

Annex No. 1

Basic Characteristics of the Subject Matter of the Public Contract

Locations within the Prague Airport

The prospective new aircraft hangar (called Hangar G) shall be located at the Prague Airport Northern Area, in the proximity of current aircraft maintenance zone and next to existing Hangar F. The location is determined by the future RWY 06R/24L (construction anticipated to commence approx. 2028).

The area for the General Aviation infrastructure development is located in the Southern Area of the airport – see below.



Picture 1 – Hangar G (highlighted red) General Aviation infrastructure (highlighted green)

Hangar G – Basic Description

a) Purpose of the hangar

The hangar should accommodate all the procedures of heavy and line maintenance of aircrafts including washing aircrafts inside. The design of the hangar will allow the maintenance services to be performed on different types of aircraft (as per size classification) as follows: ICAO aircraft classification code letter C, D, E. The hangar will be in operation 24/7 as the maintenance work will proceed also during the evenings and night shifts.

b) The maintenance hall

As stated, there was previously suspended (2006) design development which has specified the hangar dimensions as follows: (length / depth) 180.0m / 82.3m, roof attic elevation 385,93masl, load bearing arc-beam elevation max. 407,40masl, when +/- 0,000 = 359,23masl. These dimensions shall not be exceeded under no circumstances in order to utilize originally obtained zoning permit still allowing the Contracting Authority to proceed with subsequent design submission (in order to obtain the building permit directly – time saving manner). However, specified dimensions is the only limitations that should be considered in the design while completely new design in fields of architectural, construction and operational solution should take a place in order to meet up to date market best practice.

Initially, the Contracting Authority considering at least two design options in terms of accommodating the aircrafts as follows:

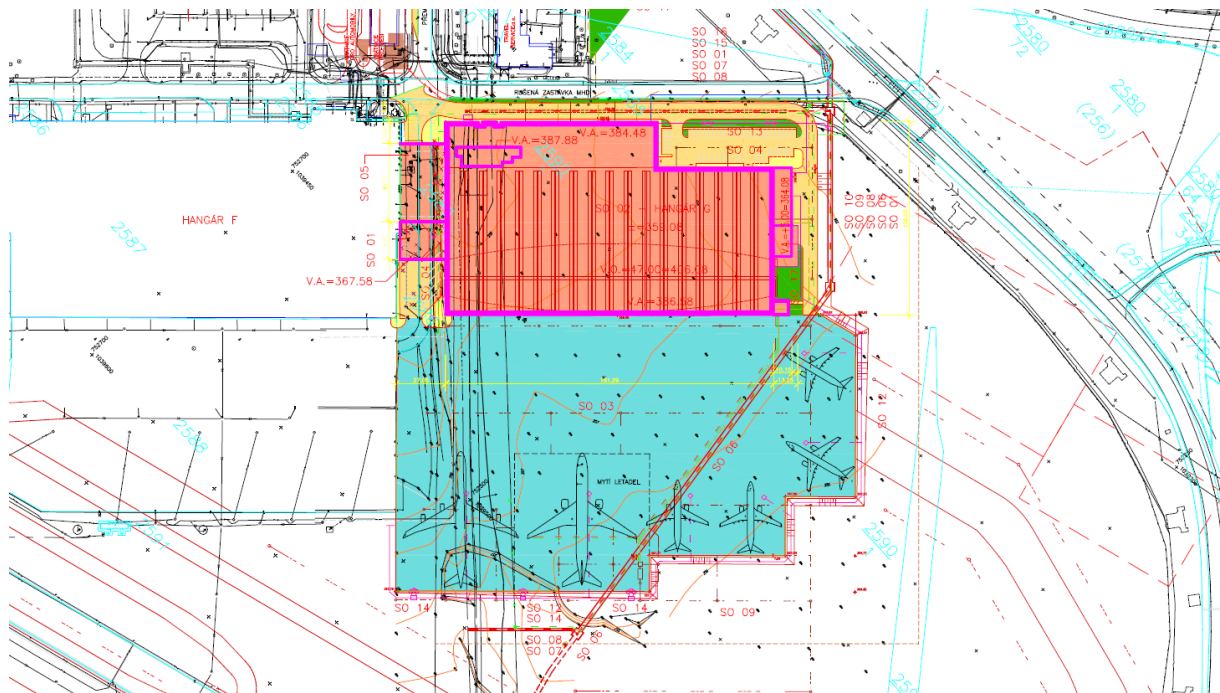
- (i) two E code letter aircrafts + four C code letter aircrafts (max span 36m)
- (ii) eight C code letter aircrafts

c) Storages and other background facilities

Aircraft service lots should be supported directly by specialized workshops, warehouses, aircraft parts services, etc. The design of background will be subject of complex analysis related to anticipated operators' requirements and common market best practice. Also offices, changing rooms, food court and other supporting facilities should be part of the design development.

d) Handling area and connection to the TWYs

New handling area should be designed in a front of Hangar G within airport security restricted area. It should be able to accommodate at least two E code letter aircrafts and four C code letter aircrafts (see illustrative picture below).



Picture 2 – Hangar G originally located, adjacent handling areas and service roads