

**PROPOSAL FOR VARIATION**

**PRG**

**Prague Airport  
Passenger Terminal Design Study**

**Impact Notice Proposal**

- a) Expansion of Project Zone
- b) Decision Support Services
- c) Follow-up variation:  
Elaboration of preferred  
concept incl. T1+Forecourt

Cologne / Amsterdam, 11.06.2019

**to:**

Letiště Praha, a.s.  
Mr. Pavel Komsa  
K letišti 1019/6, Ruzyně  
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**from**

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Dear Sirs

Reference is made to the presentation to the Board as of April 15<sup>th</sup> and the subsequent, based on the outcome of Part I of the Project (Analytical Part), decision to expand the project zone compared to the original project scope (see Annex C3 to Tender Documentation). During the progress meeting nr 6 with PRG stakeholders on April 16<sup>th</sup> the following decisions were announced:

- ➔ The Board agrees that planeground includes T1 into Functional and Architectural design. The design sketches should be elaborated while taking into account development of T2 independantly without using T1 as well as leaving some functionality within T1.
- ➔ The Board agrees that planeground will include into Functional and Architectural design as well the Landside area in front of Terminals in order to create synergy in between terminals and landside allowing Prague Airport to benefit economically at highest possible level while taking into account future potential of the AirportCity.

Furthermore, reference is made to the meeting with Petr Fabricky, Pavel Sladek and Petr Macal on May 13<sup>th</sup> 2019, and the various subsequent communications, in which we were asked, in compliance with Subclause 5.1.1 second sentence of the main contract, to additionally provide a proposal for support services for decision making after finalization of the concept phase.

Both requests, the Variation 1.0 and the potential Variation 1.1, constitute a variation of Services with respect to the original scope (v1.0: expansion of Project Zone; proposed v1.1: Decision Support Services to concept finding) according to Subclause 5.1.3 of the main contract. The following proposal shall further itemize the additional time and works resp. costs associates with the variation v1.0 and the proposed Variation v1.1 (i.e. impact notice, and proposal for variation) in accordance with Subclauses 5.2.2 / 5.2.3 and 5.1.1 of the main contract.

Following a request by Petr Macal and Petr Fabricky, the following proposal also sets the limits of additional time and works resp. costs associated with the envisaged, potential follow-up variation v2.0 (further design elaboration of the preferred concept that includes Terminal 1 and the Landside Terminal 2 (Forecourt)) that may occur in the Design Part Phase B (DP/B) and Design Part Phase C (DP/C), if the Client selects it.

## 1. APPRECIATION OF PROJECT VARIATIONS AND/OR POTENTIAL VARIATIONS

In Annex C3 to the Tender Documentation (TD) – Project Description, the focus area of the terminal development is defined. According to the paragraph B of Annex C3 the Design Study comprises of two development zones of new Terminal 2 Expansion, the Redevelopment of existing T2 and an affected zone of public space in front of T2 (Landside).

During the execution of Part I of the Project (Analytical Part) planeground did some extensive As-Is-Analysis on Terminal 1 and carried out various impact analysis of T2 Expansion on adjacent areas / interfacing planning. As a conclusion, some main questions arose pertaining to

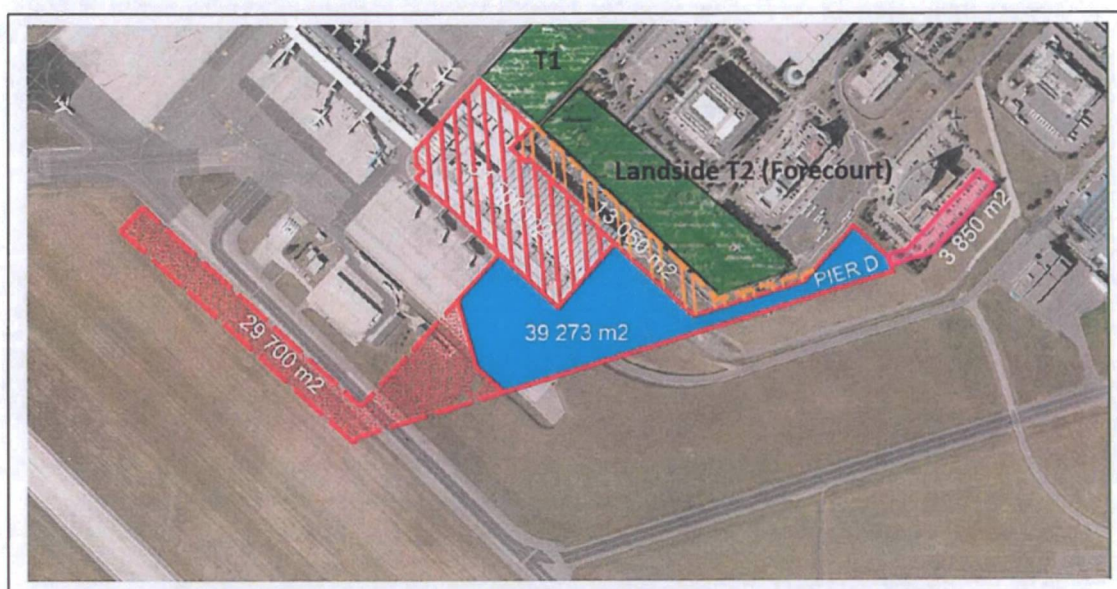
- ➔ Incorporation of Terminal 1:
  - How to use T1 until 2045?
  - Is the Schengen PAX-Experience at PRG Airport adequately considered?



