



List of VFR-SUP valid on the effective date of this VFR-AMDT:

2014: 14; **2016:** 16; **2017:** 13; **2020:** 13; **2022:** 11, 18, 19, 25, 26; **2023:** 8, 11, 15, 16, 17, 18; **2024:** 1, 2, 3, 4, 5;

Identification number of previous VFR-AMDT: 21 MAR 24 (1)

This amendment becomes effective on 18 APR 24. Insert the attached pages into the VFR Manual on this date.

This amendment contains:

VFR-GEN-6	Contact TWR Kbely.
VFR-ENR-2	Handover of information about VFR flight.
Benešov (LKBE)	Fuel.
Cheb (LKCB)	Fuel, contact.
Letňany (LKLT)	Text correction.
PRAHA/Ruzyně (LKPR)	Procedures for VFR flights.
Příbram (LKPM)	Signal area withdrawn.

Remove following chapters

VFR-GEN-0-3	21 MAR 24 (1)
VFR-GEN-0-4	21 MAR 24 (1)
VFR-GEN-6	29 DEC 22 (1)
VFR-ENR-2	13 JUL 23 (2)
VFR-AD-LKBE-ADC	19 MAY 22 (1)
VFR-AD-LKCB-ADC	25 MAR 21 (1)
VFR-AD-LKLT-TEXT	05 OCT 23 (1)
VFR-AD-LKPR-TEXT	13 JUL 23 (2)
VFR-AD-LKPM-ADC	22 APR 21 (1)

Insert following chapters

VFR-GEN-0-3	18 APR 24 (1)
VFR-GEN-0-4	18 APR 24 (1)
VFR-GEN-6	18 APR 24 (1)
VFR-ENR-2	18 APR 24 (1)
VFR-AD-LKBE-ADC	18 APR 24 (1)
VFR-AD-LKCB-ADC	18 APR 24 (1)
VFR-AD-LKLT-TEXT	18 APR 24 (1)
VFR-AD-LKPR-TEXT	18 APR 24 (1)
VFR-AD-LKPM-ADC	18 APR 24 (1)

Hand amendments: NIL

Record this VFR-AMDT to VFR-GEN-0-2.

The following VFR-SUP have been incorporated in this VFR-AMDT and therefore cancelled:

VFR-SUP: NIL

The following NOTAMs are incorporated in this VFR-AMDT and will be cancelled by NOTAM:

NOTAM: B0404/24

—END—

GEN-0-3 RECORD OF VFR MANUAL SUPPLEMENTS

Nbr/ Year	Subject	Part of VFR manual affected by this VFR-SUP	Validity period	Cancellation record
14/14	Marianske Lazne (LKMR) - AD closed	VFR-AD-LKMR	01 MAY 14 UFN	
16/16	Helicopter HEMS Mělník - only VFR day	VFR-HEL-1	04 AUG 16 UFN	
13/17	Helicopter Nová Amerika closed	VFR-HEL-1	31 AUG 17 UFN	
13/20	Hosín (LKHS) - VFR day operation only	VFR-AD-LKHS	17 DEC 20 UFN	
11/22	Unserviceable en route obstacles marking	VFR-ENR-1	07 APR 22 UFN	
18/22	Brno - Sv. Anna (LKBV) - obstacle in vicinity of heliport	VFR-HEL-LKBV	28 JUL 22 UFN	
19/22	Praha 5 - Motol (LKPH) - obstacles in vicinity of heliport	VFR-HEL-LKPH	28 JUL 22 UFN	
25/22	Russian invasion of Ukraine	VFR-ENR-1	16 NOV 22 UFN	
26/22	Russian invasion of Ukraine	VFR-ENR-1	16 NOV 22 UFN	
8/23	Zlín (LKZL) - RWY 17R/35L (grass) closed	VFR-AD-LKTL	20 APR 23 UFN	
11/23	Zbraslavice (LKZB) - RWY 15/33 temporarily narrowed	VFR-AD-LKZB	10 AUG 23 UFN	
15/23	Helicopter HEMS Praha 6 - Střešovice (LKPT) - obstacles in vicinity of heliport	VFR-HEL-LKPT	28 DEC 23 UFN	
16/23	Helicopter Praha 5 - Motol (LKPH) - obstacle in vicinity of heliport	VFR-HEL-LKPH	28 DEC 23 UFN	
17/23	Olomouček (LKOL) - Wildlife in the vicinity of the airport	VFR-AD-LKOL	28 DEC 23 UFN	
18/23	Helicopter HEMS Hradec Králové Nemocnice (LKHR) - obstacles in vicinity of heliport	VFR-HEL-LKHR	28 DEC 23 UFN	
1/24	Znojmo (LKZN) - cancellation of providing information to known traffic	VFR-AD-LKZN	25 JAN 24 UFN	
2/24	PRAHA/Ruzyne (LKPR) - obstacles in vicinity of AD	VFR-AD-LKPR	22 FEB 24 UFN	
3/24	Temporary reserved area LKTRA7 Klatovy	VFR-ENR-1	01 APR 24 31 OCT 24	
4/24	Temporary reserved areas for international military air exercise LION EFFORT 2024	VFR-ENR-1	13 MAY 24 24 MAY 24	
5/24	PRAHA/Ruzyne (LKPR) - obstacles in vicinity of AD	VFR-AD-LKPR	18 APR 24 UFN	

GEN-0-4 CHECKLIST OF CHAPTERS

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VFR-GEN-0-2.....	17 AUG 17 (1)	VFR-AD-LKBE-TEXT.....	08 SEP 22 (1)
Record of VFR manual supplements		Bohuřovice	
VFR-GEN-0-3.....	18 APR 24 (1)	VFR-AD-LKBO-VOC.....	25 FEB 21 (1)
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VFR-GEN-0-4.....	18 APR 24 (1)	VFR-AD-LKBO-TEXT.....	05 DEC 19 (1)
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GEN-6 AIR TRAFFIC SERVICES (ATS)

6.1 General

6.1.1 Divisions and objectives of the ATS

The air traffic services (ATS) comprises Air Traffic Control Service (ATC), Flight Information Service (FIS) and Alerting Service (ALRS).

6.1.1.1 The Air Traffic Control (ATC) service prevents collisions between aircraft by ensuring of prescribed separations and by handing in traffic information.

It is provided in controlled airspace and at controlled airports.

We distinguish between 3 parts of ATC service:

- a) Area control service provided by Area Control Centre (ACC),
- b) Approach control service provided by Approach Control Unit and
- c) Aerodrome control service, provided by Control Tower (TWR) at controlled airports.

6.1.1.2 The Flight Information Service (FIS) is provided by appropriate ATS unit (ACC, APP, TWR, FIS, AFIS) through advice and information on traffic, weather, status of aerodromes and facilities and on the use of the segregated, reserved and restricted areas within the FIR Praha.

It is provided on frequency of an appropriate ATS unit, within entire airspace of FIR Praha and at the controlled aerodromes. It is provided to uncontrolled flights if requested.

Aerodrome Flight Information Services (AFIS) is one of the ATS categories – a specific type of flight information service provided at uncontrolled aerodromes, published in this manual, and within the ATZ of these aerodromes in order to hand in information about the aerodrome, movement area conditions, about nature of traffic, obstacles at the aerodrome and in its vicinity and about meteorological conditions.

Note: At the uncontrolled aerodromes where AFIS provision hasn't been established there the information to known traffic at the aerodrome and within its ATZ is provided. That service is not an ATS category and represents provision of the information about the aerodrome, movement area conditions, about nature of traffic, obstacles at the aerodrome and in its vicinity and about meteorological conditions in limited extent only.

6.1.1.3 The alerting service (ALRS) is provided by appropriate ATS unit (ACC, APP, TWR, FIC, AFIS), which notifies appropriate organizations regarding aircraft in need of search and rescue aid, and assists such organizations as required.

The alerting service is provided within entire airspace of FIR Praha, at the controlled aerodromes and at the AFIS aerodromes.

Note: Uncontrolled low level traffic may register difficulties in establishing and maintaining radio communication with appropriate ATS units, caused by orographic specifics.

6.1.2 ATS Units

The term ATS unit means depending to circumstances either ATC unit (i.e. ACC Praha, TWR at the aerodromes or APP, if a separate unit established) or FIC Praha or particular AFIS units or Central ARO Praha.

Note: The formation of the appropriate units call signs is specified in chapter VFR-ENR-6 Radiotelephony phraseology.

- 6.1.2.1 ATC units provide ATC, FIS and ALRS within their areas of responsibility, resp. at the controlled aerodromes.

Note: The information about the areas of responsibility of ATC units are allocated in AIP CR, subsection ENR 2 (CTA, TMA), resp. AD (CTR).

- 6.1.2.2 FIC Praha provides FIS and ALRS to that known air traffic within FIR Praha which is not a subject of ATC clearance (i.e. VFR flights within class G and class E airspace) except when an AFIS unit at a particular aerodrome and within relevant ATZ is responsible for ATS provision to this traffic.

Division of ATS airspaces depending on ATS units providing FIS and ALRS to uncontrolled flights is depicted at picture.

Note: It is necessary to bear in mind that the ATS to IFR flights in Class E airspace are provided by appropriate ATC unit, i.e. ACC Praha.

Note: Detailed information about the extent of services provided by FIC Praha you can find at the website: ais.ans.cz/?lang=en&p=fic-praha

- 6.1.2.3 The AFIS unit provides aerodrome flight information service and ALRS to known traffic at the aerodrome and within ATZ during published operational hours of an aerodrome or within such time as has been agreed with aerodrome operator.

Note: Information about the AFIS aerodromes is allocated in section AD of this manual, resp. in AIP CR, section AD (aerodrome with non-precision instrument approach procedures published).

- 6.2 Responsibility for the provision of ATS

- 6.2.1 The authority responsible for the provision of ATS to civil air traffic within FIR Praha (with exceptions listed below) and at the aerodromes Praha/Ruzyň, Brno/Tuřany, Ostrava/Mošnov and Karlovy Vary, is:

Air Navigation Services of the CR
(ANS of the CR)
Navigační 787
252 61 Jeneč
☎ +420 220 371 111
✉ +420 220 374 255
AFTN: LKPRYKYA
www.rlp.cz

- 6.2.2 The authority responsible for the provision of ATS at military aerodromes and within military control zones is the Army of the Czech Republic. The authority responsible for the provision of ATS to civil air traffic within individual parts of military terminal areas is the Army of the Czech Republic and the Air Navigation Services of the CR, according to the appropriate division of TMA published in AIP CR, ENR 2.1.

- 6.2.3 The authority responsible for the provision of ATS at aerodromes Kunovice and PRAHA/Vodochody and within CTR Kunovice and CTR/TMA Vodochody is an aerodrome operator.

Note: Information about the aerodromes concerned is allocated in AIP CR, section AD.



- 6.2.4 The authority responsible for the provision of AFIS, resp. where AFIS is not provided, for the provision of the information at the aerodrome and in its ATZ, is the aerodrome operator. There is no air traffic control service provided at these aerodromes.

Note: Information about the aerodromes concerned is allocated in AIP CR, section AD (for aerodrome with published instrument arrival and departure procedures), resp. in section AD of this manual.

6.3 Operational contacts

Note: Contacts to particular aerodrome operators at uncontrolled aerodromes are allocated in AIP CR, section AD (for aerodrome with published IFR arrival and departure procedures), resp. in section AD of this manual.

6.3.1 Civil ATS units:

FIC Praha	☎ +420 220 374 393
TWR Ruzyně	☎ +420 220 374 048, (☎ +420 602 158 728 contingency)
TWR Tuřany	☎ +420 548 424 875, ☎ +420 601 589 116
TWR Mošnov	☎ +420 596 693 420
TWR Karlovy Vary	☎ +420 353 239 716
TWR Kunovice	☎ +420 572 817 620
TWR Vodochody	☎ +420 255 762 609
AFIS České Budějovice	☎ +420 386 325 339

6.3.2 Military ATS units:

TWR Čáslav	☎ +420 973 376 952
TWR Kbely	☎ +420 973 207 179
TWR Náměšť	☎ +420 973 438 410, ☎ +420 973 438 411
MTWR Pardubice	☎ +420 973 333 171, ☎ +420 973 242 440

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ENR-2 VISUAL FLIGHT RULES

2.1 Basic rules of flight execution

Note: It's inevitable to be aware of the fact that the pilot-in-command of an aircraft shall, whether manipulating the controls or not, be responsible for the execution of the flight in accordance with the rules of the air, except that the pilot-in-command may depart from these rules in circumstances that render such departure absolutely necessary in the interests of safety.

2.1.1 Pre-flight briefing

Before beginning a flight, the pilot-in-command of an aircraft shall become familiar with all available information appropriate to the intended operation. Pre-flight action for flights away from the vicinity of an aerodrome, and for all IFR flights, shall include a careful study of available current weather reports and forecasts, taking into consideration fuel requirements and an alternative course of action if the flight cannot be completed as planned.

Particularly before commencing a VFR flight to/from controlled aerodrome or intending to enter controlled airspace, in which the flight becomes a subject to ATC clearance (i.e. to the airspace classes C, D, see chapter "Airspace of the CR"), the flight crew shall become familiar with corresponding flight procedures and local conditions of VFR operations published by means of this manual, resp. AIP CR.

2.1.2 Surface movement

In case of danger of collision between two aircraft taxiing on the movement area of an aerodrome the following shall apply:

- a) when two aircraft are approaching head on, or approximately so, each shall stop or where practicable alter its course to the right so as to keep well clear;
- b) when two aircraft are on a converging course, the one which has the other on its right shall give way;
- c) an aircraft which is being overtaken by another aircraft shall have the right-of-way and the overtaking aircraft shall keep well clear of the other aircraft.
- d) unless otherwise approved by aerodrome control tower, an aircraft taxiing on the manoeuvring area shall stop and hold at all runway-holding positions unless an explicit clearance to enter or cross the runway has been issued by the aerodrome control tower

2.1.3 Taking off

An aircraft taxiing on the manoeuvring area of an aerodrome shall give way to aircraft taking off or about to take off

2.1.4 After departure

Except when necessary for take-off or landing or except by permission issued by the Civil Aviation Authority, a VFR flight shall not be flown:

- a) over congested area of cities, towns or settlements or over an open-air assembly of persons at a height less than 300 m (1000 ft) above the highest obstacle within a radius of 600 m from the aircraft, unless at such a height as will permit, in the event of an emergency arising, a landing to be made without hazard to persons or property on the surface.

- b) elsewhere than specified in a) at a height less than 150 m (500 ft) above the ground or water. Except where otherwise indicated in ATC clearance, VFR flights at levels above 5000 ft above mean sea level, shall be conducted at a flight level appropriate to the track as specified in the tables of cruising levels.

Note: Pilot of single-engine aircraft should fly in such a way that in the case of engine failure could land on a suitable surface.

2.1.5 Avoidance of collisions

The pilot shall constantly monitor airspace in the vicinity of aircraft, regardless of class of airspace in which the aircraft is operating. An aircraft shall not be operated in such proximity to other aircraft as to create a collision hazard.

2.1.6 Right-of-way

The aircraft that has the right-of-way shall maintain its heading and speed. An aircraft that is obliged by the following rules to keep out of the way of another shall avoid passing over, under or in front of the other, unless it passes well clear and takes into account the effect of aircraft wake turbulence.

2.1.7 Approaching head-on

When two aircraft are approaching head-on or approximately so and there is danger of collision, each shall alter its heading to the right.

2.1.8 Converging

When two aircraft are converging at approximately the same level, the aircraft that has the other on its right shall give way, except as follows:

- a) power-driven heavier-than-air aircraft shall give way to airships, gliders and balloons;
- b) airships shall give way to gliders and balloons;
- c) gliders shall give way to balloons;
- d) power-driven aircraft shall give way to aircraft which are seen to be towing other aircraft or objects.

