

ČESKÁ REPUBLIKA
CZECH REPUBLIC

ŘÍZENÍ LETOVÉHO PROVOZU ČR, s.p.
Středisko AIM
AIR NAVIGATION SERVICES OF THE C.R.
AIM Centre

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AIP
AIRAC AMDT

02/25

PUBLICATION DATE: 09 JAN 25

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1) Datum účinnosti

Tato AIRAC AMDT nabývá účinnosti **0000 UTC** dne **20 FEB 25**. V tento den zařadte do AIP ČR přiložené strany.

2) Tato AIP AIRAC AMDT obsahuje:

- ENR - nové prostory LKTRA93, LKTRA94, LKTRA95, LKTRA96; horizontální a vertikální hranice LKP1; zrušení prostorů LKD11, LKD13, LKD14, LKTRA90, LKTRA91, LKTRA92;
- BRNO/Tuřany (LKTb) - přejmenování vstupních/výstupních bodů CTR;
- Karlovy Vary (LKKV) - zrušení LKD14;
- PRAHA/Ruzyně (LKPR) - horizontální a vertikální hranice LKP1;
- PRAHA/Vodochody (LKVO) - horizontální a vertikální hranice LKP1.

1) Effective date

This AIRAC AMDT becomes effective at **0000 UTC** on **20 FEB 25**. Insert the attached pages into the AIP CR that day.

2) This AIP AIRAC AMDT includes:

- ENR - new areas LKTRA93, LKTRA94, LKTRA95, LKTRA96; horizontal and vertical boundary LKP1; cancellation of areas LKD11, LKD13, LKD14, LKTRA90, LKTRA91, LKTRA92;
- BRNO/Tuřany (LKTb) - change of CTR entry/exit points designations;
- Karlovy Vary (LKKV) - cancellation of LKD14;
- PRAHA/Ruzyně (LKPR) - horizontal and vertical boundary of LKP1;
- PRAHA/Vodochody (LKVO) - horizontal and vertical boundary of LKP1.

3) Zrušte následující strany

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	LKPR AD 2-21-1	13 JUN 24
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Zařadte následující strany

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AD	AD 2-LKTb-1-18	20 FEB 25
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LKPR AD 2-37-4	05 DEC 19	AD 2-LKPR-7-4	20 FEB 25
LKPR AD 2-37-5	03 NOV 22	AD 2-LKPR-7-5	20 FEB 25
LKPR AD 2-37-7	03 NOV 22	AD 2-LKPR-7-7	20 FEB 25
LKPR AD 2-37-9	16 MAY 24	AD 2-LKPR-7-9	20 FEB 25
LKPR AD 2-37-10	05 DEC 19	AD 2-LKPR-7-10	20 FEB 25
LKPR AD 2-37-11	16 MAY 24	AD 2-LKPR-7-11	20 FEB 25
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LKPR AD 2-37-18	05 DEC 19	AD 2-LKPR-7-16	20 FEB 25
LKPR AD 2-37-19	03 NOV 22	AD 2-LKPR-7-17	20 FEB 25
LKPR AD 2-37-21	03 NOV 22	AD 2-LKPR-7-19	20 FEB 25
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LKPR AD 2-37-24	05 DEC 19	AD 2-LKPR-7-22	20 FEB 25
LKPR AD 2-37-25	03 NOV 22	AD 2-LKPR-7-23	20 FEB 25
AD 2-LKPR-VFRC	18 APR 24	AD 2-LKPR-8-1	20 FEB 25
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AD 2-LKPR-CAC	28 NOV 24	AD 2-LKPR-8-3	20 FEB 25
LKPR AD 2-41	14 SEP 17	AD 2-LKPR-8-5	20 FEB 25
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LKVO AD 2-19	05 SEP 24	AD 2-LKVO-2-1	20 FEB 25
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AD 2-LKVO-SID RWY 28	28 DEC 23	AD 2-LKVO-5-3	20 FEB 25
AD 2-LKVO-RNAV STAR RWY 10-28	28 DEC 23	AD 2-LKVO-6-1	20 FEB 25
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LKVO AD-2-37-5	28 DEC 23	AD 2-LKVO-7-5	20 FEB 25
LKVO AD-2-37-6	28 DEC 23	AD 2-LKVO-7-6	20 FEB 25
LKVO AD-2-37-7	28 DEC 23	AD 2-LKVO-7-7	20 FEB 25
LKVO AD-2-37-9	28 DEC 23	AD 2-LKVO-7-9	20 FEB 25
LKVO AD-2-37-10	28 DEC 23	AD 2-LKVO-7-10	20 FEB 25
LKVO AD-2-37-11	28 DEC 23	AD 2-LKVO-7-11	20 FEB 25
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LKVO AD 2-43	28 DEC 23	AD 2-LKVO-8-3	20 FEB 25