- How to balance the Terminal functionality T1 vs T2?
- ➔ Reconfiguration of Landside Terminal 2 (Forecourt):
  - How to make use of the precious transition zone in front of Terminal 2?
  - How can Urban Quality enhance the sense of place of PRG Airport?

The discussion of these questions among the Board / Stakeholders revealed that limiting the focus of the Design Study on designing only the zoning by the ADPi Footprint would fall short in terms of integrality and coherence of the new Terminal Development within its surroundings. In fact it is deemed necessary to duly consider the direct adjacent zones of the project boundaries in order to achieve an optimum overall solution of the Terminal Development.

The new project focus area comprises of two additional zones to be considered compared to the original zoning as indicated in Annex C3 (see also green area in picture below).



Picture 1: Existing zoning of project and new additional zones of Variation v1.0 (green areas)

In the aftermath of the board meeting, the question arose that the decision period of one week after the concept phase (in order to select a preferred concept) will most likely be insufficient because the main criteria on which such decision will be build (i.e. phasing / CAPEX) need to be prepared. This is the reason for the request of the potential Variation v1.1

- ➔ Achieving consensus on a preferred concept:
  - What are the main pain-points in the concept, that are not yet thought through?
  - What needs to be known for proper decision making (additional analysis)?
  - How and with which scope to continue the project works?

## 2. GOAL SETTING & BOUNDARIES OF VARIATIONS

The main goal is to, based on the outcome of Part I of the Project (Analytical Part), reconsider the suitability of the basic terminal planning schemes by ADPi within the overall development planning context at PRG and to propose possible alternatives with respect to a more optimal and balanced integration of T1 and T2 Landside (Public Area). As a consequence of this,



variability of planning options as well as complexity of possible solutions increase at this current stage of the Design Part – i.e. Conceptual elaboration (sketch design level – in variants).

As it is unclear which preferred concept in the end will be selected by the Client to further elaborate and in how far that will cause major or only little impact on the further execution of our works as proposed and laid down in the main contract, it is inevitable for the time being to **delimit the present Notice of (potential) Variation of Services solely to the project phase “Part II – Design Part A) Conceptual Elaboration (DP/A 1-3) and subsequent Decision Period”** as stipulated in the Scope of Works (v6.2 - final) and the Project Schedule (v.6.3 - final) respectively.

Any impact on Design Part B) “Further elaboration of selected proposal” and C) “Verification of structure capabilities” are to be itemized at the respective later project stage, when the preferred option is selected by the Client, however based on plane ground diligent, conservative estimations, plane ground can already commit itself to maximal impact thereof in terms of additional time and costs, as set in paragraph 4 herein below.

In line with the general purpose of the Design Study, the Variation of Services for the new focus areas (Terminal 1 and Landside Terminal 2 – Forecourt) **shall be limited to only those planning aspects in the respective zones that have a direct relation with the prime functions of the PRG Passenger Terminal Expansion**. This means that building parts that do not distinctively contribute to the general Passenger handling and processing will not be considered (e.g. conversion of T1 Check-In Hall into VIP facility or other functionality).