2.1.9 Overtaking

An overtaking aircraft is an aircraft that approaches another from the rear on a line forming an angle of less than 70 degrees with the plane of symmetry of the latter. An aircraft that is being overtaken has the right-of-way and the overtaking aircraft, whether climbing, descending or in horizontal flight, shall keep out of the way of the other aircraft by altering its heading to the right, until it is entirely past and clear. A sailplane overtaking another sailplane may alter its course to the right or to the left.

2.1.10 Landing

An aircraft in flight or operating on the ground shall give way to aircraft landing or in the final stages of an approach to land. When two or more heavier-than-air aircraft are approaching an aerodrome for the purpose of landing, aircraft at the higher level shall give way to aircraft at the lower level, but the latter shall not take advantage of this rule to cut in front of another which is in the final stages of an approach to land, or to overtake that aircraft. Nevertheless, power-driven heavier-than-air aircraft shall give way to gliders. An aircraft that is aware that another is compelled to land shall give way to that aircraft.

If pilot does not receive taxi instructions before landing at the aerodrome where aerodrome ATC service is provided, he can leave RWY using nearest serviceable TWY. After leaving RWY he may continue to taxi only if he obtains taxi clearance from TWR. When leaving the RWY pilot-in-command is not allowed to taxi back track on the RWY.

2.2 Conditions of VFR flight operations

2.2.1 Meteorological conditions

2.2.1.1 Except when operating as a special VFR flight, execution of what is bound to control zone, VFR flights shall be conducted so that the aircraft is flown in conditions of visibility and distance from clouds equal to or greater than those specified in chapter "Airspace of the Czech Republic" in this Manual.

2.2.1.2 Flights within Class G airspace at flight visibility lower than 5 km but to not less than 1500 m can be executed at speed of 140 kts IAS and less that, in prevailing visibility, will give adequate opportunity to observe other traffic or any obstacles in time to avoid collisions, and in circumstances in which the probability of encounters with other traffic would normally be low, e.g. in areas of low volume traffic and for aerial work at low levels.

Helicopters flights may be permitted to operate in less than 1500 m, but not less than 800 m flight visibility, if manoeuvred at a speed that will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision.

2.2.1.3 With the exception when no permission has been received from ATC unit, VFR flights shall not take off or land at an aerodrome within a control zone, or enter aerodrome traffic pattern or aerodrome traffic zone:

- a) when the ceiling is less than 1500 ft (450 m), or
- b) when ground visibility is less than 5 km.

Note: The value of ceiling 1500 ft (450 m) is derived from the lowest height above ground or water, in which the VFR flight should be conducted (see paragraph 2.1.5 "After departure"). When flying in control zone (which is in all cases airspace of Class D in the CR), the pilot shall always simultaneously comply with the prescribed VMC conditions, as shown in chapter "Airspace of the Czech Republic" in this manual. I. e. for example if the traffic pattern is flown in height 1000 ft (300 m), the height of cloud base shall not be less than 2000 ft (600 m).

2.2.1.4 Special VFR flights may be authorised to operate within a control zone, subject to an ATC clearance. Except when permitted by the competent authority for helicopters in special cases such as, but not exclusively medical flights, police flights, search and rescue operations and flights related to fire-fighting, the following additional conditions shall be applied:

- a) these special VFR flights may only be performed on a day unless otherwise authorised by the competent authority;
- b) by the pilot:
 - 1) clear of cloud and with the surface in sight;
 - 2) the flight visibility is not less than 1 500 m or for helicopters not less than 800 m;
 - 3) at speed of 140 kts IAS or less to give adequate opportunity to observe other traffic and any obstacles in time to avoid collision; and
- c) the ATC unit shall not issue a clearance to an aircraft for a special VFR flight to take off or land at an aerodrome in a control zone or to enter an aerodrome

traffic circuit or aerodrome traffic zone if the reported meteorological conditions at that aerodrome are worse than the following minima:

- 1) the ground visibility is less than 1 500 m or for helicopters less than 800 m;
- 2) the ceiling is less than 180 m (600 ft).

Note: Daytime and minimum ground visibility requirements for special VFR flights stated above shall not apply to helicopter air ambulance (HEMS) and the flights of the Police of the CR. The pilot is solely responsible for compliance with operational requirements and minima.

Note: Special VFR flight shall meet the conditions for two-way communication with appropriate ATC unit.

Note: Ground visibility is the visibility measured by an accredited observer on the ground and transmitted to the aircraft on the operational frequency or on the ATIS broadcast. Ground visibility may be lower than the flight visibility observed by the pilots and is always relevant to the issue of ATC clearance.

2.2.1.5 VFR flights of aircraft not equipped for IFR or pilot has no rating for IFR flights, shall be operated so that continuous visual ground contact is maintained. Flights above clouds shall be conducted so that the aircraft is flown in conditions when cloud amount is not greater than 4/8 and aircraft is able to navigate by visual reference.

2.2.1.6 In the case of radar assistance in the form of recommended headings to special VFR flight, the pilot is responsible for avoiding collision with terrain and obstructions and he is obliged:

- a) to adhere to meteorological conditions that shall not be worse than specified for special VFR flight
- b) to inform immediately the appropriate ATS unit when meteorological conditions do not fulfill VMC.

2.2.2 Conditions for conducting VFR flights above FL95

VFR flights within Praha FIR up to FL 95 including may be also conducted outside ATS routes. International VFR flights up to FL 95 may enter/exit Praha FIR outside ATS routes. VFR flights above FL 95 may be conducted only in compliance with Free Route Flight Planning procedures (FRA) published in Route Availability Document (RAD) (see AIP ENR 1.3.4). In the CR, flights above FL 95 operate in airspace of Class C, where the separation from IFR flights is ensured. For this reason, ATC may assign to VFR flight cruising level from table of cruising levels for IFR flights.

VFR flights shall not be operated above FL 195, with the exception as stated below, or unless authorised by the Civil Aviation Authority.

2.2.2.1 VFR flights above FL 195

En-route VFR flights will not be permitted to operate above FL 195.

VFR flights above FL 195 up to and including FL 285 shall operate:

- a) within temporary segregated area or restricted area, or
- b) in accordance with the authorisation and conditions issued by Air Navigation Services of the Czech Republic or directly by ACC Praha.

VFR flights above FL 285 shall operate within temporary segregated area or restricted area only.

Additional procedures and conditions of the airspace use may be established together with the decision about allocation of temporary segregated area or restricted area.

2.3 Conditions stemmed from ATS procedures

2.3.1 Flight planning

Note: The appropriate chapter of this manual is dedicated to the process and advises for flight plan filling and its submission to ATS units.

2.3.1.1 For VFR flight plan submitted for flight to/from abroad up to FL 95 pilot shall indicate in field 18 of FPL point or border of FIR LKAA and geographical place or the direction and distance from geographical place in FIR Praha and in all cases estimated elapsed time to Praha FIR boundary.

Examples:

EET/OKG-0050

EET/LKAA 0050-5 km S KVILDA

2.3.2 Reports of Departure

2.3.2.1 When the departure is executed from the aerodrome where no ATS unit (TWR or AFIS) has been established or outside of OPS HR of such unit, with the aim to enable alerting service provision according to Annex 11, Ch. 5 the pilot of the aircraft executing VFR flight with filed flight plan is obliged to pass the report of departure on to FIC or to the nearest suitable ATS unit:

- a) via radio telephony as soon as possible after departure or
- b) via telephone as soon as possible after departure by means of a person commissioned by the pilot (e.g. a unit providing information to known traffic) or
- c) via telephone prior to take off, if the procedures in letter a) or b) are not feasible, but not earlier than 10 minutes before reported time of departure provided the time of departure will be met.

Note 1: Telephonic report of departure before take off is allowed to be submitted to FIC Praha or to the Central ARO Praha only.

Note 2: If from any reason the time of departure changes after the report of departure has been sent, pilot is obliged to notify the ATS unit addressed with the former report immediately.

If the pilot does not report departure as indicated, the alerting service related to filed flight plan will not be provided and the flight will be considered as a flight without filed flight plan.

2.3.2.2 Report of departure shall contain:

- aircraft identification
- aerodrome or operational point of departure
- aerodrome or operational point of arrival
- time of departure

Phraseology to be used for report of departure:

"... (call sign) DEPARTURE FROM ... (aerodrome or operational point of departure) TO ... (aerodrome or operational point of arrival) AT ... (time - when reported after departure) / MEETING ... (time - when reported before take-off)".

2.3.2.3 In accordance with ICAO Doc 4444, Ch. 11 the ATS unit serving to the aerodrome of departure (see AIP CR, section GEN 3) is responsible for consequent distribution of DEP message. Whenever the DEP message is not delivered to appropriate ATS unit, pilots of aircraft executing VFR flights with filed flight plans arriving to aerodromes of destination within FIR Praha will be requested to report ETA.

2.3.3 When the VFR flight is conducted to/from controlled aerodrome and within controlled airspace, except for class E airspace, it becomes a subject to ATC clearance, i.e. a controlled flight.

An ATC clearance is issued through the submission of a flight plan to an air traffic control unit.

2.3.3.1 When intending to enter CTR/TMA (or CTA class C alternatively), the pilot of uncontrolled flight is obliged to ask the locally appropriate ATC unit (i.e. TWR, ACC or APP if a separate unit established) for the entry clearance, in advance prescribed either by AIP C.R. (article ENR 1.2.1.10 and local procedures in relevant AIP AD subsections), either by this Manual (article 2.3.4.1 and local procedures in relevant VFR-AD part).

Note: With regards to the radio and surveillance coverage as well as the extent and capacity of services provided by FIC, it is necessary to bear in mind the fact that the pilot of uncontrolled flight is responsible for a timely establishment of radio communication with the locally appropriate ATC unit (i.e. TWR, ACC or APP if a separate unit established) to be able to obtain the entry clearance into its area of responsibility in a way to prevent an unauthorised penetration of airspace.

Note: Before entry to CTR/TMA the flights maintaining communication with FIC Praha are usually not instructed to change the frequency and to establish the communication with a unit providing control service within this airspace. The pilot is obliged to terminate the communication with FIC Praha and to establish the communication with subsequent unit on the appropriate channel or frequency in due time.

2.3.4 An ATC clearance based on handover of information about flight

Pilots, who have not submitted FPL and need obtain an ATC clearance to enter airspace Class D or to depart from or arrive to the aerodrome where ATC is provided, shall request ATC clearance based on information about flight, passed on by radio or via telephone to the relevant ATS unit.

Note: This provision can be applied also to ATC clearances for parachute jumps from the airspace of the class C.

2.3.4.1 Handover of information about VFR flight

Unless otherwise stated in AIP ČR part AD, information about VFR flight shall be handed over on frequency or via telephone to the appropriate ATS unit while requesting ATC clearance at least 3 minutes prior to enter CTR or TMA when arriving to, or commencement of taxi or lift-off from FATO when departing from controlled aerodrome or place within CTR.

Information handed over by pilot

a) VFR departures

- aircraft identification
- type of aircraft *
- stand number or place of parking position or other aerodrome or place in CTR(as appropriate)

- destination aerodrome or place of arrival *
 - exit point from CTR or area of activity in CTR and required level (as appropriate)
 - confirmation of current ATIS information with QNH read back
- b) VFR arrivals and transits
- aircraft identification
 - type of aircraft *
 - departure aerodrome or place of departure *
 - destination aerodrome or place of arrival or area of activity in CTR (as appropriate) *
 - present position and level of the flight
 - requested entry point into CTR
 - exit point from CTR (for transiting aircraft)*
 - confirmation of current ATIS information with QNH read back

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

2.3.5 Information about current use of TSA/TRA

The received information about current use of TSA or TRA obtained on the pilot's request is valid for 15 minutes. As soon as this time limit is up the pilot must either ask for updated information or consider the area activated.

2.3.6 Reports of Arrival.

On a VFR flight for which a flight plan has been submitted the pilot shall report the time of arrival at an uncontrolled aerodrome to FIC Praha or an appropriate ATC unit.

When communication facilities at the arrival aerodrome are known to be inadequate and alternate arrangements for the handling of arrival reports on the ground are not available, immediately prior to landing, when the aircraft is in the traffic circuit and a safe landing is expected, the pilot can transmit via radiotelephony to FIC or an appropriate ATC unit a message comparable to a report of arrival stating the estimated time of landing.

Note 1: A handover of information about VFR flight in accordance with AIP ENR 1.2.1.10 is also considered as a submission of the flight plan for the part of the flight in which the air traffic control service is provided. That abbreviated flight plan submitted in-flight by radiotelephony applies to flights from/to/across CTR and TMA of civil airports, however, it does not replace the flight plan, whose submission before the flight is required by art. AIP ENR 1.2.4.3.2 when planned to operate at night.

Note 2: Whenever an arrival report is required, failure to comply with these provisions may cause serious disruption in the air traffic services and incur great expense in carrying out unnecessary search and rescue operations.

2.3.6.1 Report of Arrival shall contain:

- aircraft identification
- departure aerodrome or operational point of departure
- destination aerodrome or operational point of destination (only if landed on alternate aerodrome)
- arrival aerodrome or operational point of arrival
- time of landing

- 2.3.6.2 The following phrase is to be used for the in-flight transmission of the arrival report immediately prior to landing:
- ... (call sign) FROM ... (aerodrome or operational point of departure) [TO ... (aerodrome or operational point of destination if landed at an alternate)] LANDING AT ... (aerodrome or operational point of arrival) WILL BE AT ... (time)
- 2.3.6.3 Report of arrival is not required if the pilot of VFR flight operating within the airspace of class G and E, or in the airspace of class C and D at or below 1000 ft (300 m) AGL reports to FIC or to an appropriate ATC unit during the flight that the flight plan is being closed. Consequently within airspace of class G and E there is no alerting service provided to such flight in relation to its flight plan. Within the controlled airspace ATS corresponding to the airspace classification are provided until the pilot reports leaving the controlled airspace.
- Phraseology to be used:
- ... (call sign) CLOSING MY FLIGHT PLAN
- 2.3.6.4 Glider off-field landing Arrival Report
- See paragraph 2.8.3.
- 2.3.7 VFR flights from abroad
- Pilots of VFR flights arriving from abroad are requested to establish communication with the appropriate ATS unit before entering the FIR Praha.
- 2.3.8 Restriction on training VFR flights
- Training VFR flights at controlled aerodromes or in the vicinity of such aerodromes may be restricted due to higher density of traffic. It is recommended that the pilot-in-command or an aircraft operator coordinates details of such activity with relevant ATC unit before planning.
- 2.4 Operation on and in the vicinity of an aerodrome
- Note: An aircraft operating in the vicinity of an aerodrome includes but is not limited to aircraft entering or leaving an aerodrome traffic circuit.*
- An aircraft operated on or in the vicinity of an aerodrome shall, whether or not within control zone or an aerodrome traffic zone:
- observe other aerodrome traffic for the purpose of avoiding collision;
 - conform with or avoid the pattern of traffic formed by other aircraft in operation;
 - follow published procedures and within the control zone comply with ATC instructions;
 - except for balloons, make all turns to the left, when approaching for a landing and after taking off, unless otherwise indicated, or instructed by ATC;
 - except for balloons, land and take off into the wind unless safety, the runway configuration, or air traffic considerations determine that a different direction is preferable.
- 2.4.1 Operation on uncontrolled aerodromes and within Aerodrome Traffic Zone (ATZ)
- 2.4.1.1 Uncontrolled aerodrome is an aerodrome at which ATC is not provided.
- Note: Information about the aerodrome concerned is allocated in section AD of this manual, resp. in AIP CR, section AD (AFIS aerodrome with published IFR arrival and*

departure procedures). Information about current status of the uncontrolled aerodrome is provided by the operator of that aerodrome.

