

ARP 50° 06' 03" N
014° 15' 36" E

RUZYŇ TWR 134,560
121,500

RUZYŇ GROUND 121,910
RUZYŇ DELIVERY 120,060

AD ELEV 1234 ft / 376 m

AERODROME CHART - ICAO

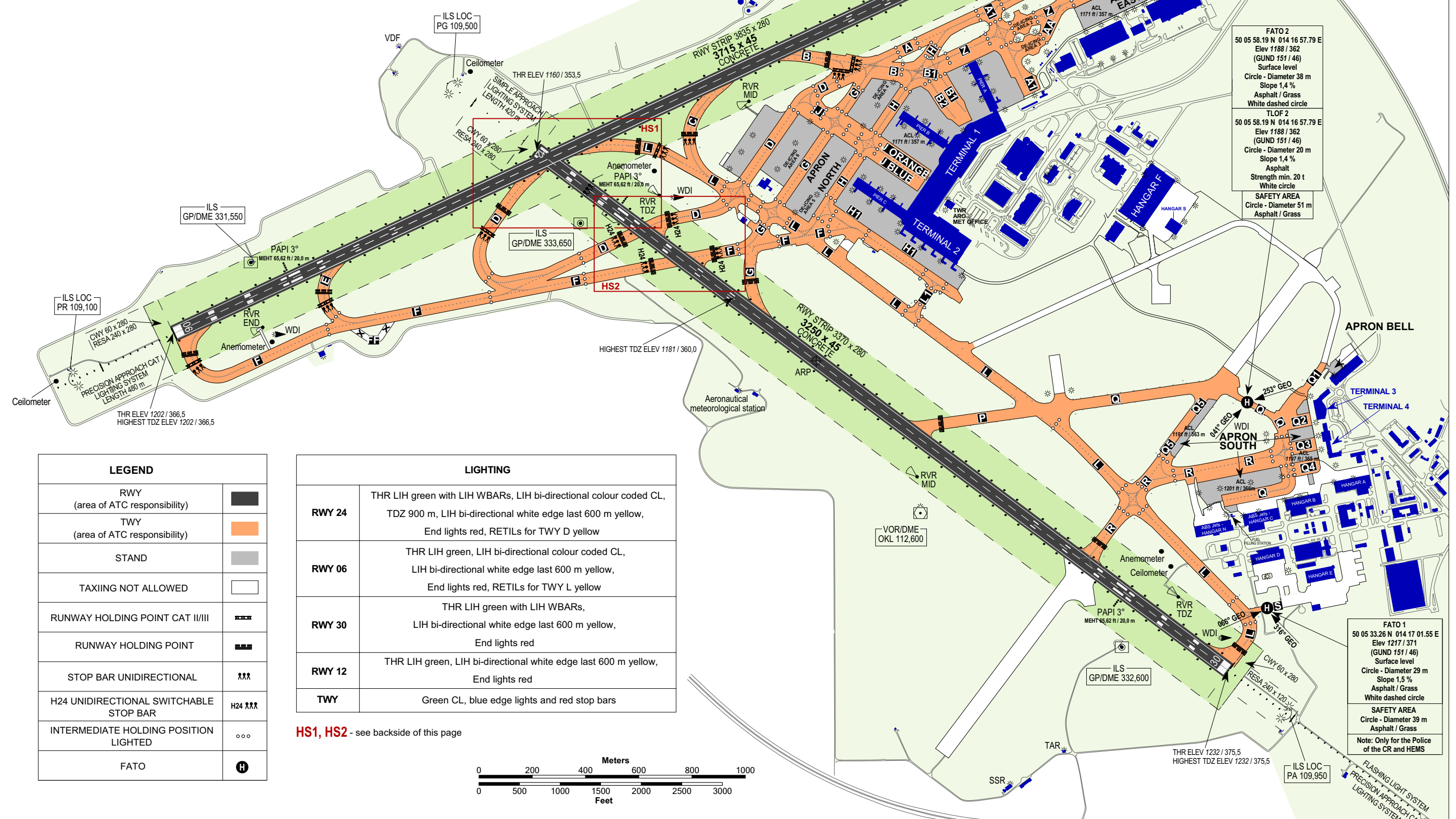
PRAHA/Ruzyň

RWY	DIRECTION	THR	BEARING STRENGTH
06	060°	50°06'06,61"N 014°13'34,68"E	PCN 75/R/B/W/T exceeding is allowed by airport operator
24	240°	50°06'57,42"N 014°16'24,12"E	
12	122°	50°06'28,84"N 014°14'43,32"E	PCN 62/R/B/X/T exceeding is allowed by airport operator
30	302°	50°05'25,68"N 014°16'54,02"E	
TAXIWAYS		TWY L, L1 TWY P, Q other TWYs	PCN 50/F/D/X/T PCN 40/F/D/X/T PCN 60/R/B/X/T



