SSO usage</b>	
<b>SSO share % of total bags</b>	<b>Discount % on variable fee</b>
0 - 14.99%	0%
15 - 29.99%	10%
30 - 44.99%	15%
45 - 59.99%	25%
60% -	35%

The charge is not applicable if the flight does not transport any arriving or departing baggage. In the case of flights only transporting arriving passengers, the fixed fee is charged only.

Those bags which will be checked-in remotely at the downtown customer service center of Budapest Airport will be considered as a part of the SSO operation.

### **2.1.7. Charge for check-in desks**

On the basis of decree no. 7/2002 (I. 28.) of the Minister of Transport and Water Management, Budapest Airport Zrt. provides for the conditions and the charges for the use of check-in desks in the Aerodrome Manual.

## **2.2. Dedicated cargo flights**

### **2.2.1. Landing charge**

The Landing charge as per this section 2.2.1 is determined by Budapest Airport Zrt. in the form of two separate charges, taking two factors into consideration (maximum take-off weight, noise emission). The airport user shall be obliged to pay the charge.

#### **Calculation of the Landing charge**

The charge for the use of the airport runways and/or taxiways shall be paid together with the charge for lighting for every aircraft, taking the maximum take-off weight into consideration. A Landing charge based on the weight component in line with this section 2.2.1 shall be paid if the aircraft touches down, including touch-and-go operations.

The airport user shall pay a standard charge for every aircraft not exceeding a maximum take-off weight of 10 000 kg. If the maximum take-off weight of the aircraft exceeds 10 000 kg, the airport user shall pay the Landing charge stipulated in this section 2.2.1 according to the category of the given aircraft, on the basis of its maximum take-off weight.

Weight of the aircraft (kg)	EUR (per aircraft)	EUR (per every 1000 kg started)
Up to 10 000	159.61	-
10 001 - 45 000	-	15.18
45 001 - 150 000	-	12.88
150 001 -	-	10.31

### 2.2.2. Parking charge

All users of the airport shall be obliged to pay a parking charge irrespective of whether they use a contact stand, a remote stand or any other area which is not rented exclusively. For uninterrupted parking planned to exceed one month, section 2.1.2.3 is applicable.

*At a stand without a passenger bridge (remote position or area not rented exclusively):*

**During daytime and at night (0-24):**

The following parking charges shall be paid for every 60 minutes started for every 1000 kg maximum take-off weight of the aircraft.

Every 1000 kg commenced shall be regarded as a whole.

**Every 60 minutes or less EUR 0.301/hour/1000 kg**

**Discount system:**

- Cargo parking shorter than 3 hours: Irrespective of whether it takes place in several stands, parking for a period not exceeding 3 (three) hours shall be free of charge for dedicated cargo aircraft. In the case of cargo parking for a period exceeding 3 (three) hours, the operator of the flight shall not be entitled to receive this discount; therefore, parking charges must be paid in full. When determining the parking charge in such cases, the time of the aircraft occupying the stand shall constitute the basis of calculation.
- Cargo parking longer than 6 (six) hours for non-BUD hub operations (\*): **Every 60 minutes or less EUR 0.451/hour/1000 kg** from the commencement of parking
- Parking charge incentive for BUD hub operations (\*): the cargo parking at night (22:00-06:00) is free of charge.
- (\*) Definition of BUD hub operation: for (A) cargo aircrafts of cargo carriers which are based at the Airport and operate cargo flights from / to the Airport using the Airport as Base Airport (stipulated in their certificate of aircraft registration) or for (B) own cargo flight operations by logistics hub operators (building size > 5 000 m<sup>2</sup>) located at the Airport.

### **2.2.3. “Deep sleep operation” charge**

The same “Deep sleep operation” charge applies for dedicated cargo flights as for passenger aircrafts, in accordance with section 2.1.3..

## 3. Incentive Schemes

### 3.1. Passenger flights

#### 3.1.1. Route incentive scheme

##### *General terms and conditions for route incentives*

- Any incentive is always credited towards the subsequent period after the given year of operation (by incentive period). The incentive is credited to the partner in the invoices issued by Budapest Airport Zrt. during the year following the incentive period.
- Incentives are valid for scheduled departing flights only.
- For any route incentive, the corresponding schedule period of the previous year will be used as the base for comparison.
- Incentives are only valid for flights departing off-peak. In the case of Code C aircraft, the following periods are regarded as peaks:
  - **Morning departure peak:** 06:00-07:30
  - **Nighttime arrival peak:** 23:00-05:00
- A given airline is eligible for the incentive from the Passenger service charge only if the total number of passengers carried by the airline from the Airport decreased by no more than 15% during the incentive period, compared to the same period of the previous year.
- In the case of Code D and Code E aircraft, peaks shall be determined and approved by Budapest Airport Zrt. on request
- In order to take advantage of incentives, the flight operator must submit a request containing all relevant information at the end of each incentive period, but within one year of the individual years of operation at the latest. Budapest Airport Zrt. shall have no payment obligation from the incentives.
- Any incentive can be provided only via offsetting the sum of the discounts against the overdue debts of the given incentivized airline towards Budapest Airport Zrt. Budapest Airport Zrt. is entitled to offset the sum of discounts accordingly. The incentive is valid and can be utilized latest within 2 (two) calendar years from the end of the incentivized period (year). After this two-year period the utilization of the incentive shall expire and the airline shall lose the rights of its utilization.
- Reductions (discounts) of the Landing charge are always granted from the Landing charge in line with section 2.1.1. The discount provided for a given period cannot exceed 100% of the invoiced landing fee.
- Reductions (discounts) of the Passenger Service Charge are always granted from the Passenger Service Charge, in line with section 2.1.4. The discount provided for a given period cannot exceed 100% of the invoiced passenger service fee.
- Reductions (discounts) of the Passenger Service Charge are only valid for local departure passengers; transfer passengers are excluded.

### 3.1.1.1. Incentives for New destinations

#### a) Incentives for passenger aircraft (except for long haul)

	Year one	Year two	Year three	Year four	Year five
Landing charge	100%	75%	50%	25%	10%

#### b) For long haul passenger aircraft

	Year one	Year two	Year three	Year four	Year five
Landing charge	100%	100%	75%	50%	25%
PSC	50%				

#### c) For new winter destinations (except long haul flights)

	Year one
PSC	50%

#### Terms & conditions:

- The incentive may be requested after the first year of operation, and subsequently for 365-day periods. (For the purposes of this incentive, each affected year separately: *Incentive period*.)
- The airline shall operate to the New destination for at least 365 days or for two schedule periods, with a minimum frequency of two flight per week in case of both short-haul and long-haul flights.
- The incentive is available to the first airline to announce operating the new destination.
- If an airline re-launches service to a destination which was earlier part of the route network, it is only eligible for the incentive if at least two (2) consecutive schedule periods of operation have elapsed since the discontinuation of its flight(s) to the given destination, and no other airline operates flights on the given route.
- In the event that the airline launches more than one flight to the same new destination during the first year of operation, the incentive shall apply to each of these flights.
- The new winter destination incentive may be granted if the airline launches the new short-haul flight during the winter schedule period. In this case the airline is entitled to the PSC discount until the end of this first winter schedule period.
- In the case of “code-share” operation, if the “code-share” partners operate their own aircraft, the incentive shall be provided to the partner having started the operation earlier with its own aircraft. In the event that a “code-share” flight is operated by only one company, but in the meantime - prior to the expiry of the incentive - another partner also launches flights to the same destination, that party shall not be entitled to receive that incentive.

#### d) New thin route incentive

	Year one	Year two	Year three
Passenger service charge	50%	50%	50%

Terms & conditions:

- The incentive is granted annually, first after the year of operation and then after each subsequent period of 365 days (For this specific incentive every concerned year individually: incentive period).
- An airline is eligible for the above discount from passenger service charges for scheduled flights operating to a New destination in the following two cases: if it operated at least 60 but not more than 208 scheduled departing flights on the given route, or if the total departure capacity is at least 11,000 but not more than 40,000 seats during the incentive period.
- The incentive can only be granted for year-round operation.
- For high-frequency (at least an average of 6 (six) weekly flights within a operational year), year-round, long-haul operation, the 50% discount from the Passenger Service Charge is available in Year 2 and Year 3, if the airline commences operation in Year 1 already with at least average 6 (six) weekly flights in the operational year.
- The incentive does not apply if the total number of scheduled flights by all airlines to the given destination or to a destination located within a range of 100 km (distance of the two airports by road) exceeds 208 during the incentive period.
- The discount may only be combined with discounts from landing charges as part of the route incentive scheme (section 3.1.1) and with discounts from passenger service charges granted as part of the operational incentive scheme (section 3.1.2).
- If an airline increases its operation to above 208 scheduled departing flights but not more than 364 schedule departing flights, then the above detailed incentive intensity decreases from 50% to 25%.
- If an airline re-launches service to a destination which was earlier part of the route network, it is only eligible for the incentive if at least two (2) consecutive schedule periods of operation have elapsed since the discontinuation of its flight(s) to the given destination, and no other airline operates flights on the given route.

**e) Incentive for new seasonal flights**

	<b>Year one</b>	<b>Year two</b>
<b>Landing charge</b>	50%	25%
<b>Passenger service charge</b>	25%	

Terms & conditions:

- The airline must operate to the new destination for at least two schedule periods (of the same season, summer or winter).
- If an airline re-launches service to a destination which was earlier part of the route network, it is only eligible for the incentive if at least two (2) consecutive schedule periods of operation have elapsed since the discontinuation of its flight(s) to the given destination, and no other airline operates flights on the given route.
- A market-specific condition is, that in case the origin of the seasonal flight is located either in the United States of America, Canada or in the Arabian Peninsula, then the discount intensity and the length of the incentive period will be identical as stated in 3.1.1.1. b).
- The passenger service charge incentive may be granted if the following additional conditions are met:

- The incentive may be requested after the first period of operation (schedule period), and subsequently for 365-day periods. (For the purposes of this incentive, each affected schedule period separately: *Seasonal Incentive Period*.)
- In the Seasonal Incentive Period, the flight must be operated for at least 3 months or at least 15 flights.
- An airline is eligible for the above discount from passenger service charges for scheduled flights operating to a new destination, if it operated at least 15, and in the case of a short-haul flights not more than 112 flights during the seasonal incentive period on the given route. In the case of long-haul flights, the incentive shall be applicable without a ceiling.

### 3.1.1.2. Incentive for frequency increase

	<b>Year one</b>
<b>Landing charge</b>	100%

Terms & conditions:

- The incentive shall be applicable to the given destination, and the incentive period lasts from the start of the given summer (winter) schedule period until the end of the following winter (summer) schedule period.
- The frequency increase must reach at least 30 additional departing aircraft during the period in question on the given route of the airline.
- The incentive may be granted both for Seasonal and Year-round flights.
- The airline, either a new entrant or an airline already operating on the given destination, operates an additional aircraft, which results in both a higher frequency and a capacity increase on the given destination and in the case of the given airline.
- The airline did not reduce its total capacity on the given route compared with the same schedule period of the previous year. If there was a reduction, the airline shall not be eligible for the incentive.
- The discount is only applicable to the additional departing flights of the airline representing incremental ATMs, and not for already existing flights.

### 3.1.1.3. Airport systems

<b>Belgium</b>	Brussels	<i>Brussels International/Charleroi</i>
<b>Denmark</b>	Copenhagen	<i>Kastrup/Roskilde</i>
<b>Egypt</b>	Cairo	<i>Cairo International Airport/ Sphinx International Airport</i>
<b>Germany</b>	Dusseldorf Frankfurt Hamburg	<i>Dusseldorf International/Weeze Hahn/Main (International) Fuhlsbuttelt/Finkenwerder</i>
<b>Finland</b>	Helsinki	<i>Malmi/Vantaa</i>

<b>France</b>	Lyon Paris	<i>Bron/ Saint Exupéry Beauvais-Tille Airport/ Charles de Gaulle/Le Bourget/Orly</i>
<b>Israel</b>	Eilat	<i>Ramon Ovda</i>
<b>Italy</b>	Milan Rome Venice	<i>Bergamo-Orio Al Serio/Linate/Malpensa Ciampino/Fiumicino Venice/Treviso</i>
<b>Korea</b>	Seoul	<i>Incheon Airport/ Gimpo International Airport</i>
<b>Norway</b>	Oslo	<i>Gardermoen / Rygge / Torp Sandefjord</i>
<b>Poland</b>	Warsaw	<i>Chopin / Modlin</i>
<b>Russian Federation</b>	Moscow	<i>Domodedovo/Sheremetyevo/ Vnukovo/Bykovo / Zhukovsky</i>
<b>Romania</b>	Bucharest	<i>Aurel Vlaicu / Henri Coanda International</i>
<b>Spain</b>	Madrid Tenerife	<i>Barajas/Torrejon North Airport/South Airport</i>
<b>Sweden</b>	Stockholm Goteborg	<i>Arlanda/Bromma/Skavsta/Vasteras Landvetter / City</i>
<b>United States</b>	Philadelphia  Chicago	<i>Philadelphia International / Wings Field Airport/ Northeast Philadelphia / Philadelphia Seaplane Base/ Trenton-Mercer O'Hare / DuPage Airport/Gary-Chicago / Chicago Midway / Chicago Executive Airport/ Rockford</i>
<b>Canada</b>	Toronto	<i>Pearson International / Billy Bishop Toronto City / Buttonville Municipal Airport/ Region of Waterloo International Airport/ John C. Munro Hamilton</i>
<b>China</b>	Shanghai Beijing	<i>Pudong / Hongqiao Capital / Beijing Daxing</i>
<b>Ukraine</b>	Kiev	<i>Zhuliany/ Boryspil</i>
<b>United Kingdom</b>	Belfast Bristol Glasgow London	<i>Belfast City Airport/Belfast International Airport Bristol/Filton International/Prestwick Airport Gatwick/Heathrow/Luton International Airport/Stansted/ London City Airport</i>
<b>United Arab Emirates</b>	Dubai	<i>Dubai International / Dubai World Central</i>
<b>Turkey</b>	Istanbul	<i>Ataturk/Sabiha Gokcen International Airport /New Istanbul Airport</i>

### 3.1.2 System of operational incentives

#### *General conditions for operational incentives*

- The airline achieved traffic of at least 50 000 departing passengers in total, excluding transfer and transit passengers as well as infants under the age of 2, during the calendar year of using the incentive.
- The Turnaround time efficiency incentive, Load factor incentive and Volume incentive is calculated based on rolling 12-month performance figures.
- When the discounts are determined, the conditions specified in the Tariff Manual in force in the given month shall be applied.
- Budapest Airport Zrt. is entitled to offset the sum of the discount against the overdue debts of the given airline towards Budapest Airport Zrt.
- Operational incentives may be combined with each other and with route incentives.
- The total amount of the operational incentives under sections 3.1.2.1, 3.1.2.2 and 3.1.2.3 may not exceed 14.00 EUR/departing passenger.
- In the application of the incentive and the calculation of the passenger numbers, only scheduled flights may be taken into account under the following conditions:
  - Flights operate under the same airline code (IATA/ICAO code); or
  - Aircraft operators have different airline designators but meet the following criterion: identical aircraft livery and branding, or centralized decision-making in terms of airport development, operations control center, network planning, and scheduling.
- The relevant invoices and credit notes are issued to the same customer (legal entity) as per the written feedback from the Aircraft operator. The incentive does not apply to increases in passenger traffic achieved during the previous schedule period by means of mergers and acquisitions of airlines operating to the Airport. Passenger numbers achieved by means of code-share or non-scheduled flights cannot be taken into account for the incentive.
- Operational incentives - with the exception of the Volume and the Off-Peak Growth Incentive, as per section 3.1.2.1 and 3.1.2.4 - are always granted from the Passenger Service Charge in line with section 2.1.4. The discount provided for a given period cannot exceed 100% of the invoiced passenger service fee.