4) Ruční opravy: NIL

4) Hand amendments: NIL

5) Proved'te záznam této AIP AIRAC AMDT do GEN 0.2.

5) Record this AIP AIRAC AMDT to GEN 0.2.

6) Následující publikace jsou zahrnuty do této AIP AIRAC AMDT a tím zrušeny:

6) The following publications have been incorporated in this AIP AIRAC AMDT and therefore cancelled:

AIP SUP: NIL

AIP SUP: NIL

AIC: NIL

AIC: NIL

Následující NOTAMy jsou zahrnuty do této AIP AIRAC AMDT a budou zrušeny NOTAMem.

The following NOTAMs are incorporated in this AIP AIRAC AMDT. They will be cancelled by NOTAM.

NOTAM: NIL

NOTAM: NIL

- KONEC -

- END -

ENR 5. NAVIGAČNÍ VÝSTRAHY
ENR 5. NAVIGATION WARNINGS

ENR 5.1 ZAKÁZANÉ, OMEZENÉ A NEBEZPEČNÉ PROSTORY

ENR 5.1 PROHIBITED, RESTRICTED AND DANGER AREAS

5.1.1 Zakázané prostory

5.1.1 Prohibited areas

Označení, název a vodorovná hranice Identification, name and lateral limits	Horní Hranice / Dolní Hranice Upper limit / Lower limit	Poznámky Remarks
1	2	3
LKP1 PRAŽSKÝ HRAD 500552.95N 0142437.57E - 500536.64N 0142457.42E - 500515.80N 0142435.16E - 500502.50N 0142430.96E - 500518.04N 0142314.45E - 500539.40N 0142317.77E - 500552.95N 0142437.57E	4000 FT AMSL / GND	Doba / Time: H24 Poznámky / Remarks: Žádosti uživatelů vzdušného prostoru o lety do zakázaného prostoru LKP1 PRAŽSKÝ HRAD musí být na Úřad pro civilní letectví doručeny minimálně 30 dnů před požadovaným termínem vstupu. Žádosti o povolení vstupu do zakázaného prostoru LKP1 PRAŽSKÝ HRAD v kratší než minimální lhůtě bude Úřad pro civilní letectví zamítat, neboť je nebude možné z hlediska dodržení koordinačních a správních postupů realizovat. Requests of airspace users for flights to prohibited area LKP1 PRAŽSKÝ HRAD has to be submit to the Civil Aviation Authority 30 days prior to requested entry term. Requests for permission to enter the prohibited area LKP1 PRAŽSKÝ HRAD made after the deadline, i.e. minimum required period, will be declined by the Civil Aviation Authority due to the coordination and administrative procedures.
LKP2 TEMELÍN Kružnice o poloměru / A circle of radius 1.1 NM se středem v poloze / centred at 491048.73N 0142231.77E	5000 FT AMSL / GND	Doba / Time: H24
LKP4 VLAŠIM 494223.79N 0145356.76E - 494053.30N 0145757.76E - 493940.74N 0145554.76E - 494223.79N 0145356.76E	5000 FT AMSL / GND	Doba / Time: H24
LKP5 PRČICE Kružnice o poloměru / A circle of radius 1.5 NM se středem v poloze / centred at 493533.73N 0143123.73E	5000 FT AMSL / GND	Doba / Time: H24
LKP6 SEMTÍN Kružnice o poloměru / A circle of radius 1.15 NM se středem v poloze / centred at 500404.64N 0154241.54E	3000 FT AMSL / GND	Doba / Time: H24
LKP7 POLIČKA Kružnice o poloměru / A circle of radius 0.8 NM se středem v poloze / centred at 494046.00N 0161640.00E	5000 FT AMSL / GND	Doba / Time: H24