Uncontrolled aerodrome is either:

- a) AFIS aerodrome, where AFIS to known traffic is provided or
- b) Aerodrome without ATS (i.e. provision of neither ATC nor AFIS is available), where the information of limited extent are provided.

Note 1: However at one aerodrome there can be ATS provided by ATC unit, which provides ATC, FIS and ALRS on one side, and AFIS unit providing AFIS and ALRS only.

Note 2: For AFIS aerodromes a non-precision instrument approach procedure can be published.

- 2.4.1.2 Aerodrome traffic zone (ATZ) is an airspace of defined dimensions established around an aerodrome for the protection of aerodrome traffic.

Aerodrome traffic zone is set up around aerodromes with no ATC service provided. It is defined by the circle (or part of) with the radius of 3 NM (5,5 km) from the reference point of the aerodrome and by the altitude of 4 000 ft (1 200 m), unless otherwise defined by CAA. When ATZ is penetrated vertically or horizontally by:

- a) a controlled airspace class C or D,
- b) TRA/TSA
 - 1) planned in AUP, and/or
 - 2) activated in AUP planned area when AFIS provided in ATZ,
- c) or other temporary reserved area published in AIP SUP or NOTAM, or
- d) prohibited area,

the ATZ is bounded by these airspaces.

- 2.4.1.3 Procedures applied

Note: Below mentioned procedures are adequately applied even during performance of flights on SLZ fields.

- a) The aircraft arriving at an uncontrolled aerodrome or departing from such an aerodrome shall comply with the published pattern of aerodrome traffic circuit, unless otherwise advised by the AFIS unit or by the unit providing information to known traffic.

Where no pattern of an aerodrome traffic circuit is known, an aircraft shall make all turns to the left when approaching for a landing or after taking off.

- b) When arriving at an uncontrolled aerodrome or departing from such an aerodrome the aircraft shall use runway as follows:

- 1) within aerodrome operational hours:
 - according to information received from an AFIS unit or from a unit Providing information to known traffic;

Note: Pilot shall ask the AFIS unit or Providing information to known traffic for the acceptance to use different runway, if he/she cannot comply with the indicated runway in use. If circumstances allow, pilot of the aircraft in emergency shall advise his/her intention to use other runway than runway in use.

- 2) outside aerodrome operational hours:
 - into the wind unless safety or runway configuration determines that a different direction is preferable; and/or

- according to the previous coordination with the aerodrome operator; and/or
 - according to information published in this Manual or in AIP CR, section AD.
- c) A pilot of the aircraft not equipped with radio set when intending to arrive at an uncontrolled aerodrome or depart from such an aerodrome, shall coordinate his/her arrival or departure with the AFIS unit, unit Providing information to known traffic or the aerodrome operator in advance.
- d) VFR flights which flight crew members require communication in English language, must be executed to the aerodromes, where by means of the VFR Manual or the AIP C.R., the appropriate provider of AFIS / information to known traffic publish the fact that the AFIS / providing information to known traffic is available in English language, and during the operational hours when they are provided.

The communication with the unit providing AFIS / information to known traffic and within the ATZ is practicable in Czech language exclusively if the English language and the operational hours, when it is at the disposal to the flight crews is not published among the supplementary information to the appropriate aerodrome and its ATZ by means of the VFR Manual or the AIP C.R.

Note: When communicating in other than Czech language or outside the operational hours, when it is available according to the supplementary information published for the appropriate aerodrome, the aircraft is taken as not equipped with radio set and obliged to keep the relevant procedures.

- e) Establishing of the radio contact with AFIS unit or Providing information to known traffic unit is compulsory for an aircraft equipped with radio set, operating on an uncontrolled aerodrome and/or within an ATZ, when commencing taxiing and/or prior entering an ATZ.

Irrespective of the fact whether AFIS or Providing information to known traffic is provided, the aircraft equipped with radio set when operating on an uncontrolled aerodrome and within an ATZ shall report on the frequency assigned and published for the individual aerodrome its:

- position,
- altitude and
- intended flight or ground activity in the way and within the scope listed below.

Other aircraft operating on an uncontrolled aerodrome or within an ATZ, have to be listening to the appropriate frequency and shall use this information to avoid collisions. The aircraft shall report:

1) Departing aircraft:

- commencement of taxiing and activity after departure;
- intention to cross or backtrack the runway (including inactive);
- entering the runway;
- take-off run or take-off, turn after departure or direction of flight;

Note: Pilots of helicopters, departing from the stand and pilots of gliders on take-off position of the runway, report ready for departure only.

- position of leaving the aerodrome traffic circuit;

- position of leaving an ATZ;
- 2) Arriving aircraft:
 - aerodrome of departure (if it is not the same as the aerodrome of destination)
 - the position of the aircraft prior entering an ATZ;
 - intended position of entry to the aerodrome traffic circuit;
 - downwind position;
 - base leg;

Note: If requested by an AFIS unit or by a unit providing information to known traffic, pilots shall omit downwind and base leg position reports or shall report other positions. Downwind and base leg positions are not reported when an aircraft is making straight-in approach.

 - final;
 - missed approach (next circuit);
 - intention to cross or backtrack the runway (including inactive);
 - vacating the runway in the night, or if there is another known traffic on the final;
- 3) The aircraft transiting an ATZ:
 - position and altitude of intended entry to an ATZ and exit from an ATZ; or
 - distance, geographic direction from an aerodrome, track and altitude to be flown within an ATZ.
- 4) Aircraft arriving to SLZ field which is located inside the aerodrome ATZ shall when entering this ATZ:
 - report the intended activity related to the arrival on the SLZ field on a frequency of an appropriate AFIS unit or Providing information to known traffic.

Note: The frequency used at SLZ fields serves for mutual communication among traffic participants at those fields and information corresponding to AFIS or Providing information to known traffic cannot be expected.
- f) Vertical position of the aircraft within an ATZ shall be expressed:
 - 1) in terms of altitude based on aerodrome QNH; or
 - 2) in terms of altitude based on regional QNH outside airport operating hours for aircraft arriving at or crossing the ATZ, or
 - 3) in terms of altitude based on QNH of the designated controlled aerodrome as follows:
 - a) in an ATZ where its upper boundary forms the bottom boundary of the TMA/MTMA,
 - b) when the upper boundary of the ATZ is not less than 1000 ft (300 m) below the bottom boundary of the TMA/MTMA,
 - c) in the airspace adjacent to a controlled aerodrome when no ATZ has been established (uncontrolled aerodrome located in the CTR/MCTR).
- g) A pilot of the aircraft conducting night flight, flight training to obtain pilot license for the airplanes and helicopters in the framework of local operations, airdrops or glider launch on an uncontrolled aerodrome is allowed to do so, only provided

that AFIS or the information to known traffic is provided at the aerodrome and within respective ATZ. The provision about night flights is not applied to air rescue service and flights of state aircraft.

- h) A pilot of the aircraft and/or person in charge of air show and/or air competition on an uncontrolled aerodrome is allowed to do so, only on condition that AFIS or Providing information to known traffic is provided at the aerodrome and within respective ATZ.
- i) A pilot of the aircraft and/or person in charge when intending to conduct local activity at an uncontrolled aerodrome shall coordinate such an operation with the AFIS unit or unit Providing information to known traffic or the aerodrome operator in advance.
- j) A pilot of the aircraft and/or person in charge executing flight operation from another site inside the ATZ or infringing the ATZ or passing through the ATZ within operational hours of an aerodrome, shall coordinate his/her intended activity with the AFIS unit or unit Providing information to known traffic or with the aerodrome operator in advance, unless otherwise stated in the appropriate letter of agreement.

2.4.1.4 Announcement of Arrival and Departure on an uncontrolled aerodrome.

- a) Pilot of the aircraft (with exception of hang-glider or para-glider), departing from an uncontrolled aerodrome or arrives at an uncontrolled aerodrome within operational hours of an aerodrome, shall announce to the AFIS unit or to the unit providing information to known traffic, by radiotelephony or personally:
 - the registration mark of the aircraft,
 - time of take-off (in case of departures) / time of landing (in case of arrivals),
 - name of pilot in command and
 - total number of persons on the board.

This announcement does not substitute Report of Departure or Report of Arrival on a flight for which FPL has been submitted (see para 2.3.5).

- b) During the local flight activity pilot announces only time of the first departure and time of the last landing at series of flights held within one day, on condition that the aircraft returns each time to the same place, period between succeeding flights does not overreach 30 minutes, name of pilot in command and/or total number of persons on the board is not changed.

2.4.2 Operation on controlled aerodromes and within Control Zone (CTR)

2.4.2.1 Descriptions of distinctive procedures for execution of VFR flights at particular controlled aerodromes are allocated in AIP CR, section AD, or subsection ENR 1.2.

2.4.3 Operation within TRA GA and on the interface with the neighbouring airspace

The activation of TRA GA detaches its airspace from the neighbouring Class D or C controlled airspace, deactivating TRA GA cancels the detachment.

Airspace conditions and rules of the air are applied as for the class G airspace within the activated TRA GA. Where TRA GA adjoins vertically an ATS airspace of another class, flights at a common level would comply with requirements of, and be given services applicable to, the Class G airspace.

Whenever a flight enters a class D or C airspace from the TRA GA, the same rules are addressed as for any other uncontrolled flight entering the above mentioned controlled airspace - the condition shall apply regardless of the fact whether the flight is overflying



through the TRA GA or departing from an aerodrome within its boundaries, unless otherwise instructed by the appropriate ATC unit.

As a result of the traffic situation progress the locally appropriate ATC unit may, at any time, require the immediate termination or restraint of activity or the deactivation of TRA GA.

If the TRA GA is designated as RMZ and if not otherwise instructed by the local ATC unit, the flight inside that airspace is obliged to establish and maintain the radio communication with a specified unit (see AIP CR, ENR 5.5).

2.5 Night VFR flights

Note: In the CR, the VFR flight by day can be executed in the time from beginning of civil morning twilight till the end of civil twilight. Night VFR flight is considered the flight executed at night. Night is the period between the end of civil twilight (TE) and the beginning of civil morning twilight (TB). Civil twilight ends in the evening when the centre of sun disc is 6 degrees below horizon and civil morning twilight begins in the morning when the centre of sun disc is 6 degrees below horizon. Tables of the civil morning twilight and twilight for 50° N and 15° E are listed in AIP CR, GEN 2.7.

TE and TB for a particular aerodrome can be calculated by subtracting 4 minutes per each degree of longitude for AD located on the east, adding 4 minutes per each degree of longitude for AD located on the west from the 15th meridian.

2.5.1 Division according to type of activities

Night VFR flights are classified into aerodrome flights and en-route flights. Flights in vicinity of aerodrome are considered to be aerodrome flights. All other night VFR flights are considered to be en-route flights.

Note: Aircraft is in vicinity of aerodrome when it is in, is entering or leaving an aerodrome traffic circuit. For purposes of night VFR flight, flight in CTR and ATZ is considered a flight in vicinity of an aerodrome.

2.5.2 General conditions for conducting of night VFR flights

Night VFR flights shall be conducted according to following general conditions:

- when practicable, aircraft with submitted FPL shall maintain two-way radio communication at appropriate ATS frequency;
- all aircraft conducting enroute flight shall be equipped and have operational SSR Mode A and C or Mode S transponder;
- prescribed minima in following table 2 shall be maintained:

Flight classification		Minimum flight height	Minimum lowest layer of clouds	Minimum visibility	Minimum cloud distance
Aerodrome		1300 ft AGL	2300 ft AGL	flight and ground 5 km	1,5 km horizontal, 1000 ft vertical
	circuits	1000 ft AAL/AGL*	2000 ft AAL/ AGL*		
En-route		2000 ft AGL	3000 ft AGL	flight 8 km	

Flight classification		Minimum flight height	Minimum lowest layer of clouds	Minimum visibility	Minimum cloud distance
Aeronautical Rescue Service	flights below 1000 ft AGL	500 ft AGL and 600 m from obstacles or if the landing site is sufficiently lit 150 ft AGL or above an obstacle in the area of HEMS intervention	1500 ft AGL (1 pilot)	flight and ground 3 km (1 pilot)	clear of clouds in sight of surface (lights on ground)
	flights above 1000 ft AGL		1000 ft AGL (2 pilots)	flight and ground 2,5 km (2 pilots)	
			1000 ft above flight height	flight 5 km	1,5 km horizontal, 1000 ft vertical

2.5.3 Operational conditions

2.5.3.1 Aerodrome flights at night-time

- a) For aerodrome night VFR flights conducted from controlled aerodrome the aircraft operator or pilot shall provide information on the flight and that activity shall be negotiated with relevant ATS unit in advance.
- b) For aerodrome night VFR flights conducted from uncontrolled aerodrome the operator or pilot shall submit plan of activities to the relevant AFIS unit or to the unit Providing information to known traffic. In the plan of activities there shall be given number and type of aircraft, nature of activity, description of area of activity, maximum level of the flight, time of beginning and termination of activities.
- c) Minimum level of the flight of aerodrome night VFR flights shall be 1300 ft AGL and 1000 ft AAL on the aerodrome traffic circuit.

2.5.3.2 En-route flights

Note: All flights except flights in vicinity of aerodrome are considered to be en-route flights.

- a) For VFR en-route flights at night, a flight plan shall be submitted before the flight.
- b) En-route flights shall be planned and conducted so that they are flown at a height of 2000 ft AGL or more, except for take-off, landing and necessary climb and descent. Helicopters of aeronautical rescue service shall maintain at least 500 ft AGL at a horizontal distance 600 m from obstacles. On the place of intervention the height shall be at least 150 ft AGL or above an obstacle provided the landing site is sufficiently lit.
- c) Take-off and landing of en-route flights can be conducted only at aerodromes approved for night operations. Helicopters of aeronautical rescue service can lift-off and land elsewhere than at approved aerodromes and heliports provided they are equipped in accordance with JAR-OPS 3.
- d) For night VFR en-route flights an alternate airport shall be designated.
- e) For en-route flights the aircraft shall have navigational reserve of fuel and oil as for an IFR flight.
- f) Aircraft shall have at least one certified and operational built-in radio navigation aid (ADF, VOR, GPS).



- g) For every en-route flight into class C and D airspace ATC clearance shall be obtained and during flight the aircraft shall maintain radio contact with appropriate ATC unit.
- h) At aerodromes of departure, destination and at alternate aerodromes ATC/AFIS or Providing information to known traffic shall be provided in times of departure or arrival of aircraft. Such services or Providing information at these aerodromes can be discontinued only after all en-route flights have been terminated.

2.5.4 Aerodromes

All aerodromes approved for night VFR flights are listed in AIP CR section AD or in this manual, part AD.

2.5.5 Additional provisions for operation of free manned balloons

2.5.5.1 Balloon equipment with anticollision lights

Anticollision lights shall be designed so as to be hinged below the balloon basket and located so that a white light flashes at the distance of 5 m from the basket and a red light flashes at the distance of another 5 m. There can be two white lights, provided that the second white light flashes at the distance of another 5 m below the red light. The red light and the white light(s) shall flash in opposite frequency, i.e. when the white light(s) is (are) illuminated the red light is to be turned off and vice versa. The frequency of flashes shall not be less than 40 and greater than 100 per minute.

The minimum intensity of the lights is 20 candles.

The anticollision lights shall be turned on during all the night flight time.

2.5.5.2 Operation of instrument equipment during landing of the balloon

Since the moment when the pilot has initiated landing, but not higher than 100 m/300 ft AGL, the required instrument equipment of the balloon including anticollision lights can be turned off and located in the basket.