#### **3.1.2.1. Volume Incentive**

Departing passengers	Discount per departing pax
0-749,999	0.00 EUR
750,000-999,999	1.00 EUR
1,000,000-1,499,999	2.00 EUR
1,500,000-1,999,999	3.00 EUR
2,000,000-2,499,999	4.00 EUR
2,500,000-2,999,999	5.00 EUR
Over 3,000,000	6.00 EUR

Conditions:

- Budapest Airport Zrt. provides this incentive to airlines from the Passenger Service Charge specified in section 2.1.4 of this Tariff Manual, 80% of Volume Incentive shall be applied to passengers whose flight's scheduled time falls within the peak periods defined in section 3.1.1..
- The amount of the incentive is dependent on the total departing passenger number of the airline during the given month and the 11 preceding months, calculated without transit passengers and infants under the age of 2.
- The incentive is not to be interpreted as involving more than one band at a time. If the airline achieves a certain band during the incentive period, the discount applicable for the given band applies to all departing passengers during the given incentive period.
- In the case of launching new operations, after the first 12 months the incentive for the total departing passenger traffic is accounted for in one sum, in such a way that any discounts already credited to the airline during the year are subtracted.
- If the airline discontinues operations with respect to the Airport, it is not entitled to the incentive thereafter.
- Budapest Airport Zrt. is entitled to offset the sum of the discount against the overdue debts of the given airline towards Budapest Airport Zrt.

**3.1.2.2. Load factor incentive**

Load factor indicator	Discount
85.0% - 85.99%	12%
86.0% - 100%	Discount (%) increases by 1 percentage point for each 1 percentage point increase in Load factor

Conditions:

- The amount of the incentive is dependent on the load factor indicator calculated as the quotient of the total departing passenger number of the airline calculated without transit passengers and infants under the age of 2 during the given month and the 11 preceding month and the total capacity of departing aircraft in one calendar year.
- The load factor incentive is credited to airlines if the total annual passenger volume in the respective calendar year in absolute terms exceeds the previous calendar year's total annual passenger volume of the airline.
- As operational incentives, including the load factor incentive, are credited on a 12-month rolling basis, Budapest Airport Zrt. reserves the right to deduct the previously credited amount of the load factor incentive in the respective year from upcoming invoices of other operational incentives in the following year if the airline does not comply with the condition defined in point ii) of the above paragraph.
- The incentive is not to be interpreted as involving more than one band at a time. The extent of the incentive shall be the discount which belongs to the band achieved by the airline in the incentive period.
- The airline is obliged to send to Budapest Airport Zrt., by registration mark, the number of physical seats for all aircraft operating to the Airport, for each schedule

period in advance. In the absence of this, Budapest Airport Zrt. shall calculate the load factor indicator with the highest capacity of the given aircraft type.

- In the case of launching new operations, after the first 12 months the incentive for the total load factor indicator is accounted for in one sum, in such a way that any discounts already credited to the airline during the year are subtracted.

### 3.1.2.3. Turnaround time efficiency incentive

Turnaround time efficiency indicator	Discount
3.4	10%
Over 3.5	Discount (%) increases by 1 percentage point for each 0.1 point Turnaround time efficiency indicator increase

Conditions:

- The amount of the incentive is dependent on the turnaround time efficiency indicator calculated as the quotient of the departing passenger number of the airline, calculated without transit passengers and infants under the age of 2, during the calendar year and the median parking time during the calendar year.
- The incentive is not to be interpreted as involving more than one band at a time. The extent of the incentive shall be the discount which belongs to the band achieved by the airline in the incentive period.
- In the case of aircraft staying at the Airport overnight, the median daytime turnaround time for the entire operation of the given airline must be taken as the basis (e.g. 150 passengers / 45 minutes = 3.33).
- In the case of launching new operations, after the first 12 months the incentive for the total turnaround time efficiency indicator is accounted for in one sum, in such a way that any discounts already credited to the airline during the year are subtracted.

### 3.1.2.4. Off-Peak Growth Incentive

Off-peak Growth Incentive matrix			
Base part: Previous year, annual off-peak passenger traffic share	From	To	Discount per off-peak departing passengers (EUR)
Tier 1	40%	59.99%	0.50
Tier 2	60%	79.99%	1.50
Tier 3	80%		3.50
Incremental part: Annual off-peak share of incremental passengers	From	To	Discount per off-peak incremental departing passengers (EUR)
Tier 1	70%	84.99%	15.00
Tier 2	85%	94.99%	20.00
Tier 3	95%		26.00

#### Conditions:

- The Off-Peak Growth Incentive is valid for the period between 2025 and 2027. The evaluation base is the calendar year, retroactively applicable from 1 January 2025.
- The airline must reach eligibility for at least two other Operational incentives in the given calendar year and operate at least three routes during the given calendar year to be eligible for Off-Peak Growth Incentive.
- The two parts of Off-Peak Growth Incentives are calculated independently; however, they may be claimed simultaneously, provided that the eligibility requirements for both are met.
- The airline must exceed either the final number of total passengers or frequencies (total ATMs) in the given calendar year compared to the previous calendar year.
- Under the Off-Peak Growth Incentive program, an Aircraft Operator can maintain its eligibility if as a result of pursuing off-peak growth the number of departing passengers reallocated from the peak period to the off-peak period does not exceed 50,000 departing passengers in a given calendar year when compared to the previous calendar year. The Airport Operator deducts the number of the reallocated departing passengers from the final number of annual incremental off-peak departing passengers.
- Off peak shares are calculated as total off-peak passengers divided by total (arriving and departing) passengers. For this incentive, only departing passengers from 6:00 a.m. until 7:30 a.m. and arriving passengers from 11:00 p.m. until 5:00 a.m. are considered as peak passengers. All other passengers are considered as off-peak passengers.

#### **3.1.2.5. Environmental Incentive**

- Budapest Airport Zrt. grants a 100% discount on landing charges for the use of full electric power / CO<sub>2</sub> neutral aircraft under regular passenger air traffic operation and research and development test flights.
- Operational requirements and conditions must be coordinated in advance with Budapest Airport Zrt.

#### **3.2. Dedicated cargo flights**

##### ***General terms and conditions for route incentives for dedicated cargo flights***

- Any incentive is always credited towards the subsequent period after the given year of operation (by incentive period). The incentive is credited to the partner in the invoices issued by Budapest Airport Zrt. during the year following the incentive period.
- During the determination of the incentives, the incentive scheme in the Tariff Manual valid at the time of the departure of the first flight qualifying for the incentive shall be applied. The Tariff Manual valid at any given time does not affect the validity of the incentives published during previous years, and the incentive systems of Tariff Manuals valid at different times cannot be combined.
- Incentives are valid for all new cargo flights.
- In order to take advantage of incentives, the flight operator must submit a request containing all relevant information at the end of each incentive period, but within

one year of the individual years of operation at the latest. Budapest Airport Zrt. shall have no payment obligation from the incentives.

- Any incentive for dedicated cargo flights can be provided only via offsetting the sum of the discounts against the overdue debts of the given incentivized airline towards Budapest Airport Zrt. Budapest Airport Zrt. is entitled to offset the sum of discounts accordingly. The incentive is valid and can be utilized latest within 2 (two) calendar years from the end of the incentivized period (year). After this two-year period the utilization of the incentive shall expire and the airline shall lose the rights of its utilization.
- Reductions (discounts) of the Landing charge are always granted from the Landing charge based on the weight component in line with section 2.2.1.
- The cargo landing charge incentives are aimed to support the launch of incremental, additional cargo flights and new routes or increase the existing flight capacities for the Airport. If the launch of a route or the capacity increase by an airline on an existing route does not result an overall increase in the relevant cargo traffic for the Airport, because it is only about relocation of existing cargo traffic of the Airport or cargo capacity to another route or to another carrier, Budapest Airport Zrt has the right to refuse to provide incentives. In such a case, Budapest Airport Zrt. will inform the requesting airline accordingly.

### 3.2.1 *New destination incentives*

#### a) **Dedicated cargo flights [MTOW > 100 t]**

Dedicated cargo flight	Year one	Year two	Year three
Landing charge incentive in case of at least one flight per week	50%	50%	50%

Conditions:

- The new flight must operate on a regular basis at least for 365 days or for two schedule periods, with a minimum frequency of 2 flight per week. The airline, either a new entrant or an airline already operating on the given route, operates an additional flight, which results in both a greater frequency and a capacity expansion on the given route, considering all operating airlines.
- In the event that the airline launches more than one cargo flight to the same new destination during the first year of operation, the incentive shall apply to each of these flights.
- If an airline re-launches service to a destination which was earlier part of the route network operated by the airline or another carrier, it is only eligible for the incentive if at least two (2) consecutive schedule periods of operation have elapsed since the discontinuation of its flight(s) to the given destination, and no other airline operates flights on the given route.
- If an airline re-launches service to a destination which was earlier part of Budapest Airport's route network, and the flight was operated by this airline, it becomes eligible for the incentive. However, in case of a re-launch, the incentive calculation period will be continued, and it is not restarted from the first year. So, for example, in case of 2 years of operation and a one-year break, the first year of the re-launch qualifies as the third year in terms of incentives.

**3.2.2 Incentive for frequency increases**

**Dedicated cargo flight [MTOW > 100 t]**

Dedicated cargo flight	Year one	Year two	Year three
Landing charge incentive in case of at least 1 flight per week	50%	50%	50%

**Conditions:**

- The airline, either a new entrant or an airline already operating on the given route, operates an additional flight, which results in both a greater frequency and a capacity expansion on the given route, considering all operating airlines.
- The incremental ATMs must reach at least the increase specified above per year for the given route of the airline, compared with the same schedule period in the previous year. The period of providing the incentive lasts from the start of the given summer / winter schedule period until the end of the next summer / winter schedule period.
- The new flight must be operated for at least 365 days or for two schedule periods, with a minimum of one weekly additional frequency.
- The incentive applies only to the incremental flights, not to the existing flights.
- The discount provided for the frequency increase resulting in the capacity expansion is calculated based on the total and actual departing MTOW increment of the airline during the period in question.

## Annex I.

### The list of Regulated Activities

The activity of airport operation and the activities relating to aircraft shall be interpreted in such a way as to include any of the following services, as well as the provision of the availability of the necessary infrastructure, and the cleaning, energy supply or maintenance of any related infrastructure:

- a) Runway of the airport, taxiways, aprons;
- b) Lighting on the airport and navigation tools;
- c) Facilities for the accommodation of the air traffic control service;
- d) Aircraft stands (including the taxiing);
- e) Support areas for the operation of the airlines;
- f) Services to monitor environmental risks;
- g) Airport safety and road network;
- h) Infrastructure required for defense against unlawful actions;
- i) Protection of the perimeter;
- j) Disaster recovery and fire service;
- k) Reduction and prevention of noise pollution.

Activities relating to the handling of passengers shall be interpreted as covering any of the following services:

- a) Rent of the check-in counters (with the exception of the ticket sale counters of the airlines);
- b) Maintenance of the terminal equipment in common use (CUTE);
- c) Operation of passenger bridges and buses of Budapest Airport Zrt.;
- d) Passenger areas, waiting rooms on the arrival and departure sides (except the VIP lounges);
- e) Areas used by the police, the border guard service and customs administration;
- f) Equipment and services for passenger safety (also including the closed-circuit safety cameras);
- g) Operation and maintenance of the infrastructure used for the dispatch, handling and delivery of baggage;
- h) Public conveniences, lifts, escalators, and moving walkways;
- i) Flight information system and loudspeakers.

## Annex II.

### The Price Cap

#### II.1. The method of calculating and the value of the Price Cap

In the period between 2022 and 2026, Budapest Airport Zrt. applies the default Price Cap in accordance with the provisions in articles 6-7 of the Decree and its annex 3.