LKP8 MOST Kružnice o poloměru / A circle of radius 1.35 NM se středem v poloze / centred at 503348.35N 0133612.26E	4000 FT AMSL / GND	Doba / Time: H24
LKP9 DUKOVANY Kružnice o poloměru / A circle of radius 1.1 NM se středem v poloze / centred at 490508.82N 0160844.83E	5000 FT AMSL / GND	Doba / Time: H24
LKP10 ÚSTÍ NAD LABEM Kružnice o poloměru / A circle of radius 0.5 NM se středem v poloze / centred at 503923.20N 0140112.60E	4000 FT AMSL / GND	Doba / Time: H24
LKP11 NERATOVICE Kružnice o poloměru / A circle of radius 0.8 NM se středem v poloze / centred at 501630.00N 0143110.00E	2000 FT AMSL / GND	Doba / Time: H24
LKP12 ŘEŽ Kružnice o poloměru / A circle of radius 0.8 NM se středem v poloze / centred at 501044.71N 0142148.70E	2000 FT AMSL / GND	Doba / Time: H24



5.1.1.1 Veškeré žádosti uživatelů vzdušného prostoru o lety do zakázaných prostorů vyřizuje Úřad pro civilní letectví ČR.

Poznámka: Žádosti uživatelů vzdušného prostoru o lety do zakázaných prostorů jsou řešeny v souladu se směrnicí ÚCL CAA/S-SP-021-x/2020 v platném znění.

5.1.1.2 V případě odůvodněné nevyhnutelnosti naléhavého vstupu do vzdušného prostoru LKP je tento z důvodu časové tísně a vzhledem k charakteru plněného úkolu povolen pro:

- Lety policejní;
- Lety letecké záchranné služby bezprostředně související se záchrannou lidského života;
- Lety za účelem pátrání a záchrany;
- Lety provádějící leteckou hasičskou činnost;
- Lety Národního posilového systému plus NATINAMDS (Integrovaný systém protivzdušné a protiraketové obrany NATO).

5.1.1.3 Letadla provádějící pozorovací lety v souladu se Smlouvou o otevřeném nebi (SON) jsou oprávněna vstoupit do jakéhokoliv zakázaného prostoru, viz. **ENR 1.1 para 10**.

5.1.1.1 All requests of airspace users for flights through or to prohibited areas are handled by the Civil Aviation Authority of the CR.

Note: Requests of airspace users for flights through or to prohibited areas are handled in conformity with directive of Civil Aviation Authority CAA/S-SP-021-x/2020 as amended.

5.1.1.2 In case of justified inevitable entry to the airspace LKP, this permission, due to time pressure and character of performed task, is given to:

- Police flights;
- Flights of emergency medical service directly related to human life rescue;
- Search and rescue flights;
- Flights performing firefighting activity;
- Flights of National reinforcement system plus NATINAMDS (NATO Integrated Air and Missile Defense System).

5.1.1.3 Aircraft conducting observation flights in accordance with the Treaty on Open Skies are entitled to enter any prohibited area, see **ENR 1.1 para 10**.