2.5.5.3 Night landing of the balloon

Balloons may land in daytime only. Night landing is forbidden due to safety reasons. If a balloon lands in night time it is considered as an incident that is to be reported according to Chapter 4 of the L 13 requirements.

2.6 Performing of the parachute jumping flights

2.6.1 Performing and publishing of the parachute jumping (PJE)

2.6.1.1 Aerodromes marked by the parachute designator

For aerodromes listed in table 2.6.3, the parachute designator means a navigation warning of parachute jumping performed within the ATZ horizontal limits from GND to upper limit of the class E airspace (even above the ATZ upper limit). The navigation warning is effective year round from SR till SS. The parachute designator is also on the aeronautical chart - ICAO 1:500 000. AFIS or Providing information to known traffic shall be ensured during the execution of parachute flights and jumping at the aerodrome or in the horizontal borders of the appropriate ATZ. Information about parachute activity shall be provided to other pilots of aircraft flying with in ATZ or entering ATZ. The aerodrome operator or person responsible for executing of parachute jumping at the aerodrome shall report by phone commencement of parachute jumping at least 20 minutes in advance and immediately its termination or suspension longer than 1 hour to the appropriate ATS unit or FIC Praha as applicable.

2.6.1.2 Aerodromes not marked by the parachute designator

For parachute jumping at aerodromes, which are not listed in the table 2.6.3 and which are not marked by the parachute designator on the aeronautical chart - ICAO 1:500 000, publication of navigation warning by NOTAM is required. Publication of NOTAM does not acquit the aerodrome operator of duty to report commencement and termination of parachute jumping according to 2.6.1.1. AFIS or Providing information to known traffic shall be provided during parachute jumping. Information about parachute activity shall be provided to another pilots of aircraft flying in ATZ or entering to ATZ.

2.6.1.3 Validity of the NOTAM with the navigation warning is limited to time period of the operation, horizontal limits (not exceeding the ATZ) and height (not exceeding the class E airspace upper limit).

2.6.1.4 The parachute jumping out of the ATZ horizontal limits or parachute jumping performed from SS till SR shall only be performed after the restricted area has been segregated and published by a NOTAM.

2.6.1.5 The aerodrome operator may request publishing of a restricted area for parachute exercises where a navigation warning is usually required. This rule is also applicable for aerodromes marked by the parachute designator.

2.6.1.6 A navigation warning or a restricted area for parachute exercises is published for the class G and E airspace only. When parachute jumping is to be performed from levels in class D or C airspace, with the previous or following descent through class E and G airspace, a restricted area or a navigation warning for class E and G airspace only is published, and any activity performed within class D or C airspace shall be cleared by the appropriate ATC unit.

2.6.1.7 Responsibility for submitting of all the information required for publishing of a navigation warning by the International NOTAM office (NOF) (for contacts see VFR-GEN 8.2) remains with the aerodrome operator or person entrusted by the aerodrome operator responsible for executing of parachute jumping. Requests for segregation of restricted area shall be submitted to the Airspace Management Cell (AMC) (see AIP CR ENR 1.1.9 for contact) by the aircraft operator or the aerodrome operator respectively (see 2.6.1.5). Proposals for restricted area NOTAM publication are prepared and submitted by the AMC. Requirements for submitting of AIS data for publication, including the appropriate form, are available in regulation L-15, appendix N.

2.6.1.8 Planning and consecutive executing of parachute activity shall be coordinated and approved by the aerodrome operator.

2.6.2 Responsibilities of the pilot-in-command of aircraft performing parachute jumping flights towards the ATS

2.6.2.1 Parachute jumping within the class C and class D airspace

- a) The pilot-in-command of the aircraft intending to carry out a parachute jumping flight in a class C or D airspace is obliged to obtain an air traffic control clearance from the appropriate ATC unit. In case of an issued clearance, the pilot-in-command has to report commencement and termination of the parachute jumping to the appropriate ATC unit, if not stated otherwise by the unit.
- b) In the Sector Čechy the clearance to climb to Class C airspace can be asked for on the operational frequency of the FIC Praha and further it is necessary to proceed in accordance with the information received.

- c) If not otherwise instructed by the appropriate ATS unit, within the Class C or Class D airspace the parachute aircraft must keep inside of the ATZ horizontal limits (i.e. the radius 3 NM from the ARP) or the horizontal limits of the temporary restricted area reserved for PJE and published for the Class G and Class E airspace by means of NOTAM.

2.6.2.2 Parachute jumping within the class E airspace

- a) The pilot-in-command of the aircraft intending to carry out a parachute jumping flight in a class E airspace shall report commencement of parachute jumping at least 5 minutes in advance either by telephone to the unit providing ATS in area concerned or on the assigned radio frequency. Termination of the parachute jumping shall be reported immediately in the same way.
- b) Besides the obligation resulting from art. 2.6.2.2 a), the pilot-in-command is responsible for reporting before each airdrop start and about its termination to the appropriate ATS unit or unit Providing information to known traffic. This responsibility is applied identically to airdrop execution within the temporary restricted area reserved for PJE.
- c) If it is executable (radio contact with uncontrolled VFR flights), pilots-in-command of aircraft flying to parachute activity area or its vicinity within class E airspace will be provided by information about this activity in additional 5 minutes after termination of the activity via FIS based on report according to provision 2.6.2.2 a).


2.6.2.3 An appropriate AFIS or Providing information to known traffic unit can carry out the pilot-in-command responsibilities set in provisions 2.6.2.1 a) and 2.6.2.2 a) and subsequently inform the pilot-in-command. If this information is not passed on, pilot-in-command shall consider these responsibilities as not performed.

2.6.3 List of aerodromes marked by the parachute designator

Aerodrome	
Česká Lípa	LKCE
Frýdlant	LKFR
Hořovice	LKHV
Hosín	LKHS
Hradec Králové	LKHK
Hranice	LKHN
Jaroměř	LKJA
Jičín	LKJC
Jihlava	LKJI
Jindřichův Hradec	LKJH
Klatovy	LKKT
Kolín	LKKO

Aerodrome	
Krnov	LKKR
Kroměříž	LKKM
Liberec	LKLB
Mikulovice	LKMI
Mladá Boleslav	LKMB
Moravská Třebová	LKMK
Most	LKMO
Nové Město	LKNM
Olomouc	LKOL
Pízeň/Líně	LKLN
Prostějov	LKPJ
Příbram	LKPM
Rokycany	LKRY
Roudnice	LKRO
Skuteč	LKSK
Strakonice	LKST
Strunkovice	LKSR
Šumperk	LKSU
Tábor	LKTA
Ústí nad Orlicí	LKUO
Zábřeh	LKZA

- 2.7 Performing take-offs of parachute and hang gliders using tow winch in the airspace of the CR
- 2.7.1 Performing and publishing take-offs of tow winch parachute and hang gliders (hereinafter "tow winch PG/HG take-offs")
- 2.7.1.1 PGZ (paragliding zone - area for tow winch PG/HG)

The symbol of "paragliding parachute"  listed in table 2.7.2 is identifying PGZ as a navigation warning for performance of tow winch PG/HG take-offs in boundaries defined by PGZ. The area of PGZ is defined horizontally by a circle with radius 1 NM and vertically from GND to 4000 ft AMSL. This navigation warning is valid from TB to TE all year round. PGZ with the symbol of "paragliding parachute" is shown also on ICAO 1:500 000 map. Person responsible for performance of tow winch PG/HG take-offs is obliged to report by phone the commencement of the activity at least 20 minutes in

advance and termination or suspension longer than 1 hour without delay to appropriate ATS unit or FIC Praha as applicable.

2.7.1.2 Areas not marked by "paragliding parachute" symbol

On areas, which are not listed in table 2.7.2, except aerodromes, tow winch PG/HG take-offs can be performed only after publishing "navigation warning" via NOTAM. Publishing of this NOTAM does not remove the obligation to report the commencement, suspension or termination of the activity according to 2.7.1.1.

2.7.1.3 Aerodrome

In time of performance of tow winch PG/HG take-offs on aerodrome, the AFIS service or Providing information to known traffic shall be provided, where on its frequency the pilots can receive information about performed activities. Person responsible for performance of tow winch PG/HG take-offs is obliged to report by phone the commencement of the activity at least 20 minutes in advance and immediately the termination or suspension longer than 1 hour to the appropriate ATS unit or FIC Praha as applicable.

2.7.1.4 Navigation warning for tow winch PG/HG take-offs is a notice to pilots flying through the area especially on the existence of towing rope of a winch PG/HG in the whole vertical extent of published navigation warning.

2.7.1.5 Navigation warning for tow winch PG/HG take-offs can be published only for airspace of class G and E. Activity extending into airspace of class D and C is subject to clearance of particular ATC unit.

2.7.1.6 The tow winch operator, or authorised person responsible for performed activity, is responsible for submitting the request for publishing "navigation warning" NOTAM to NOTAM office (NOF), for contact see VFR-GEN-8.

2.7.1.7 Performance of tow winch PG/HG take-offs on aerodrome or in ATZ, or extending into the ATZ, shall be coordinated with AFIS unit, the unit providing information to known traffic or the aerodrome operator before its commencement, unless otherwise stated in appropriate coordination agreement.

2.7.2 List of PGZ

PGZ	Lat	Long	Location
Borotice	48 50 52 N	016 14 07 E	12 km E Znojmo
Černiv	50 26 47 N	014 02 31 E	7 km NW Budyně nad Ohří
Hradčany	50 37 10 N	014 43 58 E	5 km S Mimoň
Koclířov	49 46 02 N	016 30 57 E	3 km NE Svitavy
Malý Pěčín	49 06 18 N	015 28 26 E	3 km NE Dačice
Niva	49 24 57 N	016 50 42 E	15 km NE Blansko
Radkovice u Budče	49 05 40 N	015 38 08 E	9 km NE Jemnice
Tchořovice	49 25 55 N	013 47 48 E	6 km W Blatná
Třeboň	48 59 25 N	014 45 07 E	1 km SW Třeboň

PGZ	Lat	Long	Location
Vidlatá Seč	49 49 54 N	016 12 34 E	10 km SW Litomyšl
Všečov	49 26 18 N	014 37 17 E	4 km NW Tábor

2.8 Performing of the glider flights

2.8.1 Soaring in a thermal

2.8.1.1 Soaring in a common thermal

- a) Pilots soaring in common thermal shall keep the same sense of turn and safe separation.
- b) The direction of turn is determined by the pilot who has initiated the circling.
- c) The below turning pilot is obliged to keep visual contact with the glider turning in front of him at the same level or higher.
- d) The glider pilot, who is not able to meet here mentioned conditions during centering, is obliged to leave the common thermal.
- e) The pilot of a glider climbing faster than that one higher, shall arrange his flight the way he doesn't lose it from his sight and concurrently is obliged to maintain the separation which doesn't cause a collision hazard.

2.8.1.2 Soaring in two thermals

Glider soaring in two thermals must follow the trajectories which are not intersecting and the safe distance must be observed between them.

2.8.2 Slope soaring

- a) Gliders must soar in a safe distance from the slope and at safe height.
- b) Gliders must soar along the ridge and make all turns away from the ridge.
- c) The pilot with his right side to the ridge takes precedence over that with his left side to the ridge. When two gliders are approaching head-on or approximately head-on the glider with its left side to the ridge must give way by heading to the right.
- d) Faster flying glider pilot must overtake the slower one the way the overtaking glider would be always farther from the slope than the overtaken one. The overtaken glider always takes precedence over the overtaking one.

Note: For a particular location where the slope soaring is executed, the special directives can be adopted, adjusting the local principles of slope soaring. The pilots have to get familiar with these directives.

2.8.3 Glider off-field landing Arrival Report

2.8.3.1 Report of Arrival of glider which has landed outside an aerodrome must be forwarded when flight plan for this flight had been submitted or when pilot announced his/her decision to land outside an aerodrome on ATS frequency.

2.8.3.2 In case that the pilot announced off-field landing on TWR, APP (if a separate unit established), ACC, Providing information to know traffic, AFIS or FIC Praha frequency, he/she must forward Arrival Report to the same unit.

2.8.3.3 In case that the pilot of glider intends to land outside an aerodrome and place of landing is situated in an CTR, this decision must be forwarded on frequency of appropriate TWR.



2.8.3.4 Announcement about decision of the pilot of glider to land outside an aerodrome shall include identification of the glider and intended landing site specified by position, assessed distance and direction to a known position or by coordinates. Pilot may to establish a term till when he/she forwards the report of arrival. If this term is not established, ATS units proceed in accordance with Chapter 5 of the ICAO Annex 11.

2.8.3.5 Phraseology to be used:

POSITION (position), LANDING / GOING TO LAND TO TERRAIN AT (location of an intended landing place if known) [WILL CONFIRM LANDING BY TELEPHONE WITHIN (number) MINUTES]

2.8.4 Rescue parachutes equipment of gliders

In the C.R. the pilots and other persons on board of glider or powered glider are obliged to be equipped with rescue parachute during all flights above 1.000 ft (300m) AGL, during all flights using thermals or performing elements of aerobatics. It is recommended to use the parachutes during all glider flights.

2.9 Unmanned systems activities

Activity of unmanned systems is subject to Appendix X of aviation regulation L 2.

2.10 Non-standard operational situations (Unusual/Emergency Situations)

The procedures used by ATS units when providing assistance during bellow stated situations are taken into consideration in following rules. The rules are not dogmatic, particular situation has to be regarded when searching for optimal solution. If the crew is in doubts about present position it's necessary to keep calm at first and to think straight – it is important to report the situation in time, to pay attention to controlling the aircraft and holding awareness of surrounding airspace and potential traffic. The basic assumption of being provided with the assistance is the radio station on board.

2.10.1 Loss of orientation/Strayed aircraft

2.10.1.1 The aircraft is recommended to:

- a) Establish the radio connection with appropriate ATS unit, or, if it is not feasible, to climb to higher level, if meteorological conditions allow, where a reliable radio and surveillance systems coverage can be ensured.
- b) Report the loss of orientation to the ATS unit together with the:
 - Last known position,
 - Present heading,
 - Speed and
 - Level.

The ATS unit verifies VMC with the crew.

When the aircraft is equipped with a serviceable SSR transponder, depending on suitability and gravity the appropriate ATS unit assigns a discrete code or the code A7700 or asks for "SQUAWK IDENT" alternatively. Therefore the position information based on surveillance systems identification is announced to the crew.

When the aircraft is not equipped with a serviceable SSR transponder, the appropriate ATS unit is able to inform it about magnetic track to the ground station or the magnetic bearing from the ground station (i.e. at what direction from the ground station is the aircraft located).

- c) Assess the amount of fuel and estimated endurance, and to communicate a decision, whether the crew's intention is to continue in accordance with planned route or towards the nearest convenient aerodrome and possibly ask for details about the aerodrome.
- d) Bear in mind in case of navigational assistance by FIC (contrary to ATC unit) the recommended tracks are provided only. The pilot-in command is responsible for the operation of the aircraft, including VMC during VFR flight; nevertheless progress of the flight will be monitored, whenever practicable.

2.10.2 Loss of VMC

2.10.2.1 The aircraft is recommended to:

- a) Establish the radio connection with appropriate ATS unit, or, if it is not feasible, to climb to higher level, if meteorological conditions allow, where a reliable radio and surveillance systems coverage can be ensured.
- b) Report the loss of VMC expecting the ATS unit will:
 - Assign a discrete code or the code A7700 or asks for "SQUAWK IDENT" alternatively, depending on suitability and gravity, and verify the visual contact with terrain.
 - Pass the current QNH value, verify the level and if identified below the ATCSMA, the aircraft will be recommended, depending on its position, to climb up to this altitude.
 - Inform the crew about the weather conditions and expected progress from available sources (meteorological radar, satellite etc.), about location of nearest appropriate (e.g. controlled) aerodrome or sport flying equipment area.
- c) Bear in mind in case of loss of orientation the FIC (contrary to ATC unit) provides the recommended tracks only. The pilot-in command is responsible for the operation of the aircraft, including VMC during VFR flight, nevertheless its progress will be monitored, if practicable.
- d) Report, as soon as the VMC are restored and the crew is able to resume own navigation, this fact to ATS unit providing navigational assistance and to communicate a decision about further intentions regarding the flight execution.

