

1 LOCAL TRAFFIC REGULATIONS AND RESTRICTIONS

- 1.1 Control of aircraft moving on movement area
 - 1.1.1 The aircraft will not be led to stands 25, 50 to 75 and E1 to E7 by FOLLOW ME car and the control service will be provided in the position of stand.
 - 1.1.2 Entry of aircraft to the stand using its own propulsion is allowed if the control service is present in the position of stand.
 - 1.1.3 The control service for aircraft leaving the stand on apron will be provided on request only.
 - 1.1.4 The control service for aircraft leaving or intending to stand on stands other than stands on aprons will be given only on aircraft operator's or pilot-in-command's request.
 - 1.1.5 While taxiing on the apron, the pilot shall assume full responsibility for avoiding collision with other aircraft, vehicles, persons or objects.
 - 1.1.6 Because of increasing of apron NORTH capacity the airport operator (Prague Airport) is authorized to order releasing of a stand and towing of an aircraft to an alternative lay-by/apron stand if the aircraft occupies the apron stand for more than 180 minutes.
 - 1.1.7 Performance of engine test runs at the Aprons of LKPR is prohibited, with exception of stands from E3 to E7 on the apron EAST in engine idling speed for propeller aircraft with wingspan maximally 29 m in time from 0600 to 2200 (0500-2100).
- 1.2 Taxiing
 - 1.2.1 Taxiing of aircraft with usage of its own engines is allowed only on maneuvering area. Taxiing outside maneuvering area is prohibited.
 - 1.2.2 After landing on RWY 06/24 vacating via RWY 12 is prohibited unless otherwise stated by ATC. There is prohibited taxiing of aircraft to RWY 12 along RWY 06/24 with exemption of the segment between TWY L and TWY D.
 - 1.2.3 No ATC clearance is required for crossing RWY 04/22. RWY 04/22 is permanently closed for departures and arrivals.
 - 1.2.4 Due to safety reasons for taxi-out on the apron use minimum power only.
- 1.3 HIGH INTENSITY RWY OPERATIONS - HIRO
 - 1.3.1 HIRO procedures are applied from 0500 to 2100 (0400 - 2000) hours.
 - 1.3.2 If unable to comply with the HIRO system, pilots are requested to advise ATC as soon as possible.
- 1.4 Arrival
 - 1.4.1 Whenever RWY conditions permit, pilots are requested to vacate RWY after landing via following exit taxiways:

TYPE CLASS	RWY 24		RWY 06		RWY 30	RWY 12	
MEDIUM-JET LDA	D RET* 2070 m		L RET* 1556 m	B 2430 m	G 2120 m	P 1685 m	R 2495 m
MEDIUM-PROP LDA	C 1325 m	D RET* 2070 m	L RET* 1556 m		G 2120 m	P 1685 m	

1.4.2 In order to ensure a minimum RWY occupancy time, it is recommended to nominate the expected exit taxiway during the approach briefing. Pilots are requested to aim for an exit, which can be made, rather than to aim for an earlier one, just to miss it and to roll slowly to the next.

1.5 Departure

1.5.1 Whenever RWY conditions permit, pilots should prepare and be ready to accept the following intersection take off runs:

TYPE CLASS	RWY 24	RWY 06	RWY 30	RWY 12
MEDIUM-JET TORA	THR 3715 m	E 3060 m	THR 3250 m	D 2760 m
MEDIUM-PROP TORA	B 2545 m	D 2250 m	R 2575 m	G 2225 m

1.5.2 Cockpit checks should be completed prior to line-up and any checks requiring completion on the RWY should be kept to minimum.

1.5.3 Pilots should ensure that they line up immediately after being cleared and to be ready to continue with a rolling take-off if necessary.

1.6 Flight procedures

1.6.1 Emergency phone in case of COM FAILURE +420 220 373 957.

1.6.2 Cloud base height related to the elevation 380 m will be given. In case aircraft will land on or take-off from RWY 24 and the cloud base height related to the different elevation will be given, the flight crew will be specially advised upon it.

1.6.3 Regardless of minimum flight altitudes on ATS routes in CTR Ruzyně can operate after permission received from APP Praha at the distance 5,4 NM DME OKL at height 2600 ft.