The default Price Cap depends on three factors:

- i) The total value of capex projects relating to the airport completed by the airport operator in preceding years,
- ii) The extent of average traffic increase experienced in the preceding two years, and
- iii) Actual HICP.

The calculation shall have a fully objective basis, free of any subjective value judgment. The Price Cap shall be defined as follows:

Default Price Cap valid in the first year of the new period = the Price Cap valid in the fifth year of the preceding period x (1+(“Y<sub>1</sub>” factor passenger traffic score + Y<sub>2</sub> factor capex score) x HICP inflation rate).

$$\hat{A}p_{\acute{u}} = \hat{A}p_{\acute{u}-1 \text{ year}} \times (1+Y \times \text{HICP inflation rate})$$

where:

$\hat{A}p_{\acute{u}}$ : the price cap valid in the first year of the new period  
 $\hat{A}p_{\acute{u}-1 \text{ year}}$ : the price cap valid in the fifth year of the preceding period  
HICP: harmonized consumer price index as per section 3.1.2 of the Decree

and

$$Y = Y_1 + Y_2$$

where:

Y: factor “Y”  
Y<sub>1</sub>: passenger traffic score  
Y<sub>2</sub>: capex score

Factor “Y” shall be defined as follows:

- a) “Y” may not be lower than 0 (thus the smallest extent of the price cap equals the price cap valid in preceding years),
- b) The HICP inflation rate may be 0, 25, 50, 75 or 100% (i.e. the price cap as a maximum may increase proportionately to the HICP inflation rate).

Both past capex and traffic increase contribute to factor “Y” scores. The link between the two factors is additive instead of multiplicative, which means the scores in the two categories are added up. Factor “Y”, however, cannot exceed 100% of the HICP inflation rate, and the values cannot be carried forward to subsequent periods.

Passenger traffic „Y<sub>1</sub>” score:

Average passenger number increase in the preceding two years <sup>1</sup>	Passenger traffic „Y <sub>1</sub> ” score
Average annual growth under 0%	100%
Average annual growth between 0 and 2.99%	75%
Average annual growth between 3 and 5.99%	50%
Average annual growth between 6 and 8.99%	25%
Average annual growth over 9%	0%

Capex „Y<sub>2</sub>” score:

The airport operator’s total capex in the preceding five years <sup>2</sup>	Capex „Y <sub>2</sub> ” score
Capex > average EBITDA <sup>3</sup> in years 4-5 times 4	100%
Capex > average EBITDA <sup>3</sup> in years 4-5 times 3.5	75%
Capex > average EBITDA <sup>3</sup> in years 4-5 times 3.0	50%
Capex > average EBITDA <sup>3</sup> in years 4-5 times 2.5	25%
Capex < average EBITDA <sup>3</sup> in years 4-5 times 2.5	0%

The Price Cap valid in the first year of the five-year calculation period (2022): 20.40 euros.  
The Price Cap valid in the second year of the five-year calculation period (2023): 24.20 euros.

The Price Cap valid in the third year of the five-year calculation period (2024): 27.82 euros.  
The Price Cap valid in the fourth year of the five-year calculation period (2025): 28.77 euros.  
The estimated Price Cap valid in the fifth year of the five-year calculation period (2026): 29.98 euros.

<sup>1</sup>Preceding two years shall mean years 4 and 5 of the preceding five-year tariff period. Average value shall be calculated as the arithmetical mean.

<sup>2</sup>Without taking the effects of possible company acquisitions into consideration. Its calculation is based on the audited financial accounts of the airport operator, that is, without distinguishing between aviation-related capex and commercial capex, and it does not include capex excluded from the airport operator’s balance sheet.

<sup>3</sup>EBITDA means earnings before interest, taxes, depreciation, and amortization, calculated in accordance with international accounting standards, in the given calculation period (without taking modification due to non-cash items into account twice, and excluding extraordinary items).

## II.2. Possible modifications to the Price Cap

The price cap may only be modified in the cases defined in the Government Decree and the Decree.

### II.2.1 Substantial changes in circumstances

Additionally, Budapest Airport Zrt. may request a review of the price cap in case of extraordinary and substantial changes in circumstances which significantly alter operational

circumstances and occur for reasons not attributable to Budapest Airport Zrt., provided that Budapest Airport Zrt.:

- a) Has taken all reasonable steps to mitigate the adverse effect,
- b) Implemented a traffic-related modification of the Tariff Manual or price cap, provided that the change is traffic-related and the effects of the change were taken into account.

In the above case, Budapest Airport Zrt. may initiate the holding of the consultation less than four months before the entry into force of the modification of the price cap or the Tariff Manual as well, specifying the justification for the shortened procedure. The consultation shall be held in accordance with the consultation procedure set out in Annex III of the Tariff Manual, prior to the submission of the request for the modification of the Tariff Manual or the review of the price cap, and airport users' views on the modification shall be attached to the request.

### ***II.2.2 Discrepancy with the Price Cap (lost revenues or surplus)***

If in a year, actual revenues remain below the level allowed by the Decree, Budapest Airport Zrt. may carry forward the difference to the following years within that five-year period, but may not carry it forward to the next five-year period. Such losses of revenues shall be calculated at nominal value for the purpose of a carry-forward between the different years; that is, Budapest Airport Zrt. cannot use compensation for lost interest income.

Should actual revenues, after accounting for the lost revenues carried forward, exceed the value allowed by the Decree, the difference shall be returned in the next year to the airlines, as a lump sum payment, with a distribution based on the percentage paid by that given airline of total regulated revenues in the year of the surplus payment. No interest may be charged on these surplus revenues, and Budapest Airport Zrt. shall make the repayment in the next year to the airlines, at nominal value, as a lump sum.

### ***II.2.3 Additional government provisions on aviation safety and aviation security***

The Price Cap or the Tariff Manual can be modified in order that Budapest Airport Zrt. can pass on its costs incurred in connection with the achievement of a situation that is in compliance with prescribed new aviation safety or aviation security rules.

The aviation authority shall judge the application submitted with the above justification taking into account all of the circumstances of the case, but Budapest Airport Zrt. shall in any case attest that:

- a) The justification is new provisions on aviation safety or security, the publication or promulgation of which took place not prior to the entry into force of the Government Decree; and
- b) The provisions substantially increase the operating costs of Budapest Airport Zrt., or it necessitates a major one-off investment.

### ***II.2.4 Substituting agreement with airline customers***

Budapest Airport Zrt. - by way of the application for modification of the Tariff Manual - may request, at any time, from the aviation authority, a modification of the Price Cap and a modification of other provisions in the Tariff Manual, if it can verify that a new commercial contract, serving as the basis for the request, is supported by airlines using the airport which carry at least 70 percent of passengers combined, determined on the basis of the number of passengers in the previous 12 months. When considering this application, the aviation authority shall also take the submitted contracts into account.

## **Annex III.**

### **Determining of Charges and Consultation**

Budapest Airport Zrt. shall determine the order of determining and publication of Charges in accordance with the expectations of airport users and the provisions of the Government Decree. During the determination of the Charges, the consultation with airport users shall also have a role.

#### **III.1. General schedule of the consultation**

The schedule of consultation is determined by the effective date (ED) of the Tariff Manual.

ED - 210 days	Meeting and preliminary talks with the representatives of IATA and of the main airport users familiar with the determination of charges.
ED - 180 days	Elaboration of the proposals within Budapest Airport Zrt.
ED - 150 days	Sending the proposal for next year's Charges to interested parties and consultation.
ED - 120 days	Approval by the CAA. Period of consultation.
ED - 60 days	Publication of the charges.

Budapest Airport Zrt. holds the consultation for airport users on the five-year Tariff Manual and price cap every five years and the consultation on the potential modification of the Tariff Manual and price cap during the five-year period as required by such modifications. If, however, no consultation on the modification of the Tariff Manual of the price cap is held in a given calendar year, Budapest Airport Zrt. holds a consultation for airport users on one occasion in the given year in any case.

#### **III.2. Expectations**

The expectations of the airport users in connection with the calculation of Charges are as follows:

- Transparency,
- Lack of discrimination,
- The general lowering of Charges,
- Shifting the main focus of the Charges in such a way that they should be borne by the passengers instead of the airlines,
- Reducing the difference in passenger service charges between transferring passengers and departing passengers,

#### **III.3 Determining of the charges**

The Charges shall be reviewed and determined every year in the following stages accompanied by a similar negotiation process:

1. Prediction of the number of passengers and the number of air traffic movements for the following year.
2. Calculation of the Price Cap, taking into account the inflation rate as well as the modifying factors.
3. Determining of the charges per passenger intended to be achieved during the following year.
4. Determining of the charges by which it is possible to achieve the predefined charge per passenger.

5. Consultation process comprising the drafting of the consultation document and subsequent consultation with the airlines and IATA on the tariffs applicable in the following year.
6. As a result of the above stages, the final determining of the Charges to be applied by Budapest Airport Zrt. in the following year.

It is obvious from the above that the Price Cap plays a primary role in the determining of Charges. The development of the Price Cap is affected by several factors:

- Harmonized index of consumer prices (HICP),
- Passenger and ATM forecast

The first factor shall only be determined in the second half of the year preceding the year in question. It is also true for the second factor that the later it is determined the more exact it will be.

Because of the above facts and the constantly and quickly changing external circumstances characteristic of the aviation industry, it is impossible to determine the Charges for a long term. Therefore, Budapest Airport Zrt. shall determine its Charges yearly, but it shall undertake obligations for a long term (a five-year period).

### III.4 List of airline representatives participating in the consultation

#### August 2021

No.	Company
1	Jet2.com
2	IATA
3	Emirates
4	El-Al
5	DHL
6	Ryanair
7	LOT
8	TAP
9	Turkish Airlines
10	Wizz Air
11	BUD

#### October 2021

No.	Company
1	EL AL Israel Airlines
2	Emirates
3	IATA
4	IAG
5	Jet2.com
6	KLM
7	LOT
8	Menzies HU
9	Ryanair
10	Turkish Airlines
11	Wizz Air
12	Qatar Airways
13	BUD

**October 2022**

No.	Company
1	Air France
2	El-Al
3	Emirates
4	IATA
5	IAG
6	Jet2.com
7	LOT
8	Lufthansa
9	Ryanair
10	Smartwings
11	BUD

**October 2023**

No.	Company
1	BlueBird
2	Brussels Airlines
3	CAA
4	Celebi GH
5	DHL
6	easyJet
7	El Al
8	Emirates
9	IAG
10	IATA
11	Jet2.com
12	KLM
13	Korean Air
14	LOT
15	Qatar Airways
16	Ryanair
17	Smartwings
18	Swiss International Airlines
19	Turkish Airlines
20	Wizz Air
21	BUD

**October 2024**

No.	Company
1	Air France
2	Air Hungary
3	Brussels Airlines
4	CAA
5	Celebi GH
6	DHL
7	easyJet

8	Egyptair
9	Emirates
10	European Air Transport Leipzig
11	IAG
12	IATA
13	Jet2.com
14	KLM
15	Korean Air
16	LOT
17	Lufthansa Group
18	Luxair
19	Menzies
20	Qatar Airways
21	Ryanair
22	Turkish Airlines
23	Wizz Air
24	BUD

#### October 2025

No.	Company
1	Aer Lingus
2	Air France
3	Bluebird Airways
4	CAA
5	Celebi GH
6	China Eastern Airlines
7	China Southern Airlines
8	Condor
9	DHL
10	easyJet
11	Emirates
12	IAG
13	IATA
14	Jet2.com
15	KLM
16	LOT Polish Airlines
17	Lufthansa Group
18	Menzies Aviation
19	Ryanair
20	Smartwings
21	Turkish Airlines
22	Wizz Air
23	BUD

## Annex IV.

### Pre-calculation request form

#### BUDAPEST Airport

### Proforma invoice request form

#### AIRLINE DATA

Name of airline	
Address of airline	
Invoicing address of airline	
Airline tax registration	
E-invoicing e-mail address(es) of airline	
Contact person	Name:
	E-mail:
	Phone:

#### AIRCRAFT/FLIGHT DATA

Aircraft type	
Registration	
Flight ID	
Estimated time of arrival BUD (UTC)	
Estimated time of departure BUD (UTC)	
MTOW	
Capacity	
<u>Comments:</u>	

## **Annex V.**

### **Quality compliance in relation to the Regulated Activities**

Budapest Airport Zrt. must comply with objective and subjective quality requirements in relation to Regulated Activities. Compliance is ensured by a correction system of financial incentives.

#### **V.1 The financial incentive system of the services related to the Regulated Activities to support quality of service**

The regime of assessment and appraisal shall provide that Budapest Airport Zrt. must - in case the actual service quality falls short of the expected level - reduce the pre-passenger Price Cap by up to 5% (i.e. by up to 2.5% on the basis of the objective assessment of the availability of the airport infrastructure and by up to 2.5% on the basis of the subjective assessment of customer satisfaction)

The above financial incentive adjustments provided for in case inadequate service quality shall be applied from the first quarter of 2007, as necessary.

Budapest Airport Zrt. shall establish the amount of the financial incentive adjustments applicable owing to inadequate service quality for each calendar quarter and shall submit a report to the CAA on the quality of service, within 30 days of each calendar quarter. In checking compliance with provisions laid out in the Tariff Manual the CAA may also check whether the actual quality of service is in line with the report produced by Budapest Airport Zrt.

Within 120 days of the end of the calendar year Budapest Airport Zrt. shall refund to its airline customers the amount of the financial incentive adjustments, in proportion to the amounts of revenue deriving from Regulated Activities received from them during the given calendar year.

If the financial incentive adjustment relating to the objective criteria of assessment is related exclusively to a given terminal of the Airport, the amount shall be allocated only to the airline customers using the terminal concerned.