2.10.3 Rules for operation and communication of aircraft involved in an intervention

2.10.3.1 Aircraft engaged in aeronautical activities directly related to rescue of life, environmental protection, imminent threat prevention or flights to ensure safety of persons, property or public order or training supporting such activities (hereinafter referred to as "intervention"), shall use the frequency channel 135,460 for communication and coordination in order to avoid collisions at the intervention site.

2.10.3.2 These activities include, in particular, HEMS flights, firefighting service, evacuation of persons in case of natural disasters and mass accidents, search for missing persons or other flights of similar nature.

2.10.3.3 Using frequency channel 135,460 does not take priority over, or replace, frequency channels that are compulsorily used in on-going search and rescue operations or in an intervention in parts of the airspace requiring a continuous two-way radio connection of the aircraft with a ground station.

Note: The search and rescue service in terms of L12 national regulation is further described in GEN 9 of the VFR Manual and GEN 3.6 of AIP CR.



Note: Airspace parts specification, related procedures and instructions for radio communication between the aircraft and the ground station can be found in relevant chapters of the VFR Manual.

2.10.3.4 Rules for the use of the above mentioned frequency channel at the site of intervention:

Any aircraft arriving in the area of intervention where operation of other intercepting aircraft is reasonably foreseeable or already observed shall use blind transmission to report its position and information about executed or intended aeronautical activity.

The aircraft already operating at the intervention site must respond reporting its position, information about activity that it's carrying out, or report its next intended activity at the intervention site. Aircraft already operating on the site must communicate with each other to coordinate their activities and avoid collisions.

In exceptional cases, for reasons of special consideration, state aircraft do not have the obligation to report its position and intentions, should it be in the public interest necessary for fulfillment of tasks ensuring security of the state.

In special cases, a ground station operator may enter communication with aircraft or unmanned aircraft operators on the site to prevent collisions of the participating aircraft or coordination of aeronautical activities on the intervention site.

Entering the communication of aircraft on the intervention site shall only be done if the conditions stated by the applicable legislation are met, which means that the used ground station must be approved by the Civil Aviation Authority for use in civil aviation and Individual License for ground station to use frequencies must be issued by the Czech Telecommunication Office and the operator of the station must have General certificate for radio operator.

Chapter end

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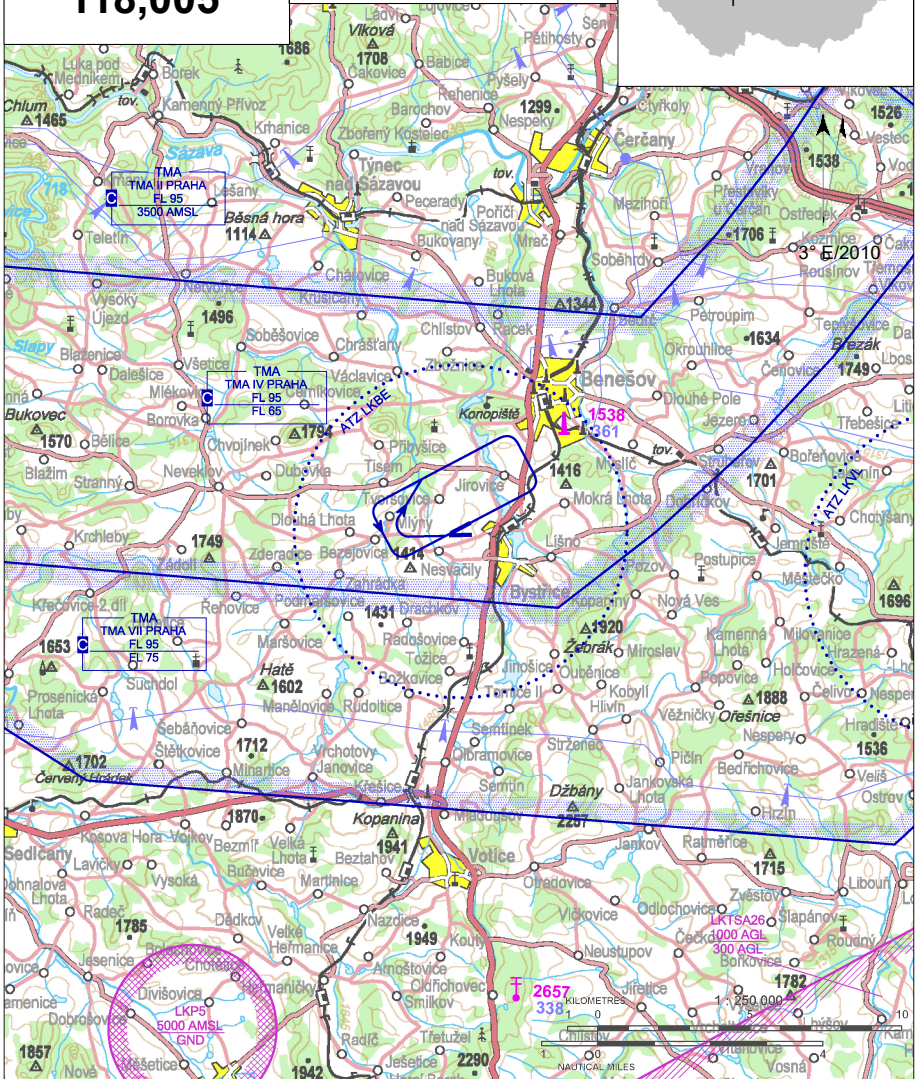
LKBE Benešov

§ Public domestic aerodrome / Private international aerodrome ✈ VFR day/night



Bene RADIO
118,005

ARP: 49° 44' 27" N, 14° 38' 41" E
5,6 km SSW Benešov
ELEV: 1322 ft / 403 m
Circuit: 2460 ft / 750 m AMSL



! In Aerodrome Traffic Zone (ATZ) avoid flying in a distance less than 300 m from villages or fly in MNM altitude 2 953 ft / 900 m AMSL.

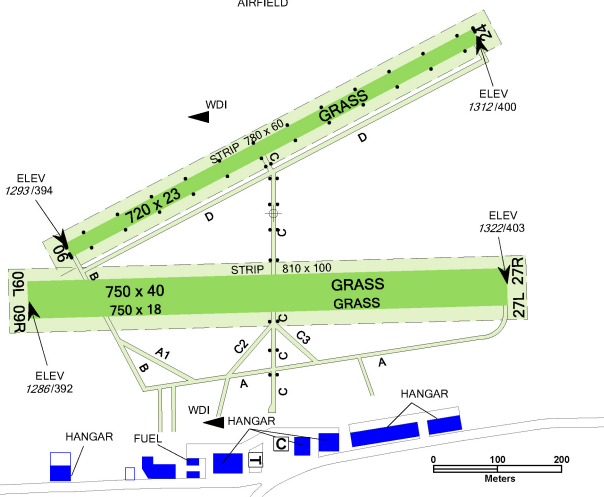
LKBE Benešov



Bene RADIO
118,005

RWY	Magnetic direction	RWY dimensions	Strength	TORA	TODA	ASDA	LDA
06	060°	720 x 23	5700 kg / 0.7 MPa	720	750	720	720
24	240°	720 x 23	5700 kg / 0.7 MPa	720	750	720	720
09R	087°	750 x 18	5700 kg / 0.7 MPa	750	780	750	750
27L	267°	750 x 18	5700 kg / 0.7 MPa	750	780	750	750
09L	087°	750 x 40	5700 kg / 0.7 MPa	750	780	750	750
27R	267°	750 x 40	5700 kg / 0.7 MPa	750	780	750	750

MODEL AIRCRAFT AIRFIELD



Letiště Benešov, př. org. města Bystřice

Nesvačily 0145, 257 51 Bystřice,

☎/📠 +420 317 793 330, info@lkbe.eu,
www.lkbe.eu

Vladimír Hadač (director) ☎ +420 604 839 808

Jaromír Fatka (head of air traffic) ☎ +420 732 146 484

Providing information to known traffic

☎ +420 603 594 623, ☎ +420 317 793 330

GAC ☎ +420 603 927 241, gac@centrum.cz

Bemoair ☎ +420 604 842 624, info@bemoair.cz

F-air ☎/📠 +420 317 793 820, f-air@f-air.cz

Customs and immigration clearance: O/R, till 1000 (0900) of the previous working day and 24 HR in advance. Visas are not granted.

RWY 09L/R can be used for take-offs only with the approval of officer of unit Providing information to known traffic. After take-off from RWY 09L/R turn left heading 045° and after take-off from RWY 24L/R turn right heading 270° in order to avoid the villages.



1 APR - 31 OCT 0800-1500
1 NOV - 15 DEC 0900-1300
6 JAN - 31 MAR 0900-1300
otherwise O/R 24 HR in advance



aviation petrol GASOLINE AKI 93, AVGAS 100LL. Payment possible only by credit card.



TOTAL D100, TOTAL 15W50, AEROSHELL 15W50, AEROSHELL sport plus



O/R



O/R



at aerodrome limited, Bystřice 2 km, Benešov 7 km




restaurant at the airport



bus, train Bystřice 1,5 km, taxi O/R



LKCB Cheb

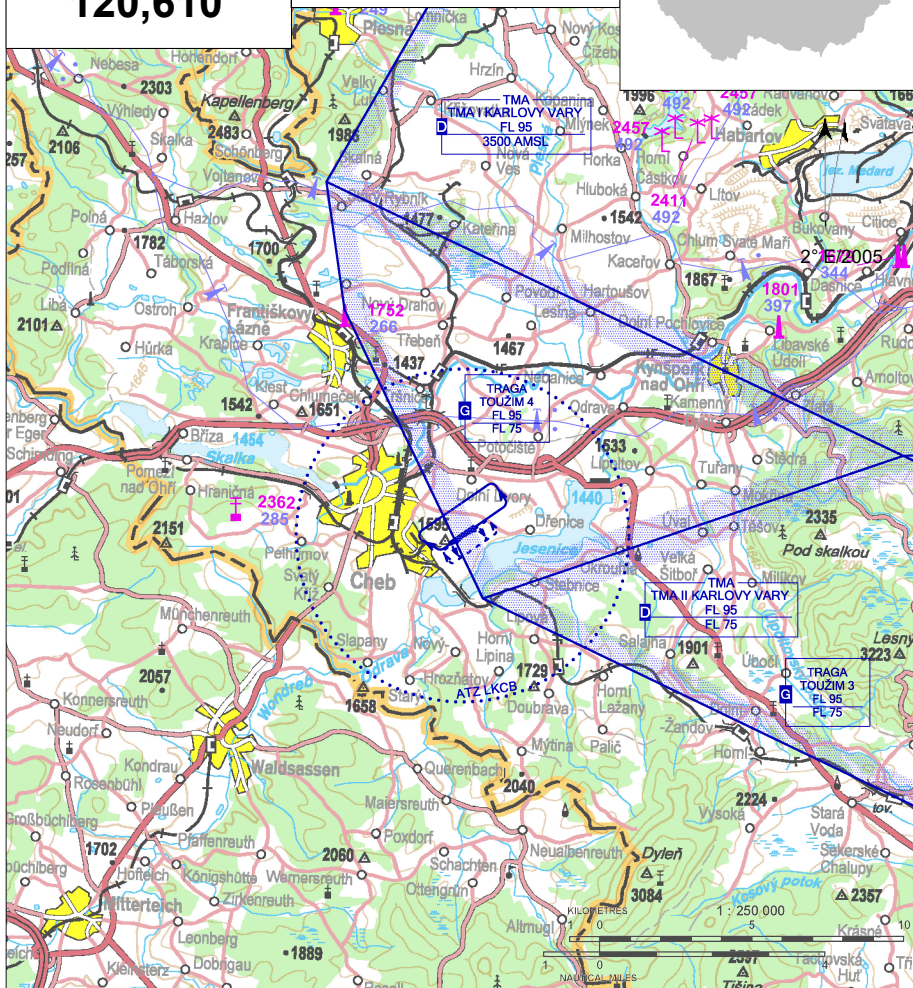
 Public domestic aerodrome

 VFR day



Cheb RADIO
120,610

ARP: 50° 03' 59" N, 12° 24' 46" E
3 km GEO 135° Cheb
ELEV: 1585 ft / 483 m
Circuit: 2600 ft / 867 m AMSL



Due to noise abatement it is prohibited to overfly Jesenice dam under altitude 2600 ft / 867 m AMSL.

Except when absolutely necessary to maintain flight safety, pilots are requested to maintain the shape of the traffic circuit.

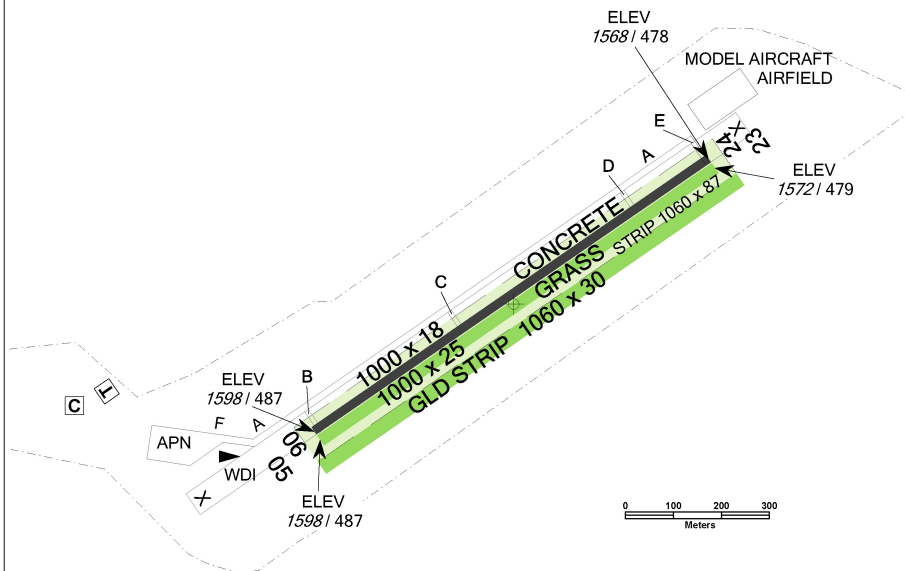
After take-off from RWY 23 and RWY 24 in safe height according to the possibilities given by the performance characteristics of the aircraft turn 60° right to heading 290° to avoid village Podhrad.

LKCB Cheb



Cheb RADIO
120,610

RWY	Magnetic direction	RWY dimensions	Strength	TORA	TODA	ASDA	LDA
05	053°	1000 x 25	5700 kg / 0.7 MPa	1000	1030	1000	1000
23	233°	1000 x 25	5700 kg / 0.7 MPa	1000	1030	1000	1000
06	053°	1000 x 18	5700 kg / 0.7 MPa	1000	1030	1000	1000
24	233°	1000 x 18	5700 kg / 0.7 MPa	1000	1030	1000	1000



Aeroklub Karlovy Vary, o.s.

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Providing information to known traffic

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Tomáš Rota - head of air traffic ☎ +420 603 776 762

Jan Appeltauer ☎ +420 734 174 326, EN

Luděk Matějček ☎ +420 776 078 589, GER



15 APR - 15 OCT
SAT, SUN, HOL 0700-1400
and further during aeroklub operation
otherwise O/R 24 HR in advance



AVGAS 100LL, Natural 95, limited.
Super Plus fuel (E10) available on request
(tel. +420 775 384 089). Payment possible
in advance or in cash on the spot.