Označení, název a vodorovná hranice Identification, name and lateral limits	Horní Hranice / Dolní Hranice Upper limit / Lower limit	Poznámky Remarks
1	2	3
LKD10 DOLNÍ DUNAJOVICE 485406.95N 0163644.05E - 485019.94N 0163317.92E - 484924.09N 0163539.20E - 485311.03N 0163905.44E - 485406.95N 0163644.05E	1000 FT AGL / GND	Činnost / Activity: Vypouštění plynu. Nebezpečí výbuchu. Gas releasing. Risk of explosion. Doba / Time: H24 Doporučená opatření / Advisory measures: Vyhnout se. Avoid flying.

5.1.3.1 Nebezpečný prostor (D) má stejnou klasifikaci jako okolní vzdušný prostor (referenční klasifikace vzdušného prostoru), ve kterém jsou poskytované letové provozní služby (ATS) podle referenční klasifikace vzdušného prostoru.

5.1.3.1 Danger area (D) acquires the same classification of the surrounding airspace (reference airspace classification), where Air Traffic Services provided according to the reference airspace classification are ensured.

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Označení, název a vodorovná hranice Identification, name and lateral limits	Horní Hranice / Dolní Hranice Upper limit / Lower limit	Poznámky (druh činnosti, doba aktivace, podmínky vstupu a odpovědné stanoviště ATC/ATS) Remarks (type of activity, activation time, entry conditions and responsible ATC/ATS unit)
1	2	3
LKTRA71 SMIDARY 501731.00N 0152837.00E - 501536.00N 0154252.00E - 501325.00N 0154355.00E - 500853.87N 0153830.85E - 500903.16N 0152733.02E - 501731.00N 0152837.00E	1000 FT AGL / GND	Činnost / Activity: OAT lety. / OAT flights. Doba / Time: MON 1100 (1000) - SS, TUE - THU 0800 (0700) - SS, FRI 0800 (0700) - 1100 (1000) Plánovaná aktivace uvedená v AUP. / Planned activation specified in AUP. Podmínky vstupu / Entry conditions: ATC CLR. ATS stanoviště / ATS unit: MAPP Pardubice nebo FIC Praha. MAPP Pardubice or FIC Praha. Poznámky / Remarks: Spravováno AMC. / AMC manageable.
LKTRA72 OPOČNO 501633.00N 0160100.00E - 501628.00N 0161000.00E - 500930.00N 0161600.00E - 500930.00N 0160400.00E - 501633.00N 0160100.00E	3000 FT AMSL / GND	Činnost / Activity: OAT lety. / OAT flights. Doba / Time: MON 1100 (1000) - SS, TUE - THU 0800 (0700) - SS, FRI 0800 (0700) - 1100 (1000) Plánovaná aktivace uvedená v AUP. / Planned activation specified in AUP. Podmínky vstupu / Entry conditions: ATC CLR. ATS stanoviště / ATS unit: MAPP Pardubice nebo ACC Praha nebo FIC Praha (ATS stanoviště poskytující informace o skutečné aktivaci). MAPP Pardubice or ACC Praha or FIC Praha (ATS unit providing real-time activity information). Poznámky / Remarks: Spravováno AMC. / AMC manageable.