#### **V.2 Objective factors regarding the availability of the airport infrastructure**

The primary aim of the objective measurements is the mapping of the services provided by Budapest Airport Zrt. in relation to the availability of the airport infrastructure, related to the 6 performance criteria prescribed in Appendix 4 of the Decree. The criteria and financial impacts of the airport infrastructure and the schedule of airline consultations aiming to determine the limits applicable thereto can be found in **Annex VI**.

The objectively measurable performance criteria are the following:

- Availability of the runways;
- Availability of the aircraft stands;
- Availability of the baggage delivery system;
- Availability of the baggage handling system on the departures' side;
- Availability of passenger boarding bridges;
- The ratio of passengers using passenger boarding bridges, at terminals with passenger boarding bridges.

The measurement system and the limits have been designed pursuant to the provisions of

the Decree, in the framework of consultations with the airlines, the results of which were reported to the CAA. Within the framework of the consultations, the measurement system, the parameters measured, the target values regarding the 6 performance criteria, the peak periods related to the winter and summer schedules and the notification system have been accepted. The compliance with target values regarding the performance criteria prescribed in the Decree can be observed as compared with the values measured, taking into account the fair consideration factors.

Budapest Airport Zrt. performs the measurements in relation to the 6 performance criteria with the involvement of several specialist areas (Operation, IT Directorate). The measurements related to the individual performance criteria are collected on a monthly basis by the designated data owners of Budapest Airport Zrt. from the designated persons responsible for data collection in the different areas. The duty of the persons in charge of data collection is the registration of measurements in the electronic diary, while the data owners summarize the results of measurements. It is the responsibility of the data owners to determine the peak periods related to the winter and summer schedules.

The notification system prescribed in the Decree, which provides that in the case of 6 facilities, the airlines must be notified of planned maintenance one week in advance and of planned renovation one month in advance, is realized by electronic means (email), operated by the Airside Operations Division.

### **V.3 Content requirements regarding the objective measurements**

#### ***V.3.1 Availability of the runways***

The NOTAM issue request issued by the Airport traffic control and any events affecting the runway noted in the monthly service log kept by the Airside Operations Service are recorded. The following types of information shall be recorded:

- The exact time of the event (hour/minute of start and end);
- Duration of the event;
- Accurate description of the event;
- Location of the event;
- Whether the event was planned or unplanned.

#### ***V.3.2 Availability of the aircraft stands***

Any events affecting the aircraft stands are recorded in the monthly service log kept by the Airside Operations Service. The following types of information shall be recorded:

- The exact time of the event (hour/minute of start and end);
- Duration of the event;
- Accurate description of the event;
- Location of the event;
- Whether the event was planned or unplanned.

#### ***V.3.3 Availability of the baggage delivery systems***

Any events affecting the baggage delivery system are recorded in the monthly event log kept by the operators. The following types of information shall be recorded:

- The exact time of the event (hour/minute of start and end);
- Duration of the event;
- Accurate description of the event;
- Location of the event;
  - Whether the event was planned or unplanned.
  - Whether the event was within the scope of competence of Budapest Airport Zrt.

#### ***V.3.4 Availability of the baggage handling system on the departure side***

Any events affecting the baggage handling system are recorded in the monthly event log kept by the operators and the IT Directorate. The following types of information shall be recorded:

- The exact time of the event (hour/minute of start and end);
- Duration of the event;
- Accurate description of the event;
- Location of the event;
- Whether the event was planned or unplanned.
- Whether the event is within the scope of competence of Budapest Airport Zrt.

#### ***V.3.5 Availability of passenger bridges***

The Airport has two Terminals; passenger bridges are operated only at Terminal T2 (both at Terminal 2A and 2B). Any events affecting the passenger bridges are recorded in the monthly event log kept by the operators. The following types of information shall be recorded:

- The exact time of the event (hour/minute of start and end);
- Duration of the event;
- Accurate description of the event;
- Location of the event;
- Whether the event was planned or unplanned.
- Whether the event is within the scope of competence of Budapest Airport Zrt.

#### ***V.3.6 The ratio of passengers using passenger bridges, at terminals equipped with passenger bridges***

The Airport has two Terminals; passenger bridges are operated only at Terminal T2 (both at Terminal 2A and 2B). Therefore, when calculating the performance criteria, only the ratio of passengers at Terminal 2 shall be considered. The airside operations division shall obtain the data from the AODB program.

Furthermore, with regard to each facility, any notifications to the airline regarding potential closings shall be recorded; these can be retrieved from the correspondence of Budapest Airport Zrt.

In this way, from the results, it is possible to determine the availability of the given facility and the nature of the events, on the basis of which it can be decided whether the fair consideration factors can apply or not.

By virtue of the Decree, Budapest Airport Zrt. is obliged to review the measurement method and the drafting of reports based on the results of measurements.

The measurement database and the correctness of measurements are supervised by the CAA on a quarterly basis. Following approval, Budapest Airport Zrt. presents the phenomena detected during the measurements, with the help of illustrative diagrams, followed by a short textual analysis, in the form of a study. Budapest Airport Zrt. sends the final results both to the CAA and to the airlines, in Hungarian and English, on the date determined by the Decree.

As regards the results of the objective measurements, Budapest Airport Zrt. performed above the preset and approved target values in each quarter.

#### **V.4 Subjective factors regarding the quality of Airport infrastructure and passenger/client satisfaction (ASQ [airport service quality] satisfaction survey)**

Budapest Airport Zrt. shall ensure that all facilities operated continue to participate in the quarterly IATA/AETRA Global Airport Monitor Survey or, if this is terminated, in a comparable survey. As the IATA/AETRA Survey was terminated, from 2006 onwards, Budapest Airport Zrt. has been participating in the ACI (Airport Council International)/ASQ (airport service quality) survey (hereinafter: the "Survey").

The primary aim of Budapest Airport Zrt. is to map the opinion of passengers and airlines regarding the services provided by the Airport. The result may be compared with the services of other airports participating in the survey. Subjective factors regarding the quality of Airport infrastructure and passenger/client satisfaction are listed in **Annex VII**.

The marketing agency of ACI (Airport Council International) provides the blank question sheets necessary to the execution of the survey on a quarterly basis. It also ensures the processing of the completed and sent question sheets, the preparation of the result in electronic and in printed form and the professional negotiation and consultation on the relevant questions. In the course of the survey, the quality of the services listed in the questionnaire must be evaluated on a 1 to 5 scale, which will give an average point value. The fieldwork necessary to the market research is conducted by a third independent market research agency, in compliance with the requirements of the Decree.

If the Survey qualifies any of the services provided by Budapest Airport Zrt. in the area of passenger service, aviation activity or the provision of infrastructure at Budapest Airport Zrt. as "well below average", Budapest Airport Zrt. shall submit to the CAA, within three months from the publication of the Survey, a plan of correction measures, for its information.

If the qualification of any of the services provided by Budapest Airport Zrt. in the area of passenger service, aviation activity or the provision of infrastructure is "well below average" in four consecutive quarterly reports, Budapest Airport Zrt. shall reduce the Price Cap by a multiple of 0.25%, subject to the number of categories where the above situation was observed. A reduction caused by one of the categories shall remain in effect as long as there is no improvement in the qualification. The extent of the corrections for financial incentives can be no more than 2.5% in total.

As regards the results of the subjective measurements, Budapest Airport Zrt. has performed above the preset and approved target values in four consecutive quarters.

Budapest Airport Zrt.'s variance from the benchmark average, as detailed in Appendix VIII. Budapest Airport Zrt. performed above or stayed in line in 22 categories, which results in more than half % of all categories.

The contract concluded by and between ACI and the participating airports contains a confidentiality clause, prohibiting the disclosure of any data related to the airports to third parties. For that reason, concrete figures are not included in this report.

#### **V.5 Overview of processes, performances and aims related to service quality and security management**

In accordance with section 17 of government decree no. 169/2010 (V. 11.) on the rules of the security of civil aviation, Budapest Airport Zrt. carries out the security screening of passengers and their hand baggage, in connection with its core business. Screening is performed and the equipment used for screening is applied in a uniform manner in all

member states of the European Union, in accordance with the provisions of Commission implementing regulation (EU) no. 2015/1998.

In addition to the ASQ data covered in annex VII (which also include data on the quality of security services, such as the courtesy and helpfulness of security staff, waiting time and the subjective feeling of safety), Budapest Airport Zrt. strives in all other respects to ensure that security processes cause as little disruption to passengers as possible and that they should pass through security screening quickly and seamlessly, in maximum compliance with EU and national aviation security legislation.

To this end, Budapest Airport Zrt., for example, operates screening equipment that is capable of eliminating the need for passengers to remove laptops and other portable electronic devices from their baggage before screening. Budapest Airport Zrt.'s future development goals include procuring equipment that meets the latest standards, so that liquids can be carried without restrictions.

Budapest Airport Zrt. communicates queuing at the screening lanes to passengers, thus facilitating their timely arrival at the checkpoints. Before screening, Budapest Airport Zrt. informs passengers about the screening procedure and how to prepare for screening by means of signs and a video, and specially trained staff also assist passengers before screening.

Budapest Airport Zrt. places special emphasis on customer-oriented conduct and communication during the training of security screeners, in addition to technical know-how. Based on EU regulations and decree no. 22/2013 (V. 16.) of the minister of national development on the National Civil Aviation Security Quality Assurance Program, Budapest Airport Zrt. carries out internal security quality assurance activities, which examine the professional compliance of the tasks described in legislation and internal regulations. Budapest Airport Zrt. evaluates the data generated in the course of these activities and uses them to continuously improve its procedures and the professional competence of its staff. The implementation of the quality assurance program is monitored and checked by the aviation authority.

Budapest Airport Zrt. is committed to ensuring maximum compliance with aviation security rules and to enhancing passenger convenience, and will continue to apply the most modern and passenger-friendly technologies and procedures as far as possible. As part of this, on several occasions it tested equipment using new technologies, such as 3-dimensional hand baggage screening equipment and body scanners that can screen the passenger while passing through. Budapest Airport Zrt. was also among the first in Europe to test screening equipment using artificial intelligence.

## Annex VI.

### Objective factors regarding the availability of the Airport infrastructure and the corresponding financial impact

Facility	Performance criterion	Maximum reduction in the Price Cap
<i>Considerations applicable to all airlines</i>		
Availability of the runways	<ul style="list-style-type: none"> <li>- At least one runway shall be available 24 hours a day</li> <li>- Fair consideration may be given to a closing of runways for reasons outside the scope of competence of Budapest Airport Zrt.</li> <li>- Measurements shall be aimed at establishing the number of minutes in the different quarters of the year when the individual runways were not available, due to an unsatisfactory condition of their surface or a breakdown of the lighting. A larger reduction is implied when the runway is not available during peak hours. The target values shall be set in agreement with the airlines.</li> <li>- Fair consideration may be given to closing of the runways due to planned maintenance works carried out outside the peak period, with the condition that the airlines have been notified about these at least one week in advance.</li> <li>- A month shall be qualified as a “not appraisable month” and it shall imply no reduction, if, in a given month, one of the two runways is not available due to reconstruction, subject to the condition that the airlines were notified about this at least one month earlier. In any two-year period, a maximum of three “not appraisable months” are allowed.</li> <li>- Fair consideration shall be given to force majeure events.</li> </ul>	<b>0.75%</b>
Stands for aircraft	<ul style="list-style-type: none"> <li>- The measurements shall be aimed at establishing the number of minutes in a quarter of the year when the stands, in a comparison with a pre-set operation schedule, were not available. The target values shall be set in agreement with the airlines.</li> <li>- Fair consideration may be given to closing of the stands due to planned maintenance works carried out outside the peak period, with the condition that the airlines have been notified about these at least one week in advance.</li> <li>- A month shall be qualified as a “not appraisable month” and it shall imply no reduction, if, in a given month, a stand is not available due to reconstruction, subject to the condition that the airlines were notified about it at least one month earlier. In any two-year period, a maximum of three “not appraisable months” are allowed.</li> </ul>	<b>0.5%</b>

	- Fair consideration shall be given to force majeure events.	
Baggage delivery system	<p>- The measurements shall be aimed at establishing the number of minutes in a quarter of the year when the baggage delivery system was not operational, in a comparison with a pre-set operation schedule. The target values shall be set in agreement with the airlines.</p> <p>- Fair consideration may be given to the fact that the failure of the baggage delivery system might be outside the competence of Budapest Airport Zrt.</p> <p>- Fair consideration may be given to system closing due to planned maintenance works carried out outside the peak period, with the condition that the airlines have been notified about these at least one week in advance.</p> <p>- A month shall be qualified as a “not appraisable month” and it shall imply no reduction, if, in a given month, the system is not available due to a reconstruction, subject to the condition that the airlines were notified about it at least one month earlier. In any two-year period, a maximum of three “not appraisable months” are allowed.</p> <p>- Fair consideration shall be given to force majeure events.</p>	<b>0.25%</b>
Availability of the baggage handling system on the departure side	<p>- The measurements shall be aimed at establishing the number of minutes in a quarter of the year when the departures’ side baggage handling system was not operational, in comparison with a pre-set operation schedule. The target values shall be set in agreement with the airlines.</p> <p>- Fair consideration may be given to the fact that the failure of the baggage delivery system might be outside the competence of Budapest Airport Zrt.</p> <p>- Fair consideration may be given to system closing due to planned maintenance works carried out outside the peak period, with the condition that the airlines have been notified about these at least one week in advance.</p> <p>- A month shall be qualified as a “not appraisable month” and it shall imply no reduction, if, in a given month, the system is not available due to reconstruction, subject to the condition that the airlines were notified about it at least one month earlier. In any two-year period, a maximum of three “not appraisable months” are allowed.</p> <p>- Fair consideration shall be given to force majeure events.</p>	<b>0.25%</b>
Considerations applicable to airlines using passenger bridges <sup>1</sup>		
Availability of passenger bridges	- The measurements shall be aimed at establishing the number of minutes in a quarter of the year when the passenger bridges, in a comparison with a pre-set	<b>0.5%</b>

	<p>operation schedule, were not available. The target values shall be set in agreement with the airlines.</p> <ul style="list-style-type: none"> <li>- Fair consideration may be given to closing of the passenger bridges due to planned maintenance works carried out outside the peak period, with the condition that the airlines have been notified about this at least one week in advance.</li> <li>- Fair consideration may be given to the fact that the failure of the passenger bridges might be outside the competence of the operator of Budapest Airport Zrt.</li> <li>- A month shall be qualified as a “not appraisable month” and it shall imply no reduction, if, in a given month, a passenger bridge is not available due to reconstruction, subject to the condition that the airlines were notified about it at least one month earlier. In any two-year period, a maximum of three “not appraisable months” are allowed.</li> <li>- Fair consideration shall be given to force majeure events.</li> </ul>	
The ratio of passengers using passenger bridges, at terminal(s) with passenger bridges	<ul style="list-style-type: none"> <li>- The measurements shall be aimed at establishing the percentage of the passengers served through passenger bridges. The target values shall be set in agreement with the airlines.</li> <li>- The measurement shall follow, on the basis of a 12-month moving average, the ratio of the passengers who can use the passenger bridges for embarkation and disembarkation into and from the aircraft at such terminal(s) (in order to ensure that the measurement always includes months in the high season and months outside that period). The point of comparison can be a target value agreed upon with the airlines.</li> </ul>	<b>0.25%</b>
<i>Total</i>		<b>2.5%</b>

<sup>1</sup> The term “passenger bridge” includes aircraft stands that are not qualified as remote and can also be accessed without the use of a bus.