Customs and immigration clearance: NIL

Taxi along TWY A, B, C, D, E, F (concrete) and
according to Providing information to known traffic
instructions.

Parallel operation (simultaneous take-off or landing)
on RWY 06/24, RWY 05/23 and glider strip is not
allowed.



TOTAL AERO 100D



O/R, limited



NIL



in town Cheb



in town Cheb, only snack-bar at aerodrome



bus and train, station Cheb, taxi



1 LOCAL TRAFFIC REGULATIONS AND RESTRICTIONS

1.1 General

- 1.1.1 All LKLT users are required to familiarize themselves with the LKLT Airport Rules, which are available at www.letnany-airport.cz in its current form.
 - 1.1.2 Aerodrome LKLT is located in MCTR Kbely and a flight along traffic circuit goes through CTR Ruzyně.
 - 1.1.3 TRA GA TRAPRLT1 (Letňany 1N), TRAKBLT1 (Letňany 1S) and TRAKBLT1E (Letňany 1E) areas are established, see AIP CR, ENR 5.5.5. Information on the activation and extent of use of TRA GA can be obtained by telephone or on the operating frequency APP Praha, TWR Ruzyně, MAPP/MTWR Kbely, Providing information to known traffic Letňany unit or FIC Praha.
 - 1.1.4 When TRA GA area is activated, Class G airspace conditions and rules apply. TRA GA areas are also radio mandatory zones (RMZ).
 - 1.1.5 Outside operating hours of Providing information to known traffic Letňany unit and or during deactivation of the TRA GA areas, procedures for VFR flights to/from Kbely Airport shall apply, with a permanent two-way radio contact with MTWR Kbely. The arrival/departure route is subject to ATS Kbely clearance. See AIP CR, Vol. II, AD 2, Kbely airport, procedures for VFR flights.
 - 1.1.6 In operational hours of Providing information to known traffic Letňany unit and while TRA GA Letňany 1N and Letňany 1S areas are activated, the flights along traffic circuit when leaving the circuit, it is possible to continue via TRAGA Letňany 1E area outside of MCTR Kbely on Letňany radio frequency, or via exit points of MCTR Kbely, always in compliance with instructions of Providing information to known traffic Letňany unit and MTWR Kbely.
 - 1.1.7 Pilots are requested to strictly maintain the trajectory of flight along traffic circuit and to strictly maintain maximum given altitude - see VFR-AD-LKLT-VOC.
 - 1.1.8 The thresholds of RWYs 05L and 05R are shifted behind the road. The road must be overflown during take-off and landing in minimum altitude 15 m from the lowest part of aeroplane or towed object.
 - 1.1.9 Pilots flying according to FPL are obliged to request activation / termination of FPL by Providing information to known traffic Letňany unit or outside operational hours of Providing information to known traffic Letňany unit by MTWR Kbely.
 - 1.1.10 The aerodrome operator guarantees AD fire and rescue category 2B. The operator does not guarantee fire category 3 or higher, not even on request.
 - 1.1.11 The aerodrome operator does not provide security checks of passengers, baggage or aircraft.
- ### 1.2 Noise abatement procedures
- 1.2.1 Flights over villages Čakovice, Kbely, Miškovice, Vnoř, Satalice, Horní Počernice and housing estate Prosek, by powered aeroplanes, helicopters and sport flying equipment are not allowed, if it is not necessary by operational and safety reasons.

- 1.2.2 Pilots-in-command are obliged to initiate take-off from the threshold of relevant RWY.
- 1.2.3 After take-off climb with maximum gradient while maintaining safety of the flight.
- 1.2.4 Power engine tests which are not referred to the procedure of appropriate departure are from 1700 to 0800 local time forbidden.
- 1.3 Flight procedures
- 1.3.1 General
- 1.3.1.1 Flights in the active areas of TRA GA Letňany 1N, Letňany 1S and Letňany 1E are possible only with two-way radio contact on channel 120,335 Letňany RADIO, outside operational hours of Providing information to known traffic Letňany unit in MCTR Kbely on frequency channel MTWR Kbely 120,880 (backup 134,730).
- 1.3.1.2 Following entry and exit points, which are identical with VFR points to/from MCTR Kbely, are set for arrivals and departures to/from TRA GA via MCTR Kbely:

VFR entry and exit points to/from MCTR Kbely		
Designation	Location (object)	Coordinates
MIKE	NE of Stará Boleslav (railway crossing highway)	50 12 27 N 014 41 47 E
LIMA	S of Lysa nad Labem (river road bridge)	50 10 38 N 014 51 19 E
UNIFORM	E of Uvaly (lonely petrol station)	50 04 18 N 014 46 24 E
ROMEO	SW of Říčany (flyover highways crossing)	49 58 51 N 014 36 22 E

- 1.3.1.3 Pilots-in-command of aircraft entering to MCTR Kbely are obliged to maintain height 1000 ft/300 m AGL, but maximum altitude 2000 ft AMSL, unless otherwise stated by ATS Kbely.
- 1.3.1.4 Trajectory of direct flights via points LIMA, UNIFORM, ROMEO is subject to a clearance issued by MTWR Kbely.
- 1.3.1.5 Pilots-in-command are requested to adhere to noise abatement procedures.
- 1.3.1.6 Crossing of RWY 06/24 LKKB axis subject to MTWR Kbely approval.
- 1.3.1.7 In case an aircraft is not equipped with 8.33 KHz channel spacing aircraft radio, the crew of such aircraft shall not enter TRA GA Letňany 1N and Letňany 1S when activated.
- 1.3.2 Arrivals
- 1.3.2.1 All arrivals to the TRA GA Letňany 1N and Letňany 1S area are allowed only through TRAGA Letňany 1E area (suggested entry point is Kostelec n. Labem - sluice on the Labe river, 50 13 24 N 014 35 46 E - maximum altitude 2000 ft AMSL) or via coordination points MIKE, LIMA, UNIFORM, ROMEO, which are published in AIP CR. To enter the Kbely MCTR, crews follow the information given in AIP. Aircraft arrivals follow MAPP/MTWR Kbely instructions. SSR transponder working in modes A/C is mandatory in MCTR Kbely. Be aware that instrument approach glide path for RWY 28 LKVO is above TRA GA Letňany 1E area at altitude 2500 ft AMSL.

- 1.3.2.2 Approach and landing of helicopters must be carried out to RWY in use. Air taxiing and parking on highlighted places in accordance with Providing information to known traffic Letňany unit instructions.
- 1.3.3 Departures
- 1.3.3.1 Departures without the need for prior coordination with MAPP/MTWR Kbely are only cleared via TRA GA Letňany 1E area. Suggested exit point is Kostelec n. Labem (sluice on the Labe river, 50 13 24 N 014 35 46 E), maximum altitude 2000 ft AMSL. When flying via MCTR Kbaley, after reaching north edge of Vnoř village switch to the frequency channel MTWR Kbely (120,880, 134,730 (reserve)) and follow the instructions to proceed to the required coordination point. Departures to LIMA, UNIFORM, and ROMEO coordination points directly after take-off or from any suitable position on the traffic circuit are possible after coordination Providing information to known traffic Letňany unit with MAPP/MTWR Kbely. Without prior coordination, departures will be subject to 3 minute intervals. The maximum flight altitude is 2000 ft AMSL, unless otherwise instructed by MAPP/MTWR Kbely and TWR LKVO. Be aware that instrument approach glide path for RWY 28 LKVO is above TRA GA Letňany 1E area at altitude 2500 ft AMSL.
- 1.3.3.2 Departures from TRA GA may be further restricted or prohibited in case of training flights, LKKB VIP procedures or emergency operations.
- 1.3.3.3 Take-offs of helicopters must be carried out from RWY in use. Air taxiing in accordance with the Providing information to known traffic Letňany unit instructions.
- 1.3.3.4 Pilots-in-command are obliged to report engine startup prior to commencement of taxiing to ensure safety in the event of parachute jumping activity.
- 1.3.4 Flights outside operating hours of Providing information to known traffic Letňany unit
- 1.3.4.1 Before and after the published operational hours of Providing information to known traffic Letňany unit, departures and arrivals are allowed only after submitted and then approved (by the AD operator) request sent to the e-mail address info@letnany-airport.cz 12 hours in advance. The request for arrival and departure outside of the operational hours shall be submitted within the operational hours. Landing (except emergency and safety landings) without appropriate clearance outside of the operational hours is considered as a violation of the Airport rules, which is available on www.letnany-airport.cz. The aerodrome area is closed outside the operational hours for non-contractual users.
- 1.3.4.2 In case of arrival to RWY 05L/R through MIKE, report Ruzyně CTR violation caused by the flight along the published traffic circuit to MTWR Kbely in advance to ensure timely coordination between APP Praha and MTWR Kbely. MTWR Kbely otherwise issues clearance only for flight in MCTR Kbely.
- 1.4 Traffic circuits
- 1.4.1 Traffic circuit altitude is at maximum 1900 ft/580 m AMSL.
- 1.4.2 Traffic circuit is carried out to the right for RWY 23L and 23R or to the left for RWY 05L and 05R. Both circuits are carried out north of the runway.
- 1.4.3 The traffic circuits south of the aerodrome are strictly prohibited due to conflicting traffic with Kbely airport operations.

- 1.4.4 Outside Providing information to known traffic Letňany unit operating hours, traffic circuit flights are prohibited, except when conditions in 1.3.4.2 apply.
- 1.5 Emergency procedures
- 1.5.1 If the crew in TRA GA Letňany 1N, Letňany 1S and Letňany 1E activated areas does not establish a radio connection with Providing information to known traffic Letňany unit, the crew will try to establish a radio connection with MTWR Kbely, which notifies the Providing information to known traffic Letňany unit about non-existing radio connection of the flight crew with the Providing information to known traffic Letňany unit.
- 1.5.2 In the event of radio communication failure, pilot-in-command shall immediately land at LKLT carrying out traffic circuit and if possible, using radio connection with MTWR Kbely. After landing, the pilot-in-command shall immediately inform Providing information to known traffic Letňany unit.

2 ADDITIONAL INFORMATION

- 2.1 Providing information to known traffic is provided also in English.
- 2.2 Pilot-in-command of taxiing aircraft are responsible for maintaining safe distance between aircraft. If pilot-in-command is not sure, pushing or pulling of aircraft to safe place for preparation to departure is carried out.
- 2.3 RWY 05L and RWY 23R are designated primarily for aircraft with retractable gear.
- 2.4 The area of the AD is fully fenced and is intended for long-term parking of aircraft.
- 2.5 AD and fueling charges are paid in cash or by cashless payment with card at Terminal 1 next to Providing information to known traffic Letňany unit.
- 2.6 Pilots-in-command are requested to adhere to published procedures, particularly noise abatement procedures, flights outside build-up areas of mentioned villages, determined shape of traffic circuit and its altitude, the boundaries of controlled airspaces which are adjacent to TRA GA areas i.e. CTR Ruzyne, MCTR Kbely.
- 2.7 Parallel operation on RWY 05L/23R or RWY 05R/23L is strictly forbidden.
- 2.8 In particular months, the end of the operating period is limited by civil twilight if it occurs earlier than the published aerodrome operating hours. Furthermore, the aerodrome operating hours may be changed by NOTAM.
- 2.9 During rainy and winter months, the crews are recommended to pay attention to NOTAM or to call Providing information to known traffic Letňany unit within the operating hours to see the RWY condition.
- 2.10 ATZ Letňany area is active only during the deactivation of MCTR Kbely. Information about activation of ATZ (and deactivation of MCTR LKKB) is published in the form of VFR SUP with specific flight procedures.

3 CHARGES FOR AERODROMES

3.1 Landing charges

Ultralight aircraft	350,00
Aircraft up to 2 t	480,00
Per each additional initiated tonne MTOW	350,00
Extension of AD operating time by 30 minutes	800,00

3.2 Parking charges

Per day	400,00
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First three hours of parking free of charge.

3.3 Charges for passenger service

Passenger	180,00
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3.4 Other

Other charges, current pricelist of aviation gasoline and other information available at www.letnany-airport.cz.

————— Chapter end —————

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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 manoeuvring area. Taxiing outside manoeuvring area is prohibited.
 - 1.2.2 Due to safety reasons for taxi-out on the apron use minimum power only.
 - 1.2.3 Avoiding of other aircraft near the holding points is the full responsibility of the pilot-in-command, as a safe separation is not ensured here.
 - 1.2.4 After landing on RWY 06/24 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.
 - 1.2.5 TWY FF is closed for all operation of aircraft.
 - 1.2.6 The taxi speed limit of max. 15 kt applies in the following sections:
 - TWY D between TWY L and TWY J;
 - TWY G between TWY L and TWY B;
 - TWY H between TWY L and TWY B;
 - TWY H1.
 - 1.2.7 Air-taxiing of helicopters from/to TWY Q1 to/from APN Bell is allowed only for helicopters with rotor diameter up to 15 m.
 - 1.2.8 Taxiing of helicopters equipped with a wheeled landing gear is only permitted in ground taxiing mode. In the event of a wheel chassis failure preventing taxiing on the ground, air-taxiing is permitted.

- 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* 2075 m		L RET* 1558 m	B 2448 m	G 2099 m	P 1690 m	R 2535 m
MEDIUM-PROP LDA	C 1309 m	D RET* 2075 m	L RET* 1558 m		G 2099 m	P 1690 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 3077 m	THR 3250 m	D 2757 m
MEDIUM-PROP TORA	B 2557 m	D 2266 m	R 2590 m	G 2238 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
- 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.
- Operation of Mode S transponders when the aircraft is on the ground
- An A-SMGCS surveillance system utilising Mode S transponders data is in operation at Praha/Ruzyně Airport.

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.

Flight crew shall:

- set the aircraft identification if such feature available. This setting shall correspond to identification filled in item 7 of filed ICAO flight plan or to the aircraft registration when no flight plan has been filed;
- select the Mode A 2000 code, unless otherwise instructed by ATC;
- activate transponder (XPNDR or the equivalent, e.g. ON) or AUTO if available:
 - at the request for push back or taxi, whichever is earlier
 - after landing continuously until the aircraft is parked on the stand
- deactivate transponder if the aircraft is parked on the stand (OFF or equivalent, e.g. STBY).

1.6.1 Arrivals

1.6.1.1 Arrivals to LKPR

Pilots intending to land at LKPR are obliged to obtain the airport slot in accordance with AIP ČR LKPR AD 2.20.1 (Coordinated airport).

Unless otherwise instructed by ATS (e.g. for night VFR flights), pilots intending to enter CTR Ruzyně are urged to provide the entry always below the lower limit of TMA Praha or below the lower limit of TMA Vodochody and with respect to AIP ČR AD 2-LKPR-VFRC (VFR arrival routes).

Pilots shall:

- select SSR code A2000 (unless otherwise instructed by ATS) with respect to AIP ČR ENR 1.6.2.4.5 (SSR codes) and be compliant with AIP ČR LKPR AD 2.22.3 (Operation of mode S transponders);

Note: Pilots are urged to report an exemption from the requirement to carry Mode S ELS, if granted, according to AIP ČR GEN 1.5.1.3.3 (Exemptions)

- establish communication on frequency of Ruzyně RADAR 118,310 MHz in accordance with AIP ČR ENR 1.2.1.10.1 (Handover of information about VFR flight). Outside hours of operation establish communication on frequency of Praha RADAR 127,580 MHz in accordance with AIP ČR LKPR AD 2.18 (ATS Communication Facilities, Hours of operation);
- hand over information about flight in accordance with AIP ČR ENR 1.2.1.10.2 (Handover of information about VFR flight);
- confirm current ATIS information with QNH read back;
- when the instruction to transfer to RUZYŇ TWR received, establish communication only. Information about flight are not handed over.