### 3. SCOPE OF WORKS (VARIATION v1.0 + v1.1)

As stated above, the scope of works for the present Variations (v1.0 & v1.1) do only refer to the project phase Design Part II – A) Conceptual Elaboration (incl. subsequent decision) forming; The scope of Variation v1.0 will comprise of following subtasks (on sketch design level) :

- DP/A 1 - Design Proposals: Layout Arrangements /i.e. Floor Plans)
- DP/A 2 - Design Proposals: Functional schemes (i.e. Flows & Processes)
- DP/A 3 - Design Proposals: Architectural Design (i.e. exterior & interior spatial design)

The subsequent decision forming process (by the client) – proposed Variation v1.1 - will be supported by following works:

- DP/A+1 – Decision Support Works: Stakeholder Workshops for concept alterations / fine-tuning with the purpose to achieve unanimous
- DP/A+1 – Decision Support Works: Analysis Works e.g. Rough Cost Estimation; Phasing of concept
- DP/A+2 – Decision Support Works: Definition of scope for elaboration phase (DP/B)

According to the final list of tasks Scope of Works v6.2 (as laid down in the main contract), any functional schemes and design concepts outside the project frame / zoning according to Annex 3 of TD were excluded. For this variation v1.0 & v1.1 the exclusion will be revised and incorporate the new focus areas as stated above.

Consequently the scope will include some major new elements to cope with in the total concept (pre-study level of detailing):



- Incorporation of Terminal 1
  - Schengen Lounge / Retail configuration
  - Baggage Reclaim relocation / renovation
  - Baggage handling re relocation / renovation
- Reconfiguration of Landside Terminal 2 (Forecourt)
  - Train-station exit/entry situation
  - Plaza configuration and urban design
  - Integration of old/new tower function
  - Revised kerb situation (incl. access to busses and parking garages)

#### 4. DURATION AND COSTS (v1.0 / v1.1 + v2.0)

The greater extent and complexity of the focus area will cause some extra time for studies, coordination and decision-making even in the conceptual stage of the study. Thus, the present variation of services affects the total project schedule. But since the project still is in its early concept finding stage, the postponement can be kept to a minimum for now. However, depending on the preferred option to be selected and the amount of additional works associated with it during the next elaboration phase, the project time may extend again. That means that the project schedule v7.3 (attached to this notice) is only applicable until the end of DP/A+ tasks. Prior to entering the next Design Part Phase B (DP/B) the impact of the preferred option on the original Scope of Works (on DP/B and DP/C) is to be assessed and stipulated in a **Variation Notice v2.0**, however we, planeground, undertake **that the additional time and works resp. costs associated with such envisaged, potential follow-up variation v2.0 (further design elaboration of the preferred concept that includes Terminal 1 and the Landside Terminal 2 (Forecourt)) shall not exceed 6 weeks and/or EUR 200,000 (to wit: two hundred thousand Euro) respectively.**

- **Additional time for Variation 1.0 (DP/A 1-3)** → **2 weeks**
- **Additional time for proposed Variation 1.1 (DP/A 1-3)** → **2 weeks**

In order to keep up the pace of the project, planeground commenced with the works immediately after PRG stated above requests.

Time for Completion and/or Milestones pertaining to DP/B and DP/C, as set out in the main contract and its Appendix 4 (Project schedule v6.3), are postponed by 4 weeks, corresponding to the total additional time pertaining to Variation 1.0 and proposed Variation v1.1. Such postponed Time for Completion and/or Milestones shall remain binding until further changed in compliance with the main agreement (e.g., until the approval of the envisaged, potential follow-up variation v 2.0, as estimated in the project schedule 7.3 attached hereto).

For the cost calculation of Variation v1.0 & proposed v1.1 Services, the original staff allocation schedule was taken as a basis. This has been extended for 2 weeks (in each case) and slightly optimized on some positions. Together with the hourly rates agreed upon in the main contract, the impact of the Variations sums up to:

- **Total cost of Variation v1.0 (DP/A 1-3)** → **€ 36.890,--**
- **Total cost of proposed Variation v1.1 (DP/A+ 1-3)** → **€ 29.902,--**

The amounts include following costs (with respect to Variation v1.0 and proposed Variation v1.1, see also detailed cost summary attached to this doc)

- Staff honorarium
- Office and coordination cost (Cologne&Amsterdam / Prague)



- ➔ Travel and accommodation costs as stipulated in the respective schedule.

All amounts are net values and do not comprise statutory VAT amounts.

## 5. GENERAL CONDITIONS

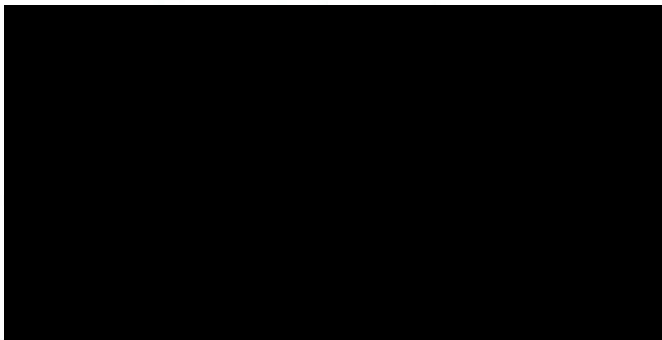
In addition to the agreements in the respective clauses of the main contract, the following conditions are applicable:

- ➔ Submission of invoice of Variation v1.0 and proposed v1.1 is due after finalizing DP/A(+) tasks, i.e. prior to entering the decision period by the client (according to Project schedule v7.3)
- ➔ Until official approval of the Variation v1.0 and proposed v1.1, Consultant's legitimate costs accrued will be covered (i.e. not at risk of the Consultant).