1.6.4 Operation of mode S transponders when the aircraft is on the ground

1.6.4.1 Aircraft operators intending to use Praha/Ruzyně airport shall ensure that the Mode S transponders are able to operate when the aircraft is on the ground.

1.6.4.2 Flight crew shall select XPNDR, or the equivalent according to specific installation, AUTO if available, not OFF or STDBY, and the assigned Mode A code:

- a) When requesting taxi.
- b) After landing, continuously until the aircraft is fully parked on stand.



- 1.6.4.3 Flight crew of aircraft equipped with Mode S having an aircraft identification feature shall also set the aircraft identification. This setting is the aircraft identification specified in item 7 of the ICAO ATC flight plan (e.g. BAW123, AFR456, SAS945...).
- 1.6.4.4 The aircraft identification shall be entered from the request for PUSH BACK or taxi, whichever is earlier, through the FMS or the Transponder Control Panel.
- 1.6.4.5 During parking flight crew shall to set up Mode A code 0000 and subsequently set up Mode-S transponder position OFF.
- 1.6.5 Arrivals
- 1.6.5.1 Pilots in-command of aircraft flying VFR at levels higher than 1000 ft AGL and intending to enter CTR Ruzyně are requested to enter CTR Ruzyně in horizontal flight at levels 2500 ft AMSL or lower, always below lower limit of TMA Praha, or below lower limit of TMA Vodochody.
- 1.6.5.2 For VFR flights entering CTR from class G or E airspace the pilot-in-command shall establish radio contact with Ruzyně RADAR FREQ 118,310 at least 3 minutes before entering CTR and forward the following information about flight:
- identification of the aircraft
 - type of aircraft *
 - aerodrome or place of departure *
 - aerodrome of destination or area of activity in CTR (as appropriate) *
 - present position and level of the flight
 - estimated time of entry into CTR
 - exit point from CTR (for transiting aircraft) *
 - confirmation of ATIS information with read back its QNH
 - request for ATC clearance
- * Marked data are not handed over if FPL has been submitted.*
- 1.6.5.3 Pilots-in-command intending to land in CTR Ruzyně outside LKPR, shall report place and estimated time of arrival. Immediately after arrival they are obliged to handover report of arrival by radio. If it is not possible due to technical reasons, report of arrival can be handed over by phone to TWR Ruzyně ☎ +420 220 374 048.
- Note: Obligation to handover report of arrival by phone, if it is not possible by other means, does not apply to flights of helicopter emergency medical service, Police of the CR and SAR. Pilots-in-command of these aircraft are allowed to transmit a message similar to a report of arrival by radio to appropriate unit if they expect the arrival to be finished safely.*
- 1.6.5.4 Pilots-in-command are requested to confirm ATIS information and read back its QNH when establish radio contact.
- 1.6.6 Short landing of VFR flights up to MTOW 7000 kg on RWY 30
- 1.6.6.1 Execution of short landing of aircraft flying under VFR, regardless the other simultaneous traffic on RWY 24 or RWY 06, can be cleared on RWY 30 provided that after landing the aircraft vacates RWY 30 via TWY P at the latest.
- 1.6.6.2 General conditions for short landing of aircraft flying under VFR to RWY 30:
- Landing shall be executed only by aircraft up to MTOW 7000 kg (category light).

- Speed of aircraft on final approach corresponds with speed of aircraft category "A".
- Landing can be executed between SR - SS only.
- Visibility 5 km or above and clouds BKN-OVC 1500 ft or above.
- The braking action will not be adversely affected by runway deposits (e.g. snow, slush or water).

1.6.6.3 In case of missed approach on RWY 30, pilot-in-command shall turn to the left not later than on abeam RWY 04/22 and proceed on waypoint TANGO, so as not to pass in any case abeam intersection RWY 30 and TWY P, to avoid any endangering of traffic on RWY 24 or RWY 06, and climb MAX 2500 ft.