**Compliance with the above criteria can be established by analyzing the quarterly results. Quarterly publications were made as follows:**

**31 October 2025.** Publication of survey results as set forth by the Decree to airlines and the Civil Aviation Authority (CAA) concerning Q3 2025.

**30 July 2025.** Publication of survey results as set forth by the Decree to airlines and the Civil Aviation Authority (CAA) concerning Q2 2025.

**30 April 2025.** Publication of survey results as set forth by the Decree to airlines and the Civil Aviation Authority (CAA) concerning Q1 2025.

**30 January 2025.** Publication of survey results as set forth by the Decree to airlines and the Civil Aviation Authority (CAA) concerning Q4 2024.

**2 November 2024.** Publication of survey results as set forth by the Decree to airlines and the Civil Aviation Authority (CAA) concerning Q3 2024.

**1 August 2024.** Publication of survey results as set forth by the Decree to airlines and the Civil Aviation Authority (CAA) concerning Q2 2024.

**2 May 2024.** Publication of survey results as set forth by the Decree to airlines and the Civil Aviation Authority (CAA) concerning Q1 2024.

**1 February 2024.** Publication of survey results as set forth by the Decree to airlines and the Civil Aviation Authority (CAA) concerning Q4 2023.

**2 November 2023.** Publication of survey results as set forth by the Decree to airlines and the Civil Aviation Authority (CAA) concerning Q3 2023.

**1 August 2023.** Publication of survey results as set forth by the Decree to airlines and the Civil Aviation Authority (CAA) concerning Q2 2023.

**2 May 2023.** Publication of survey results as set forth by the Decree to airlines and the Civil Aviation Authority (CAA) concerning Q1 2023.

**1 February 2023.** Publication of survey results as set forth by the Decree to airlines and the Civil Aviation Authority (CAA) concerning Q4 2022.

**2 November 2022.** Publication of survey results as set forth by the Decree to airlines and the Civil Aviation Authority (CAA) concerning Q3 2022.

**1 August 2022.** Publication of survey results as set forth by the Decree to airlines and the Civil Aviation Authority (CAA) concerning Q2 2022.

**2 May 2022.** Publication of survey results as set forth by the Decree to airlines and the Civil Aviation Authority (CAA) concerning Q1 2022.

**1 February 2022.** Publication of survey results as set forth by the Decree to airlines and the Civil Aviation Authority (CAA) concerning Q4 2021.

**2 November 2021.** Publication of survey results as set forth by the Decree to airlines and the Civil Aviation Authority (CAA) concerning Q3 2021.

**2 August 2021.** Publication of survey results as set forth by the Decree to airlines and the Civil Aviation Authority (CAA) concerning Q2 2021.

**3 May 2021.** Publication of survey results as set forth by the Decree to airlines and the Civil Aviation Authority (CAA) concerning Q1 2021.

**1 February 2021.** Publication of survey results as set forth by the Decree to airlines and the Civil Aviation Authority (CAA) concerning Q4 2020.

## Annex VII.

### Subjective factors regarding the quality of Airport infrastructure and passenger/client satisfaction

<p><i>Considerations relating to services provided by the operator of the airport, governed by regulation</i> (an automatic reduction of 0.25% when one of the factors receives the qualification “well below average” in four consecutive reports)</p>	<p>Difficulty level of orientation at the airport, indicative signs</p> <p>Flight information display</p> <p>Distances on foot</p> <p>Difficulty level of changing planes</p> <p>Availability of baggage trolleys</p> <p>Access to computers/ telecommunication/ Internet</p> <p>Toilets (availability and cleanliness)</p> <p>Comfort in waiting and check-in areas</p> <p>Waiting times at ticket handling</p> <p>Efficiency of the ticket handling staff</p> <p>Politeness and helpfulness of the security staff</p> <p>Waiting times at the security check</p> <p>Feeling of safety</p> <p>Cleanliness of the passenger terminal</p> <p>Car parking</p> <p>Speed of baggage delivery</p>
<p><i>Considerations regarding services not provided by the operator of the airport</i> (do not imply a negative correction of financial incentives)</p>	<p>Access to the airport</p> <p>Access to cities from the airport</p> <p>Customs check</p> <p>Passport and visa check</p> <p>Public order, public safety</p> <p>Restaurants and catering units</p> <p>Business lounges</p> <p>Shops</p> <p>Politeness and helpfulness of the airport staff (other than ticket handling and security staff)</p> <p>Politeness and helpfulness of the ticket handling staff</p> <p>General satisfaction with the airport/ the atmosphere at the airport</p> <p>Price/ value ratio at the restaurants/ catering and shopping facilities</p> <p>Price/ value ratio for parking</p>

## Annex VIII.

### ASQ results of Budapest compared to Prague, Vienna and Belgrade Airport

2025 MAT Q3	BUD	Benchmark average	BUD's diff to benchmark average	BUD's diff. to benchmark average*
<b>OVERALL SATISFACTION</b>				
1 Overall Experience	3,98	4,03	-0,05	in line
2 Overall Emotion	4,08	4,07	0,01	in line
3 Overall satisfaction with the airport	4,12	4,16	-0,03	in line
4 Overall satisfaction with the airport: business pax	4,06	4,05	0,01	in line
5 Overall satisfaction with the airport: leisure	4,15	4,20	-0,05	in line
6 Overall satisfaction with the airport: personal	4,11	4,16	-0,05	in line
<b>ARRIVAL AT THE AIRPORT</b>				
7 Ease of getting to the airport	4,23	4,33	-0,10	below
8 Signage to access terminal	4,18	4,30	-0,12	below
9 Value for money: Transport	3,92	4,00	-0,08	below
<b>CHECK-IN</b>				
10 Ease of finding check-in area	4,24	4,39	-0,15	below
11 Waiting time: Check-in	4,06	4,23	-0,17	below
12 Courtesy & helpfulness: Check-in staff	4,32	4,40	-0,08	below
<b>SECURITY SCREENING</b>				
13 Ease in security screening	4,29	4,34	-0,05	in line
14 Waiting time: Security screening	4,27	4,23	0,04	in line
15 Courtesy & helpfulness: Security screening	4,20	4,27	-0,07	below
<b>BORDER/ PASSPORT CONTROL</b>				
16 Waiting time: Boarder/passport control	4,39	4,37	0,02	in line
17 Courtesy & helpfulness: Boarder/passport control	4,23	4,30	-0,08	below
<b>SHOPPING/ DINING</b>				
18 Restaurants/bars/café	3,79	3,74	0,05	in line
19 VFM: Restaurants/bars/café	3,27	3,14	0,13	above
20 Shops	3,64	3,59	0,05	in line
21 Value for money: Shops	3,21	3,23	-0,02	in line
22 Courtesy & helpfulness: Shopping and dining staff	3,94	4,01	-0,07	below
<b>GATE AREAS</b>				
23 Comfort of waiting at gate area	3,71	3,89	-0,18	below
24 Availability of seats at gate area	3,63	3,92	-0,30	below
<b>THROUGHOUT THE AIRPORT</b>				
25 Ease of finding way	4,12	4,19	-0,07	below
26 Availability of flight info.	4,16	4,17	0,00	in line
27 Walking distance inside terminal	3,99	3,95	0,05	in line
28 Ease of making connection	4,08	4,06	0,01	in line
29 Courtesy & helpfulness: Airport staff	4,21	4,29	-0,08	below
30 Wi-Fi service quality	4,03	3,91	0,12	above
31 Availability of charging station	3,78	3,65	0,13	above
32 Entertainment & leisure options	3,65	3,56	0,09	above
33 Availability of washrooms	4,06	4,01	0,05	in line
34 Cleanliness of washrooms	3,94	3,99	-0,06	below
<b>AIRPORT ATMOSPHERE</b>				
35 Health safety	4,08	4,17	-0,09	below
36 Cleanliness	4,10	4,15	-0,05	in line
37 Ambience	4,06	4,06	0,00	in line

\*abs. diff vs benchmark: below <-0.05, -0.05≤ in line ≤0.05, 0.05< above

## Annex IX.

### Traffic at Budapest Ferenc Liszt International Airport

Below, a brief overview of the traffic figures relating to the last 5 years is offered, followed by the traffic forecast for the next 5 years.

#### IX.1 Overview of Airport traffic in the last 5 years (2021-2025<sup>1</sup>)

2021 was still affected by the coronavirus pandemic; nevertheless, BUD started to see the gradual recovery of passenger traffic from June. Passenger traffic increased by 19.8% vs 2020 but remained below 2019 by 71.4%.

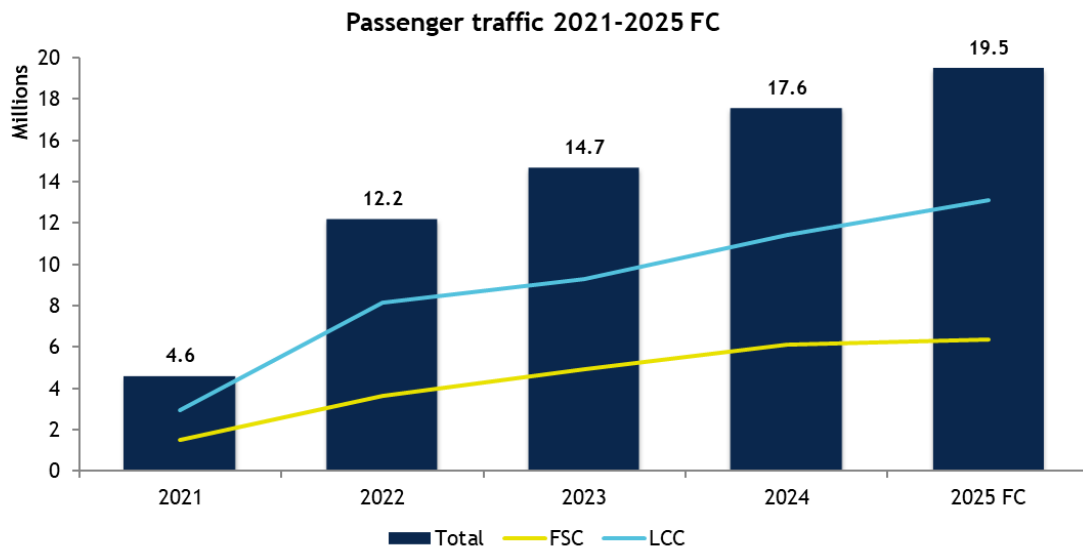
The first half of 2022 was still weakened by the effects of the coronavirus pandemic; however, from summer 2022, passenger traffic showed 80% recovery, as result of more and more destinations returning to the Airport, with long-haul flights to China, Korea and the UAE. In 2022, passenger traffic increased by 164.0%, resulting in 12.2 m passengers.

In 2023, passenger traffic increased vs 2022 by 20.5% and recovered by 90.9% vs 2019, achieving 14.7 million passengers.

In 2024, passenger traffic increased vs 2023 by 19.5% and recovered by 108.7% vs 2019, reaching 17.6 million passengers.

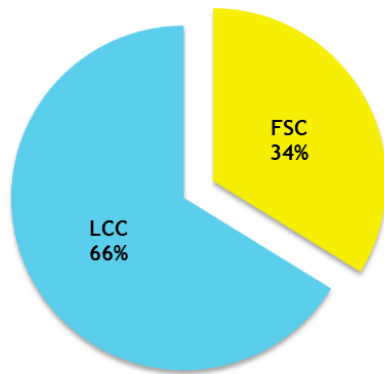
In 2025, the passenger traffic is expected to increase by 11% vs 2024.

Changes are shown in the chart below:

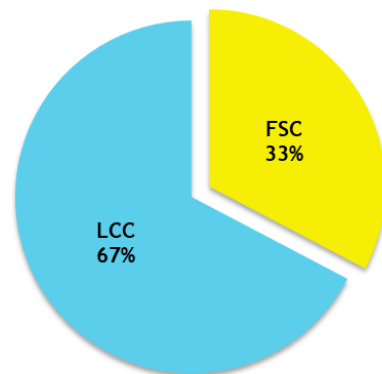


<sup>1</sup> 2025 traffic figures are estimated.