We are convinced that the Variations are not only contributing a new perspective to the new Terminal Concept, but that it is imperative to consider them in the endeavour to achieve the study's prime goal to obtain highest aesthetic and operational qualities to emphasize the position of PRG Airport as the main gateway to Czech Republic.

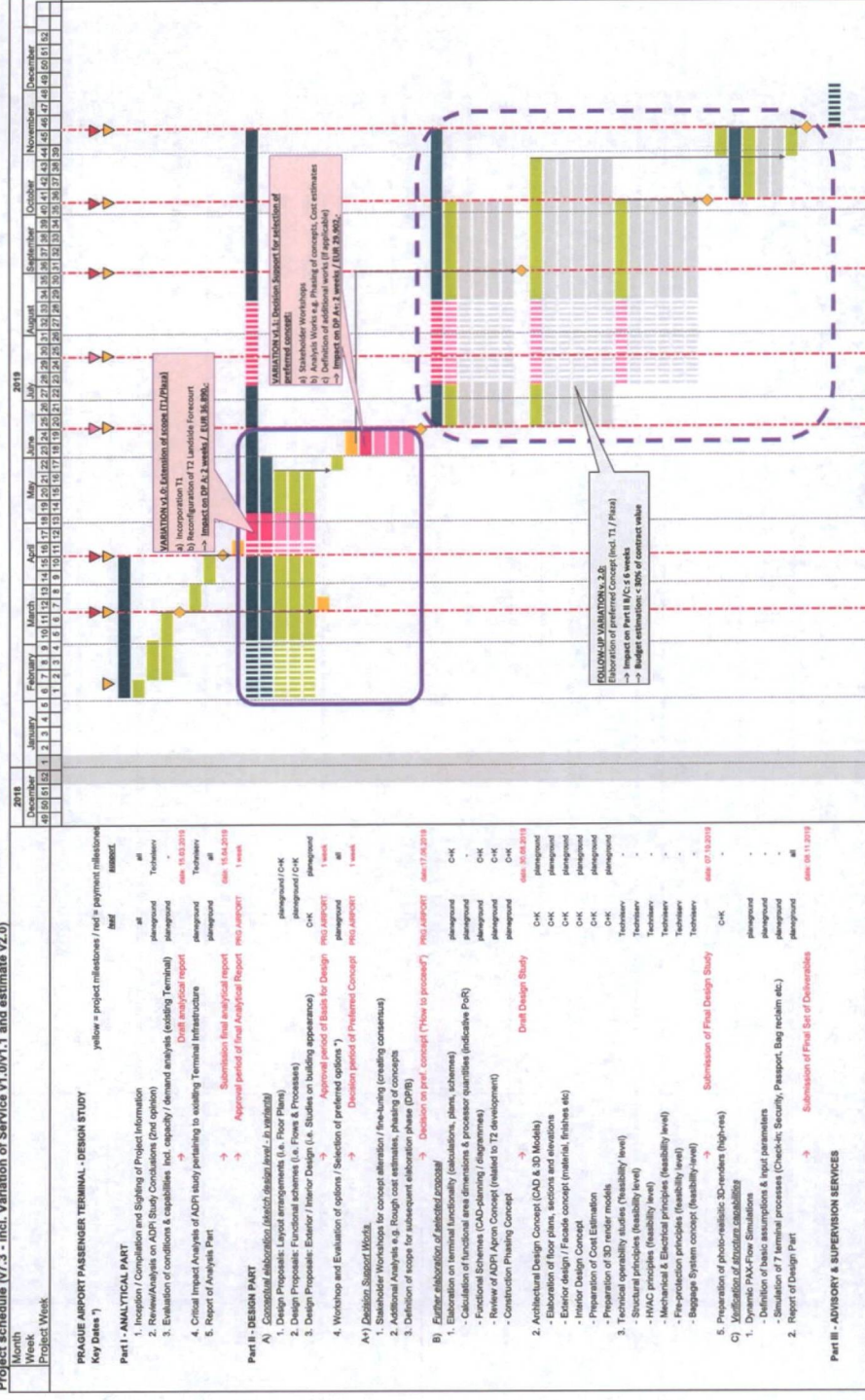
With kind regards  
Yours faithfully

Paul Beck  
Cologne / Amsterdam, June 11<sup>st</sup>, 2019





## Project schedule (v7.3 - Incl. Variation of Service v1.0/v1.1 and estimate v2.0)





Calculation Variation of Works v1.0 (DP/A 1-3)			
Project: "Prague Airport Passenger Terminal - Design Study" / Variation v1.0 + v1.1			
plane ground / Techniserv / C+K			
I. PROFESSIONAL FEE			
A) plane ground airport consulting	Rate (Euro/day)	Time days (8hr)	Total (Euro)
Sr. Airport Master Planner	1.160,00 €	4,0	4.640,00 €
Sr. Terminal Architect	1.160,00 €	6,0	6.960,00 €
Terminal Architect	760,00 €	8,0	6.080,00 €
Sr. Airport Planner	1.160,00 €	2,0	2.320,00 €
Simulation Analyst	960,00 €		- €
Subtotal plane ground	in Staff days	20,0	20.000,00 €
	staff months	0,9	54,22%
B) Techniserv	Rate (Euro/day)	Time days (8hr)	Total (Euro)
Local Project Manager / Engineers (HVAC, Bag-Sys, Constr., M&E)	640,00 €	5,0	3.200,00 €
Local Consultant / Engineer	640,00 €		- €
Subtotal Techniserv	in Staff days	5,0	3.200,00 €
	staff months	0,2	8,67%
C) Chybik & Kristof Architects	Rate (Euro/day)	Time days (8hr)	Total (Euro)
Chief Architect	1.060,00 €	2,0	2.120,00 €
Lead Architect	435,00 €	10,0	4.350,00 €
Architect	325,00 €	6,0	1.950,00 €
Support	90,00 €	8,0	720,00 €
Subtotal Chybik + Kristof	in Staff days	26,0	9.140,00 €
	staff months	1,2	24,78%
II) ADDITIONAL COST			
Office Cost		5%	1.000,00 €
Travel Expenses *)	320,00 €	5	1.600,00 €
Hotel / night *)	120,00 €	10	1.200,00 €
Allowance / day *)	50,00 €	15	750,00 €
Subtotal II) Additional Cost (Indicative Tender Phase)			4.550,00 €
*) Basis: only applicable for non-resident (i.e. non-Czech) parties			
TOTAL SUM (excl. VAT) / VARIATIONS 1.0			36.890,00 €