LKTRA73 BOROHRÁDEK 500710.00N 0160405.00E - 500551.00N 0161747.00E - 500012.00N 0161654.00E - 500110.00N 0160451.00E - 500710.00N 0160405.00E	2500 FT AMSL / GND	Činnost / Activity: OAT lety. / OAT flights. Doba / Time: MON 1100 (1000) - SS, TUE - THU 0800 (0700) - SS, FRI 0800 (0700) - 1100 (1000) Plánovaná aktivace uvedená v AUP. / Planned activation specified in AUP. Podmínky vstupu / Entry conditions: ATC CLR. ATS stanoviště / ATS unit: FIC Praha, MAPP Pardubice. Poznámky / Remarks: Spravováno AMC. / AMC manageable.
LKTRA74 VOLARY 490731.77N 0141208.96E - 490547.65N 0142648.41E - 490259.23N 0142109.55E - 484832.66N 0141616.87E - 485459.73N 0140756.81E - 485441.66N 0135333.78E - 490403.95N 0141212.50E - 490731.77N 0141208.96E	FL95 / 1000 FT AGL	Činnost / Activity: OAT lety. / OAT flights. Doba / Time: MON 0900 (0800) - FRI 1300 (1200) Plánovaná aktivace uvedená v AUP. / Planned activation specified in AUP. Podmínky vstupu / Entry conditions: ATC CLR. ATS stanoviště / ATS unit: FIC Praha, ACC Praha. Poznámky / Remarks: Spravováno AMC. LKTRA74 lze aktivovat pouze společně s aktivací LK TSA1. AMC manageable. LKTRA74 can be activated only together with LK TSA1 activation.
LKTRA75 PRACHATICE 491956.98N 0135356.70E - 490731.77N 0141208.96E - 485104.30N 0144433.21E - 484832.66N 0141616.87E - 485459.73N 0140756.81E - 485441.66N 0135333.78E - 490312.62N 0133340.47E - 491956.98N 0135356.70E	FL245 / FL95	Činnost / Activity: OAT lety. / OAT flights. Doba / Time: MON 0900 (0800) - FRI 1300 (1200) Plánovaná aktivace uvedená v AUP. / Planned activation specified in AUP. Podmínky vstupu / Entry conditions: ATC CLR. ATS stanoviště / ATS unit: ACC Praha (ATS stanoviště poskytující informace o skutečné aktivaci). ACC Praha (ATS unit providing real-time activity information). Poznámky / Remarks: Spravováno AMC. / AMC manageable.
LKTRA76 BLATNÁ 494156.71N 0141339.73E - 493828.05N 0141803.71E - 491956.98N 0135356.70E - 492752.64N 0134059.14E - 494156.71N 0141339.73E	FL75 / 1000 FT AGL	Činnost / Activity: OAT lety. / OAT flights. Doba / Time: TUE 0700 (0600) - THU 2300 (2200) Plánovaná aktivace uvedená v AUP. / Planned activation specified in AUP. Podmínky vstupu / Entry conditions: ATC CLR. ATS stanoviště / ATS unit: ACC Praha, APP Praha nebo FIC Praha. ACC Praha, APP Praha or FIC Praha. Poznámky / Remarks: Spravováno AMC. / AMC manageable.