1.6.7 Departures

1.6.7.1 Pilots-in-command of departing VFR aircraft shall establish radio contact with Ruzyně DELIVERY for the purpose of handover of the following information about flight and obtaining of ATC clearance:

- identification of the aircraft
- type of aircraft *
- stand number or place of parking position optionally other aerodrome or area in CTR
- aerodrome of destination or landing location *
- exit point from CTR or area of activity within CTR, required level (as appropriate),
- confirmation of ATIS information with read back of QNH
- request for ATC clearance

** Marked data are not handed over if FPL has been submitted.*

1.6.7.2 Pilots-in-command of departing VFR aircraft without a flight plan shall pass information on flight at least 10 minutes before taxi approval on frequency of Ruzyně DELIVERY together with request of ATC clearance. Exceptionally it is possible to notify the information (data) about flight by telephone number ☎ +420 220 374 198 but not less than 10 minutes before request of taxi approval. Pilots of helicopters of aeronautical rescue service, SAR and Police of the CR pass information on flight immediately before departure on frequency of Ruzyně TWR where they will obtain ATC clearance.

1.6.7.3 Pilot-in-command shall establish radio contact on the frequency of GROUND for taxi approval. No special instruction for GROUND frequency change shall be made from DELIVERY.

1.6.7.4 Pilot in-command will obtain on frequency of Ruzyně GROUND approval for taxi.

1.6.7.5 VFR entry and exit significant points to/from Praha/Ruzyně aerodrome are shown on VFR Arrivals and Departures Chart.

VFR entry and exit significant points to/from CTR LKPR

Designation	Location	Coordinates
SIERRA	Beroun (motorway bridge)	49 57 42 N 014 04 58 E
NOVEMBER	Velvary (silo)	50 16 06 N 014 14 21 E
WHISKY	Kačice (motorway flyover)	50 09 10 N 013 58 59 E

VFR entry and exit significant points to/from CTR LKPR		
Designation	Location	Coordinates
ECHO	Radotín (railway station)	49 59 10 N 014 21 41 E

- 1.6.7.6 Pilots-in command intending to depart from CTR Ruzyně outside LKPR shall handover information about intended flight (in accordance with 13.6.6.1) at least 10 minutes before an intended departure by phone to unit
TWR Ruzyně ☎ +420 220 374 048
- 1.6.7.7 Before departure pilots-in-command shall establish radio contact with appropriate unit on frequency passed with departure clearance. If it is not possible departure shall be commenced in time reported by phone coordination and radio contact can be established immediately after departure.
Note: Pilots of helicopter emergency medical services, Police of CR and SAR handover information about flight immediately before departure. In case of departure from place in CTR where radio contact is impossible they are allowed to handover information about flight immediately after departure.
- 1.6.8 Conditions of issuing clearances to flights of free manned balloons in CTR Ruzyně and MCTR Kbely
- 1.6.8.1 All flights shall be carried out only according to VFR or as special VFR flights.
- 1.6.8.2 Prior to departure of balloons from an site inside of CTR Ruzyně and/or MCTR Kbely the pilot-in-command is obliged to request ATC clearance from appropriate ATS unit (APP Praha or MTWR Kbely).
Note 1: It is possible to contact MTWR Kbely on telephone number +420 973 207 157.
Note 2: Special VFR flight - see definition in regulation L 2.
- 1.6.8.3 Prior to entrance to CTR Ruzyně and/or MCTR Kbely during the flight the pilot-in-command is obliged to request entry clearance from appropriate ATS unit at least 3 minutes before calculated time of area border crossing.
- 1.6.8.4 Conditions of entry to CTR Ruzyně/MCTR Kbely:
- two-way radio contact,
 - equipment with SSR transponder working in modes A and C,
 - approval of trajectory and level of flight and communication failure procedures by appropriate ATS unit.
- 1.6.8.5 Flights of balloons may be restricted if necessary to keep desired safety level, fluency and efficiency of flights in CTR Ruzyně and MCTR Kbely.
- 1.6.8.6 Restrictions
VFR flights may expect significant restrictions regarding required trajectory, flight level and flight time (its extension) due to high traffic density in connection with position and configuration of LKPR and LKKB airports, which requires implementation of additional mechanisms to keep desired safety level, fluency and efficiency of flights.
- 1.6.9 Training VFR flights