Calculation Variation of Works v1.1 (DP/A+ 1-2)			
Project: "Prague Airport Passenger Terminal - Design Study" / Variation v1.0 + v1.1 plane ground / Techniserv / C+K			
<b>I. PROFESSIONAL FEE</b>			
<b>A) plane ground airport consulting</b>	<b>Rate (Euro/day)</b>	<b>Time days (8hr)</b>	<b>Total (Euro)</b>
Sr. Airport Master Planner	1.160,00 €	4,0	4.640,00 €
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Terminal Architect	760,00 €	4,0	3.040,00 €
Sr. Airport Planner	1.160,00 €		- €
Simulation Analyst	960,00 €		- €
Subtotal plane ground	in Staff days	14,0	14.640,00 €
	staff months	0,6	48,96%
<b>B) Techniserv</b>	<b>Rate (Euro/day)</b>	<b>Time days (8hr)</b>	<b>Total (Euro)</b>
Local Project Manager / Engineers (HVAC, Bag-Sys, Constr., M&E)	640,00 €	4,0	2.560,00 €
Local Consultant / Engineer	640,00 €		- €
Subtotal Techniserv	in Staff days	4,0	2.560,00 €
	staff months	0,2	8,56%
<b>C) Chybik &amp; Kristof Architects</b>	<b>Rate (Euro/day)</b>	<b>Time days (8hr)</b>	<b>Total (Euro)</b>
Chief Architect	1.060,00 €	2,0	2.120,00 €
Lead Architect	435,00 €	10,0	4.350,00 €
Architect	325,00 €	6,0	1.950,00 €
Support	90,00 €		- €
Subtotal Chybik + Kristof	in Staff days	18,0	8.420,00 €
	staff months	0,8	28,16%
<b>II) ADDITIONAL COST</b>			
Office Cost		5%	732,00 €
Travel Expenses *)	320,00 €	5	1.600,00 €
Hotel / night *)	120,00 €	10	1.200,00 €
Allowance / day *)	50,00 €	15	750,00 €
<b>Subtotal II) Additional Cost (Indicative Tender Phase)</b>			<b>4.282,00 €</b>
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<b>TOTAL SUM (excl. VAT) / VARIATIONS 1.1</b>			<b>29.902,00 €</b>





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Following a request by Petr Macal and Petr Fabricky, the following proposal also sets the limits of additional time and works resp. costs associated with the envisaged, potential follow-up variation v2.0 (further design elaboration of the preferred concept that includes Terminal 1 and the Landside Terminal 2 (Forecourt)) that may occur in the Design Part Phase B (DP/B) and Design Part Phase C (DP/C), if the Client selects it.