Passenger traffic share 2021

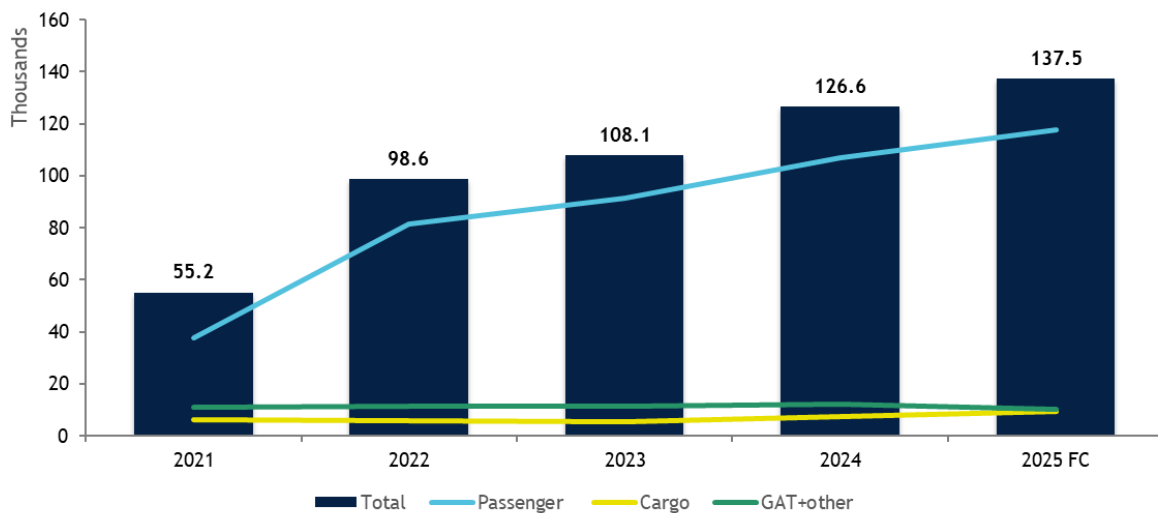


Passenger traffic share 2025 FC



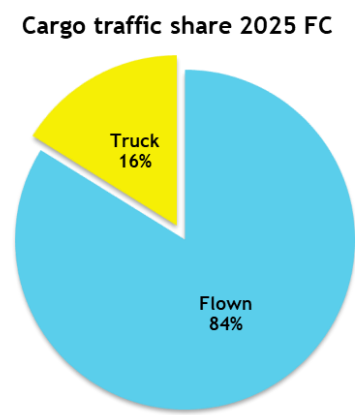
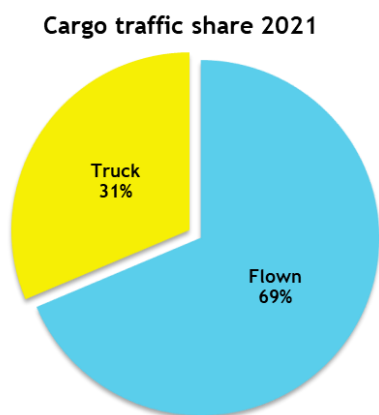
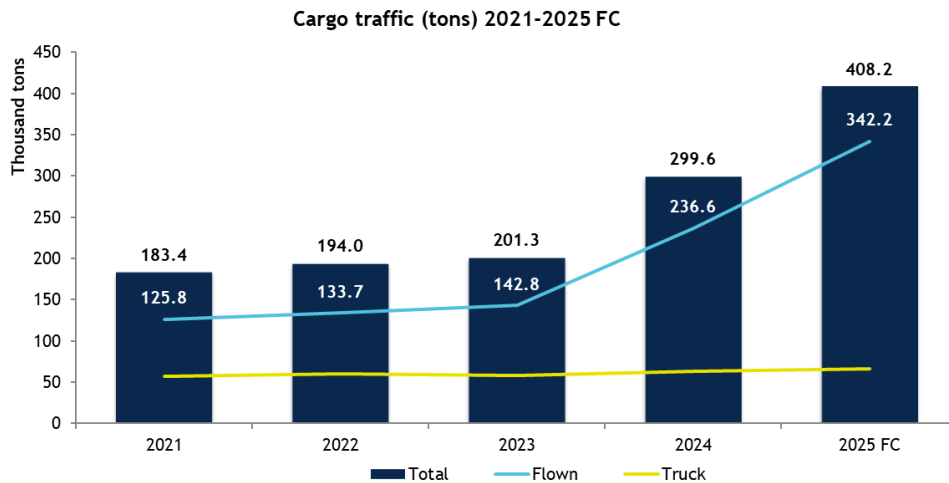
The number of ATMs had been increasing continuously since 2016, but to a smaller extent than passenger traffic, resulting from the fact that airlines were using larger aircraft, with higher load factors. In 2024, ATMs already recovered by 103.1%.

Air Traffic Movements 2021-2025 FC



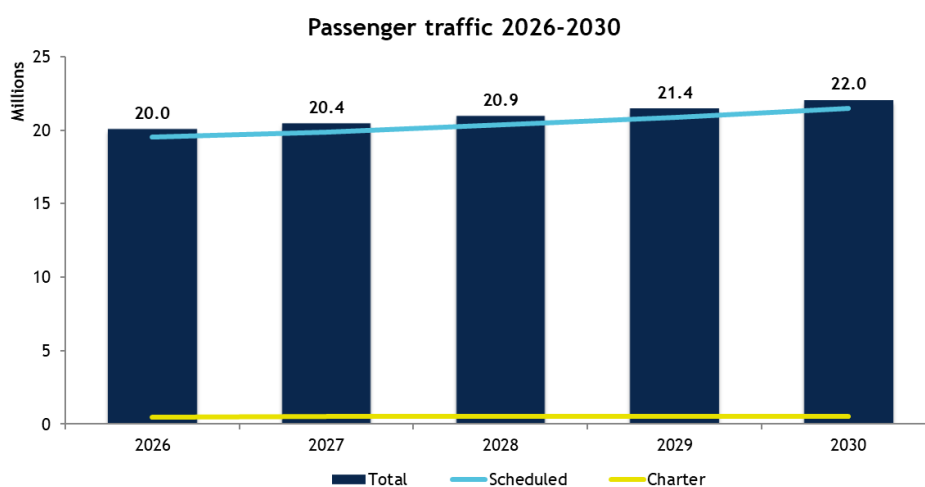
137.5k ATMs are forecasted for 2025, which is an increase of 8.6% compared to 2024.

Regarding cargo traffic, the effects of the coronavirus pandemic were minor. For 2025, the growth is significant, total cargo traffic expected to exceed the volume of the previous year by 36.2%, reaching a total of 408.2 k tons. This increase is primarily driven by flown cargo, which is anticipated to rise by 44.7% compared with last year's performance, reaching 342.2 k tons in 2025. The distribution of cargo between air and truck transportation has shifted, with a 5% higher proportion now being carried by air compared to 2024.



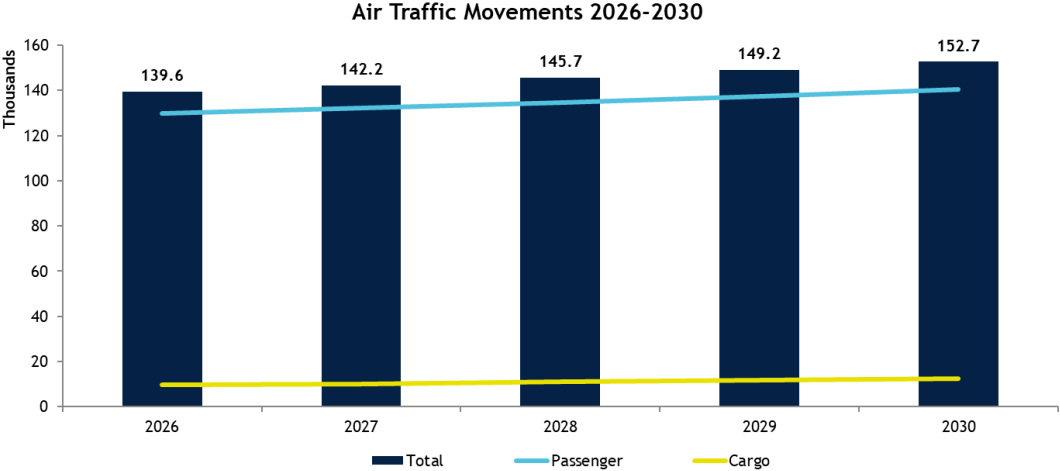
## IX.2 Traffic forecast for the next five years (2026-2030)

The strong growth of passenger traffic was followed by a decrease in 2020-2021 due to the COVID-19 pandemic. According to Budapest Airport Zrt.'s forecast, the passenger number is expected to be 20.0 m in 2026.



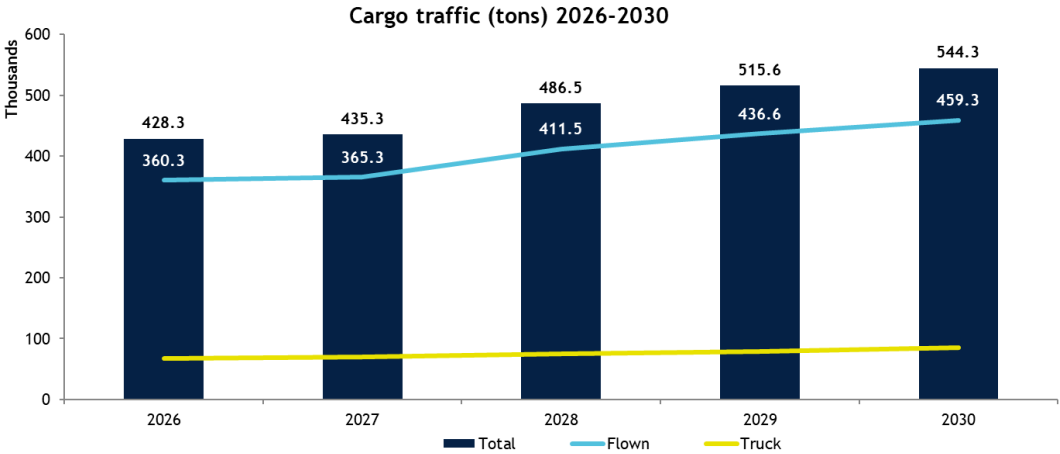
Budapest Airport expects that growth in 2026 will be achieved through the expansion of the main carriers, Wizz Air and Ryanair, as well as by the introduction and resumption of long-

haul operations. CAGR is expected to be 2.4% between 2026-2030. However, in the mid-term, no major shifts in market segments are expected.



In terms of aircraft movements, Budapest Airport Zrt. expects an increase of approximately 1.5% for 2026 compared to 2025. Total ATMs is expected to increase by 2.3% over a 5-year period. The historic record of nearly 127 000 ATMs in 2006 is expected to be exceeded in 2025.

With regards to cargo traffic, Budapest Airport Zrt. expects growth of around 6.2% in CAGR in 2026-2030. Driven by the cargo infrastructure expansion, the cargo flown traffic tonnage is expected to increase by a CAGR of about 6.3% over the next five years. Numbers for 2026-2030 are estimated.



## **Annex X.**

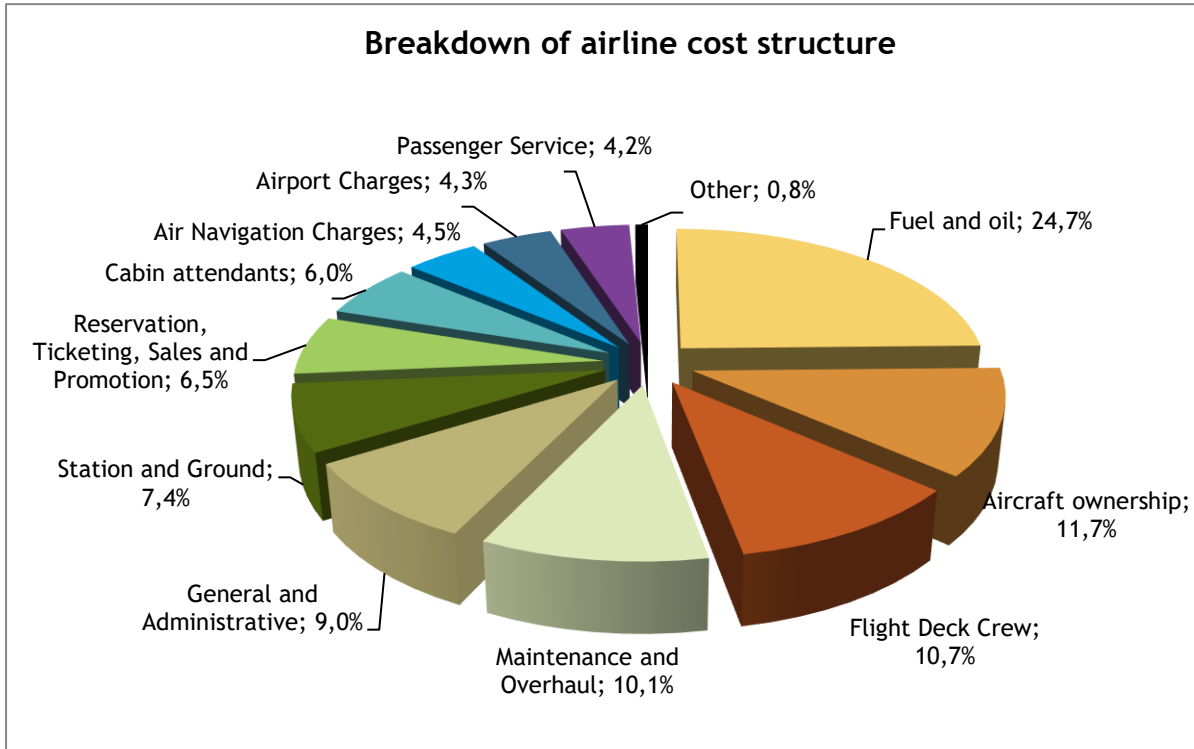
### **Airport Capacity**

Prior to each schedule period, Budapest Airport Zrt. sends the actual capacity of the Airport to the schedule facilitators.