GUND (Geoid Undulation) IN ft / m
ELEVATIONS IN ft / m
DIMENSIONS IN m
BEARINGS ARE MAGNETIC

Circumnavigation of other aircraft within the holding areas is the responsibility of the Pilot-In-Command as wing tip clearance is not assured



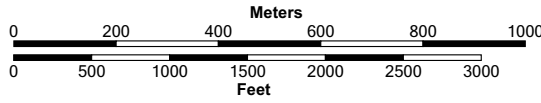
FATO 2
50 05 58.19 N 014 16 57.79 E
Elev 1188 / 362
(GUND 151 / 46)
Surface level
Circle - Diameter 38 m
Slope 1,4 %
Asphalt / Grass
White dashed circle
TLOF 2
50 05 58.19 N 014 16 57.79 E
Elev 1188 / 362
(GUND 151 / 46)
Circle - Diameter 20 m
Slope 1,4 %
Asphalt
Strength min. 20 t
White circle
SAFETY AREA
Circle - Diameter 51 m
Asphalt / Grass

FATO 1
50 05 33.26 N 014 17 01.55 E
Elev 1217 / 371
(GUND 151 / 46)
Surface level
Circle - Diameter 29 m
Slope 1,5 %
Asphalt / Grass
White dashed circle
SAFETY AREA
Circle - Diameter 39 m
Asphalt / Grass
Note: Only for the Police of the CR and HEMS

LEGEND	
RWY (area of ATC responsibility)	
TWY (area of ATC responsibility)	
STAND	
TAXIING NOT ALLOWED	
RUNWAY HOLDING POINT CAT II/III	
RUNWAY HOLDING POINT	
STOP BAR UNIDIRECTIONAL	
H24 UNIDIRECTIONAL SWITCHABLE STOP BAR	H24
INTERMEDIATE HOLDING POSITION LIGHTED	
FATO	

LIGHTING	
RWY 24	THR LIH green with LIH WBARS, LIH bi-directional colour coded CL, TDZ 900 m, LIH bi-directional white edge last 600 m yellow, End lights red, RETILs for TWY D yellow
RWY 06	THR LIH green, LIH bi-directional colour coded CL, LIH bi-directional white edge last 600 m yellow, End lights red, RETILs for TWY L yellow
RWY 30	THR LIH green with LIH WBARS, LIH bi-directional white edge last 600 m yellow, End lights red
RWY 12	THR LIH green, LIH bi-directional white edge last 600 m yellow, End lights red
TWY	Green CL, blue edge lights and red stop bars