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In Annex C3 to the Tender Documentation (TD) – Project Description, the focus area of the terminal development is defined. According to the paragraph B of Annex C3 the Design Study comprises of two development zones of new Terminal 2 Expansion, the Redevelopment of existing T2 and an affected zone of public space in front of T2 (Landside).

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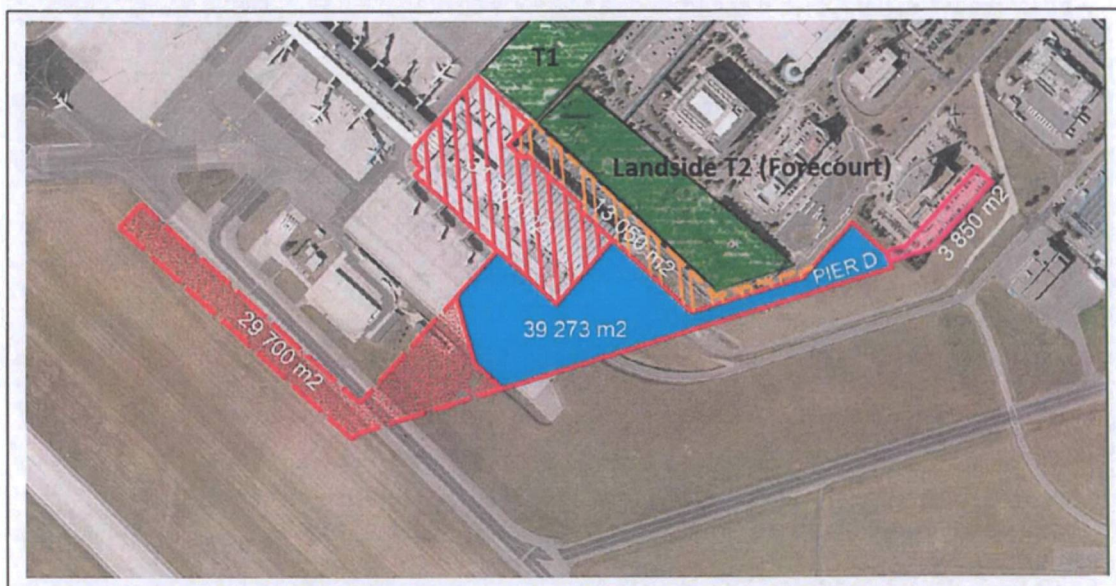
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Picture 1: Existing zoning of project and new additional zones of Variation v1.0 (green areas)

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#### 4. DURATION AND COSTS (v1.0 / v1.1 + v2.0)

The greater extent and complexity of the focus area will cause some extra time for studies, coordination and decision-making even in the conceptual stage of the study. Thus, the present variation of services affects the total project schedule. But since the project still is in its early concept finding stage, the postponement can be kept to a minimum for now. However, depending on the preferred option to be selected and the amount of additional works associated with it during the next elaboration phase, the project time may extend again. That means that the project schedule v7.3 (attached to this notice) is only applicable until the end of DP/A+ tasks. Prior to entering the next Design Part Phase B (DP/B) the impact of the preferred option on the original Scope of Works (on DP/B and DP/C) is to be assessed and stipulated in a **Variation Notice v2.0**, however we, planeground, undertake **that the additional time and works resp. costs associated with such envisaged, potential follow-up variation v2.0 (further design elaboration of the preferred concept that includes Terminal 1 and the Landside Terminal 2 (Forecourt)) shall not exceed 6 weeks and/or EUR 200,000 (to wit: two hundred thousand Euro) respectively.**

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- Office and coordination cost (Cologne&Amsterdam / Prague)



- ➔ Travel and accommodation costs as stipulated in the respective schedule.

All amounts are net values and do not comprise statutory VAT amounts.