## Annex XI.

### Charge comparison of the main airports in the region

The changes in traffic are partly influenced by the changes in prices at airports. On average, airport costs amount to less than 5% of the total operating cost of a flight. Of course, this is much lower in the case of long-haul transcontinental operations.



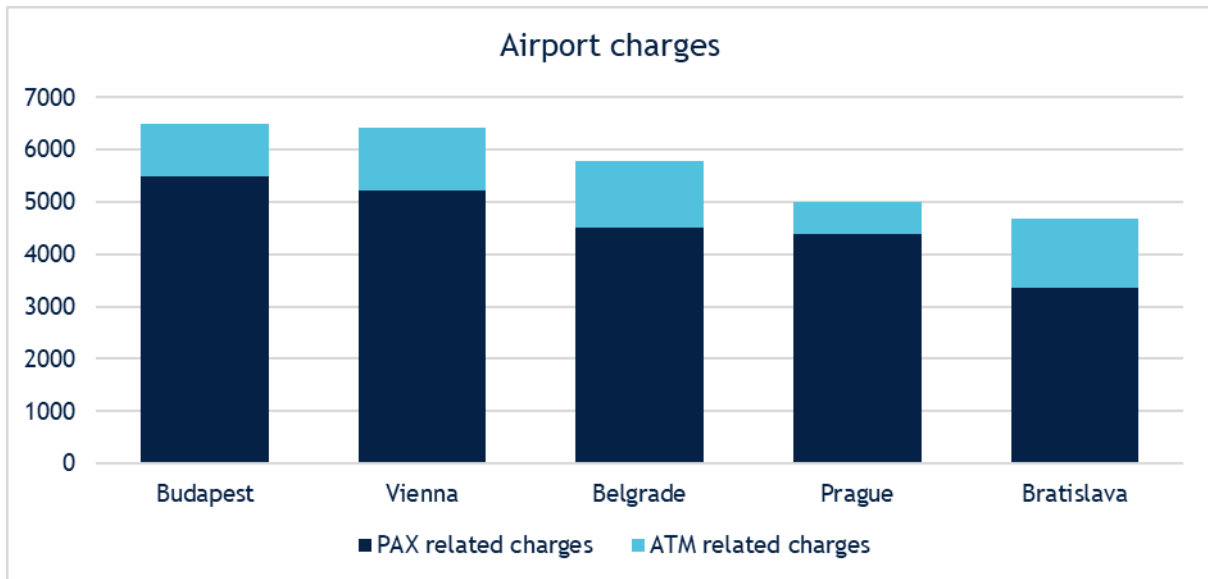
Source: IATA 2019

The connection between airport charges and costs is not the only important indicator, but charges must also be competitive with those of competitors.

In order to be able to present and compare airport charges as clearly as possible, we have made calculations based on the published tariff manuals of Vienna, Prague, Belgrade and Bratislava Airports effective in 2025. The charges of Budapest are calculated with the tariffs effective as of April 2025. The following parameters have been used for the calculation:

- Aircraft type: A320
- MTOW: 71,5 tons
- Aircraft Capacity: 180
- Load factor: 85%, 153 passengers
- Turnaround time: < 1 hour
- Operation: daytime (6 a.m. - 6 p.m.)
- Operation: central (main) terminal, intra-EU flight
- Parking: bridge parking

(Detailed descriptions of the charge structures used at the different airports and the calculation tables can be found in **Annex XII.**)



Source: AirportCharges.com, Budapest Airport analysis

Airport charges (EUR)	Budapest	Vienna	Belgrade	Prague	Bratislava
PAX related charges	5,495	5,217	4,498	4,387	3,368
ATM related charges	1,006	1,195	1,288	622	1,307
<b>Total</b>	<b>6,501</b>	<b>6,412</b>	<b>5,786</b>	<b>5,009</b>	<b>4,674</b>

The diagram above shows the cost structure from the given charge items of the airports' charge regulation. For all airports, passenger-related charges (PSC) represent the largest share of the charges. The passenger-related charges are connected to the use of the terminal, which also includes the costs of security activities.

It must be emphasized that potential price increases at Vienna airport in 2026 have not been reflected in the analysis. For Budapest, planned charges for 2026 were considered, while for other airports, the latest available charges were used. Furthermore, incentives are not reflected in the gross charges comparison which can have a substantial impact on airline cost per movement.

## Annex XII.

### Published charges at Budapest, Vienna, Prague, Belgrade and Bratislava Airports

The calculations were made using the most recent valid airport charges known at the time of the 2025 review.

<b>Budapest (valid from 1 April 2026)</b>	
<b>Landing charge</b>	Up to 10 tons: Passenger € 159.61 / ton
	From 10 to 45 tons: Passenger € 15.18 / ton
	From 45 to 150 tons: Passenger € 12.88 / ton
	Over 150 tons: Passenger € 10.31 / ton
<b>Parking charge</b>	Passenger between 0600 and 2200: first 45 minutes: € 0.20 / 45 min / ton further minutes: € 0.01 / minute / ton (less than 30 minutes free of charge) Between 2200 and 0600: Free of charge
	Cargo flights 0-24: € 0.301 / hour / ton € 0.451 / hour / ton in case of 6+ hours (less than 3 hours: free of charge)
<b>Passenger service charge</b>	€ 29.99 departing passenger at T2
	€ 7.81 / transferring passenger
	€ 44.70 / departing passenger at the GAT terminal
<b>PRM charge</b>	€ 0.22 / departing passenger
<b>Security charge</b>	€ 6.32 / departing or transferring passenger
<b>Infrastructure charge</b>	None
<b>Noise charge</b>	Built into the landing / passenger service fee based on the chosen passenger service charge.
<b>Deep sleep charge</b>	$M = A * P * K * (1 - \text{discount}\%)$ A = basic charge P = runway direction K = category multiplier

<b>Vienna (valid from 1 January 2025)</b>	
<b>Landing charge</b>	From 5 to 45 tons: Passenger € 275.41 Cargo € 351.62
	Over 45 tons: Passenger € 275.41 + € 7.52 / ton Cargo € 351.62 + € 7.92 / ton
<b>Parking charge</b>	Determined as a percentage of the landing charge (free of charge for the first four hours)
	rate: 15 %

<b>Noise charge</b>	$H = G - W$
	W (compensation value) = $\Sigma G$ of all movements in the given period / $\Sigma$ of all movements in the given period
	G (noise charge before compensation with the definition of noise quality) $G = (F + Y) - \text{Bonification}$
	Bonification technical equipment: 15% bonus from noise charge for landing and for take off is deducted Bonification CURVED APPROACH: 15% bonus from noise charge for landing is deducted
	Y (noise charge quality) If $C < 1$ , then $Y = \text{€ } 1000$ If $C > 1$ , then $Y = \text{€ } 500 / C$
	C (deviation from prescribed noise level) $C = \text{ICAO (noise value)} - \text{AC certificate (noise value)}$
	F (noise charge before compensation without the definition of noise quality) $F = (A - X) * U$
	A (noise value of aircraft) $A = 10 * \text{LOG} ((10^{(K/10)} + 10^{(L/10)} + 10^{(M/10)})/3)$
	X (noise value limit) 81
	U (basic charge / piece) € 1.00
<b>Passenger service charge</b>	€ 21.48 / departing passenger
	€ 23.47 / departing passenger including PRM and infrastructure charges
<b>Infrastructure charge "passenger"</b>	€ 1.13 / departing passenger
<b>Infrastructure charge "fueling"</b>	€ 3.92 / cubic meter fuel
<b>PRM charge</b>	€ 0.86 / departing passenger
<b>Security charge</b>	€ 10.75 / departing passenger
	€ 10.75 / transfer passenger

<b>Prague (valid from 30 March 2025)</b>	
<b>Landing charge:</b>	Up to 5t MTOW CZK 1 110
	6-9t MTOW CZK 2 220
	10-24t MTOW CZK 2 273 + (MTOW - 9t) x CZK 225
	25-49t MTOW CZK 5 689 + (MTOW - 24t) x CZK 195
	50-100t MTOW CZK 10 575 + (MTOW - 49t) x CZK 186
	above 100t MTOW CZK 20 070 + (MTOW - 100t) x CZK 99
<b>Parking charge</b>	External stand: CZK 0.27/ton/minute between 06:00-22:00 CZK 0.17/ton/minute between 22:00-06:00
	By passenger boarding bridge: CZK 0.29/ton/minute between 06:00-22:00 CZK 0.18/ton/ minute between 22:00-06:00
<b>Noise charge</b>	Varies with noise categories between CZK 1 and CZK 64 / ton MTOW during daytime and CZK 1 and CZK 72 / ton MTOW at nighttime.

<b>Passenger service charge</b>	CZK 682 / departing passenger on Terminal 1-2 and CZK 1100 / departing passenger on Terminal 3
	CZK 341 / transferring passenger on Terminal 1-2 and CZK 550 / departing passenger on Terminal 3
<b>PRM charge</b>	CZK 15 / departing and transferring passenger
<b>Security charge</b>	None
<b>Infrastructure charge</b>	None
<b>Bus charges</b>	First 30 min CZK 665 Each additional 10 min CZK 665
<b>Use of passenger boarding bridge charges</b>	CZK 2 910 for PB Bridge for aircraft <100 t MTOW / max 120 min
	CZK 5 440 for PB Bridge for aircraft ≥100 t MTOW / max 180 min incl. AC/Heating
	CZK 405 AC/Heating Charge for aircraft <100 t MTOW

### Belgrade (valid from 01 January 2025)

<b>Landing charge</b>	up to 25 tons € 6.74 / ton
	over 25 tons: € 9.10 / ton
<b>Parking charge</b>	Remote position € 0.19 / ton / hour
	Use of passenger boarding bridge “5 minutes interval” EUR per MTOW: 24 - 35 tons € 15.01 38 - 48 tons € 16.76 48 - 60 tons € 18.61 60 - 70 tons € 15.73 70 - 80 tons € 18.20 80 - 90 tons € 19.85 90 - 150 tons € 22.83 150 - 180 tons € 14.91 180 - 210 tons € 14.91 210 - 260 tons € 21.92 Over 260 tons € 27.56
<b>Lighting charge</b>	Up to 25 tons € 2.13 / ton
	Over 25 tons: € 2.91 / ton
<b>Passenger service charge</b>	Terminal 1 & 2 International passenger: € 20.75 / departing passenger Domestic passenger: € 8.95 / departing passenger Transfer passenger: € 4.21 / transfer passenger
<b>Security charge</b>	€ 6.47 <sup>2</sup> / departing passenger
<b>CUTE charge</b>	€ 0.80 / departing passenger
<b>Infrastructure charge</b>	Up to 5 tons € 20.09 5 - 10 tons € 43.77 10 - 16 tons € 117.17 16 - 24 tons € 206.79

<sup>2</sup> Valid from 01/01/2025

	24 - 35 tons € 270.03 35 - 48 tons € 290.69 48 - 60 tons € 311.96 60 - 70 tons € 365.32 70 - 80 tons € 403.37 80 - 90 tons € 440.24 90 - 150 tons € 524.75 150 - 180 tons € 683.00 180 - 210 tons € 866.73 210 - 260 tons € 1113.37 Over 260 tons € 1407.08
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<b>Bratislava (valid from 31 March 2024)</b>	
<b>Landing charge</b>	Domestic: € 6.96 / ton
	International: Up to 150t € 17.74 / ton 151 - 250t € 12.57 / ton Over 250t € 8.99 / ton
<b>Parking charge</b>	Cargo: Up to 2 hours free of charge 2 to 12 hours € 0.41 / ton / hour Over 12 hours € 0.10 / ton / hour
	Passenger: Up to 1 hour free of charge Over 1 hour € 0.41 / ton / hour
<b>Passenger service charge</b>	International passenger: € 22.01 / departing passenger
	International transfer passenger: € 8.54 / transfer passenger
	Domestic passenger: 50% of international departing passenger € 11.00 / departing passenger
	Domestic transfer passenger: 50% of domestic departing passenger € 4.26 / transfer passenger
<b>Security charge</b>	None
<b>Infrastructure charge</b>	None
<b>Noise charge</b>	None

*Bratislava charges does not contain VAT, VAT will be charged under effective legal norms of the Slovak Republic.*

The term “per ton” or “/ ton” refers to each ton of the maximum takeoff weight (MTOW) (even if the last ton is incomplete).

## Annex XIII.

### Financial overview and forecast

#### XIII.1 Analysis of the revenue and cost allocation between regulated and non-regulated services

The BUD group generated revenues of 665.9 million EUR in 2024, of which 283.1 million EUR is from aviation-related charges and regulated services.

000 EUR	2024		
	Total	PAX	CARGO
<b>Revenues</b>	<b>665,942</b>		
<b>Aviation revenues</b>	<b>283,069</b>	<b>275,647</b>	<b>7,422</b>
Landing fee - weight component	61,705	53,454	8,251
Landing fee - noise component	0	0	0
Aircraft parking	5,389	4,637	752
BHS	3,477	3,477	0
Public incentives	-7,724	-6,143	-1,581
Passenger service charge	209,787	209,787	
Check-in	3,032	3,032	
Other aviation revenues	7,403	7,403	
<b>Non-aviation revenues</b>	<b>333,495</b>		
Fuel Supply revenues	208,922		
Real estate	42,056		
Retail & advertisement	54,914		
Landside services	22,237		
Other non-aviation revenues	5,366		
<b>Construction Revenues</b>	<b>38,551</b>		
<b>Other non-financial revenues</b>	<b>2,177</b>		
<b>Financial revenues</b>	<b>8,650</b>		
<b>Expenditure</b>	<b>563,007</b>		
<b>Aviation</b>	<b>232,009</b>	<b>225,925</b>	<b>6,084</b>
Materials	55,470	54,015	1,455
Personnel expenditure	49,327	48,034	1,293
Depreciation	25,247	24,585	662
Financial expenditure	77,832	75,791	2,041
Other expenditure	24,133	23,500	633
<b>Non-aviation</b>	<b>292,447</b>		
Materials	217,371		
Personnel expenditure	16,822		
Depreciation	14,259		
Financial expenditure	40,625		
Other expenditure	3,370		
<b>Construction cost</b>	<b>38,551</b>		
<b>EBT</b>	<b>102,935</b>		
<b>Aviation EBT</b>	<b>51,060</b>	<b>49,722</b>	<b>1,339</b>
<b>Non-Aviation EBT</b>	<b>51,875</b>		

Note: Audited data, BUD group (AHK consolidated) IFRS

During the same period, the BUD group's costs amounted to 563.0 million EUR, of which 232.0 million EUR is linked to aviation-related regulated services.