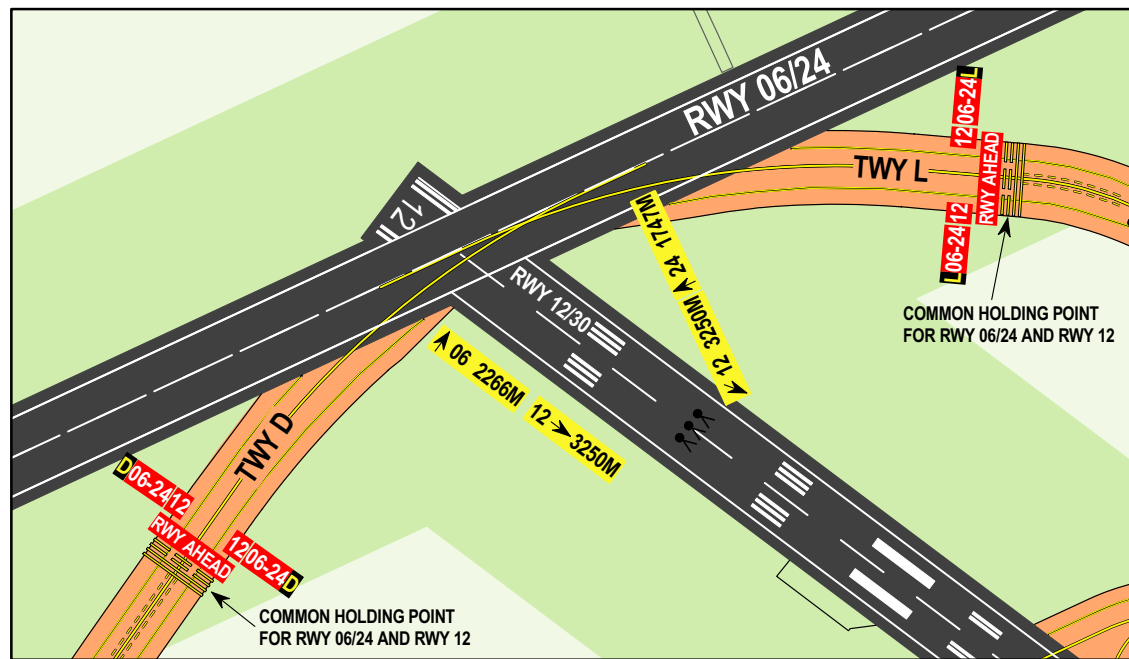
HS1, HS2 - see backside of this page



change: widening of TWY L x TWY D; FATO 1; FATO 2; TLOF 2; previous change: Boundary of stands along TWY B1; Position of passenger boarding bridges at Pier A (TERMINAL 1)

RWY 06/24 IN USE

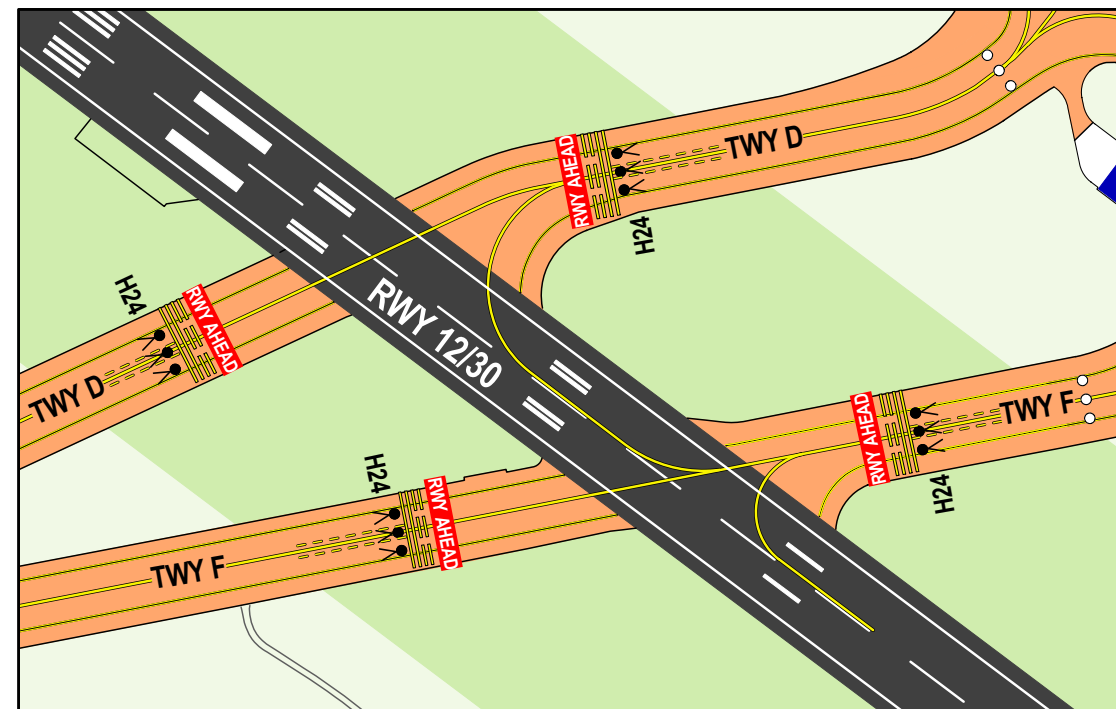
Possible misidentification of TWY D, RWY 12 AND TWY L.
After landing on RWY 06/24 do not vacate via RWY 12 unless explicitly instructed by ATC to do so.



HS1

TWYs D and F cross the active RWY 12/30

The Stop Bars on TWYs D and F are controlled automatically. Pilots must expect a short delay between the clearance to cross the active RWY and the consequent Stop Bar switch-off.



HS2

change: HS2 - widening of the TWY are (TWY L x TWY D)