## 5. GENERAL CONDITIONS

In addition to the agreements in the respective clauses of the main contract, the following conditions are applicable:

- ➔ Submission of invoice of Variation v1.0 and proposed v1.1 is due after finalizing DP/A(+) tasks, i.e. prior to entering the decision period by the client (according to Project schedule v7.3)
- ➔ Until official approval of the Variation v1.0 and proposed v1.1, Consultant's legitimate costs accrued will be covered (i.e. not at risk of the Consultant).

We are convinced that the Variations are not only contributing a new perspective to the new Terminal Concept, but that it is imperative to consider them in the endeavour to achieve the study's prime goal to obtain highest aesthetic and operational qualities to emphasize the position of PRG Airport as the main gateway to Czech Republic.

With kind regards

Yours faithfully

Paul Beck

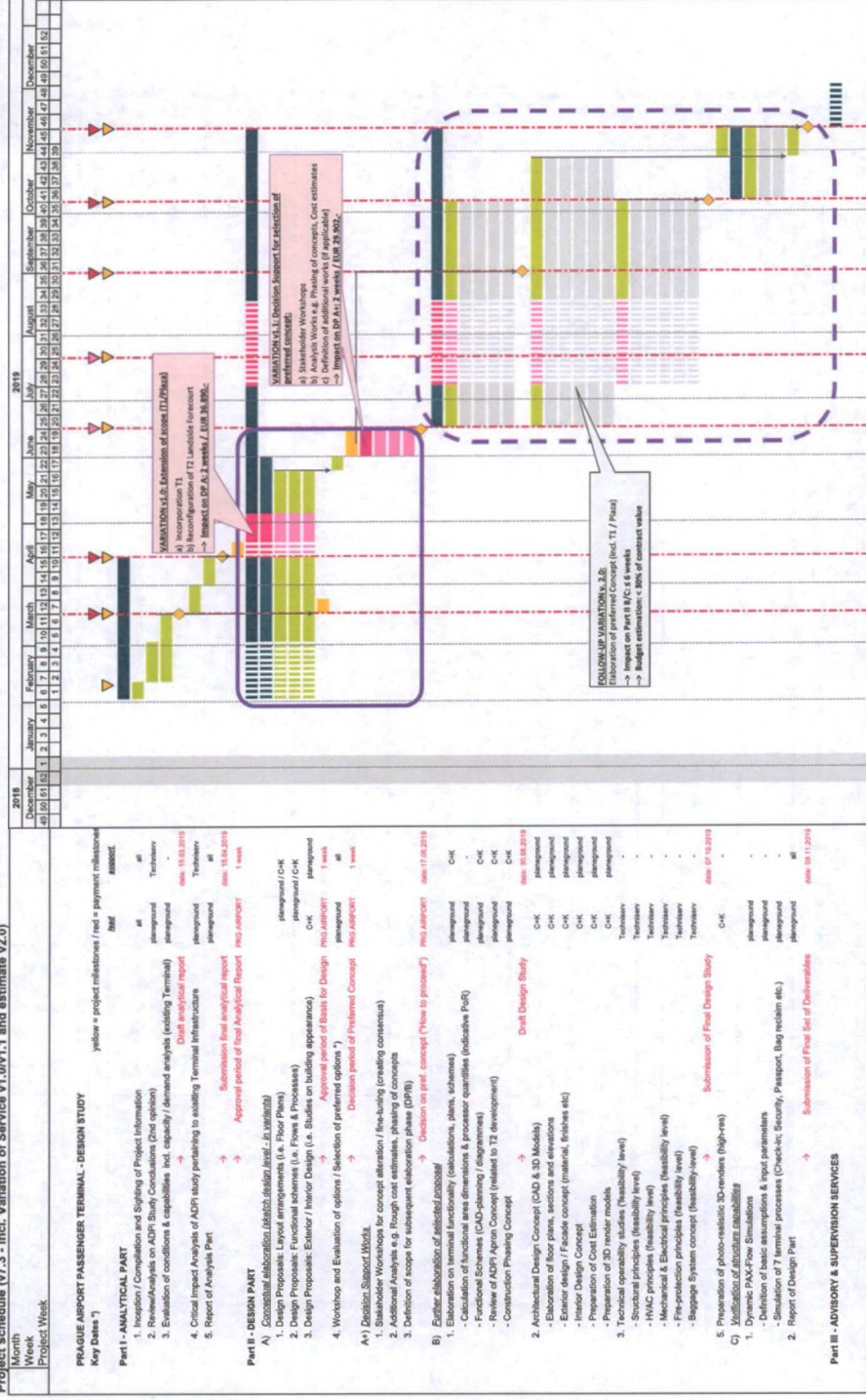
Cologne / Amsterdam, June 11<sup>st</sup>, 2019