The financial results of the BUD group's aviation business unit for 2024 show a 51.1 million EUR profit.

### **XIII.2 The valuation of capital deposited with a view to providing regulated services**

Budapest Airport Zrt. began its activities on 1 January 2002. It received its assets required for airport and other commercial activities from MNV for asset management. These were entered into accounting records at values determined by an independent value appraiser. The independent expert also defined the net value, the useful life cycle and the residual value of these assets.

At the time of privatization, on 22 December 2005, the Airport's fixed assets were subjected to an independent valuation prepared according to international financial reporting standards (IFRS).

### **XIII.3 Implemented investments in the previous period**

From the investment forecast included in the previous Tariff Manual, the following investments were implemented in 2024-2025:

- Terminal 2 capacity enhancements such as Curbside upgrade and centralized ticketing office
- Infrastructure works for Terminal 3 have started, including utility installations, access road construction, and parking area design.
- Extension of 13L/31R antenna system (ILS)
- Capacity extension of the fire water plant
- Ongoing refurbishment of apron, runway, and taxiway infrastructure
- Parking system upgrade

### **XIII.4 Operating cost and efficiency forecasts relating to the Regulated Activities**

In addition to ensuring the conditions for continuous operation and implementing the investments necessary to develop operation, Budapest Airport Zrt. has taken the following steps to increase efficiency, which it plans to continue moving forward:

- Continuous improvement of passenger services:
  - Flight information display system,
  - Check-in extension,
  - Terminal quality improvements,
- Quality assurance, regular ISO audits, including the Armed Security Guard and the Polaroid Office
- Security awareness, labor and fire safety and compliance trainings for all employees of Budapest Airport
- Efforts and investments related to energy efficiency and sustainability.
- Continuous IT developments, digitization steps.
- Continuous replacement and modernization of mechanical systems and operational infrastructure, with the aim of introducing more cost-effective systems.

The main goal of these efficiency enhancement initiatives and developments is to optimize passenger traffic flow, reduce waiting times, reinforce security and safety measures, elevate service standards, expand operational capacities, and foster greater cost-effectiveness and long-term sustainability.

In line with the shareholders' guidelines, Budapest Airport Zrt. intends to take additional steps to enhance the efficiency of the Airport, while maintaining and improving the quality of the operational services provided.

**XIII.5 Forecasts for aviation-related capex projects to be implemented during the next forecasting period, including indicative schedules for the execution of individual projects**

The following tables summarize the estimated values for the aviation-related capex and heavy maintenance projects (of aprons, runways, taxiways) of Budapest Airport Zrt. in 2026:

CAPEX projects (EUR m) - aviation-related CAPEX	2026
Total	41

Heavy maintenance (EUR m) - aviation-related	2026
Total	4.7

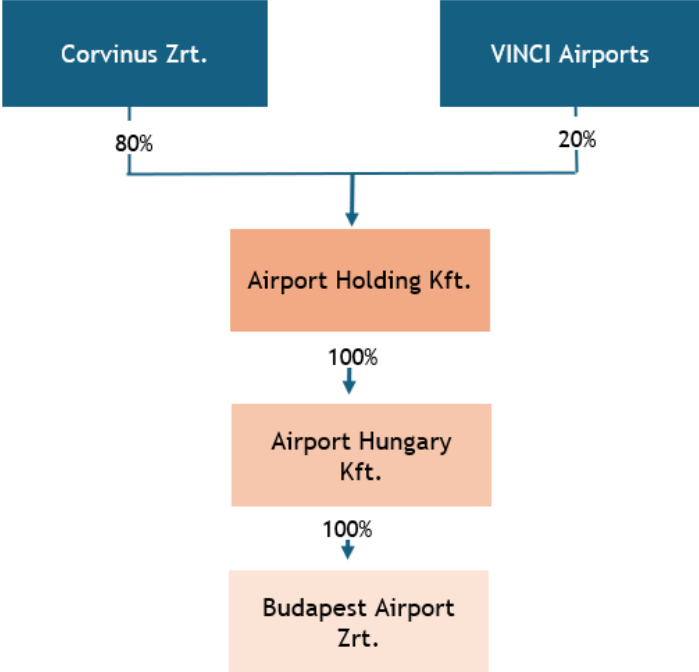
Budapest Airport Zrt. is planning to implement the following capacity expansion projects during the next year, in line with passenger traffic:

- The development of Terminal 3 (T3) represents a critical part of the CAPEX plan designed to boost the airport's capacity. Infrastructure-related enabling works for Terminal 3 - which began in 2024 - will continue in 2026, paving the way for the initial capacity expansions of Terminal 3 to be operational by 2033.
- Enhancement projects for Terminal 2 are focused on increasing its capacity and optimizing peak throughput within the existing terminal infrastructure, e.g. via check-in extension and new entrance at T2A.
- Apron developments.
- The continuous, pre-planned refurbishment and development of the runways and taxiways.

In addition, projects focusing on the ongoing development and replacement of existing infrastructure are also included in the capex plan for the next year (for instance, road refurbishments, SkyCourt cooling improvement, FIDS development).

**XIII.6 Overview of the expected financing sources and capital structure of the Regulated Activities**

The diagram below shows the company’s ownership structure as of 6 June 2024.



Budapest Airport Zrt. wishes to finance Regulated Activities entirely from its revenues generated from the Regulated Activities and its capital expenditure from internal and external resources.

**XIII.7 The method of the financing of ongoing capex projects**

Budapest Airport Zrt. wishes to finance capex projects primarily from resources provided by financial institutions and its own aeronautical revenues.

## **Annex XIV.**

### **The list of Non-Regulated Activities**

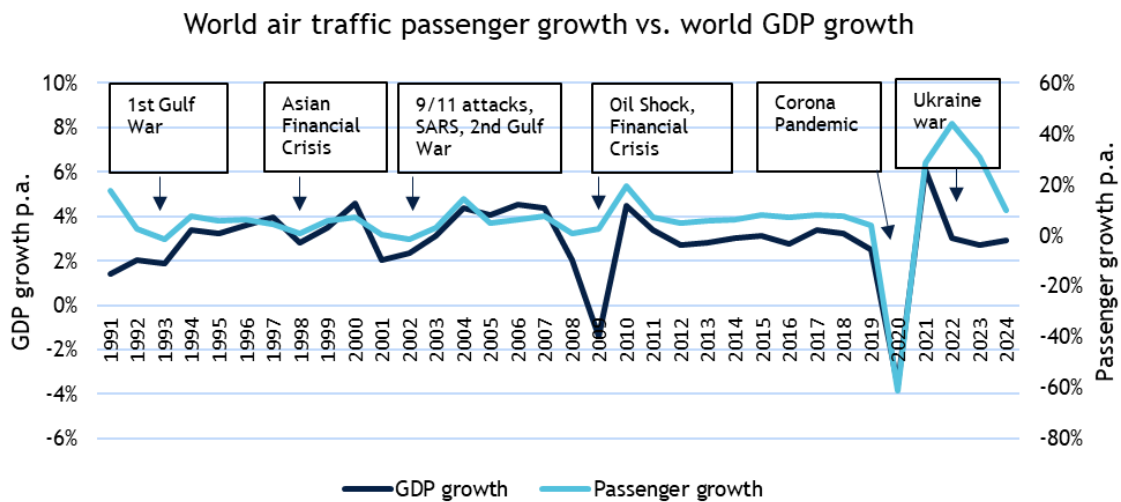
All activities, services and infrastructure provided by the airport operator not being listed as part of the regulated activities presented in Annex I. The list includes but is not limited to:

- Property leasing
- Utilities and waste management
- Sales of advertising surfaces
- Car park management
- Other traffic-related services
- Other terminal-related services
- IT services
- Fuel sales for road vehicles
- Occupational health services
- Other services

## Annex XV

### Market risks in the air transport sector

Global passenger traffic growth continues to be characterized by industry cycles driven by the economic environment. The concept of an industry cycle is largely based on the presumption that air traffic growth is closely correlated with economic expansion, while recessions negatively impact demand. Historically, global GDP has been the single most important indicator for aviation industry development. Positive GDP growth typically leads to increased demand for air travel, while economic slowdowns result in stagnating markets. Despite temporary downturns, the aviation industry has shown resilience, with markets generally recovering and returning to growth trajectories over time.

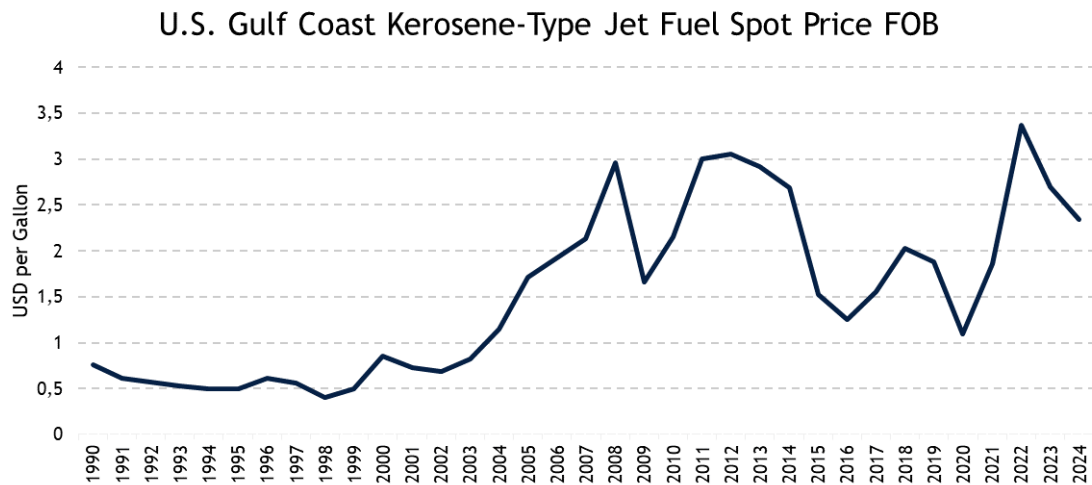


Source: The World Bank, Oxford Economics, ACI

While certain crises, such as economic downturns, follow predictable cycles, others remain unforeseen and disruptive. For example, the September 11, 2001 attacks had a significant impact on the aviation sector, leading to stagnating passenger numbers for two years. Regional crises, such as the SARS pandemic or the Icelandic volcanic ash cloud in 2010, also caused temporary disruptions in air traffic growth.

Over the past 40 years, global air travel has demonstrated robust growth. However, the COVID-19 pandemic caused an unprecedented collapse in passenger traffic, with a global drop of approximately 61% by the end of 2020, equating to the loss of nearly 2.4 billion aerial passengers. During the initial phase of the pandemic, major airports in Europe experienced traffic reductions of 70-90%. By 2024, Budapest Airport successfully recovered, with passenger traffic returning to pre-pandemic levels seen in 2019.

While the aviation industry continues to recover from the pandemic, geopolitical tensions such as the ongoing war in Ukraine and the Israel-Hamas conflict have introduced additional challenges. While direct route cancellations have had a limited impact, volatile energy prices and inflation remain significant concerns. Persistent inflation has reduced disposable household income, which may further dampen the propensity to fly in 2025.



Source: US Energy Information Administration

Oil prices remain highly volatile, influenced by geopolitical conflicts, including the war in Ukraine and unrest in the Middle East. These fluctuations directly impact operational costs for airlines and airports, further complicating recovery efforts.

#### Specific risks for airport operators

While airlines and airports share exposure to similar market risks, airport operators face unique challenges due to their fixed infrastructure and limited countermeasures against volatile traffic conditions. Airports are increasingly subject to competition from neighboring airports. According to a study by Copenhagen Economics, more than 60% of European citizens benefit from access to at least two major airports within a two-hour driving distance.

Unlike airlines, which can adapt to market shifts by reallocating fleets or capacities, airport operators are constrained by their physical infrastructure. Airlines frequently open and close routes to optimize profitability, with 15-20% of European airport routes changing annually. Low-cost carriers, in particular, have reduced switching costs, making them more agile in relocating operations, as noted by the UK Competition Commission.

Airport operators, on the other hand, face high fixed costs that are difficult to reduce during downturns. The economic performance of an airport is closely tied to the growth of its surrounding region. Operators must pre-finance long-term infrastructure investments, which carry the risk of irreparable changes in business conditions before these investments pay off. This risk is exacerbated by the reliance on a single airline for a significant portion of capacity. For example, Budapest Airport faced challenges following the grounding of Malév, which accounted for a substantial share of its traffic.

Despite these risks, airport expansion programs must remain aligned with long-term regional economic growth rather than short-term disruptions. Passenger traffic has shown consistent growth over the years, but recent crises—including the COVID-19 pandemic, the war in Ukraine, and geopolitical tensions in the Middle East—continue to pose challenges.

Additionally, airports are under increasing pressure to invest in sustainability initiatives. As part of global efforts to combat climate change, airports must reduce their carbon emissions and achieve net-zero targets. These investments, while necessary, add further financial strain to operators already grappling with fluctuating traffic volumes and rising operating costs.