Special procedures for pilots of helicopter emergency medical service, Police of the CR and SAR

Pilots shall:

- unless otherwise instructed by ATS, select SSR code with respect to AIP ČR ENR 1.6.2.4.3 (SSR codes for special purposes) and be compliant with AIP ČR LKPR AD 2.22.3 (Operation of mode S transponders);
- establish communication on frequency of Ruzyně RADAR 118,310 MHz in accordance with AIP ČR ENR 1.2.1.10.1 (Handover of information about VFR flight). Outside hours of operation establish communication on frequency of Praha RADAR

127,580 MHz in accordance with AIP ČR LKPR AD 2.18 (ATS Communication Facilities, Hours of operation);

- hand over information about flight in accordance with AIP ČR ENR 1.2.1.10.2 (Handover of information about VFR flight);
- confirm current ATIS information with QNH read back;
- in case the instruction to transfer to RUZYŇ TWR received, establish communication only. Information about flight are not handed over

1.6.1.1.1 Short landing of VFR flights on RWY 30

Execution of short landing procedure enables simultaneous operations on RWY 06/24. Requirements:

- landings can be provided by aircraft up to MTOW 7000 kg;
- final approach speed of aircraft corresponds with category "A";
- landing can be executed between SR - SS only;
- visibility 5 km or more and clouds BKN-OVC 1500 ft or more;
- braking action will not be adversely affected by runway deposits of snow, slush or water;
- aircraft vacates RWY 30 via TWY P at the latest.

In case of the need of missed approach, pilot shall turn left not later than abeam TWY R, proceed to waypoint TANGO, so as not to pass intersection RWY 30 and TWY P, and climb not higher than 2500 ft AMSL.

1.6.1.2 Arrivals to destination in CTR Ruzyně outside LKPR

Unless otherwise instructed by ATS (e.g. for night VFR flights), pilots intending to enter CTR Ruzyně are urged to provide the entry always below the lower limit of TMA Praha or below the lower limit of TMA Vodochody and with respect to AIP ČR AD 2-LKPR-VFRC (VFR arrival routes).

Pilots shall:

- select SSR code A2000 (unless otherwise instructed by ATS) with respect to AIP ČR ENR 1.6.2.4.5 (SSR codes);

Note: Pilots are urged to report an exemption from the requirement to carry Mode S ELS, if granted, according to AIP ČR GEN 1.5.1.3.3 (Exemptions)

- establish communication on frequency of Ruzyně RADAR 118,310 MHz in accordance with AIP ČR ENR 1.2.1.10.1 (Handover of information about VFR flight). Outside hours of operation establish communication on frequency of Praha RADAR 127,580 MHz in accordance with AIP ČR LKPR AD 2.18 (ATS Communication Facilities, Hours of operation);
- hand over information about flight in accordance with AIP ČR ENR 1.2.1.10.2 (Handover of information about VFR flight);
- confirm current ATIS information with QNH read back;
- in case the instruction to transfer to RUZYŇ TWR received, establish communication only. Information about flight are not handed over;
- handover the report of arrival in accordance with AIP ČR ENR 1.2.2.1 (Reports of arrival). Contact TWR Ruzyně by telephone +420 220 374 048.

Special procedures for pilots of helicopter emergency medical service, Police of the CR and SAR

Pilots shall:



- unless otherwise instructed by ATS, select SSR code with respect to AIP ČR ENR 1.6.2.4.3 (SSR codes for special purposes) and be compliant with AIP ČR LKPR AD 2.22.3 (Operation of mode S transponders);
- establish communication on frequency of Ruzyně RADAR 118,310 MHz in accordance with AIP ČR ENR 1.2.1.10.1 (Handover of information about VFR flight). Outside hours of operation establish communication on frequency of Praha RADAR 127,580 MHz in accordance with AIP ČR LKPR AD 2.18 (ATS Communication Facilities, Hours of operation);
- hand over information about flight in accordance with AIP ČR ENR 1.2.1.10.2 (Handover of information about VFR flight);
- confirm current ATIS information with QNH read back;
- in case the instruction to transfer to RUZYŇ TWR received, establish communication only. Information about flight are not handed over;
- handover the report of arrival in accordance with AIP ČR ENR 1.2.2.1 (Reports of arrival). Contact TWR Ruzyně by telephone +420 220 374 048.

1.6.2 Departures

1.6.2.1 Departures from LKPR

Pilots planning to depart from LKPR are obliged to obtain the airport SLOT in accordance with AIP ČR LKPR AD 2.20.1 (Coordinated airport).

Unless otherwise instructed by ATC, pilots shall:

- establish communication on frequency of Ruzyně DELIVERY 120,060 MHz in accordance with AIP ČR ENR 1.2.1.10.1 (Handover of information about VFR flight) to obtain ATC clearance for departing aircraft and to obtain engines start-up approval;

Note 1: Exceptionally, when no flight plan before departure has been filed, it is possible to hand over information about flight by telephone to TWR Ruzyně +420 220 374 198

Note 2: Engines start-up approval is not a part of ATC clearance for departing aircraft

- hand over information about flight in accordance with AIP ČR ENR 1.2.1.10.2 (Handover of information about VFR flight);
- confirm current ATIS information with QNH read back;
- select SSR code and be compliant with AIP ČR LKPR AD 2.22.3 (Operation of mode S transponders).

Note: Pilots are urged to report an exemption from the requirement to carry Mode S ELS, if granted, according to AIP ČR GEN 1.5.1.3.3 (Exemptions)

Unless otherwise stated by ATC, pilots shall establish communication on frequency of Ruzyně GROUND 121,910 MHz to obtain a taxi clearance. Instruction for frequency change to Ruzyně GROUND is not being issued.

Unless otherwise stated by ATC, departure is provided in accordance with AIP ČR AD 2-LKPR-VFRC (VFR Departure routes).

Special procedures for pilots of helicopter emergency medical service, Police of the CR and SAR

Pilots shall:

- establish communication on frequency of Ruzyně TOWER 134,560 MHz immediately prior to departure. Engines start-up approval is not requested;

- select SSR code with respect to AIP ČR ENR 1.6.2.4.3 (SSR codes for special purposes) and be compliant with AIP ČR LKPR AD 2.22.3 (Operation of mode S transponders);
- hand over information about flight (initial routing);
- confirm current ATIS information with QNH read back.

1.6.2.2 Departures from CTR Ruzyně outside LKPR

Unless otherwise instructed by ATC, pilots shall:

- contact TWR Ruzyně by telephone +420 220 374 048 to obtain ATC clearance for departing aircraft, in accordance with AIP ČR ENR 1.2.1.10.1 (Handover of information about VFR flight);

Note: ATC clearance for departing aircraft does not mean clearance for take-off

- hand over information about flight in accordance with AIP ČR ENR 1.2.1.10.2 (Handover of information about VFR flight);
- select SSR code with respect to AIP ČR ENR 1.6.2.4.5 (SSR codes);

Note: Pilots are urged to report an exemption from the requirement to carry Mode S ELS, if granted, according to AIP ČR GEN 1.5.1.3.3 (Exemptions)

- establish communication with ATC unit on frequency handed over as part of ATC clearance for departing aircraft.

Note: If radiotelephony communication is limited due to technical reasons, the departure shall be commenced at agreed time and radio contact shall be established as soon as possible when airborne

Unless otherwise stated by ATC, departure is provided in accordance with AIP ČR AD 2-LKPR-VFRC (VFR Departure routes).

Special procedures for pilots of helicopter emergency medical service, Police of the CR and SAR

Pilots shall:

- select SSR code with respect to AIP ČR ENR 1.6.2.4.3 (SSR codes for special purposes);
- establish communication on frequency of Ruzyně TOWER 134,560 MHz immediately prior to departure;

Note: If radiotelephony communication is limited due to technical reasons, radio contact shall be established as soon as possible when airborne

- hand over information about flight (initial routing);
- confirm current ATIS information with QNH read back.

Special procedures for pilots of helicopter emergency medical service, Police of the CR and SAR

Pilots shall:

- select SSR code with respect to AIP ČR ENR 1.6.2.4.3 (SSR codes for special purposes);
- establish communication on frequency of Ruzyně TOWER 134,560 MHz immediately prior to departure;

Note: If radiotelephony communication is limited due to technical reasons, radio contact shall be established as soon as possible when airborne

- hand over information about flight (initial routing);



- confirm current ATIS information with QNH read back.

1.6.3 Training VFR flights

1.6.3.1 Training flight is a flight being performed for the purpose of gaining or validation flight crew licence.

1.6.3.2 Training flights are limited due to air traffic density.

1.6.3.3 Except flights intending to land at LKPR and having allocated airport slot (see AIP ČR LKPR AD 2.22.6.1.1 - Arrivals, the only activities are accepted:

- flight via VFR Arrival and Departure route;
- and, if necessary, approach to the RWY at LKPR without landing followed by departure.

1.6.3.4 Unless otherwise stated by ATC, arrival and/or departure is provided in accordance with AIP ČR AD 2-LKPR-VFRC (VFR Arrival and Departure routes).

1.6.3.5 Flights shall be coordinated by telephone with APP Praha +420 220 374 548 in advance.

1.6.3.6 Execution of the flight will depend on actual traffic situation, it might be different from previously coordinated procedure.

1.6.4 Conditions of issuing clearances to flights of free manned balloons in CTR Ruzyně and MCTR Kbely

1.6.4.1 All flights shall be carried out only according to VFR or as special VFR flights. Prior to departure of balloons from a 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.

1.6.4.2 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.

1.6.4.3 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.

1.6.4.4 Flights of balloons may be restricted if necessary to keep desired safety level, fluency and efficiency of flights in CTR Ruzyně and MCTR Kbely.

1.6.5 Non-standard type of flights in CTR Ruzyně, TMA Praha a CTA 1 Praha

1.6.5.1 Non-standard flight types (NSF) refer to activities beyond those specified in AIP CR ENR 1.1.11.1.1, particularly including activities such as aerial photography flights, flights for the inspection of power lines and pipelines, and similar operations.

1.6.5.2 These flights are subject of a request for NSF, see AIP CR ENR 1.1.11.1.

- 1.6.5.3 In addition to approved NSF request, it is necessary to coordinate the flight by telephone with APP Praha +420 220 374 548 before its beginning.
- 1.6.5.4 Execution of the flight will depend on actual traffic situation, it might be different from previously coordinated procedure.
- 1.6.6 Standard visual arrival and departure routes to/from LKPR
- 1.6.6.1 Standard visual arrival and departure routes to/from LKPR 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
ECHO	Radotín (railway station)	49 59 10 N 014 21 41 E

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 coordinator at the address:

Slot Co-ordination of the Czech Republic
 Praha/Ruzyne 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: PRGK07X, 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: PRGKXXH, FREQ: 131,455

Bell Textron Prague, a.s. - Executive Aircraft Handling (for general aviation flights)



☎ +420 234 624 413, 📠 +420 234 624 412, prague.handling@bh.com, FREQ 131,480 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

Time Air, s.r.o. - Business Aviation Handling (for general aviation and business flights).

☎ +420 725 936 010, ☎ +420 724 182 341, handling@timeair.cz, FREQ 131,880 MHz
- crew room facility

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 airlines 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 airlines 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

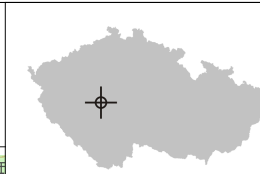
* includes PRM (assistance to persons with reduced mobility) charge 3,00 CZK.

————— Chapter end —————

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LKPM Příbram

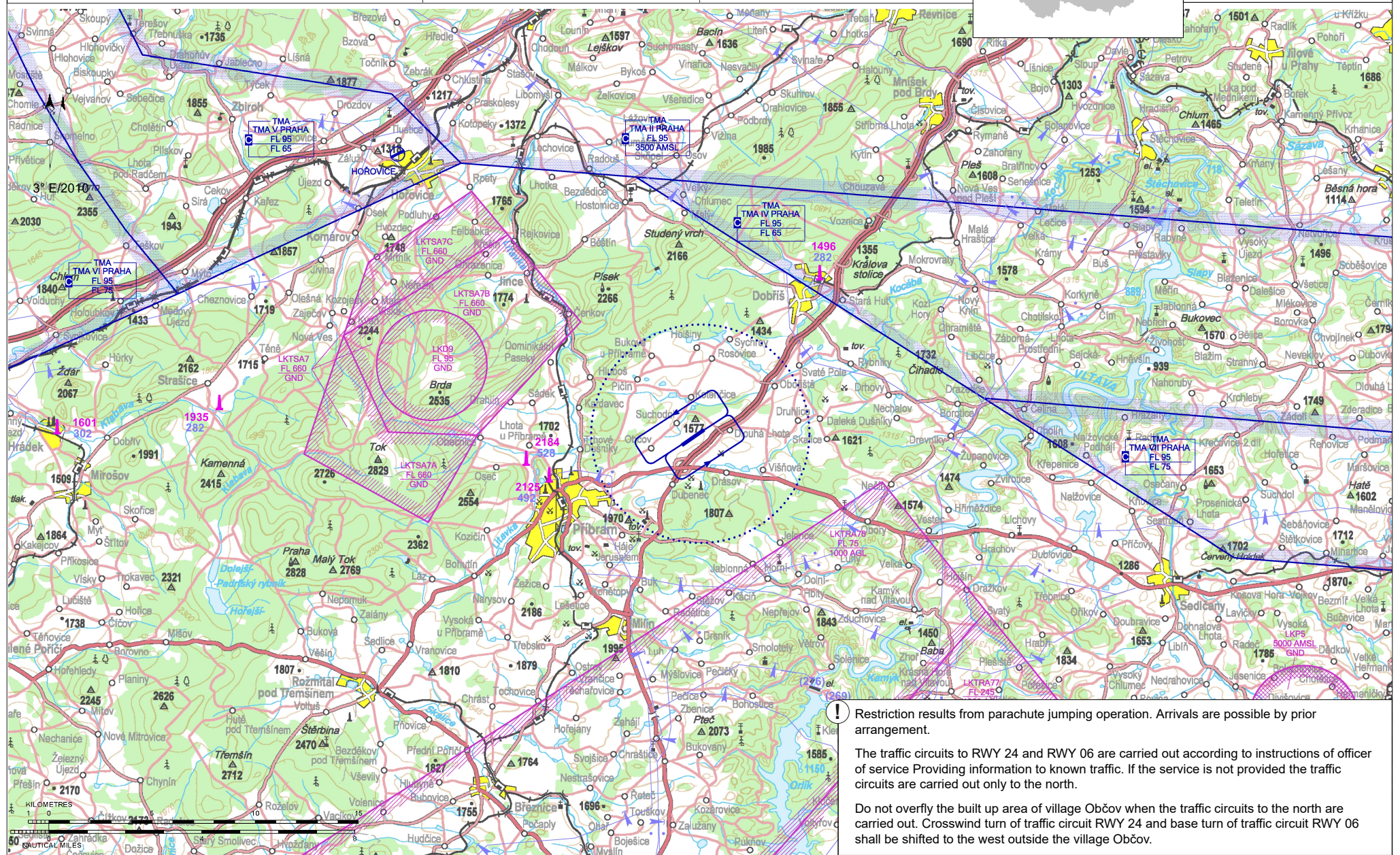
ARP: 49° 43' 12" N, 14° 06' 01" E
 6 km NE Příbram
 ELEV: 1529 ft / 466 m
 Circuit: 2500 ft / 762 m AMSL