ANNEX

- Project Schedule v7.3
- Break down of Cost for v1.0 / v1.1

Project schedule (v7.3 - Incl. Variation of Service v1.0/v1.1 and estimate v2.0)





Calculation Variation of Works v1.0 (DP/A 1-3)			
Project: "Prague Airport Passenger Terminal - Design Study" / Variation v1.0 + v1.1			
plane ground / Techniserv / C+K			
I. PROFESSIONAL FEE			
A) plane ground airport consulting	Rate (Euro/day)	Time days (8hr)	Total (Euro)
Sr. Airport Master Planner	1.160,00 €	4,0	4.640,00 €
Sr. Terminal Architect	1.160,00 €	6,0	6.960,00 €
Terminal Architect	760,00 €	8,0	6.080,00 €
Sr. Airport Planner	1.160,00 €	2,0	2.320,00 €
Simulation Analyst	960,00 €		- €
Subtotal plane ground	in Staff days	20,0	20.000,00 €
	staff months	0,9	54,22%
B) Techniserv	Rate (Euro/day)	Time days (8hr)	Total (Euro)
Local Project Manager / Engineers (HVAC, Bag-Sys, Constr., M&E)	640,00 €	5,0	3.200,00 €
Local Consultant / Engineer	640,00 €		- €
Subtotal Techniserv	in Staff days	5,0	3.200,00 €
	staff months	0,2	8,67%
C) Chybik & Kristof Architects	Rate (Euro/day)	Time days (8hr)	Total (Euro)
Chief Architect	1.060,00 €	2,0	2.120,00 €
Lead Architect	435,00 €	10,0	4.350,00 €
Architect	325,00 €	6,0	1.950,00 €
Support	90,00 €	8,0	720,00 €
Subtotal Chybik + Kristof	in Staff days	26,0	9.140,00 €
	staff months	1,2	24,78%
II) ADDITIONAL COST			
Office Cost		5%	1.000,00 €
Travel Expenses *)	320,00 €	5	1.600,00 €
Hotel / night *)	120,00 €	10	1.200,00 €
Allowance / day *)	50,00 €	15	750,00 €
Subtotal II) Additional Cost (Indicative Tender Phase)			4.550,00 €
*) Basis: only applicable for non-resident (i.e. non-Czech) parties			
<b>TOTAL SUM (excl. VAT) / VARIATIONS 1.0</b>			<b>36.890,00 €</b>



Calculation Variation of Works v1.1 (DP/A+ 1-2)			
Project: "Prague Airport Passenger Terminal - Design Study" / Variation v1.0 + v1.1			
plane ground / Techniserv / C+K			
I. PROFESSIONAL FEE			
A) plane ground airport consulting	Rate (Euro/day)	Time days (8hr)	Total (Euro)
Sr. Airport Master Planner	1.160,00 €	4,0	4.640,00 €
Sr. Terminal Architect	1.160,00 €	6,0	6.960,00 €
Terminal Architect	760,00 €	4,0	3.040,00 €
Sr. Airport Planner	1.160,00 €		- €
Simulation Analyst	960,00 €		- €
Subtotal plane ground	in Staff days	14,0	14.640,00 €
	staff months	0,6	48,96%
B) Techniserv	Rate (Euro/day)	Time days (8hr)	Total (Euro)
Local Project Manager / Engineers (HVAC, Bag-Sys, Constr., M&E)	640,00 €	4,0	2.560,00 €
Local Consultant / Engineer	640,00 €		- €
Subtotal Techniserv	in Staff days	4,0	2.560,00 €
	staff months	0,2	8,56%
C) Chybik & Kristof Architects	Rate (Euro/day)	Time days (8hr)	Total (Euro)
Chief Architect	1.060,00 €	2,0	2.120,00 €
Lead Architect	435,00 €	10,0	4.350,00 €
Architect	325,00 €	6,0	1.950,00 €
Support	90,00 €		- €
Subtotal Chybik + Kristof	in Staff days	18,0	8.420,00 €
	staff months	0,8	28,16%
II) ADDITIONAL COST			
Office Cost		5%	732,00 €
Travel Expenses *)	320,00 €	5	1.600,00 €
Hotel / night *)	120,00 €	10	1.200,00 €
Allowance / day *)	50,00 €	15	750,00 €
Subtotal II) Additional Cost (Indicative Tender Phase)			4.282,00 €
*) Basis: only applicable for non-resident (i.e. non-Czech) parties			
TOTAL SUM (excl. VAT) / VARIATIONS 1.1			29.902,00 €