- 1.6.9.1 Training VFR flights are restricted at the airport Praha/Ruzyně due to density of scheduled and non-scheduled operation at the airport. All training VFR flights have to be co-ordinated with APP Praha ☎ +420 220 374 548.
- 1.6.9.2 Training approaches of VFR flights may be performed only under VMC and in compliance with the following conditions:
- In case of RWY 06 or RWY 24 in use the training approaches will be cleared only on RWY 30. Arrival/departure of training approach on/from RWY 30 may be performed only via VFR routes ECHO 2 or SIERRA 2.
 - In case of RWY 12 or RWY 30 in use the training approaches will be cleared only on RWY 24. Arrival/departure of training approach on/from RWY 24 may be performed only via VFR routes NOVEMBER 2 or WHISKY 2.
- 1.6.9.3 In order to clear RWY axis rapidly and not to violate runway strip of RWY in use, after overflying the RWY THR or after touch and go, turn and climb as soon as practicable to waypoint TANGO in case of training approach on RWY 30 or to waypoint ALFA in case of training approach on RWY 24.
- 1.6.10 Special activities under VFR within TMA Praha and CTR Ruzyně
- 1.6.10.1 Due to density of air traffic within TMA Praha and CTR Ruzyně special activities (e.g. photo flights, ground installations checking etc.) conducted under VFR within TMA Praha and CTR Ruzyně have to be coordinated prior departure with APP Praha (☎ +420 220 374 548 or ☎ +420 220 374 666).

2 ADDITIONAL INFORMATION

- 2.1 Praha/Ruzyně Airport is a co-ordinated airport. Therefore for all flights and whatever their changes (except emergency landing, flights connected with human life saving, search and rescue flights) the slots for arrival and departure shall be requested before realization of flight from the airport co-ordinator at the address:

Slot Co-ordination of the Czech Republic
Praha/Ruzyně Airport
P.O.Box 67
160 08 Praha 6
Czech Republic
☎ +420 220 116 122
PRGSP7X@prg.aero (sending slot requests - format SCR, GCR)
slot.coord@prg.aero (other communication)
Operational hours: H24

- 2.2 Handling agents

Czech Airlines Handling, a.s. (for all flights)
☎ +420 220 111 629, ☎ +420 220 113 445, 📠 +420 220 111 626, handling@prg.aero,
SITA: PRGKO7X, SITA: PRGKD7X, FREQ: 131,955, www.czechairlineshandling.com

Menzies Aviation (Czech), s.r.o. (for all flights)
☎ +420 220 113 171, ☎ +420 220 114 617, 📠 +420 235 360 001,
📠 +420 220 561 787, operations@menziesaviation.com, AFTN: LKPRAHDP,
SITA: PRGOPXH, SITA: PRGKXXH, FREQ: 131,455

Czech GH, s.r.o (for all flights)



☎ +420 220 113 171, ☎ +420 220 114 617, ☎ +420 220 113 986, ☎ +420 235 360 001,
 ☎ +420 220 561 787, operations@menziesaviation.com, prg.gahandling@czechgh.cz,
 AFTN: LKPRAHDP, SITA: PRGOPXH, SITA: PRGKXHX, FREQ: 131,455

Bell Helicopter Prague, a.s. - Executive Aircraft Handling (for general aviation flights)
 ☎ +420 234 624 413, ☎ +420 234 624 412, prague.handling@bh.com, FREQ 131,625
 MHz

ABS Jets, a.s. - Business Aviation Handling (for general aviation flights).

☎ +420 220 112 111, ☎ +420 220 111 418, ☎ +420 725 747 997, handling@absjets.cz,
 SITA: PRGAJXH, FREQ 131,425 MHz

3 CHARGES FOR AERODROMES

3.1 Landing charges

The airport operator, company Prague Airport, is obliged to publish landing and parking charges for Praha/Ruzyně airport and incentive scheme including conditions for its granting to airliners on their official web pages www.prg.aero in section Business Section, chapter Airport Charges.

3.2 Parking charges

The airport operator, company Prague Airport, is obliged to publish landing and parking charges for Praha/Ruzyně airport and incentive scheme including conditions for its granting to airliners on their official web pages www.prg.aero in section Business Section, chapter Airport Charges.

3.3 Charges for passenger service

Domestic flights (per passenger)*	571,00
International flights (per passenger)*	571,00
Transfer (per passenger)*	215,00

* includes PRM (assistance to persons with reduced mobility) charge 3,00 CZK.

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