Příbram RADIO
118,755

S Public domestic aerodrome

X VFR day, parachute jumping operation



LKPM Příbram



Příbram RADIO
118,755



Letiště Příbram, s r.o.
Skalka 39, 261 01 Drásov,
☎ +420 602 508 248

Providing information to known traffic - ☎ +420 318 690 318,
☎ +420 608 910 666
Evžen Sosna (current aerodrome information) - ☎ +420 608 919 666,
☎ +420 602 508 248



1 APR - 31 OCT
MON-FRI 0600-1600
SAT, SUN, HOL 0800-1600
otherwise O/R
1 NOV - 31 MAR
MON-FRI 0800-1400
otherwise O/R



AVGAS 100 LL, JET A1, BA-95 Natural



TOTAL AERO D100, AERO SHELL W 100



O/R, after agreement with the operator



NIL



80 people ☎ +420 602 508 248

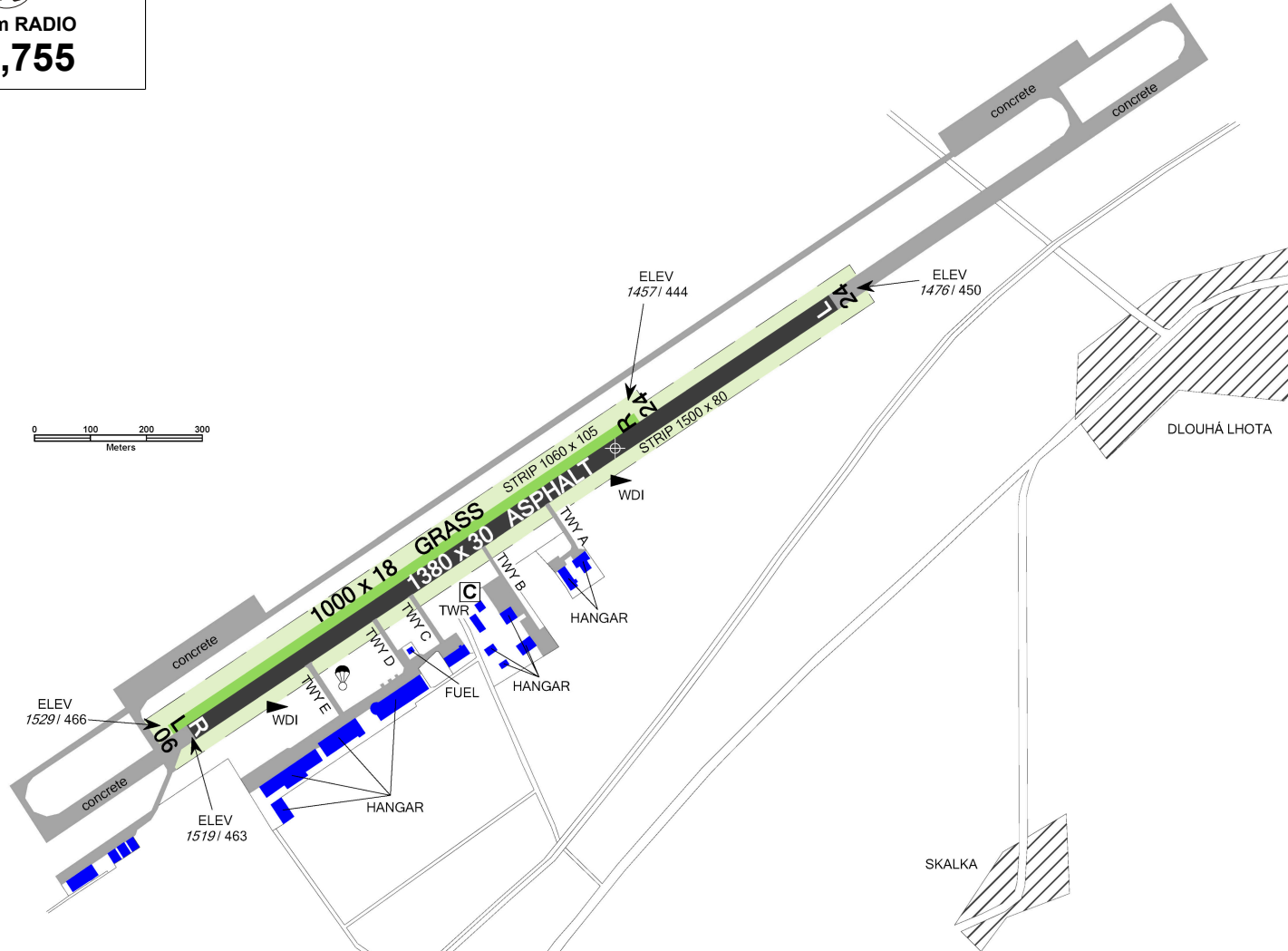
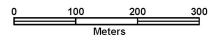


O/R, after agreement with the owner



bus - bus stop Skalka

Customs and immigration clearance: NIL



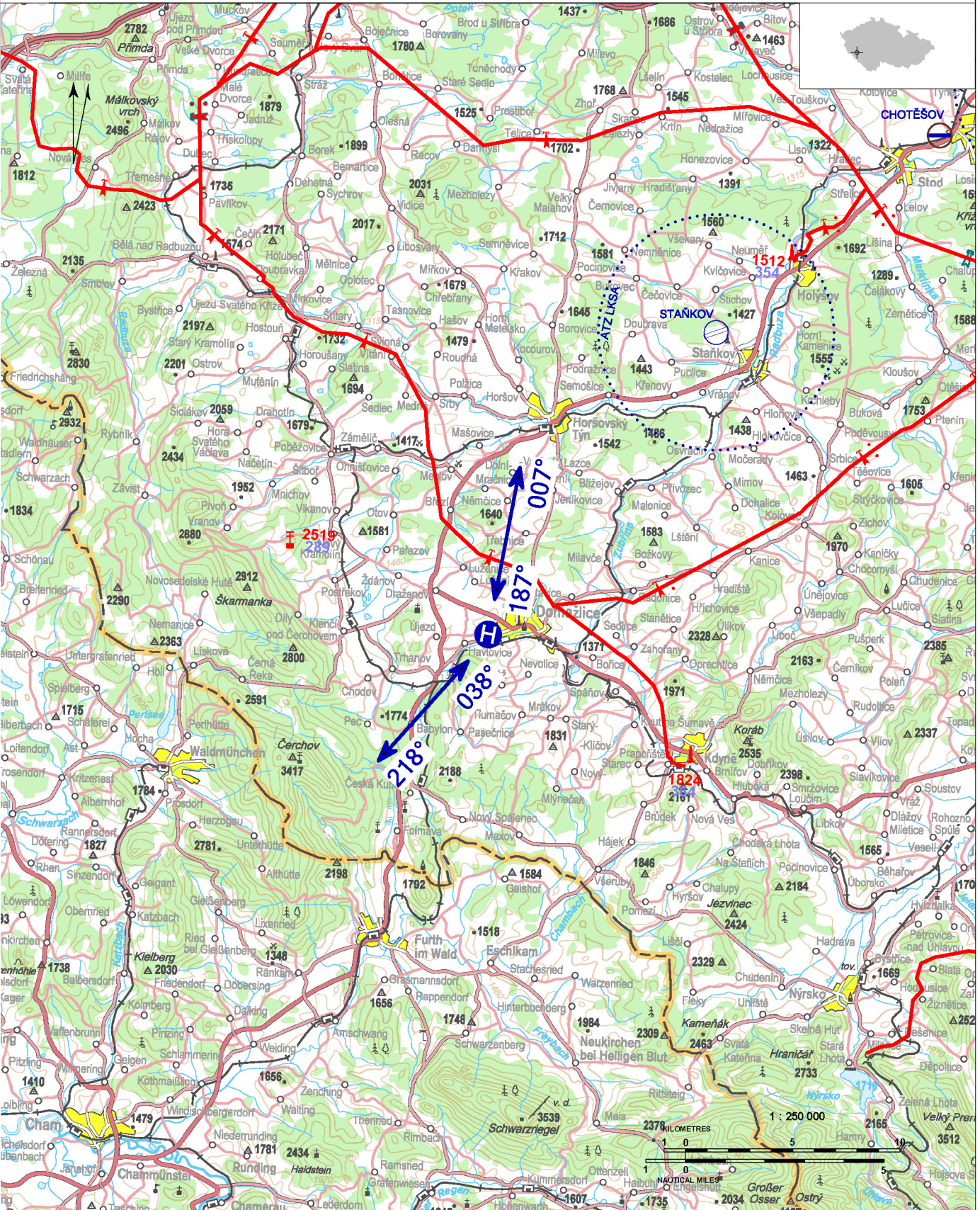
RWY	Magnetic direction	RWY dimensions	Strength	TORA	TODA	ASDA	LDA
06R	055°	1380 x 30	PCN 25/R/B/Y/U	1380	1440	1380	1380
24L	235°	1380 x 30	PCN 25/R/B/Y/U	1380	1440	1380	1380
06L	055°	1000 x 18	5700 kg / 0.4 MPa	1000	1030	1000	1000
24R	235°	1000 x 18	5700 kg / 0.4 MPa	1000	1030	1000	1000

LKDO - Domažlice

Private domestic heliport HEMS

VFR day/night

49 26 18,27 N, 012 54 25,33 E POS: 1,7 km W Domažlice town center ELEV: 1521 ft / 464 m



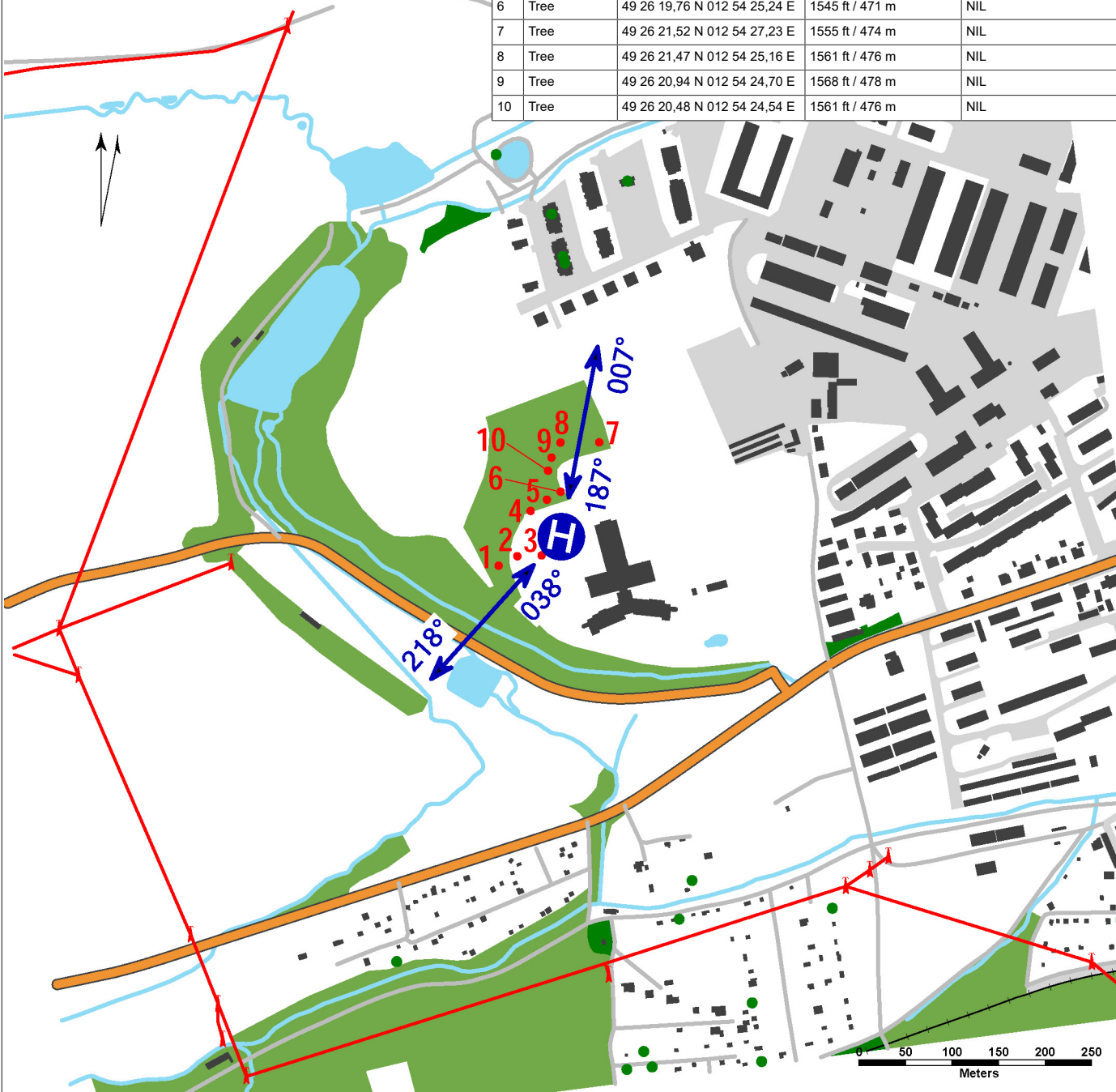
! Only HEMS flights allowed.
 Gradient of descent 1000 ft/1 NM.
 Control of the SZZ (light safety system) is provided locally from the control room of the medical rescue service (tel.: +420 379 710 129) or by remote radio control from the helicopter deck (by keying on FREQ 135,460):
 - 3 times per 5 sec. - intensity 10%
 - 5 times per 5 sec. - intensity 30%
 - 7 times per 5 sec. - intensity 100%
 After 15 minutes from the instruction of the remote radio control, all signals are automatically switched off.

LKDO - Domažlice

Surface level HEMS heliport
 value "D" - 19 m
 FATO: circle-diameter 29 m, grass
 TLOF: 14 x 14 m, puzzle pavement platform, 6400 kg/0,4 MPa
 SA: circle diameter 37 m, grass

WDI (30 m WNW)
 FATO: perimeter markings / FATO lights, identification sign
 TLOF: perimeter markings / TLOF lights
 A-PAPI: 9.3 °
 ALS: shortened, length 25 m
 Heliport identification beacon

1	Tree	49 26 17,12 N 012 54 22,04 E	1555 ft / 474 m	NIL
2	Tree	49 26 17,47 N 012 54 22,02 E	1541 ft / 470 m	NIL
3	Tree	49 26 17,52 N 012 54 24,32 E	1535 ft / 468 m	NIL
4	Tree	49 26 19,06 N 012 54 23,66 E	1561 ft / 476 m	NIL
5	Tree	49 26 19,47 N 012 54 24,52 E	1558 ft / 475 m	NIL
6	Tree	49 26 19,76 N 012 54 25,24 E	1545 ft / 471 m	NIL
7	Tree	49 26 21,52 N 012 54 27,23 E	1555 ft / 474 m	NIL
8	Tree	49 26 21,47 N 012 54 25,16 E	1561 ft / 476 m	NIL
9	Tree	49 26 20,94 N 012 54 24,70 E	1568 ft / 478 m	NIL
10	Tree	49 26 20,48 N 012 54 24,54 E	1561 ft / 476 m	NIL



Underlying data © ČÚZK

Domažlická nemocnice a.s.
 Kozinova 292, Hořejší Předměstí, 344 01
 Domažlice
 telephone centre ☎ +420 379 710 111
 central light control ☎ +420 379 710 165
 Martin Karásek (responsible person of
 the operator) ☎ +420 607 846 966,
 martin.karasek@domazlice.nemocnicepk.cz

	Approach:	Take-offs:
VFR day	187°, 038°	007°, 218°
VFR night	187°	007°, 218°

- 🕒 HX
- 🚒 NIL
- 🚑 NIL
- 🚒 NIL
- 🚒 Rescue and fire service: NIL