Označení, název a vodorovná hranice Identification, name and lateral limits	Horní Hranice / Dolní Hranice Upper limit / Lower limit	Poznámky (druh činnosti, doba aktivace, podmínky vstupu a odpovědné stanoviště ATC/ATS) Remarks (type of activity, activation time, entry conditions and responsible ATC/ATS unit)
1	2	3
LKTRA77 MILEVSKO 493828.05N 0141803.71E - 492341.08N 0143642.60E - 491339.32N 0142128.83E - 490731.77N 0141208.96E - 491956.98N 0135356.70E - 493828.05N 0141803.71E	FL245 / 1000 FT AGL	Činnost / Activity: OAT lety. / OAT flights. Doba / Time: MON 0900 (0800) - FRI 1300 (1200) Plánovaná aktivace uvedená v AUP. / Planned activation specified in AUP. Podmínky vstupu / Entry conditions: ATC CLR. ATS stanoviště / ATS unit: APP Praha nebo FIC Praha nebo ACC Praha (ATS stanoviště poskytující informace o skutečné aktivaci). APP Praha or FIC Praha or ACC Praha (ATS unit providing real-time activity information). Poznámky / Remarks: Spravováno AMC. Tento prostor má společnou vertikální hranici s LK TSA60. AMC manageable. This area has a identical vertical limit with LK TSA60.
LKTRA78 SOBĚSLAV 492341.08N 0143642.60E - 490957.74N 0145346.79E - 490306.72N 0145024.82E - 490306.37N 0144514.26E - 490520.21N 0143037.38E - 490547.65N 0142648.41E - 490731.77N 0141208.96E - 492341.08N 0143642.60E	FL245 / 1000 FT AGL	Činnost / Activity: OAT lety. / OAT flights. Doba / Time: TUE 0700 (0600) - THU 2300 (2200) Od 1000 ft AGL do FL75 / From 1000 ft AGL to FL75, MON 0900 (0800) - FRI 1300 (1200) Od FL75 do FL245. / From FL75 to FL245. Plánovaná aktivace uvedená v AUP. / Planned activation specified in AUP. Podmínky vstupu / Entry conditions: ATC CLR. ATS stanoviště / ATS unit: FIC Praha, ACC Praha. Poznámky / Remarks: Spravováno AMC. / AMC manageable.
LKTRA79 HOSÍN 490547.65N 0142648.41E - 490520.21N 0143037.38E - 490306.37N 0144514.26E - 490306.72N 0145024.82E - 485104.30N 0144433.21E - 490731.77N 0141208.96E - 490547.65N 0142648.41E	FL245 / FL95	Činnost / Activity: OAT lety. / OAT flights. Doba / Time: MON 0900 (0800) - FRI 1300 (1200) Plánovaná aktivace uvedená v AUP. / Planned activation specified in AUP. Podmínky vstupu / Entry conditions: ATC CLR. ATS stanoviště / ATS unit: ACC Praha. Poznámky / Remarks: Spravováno AMC. / AMC manageable.
LKTRA93 PŘEROV Kružnice o poloměru / Circle of radius 3NM se středem / centered at 492533.34N 0172417.39E (ARP LKPO)	FL75 / 4000 FT AMSL	Činnost / Activity: OAT lety vojenských bezpilotních letadel (MIL UA). / OAT flights of military drones (MIL UA). Doba / Time: MON 0700 (0600) - FRI 2200 (2100) mimo / except HOL. Plánovaná aktivace uvedená v AUP. / Planned activation specified in AUP. Podmínky vstupu / Entry conditions: ATC CLR. ATS stanoviště / ATS unit: FIC Praha nebo ACC Praha (ATS stanoviště poskytující informace o skutečné aktivaci). / FIC Praha or ACC Praha (ATS unit providing real-time activity information). Poznámky / Remarks: Spravováno AMC. / AMC manageable..
LKTRA94 PIVÍN 492541.59N 0171941.97E - Oblouk proti směru hodinových ručiček o poloměru / A counterclockwise arc of radius 3NM se středem / centered at 492533.34N 0172417.39E (ARP LKPO) - 492256.17N 0172203.47E - 492315.46N 0171909.34E - 492137.27N 0170837.76E - 492201.00N 0170053.00E - 492313.00N 0170128.00E - 492411.29N 0170050.81E - 492447.13N 0170443.58E - Oblouk proti směru hodinových ručiček o poloměru / A counterclockwise arc of radius 3NM se středem / centered at 492652.00N 0170802.00E (ARP LKPJ) - 492356.54N 0170902.49E - 492541.59N 0171941.97E	FL95 / 3500 FT AMSL	Činnost / Activity: OAT lety vojenských bezpilotních letadel (MIL UA). / OAT flights of military drones (MIL UA). Doba / Time: MON 0700 (0600) - FRI 2200 (2100) mimo / except HOL. Plánovaná aktivace uvedená v AUP. / Planned activation specified in AUP. Podmínky vstupu / Entry conditions: ATC CLR. ATS stanoviště / ATS unit: FIC Praha nebo ACC Praha (ATS stanoviště poskytující informace o skutečné aktivaci). / FIC Praha or ACC Praha (ATS unit providing real-time activity information). Poznámky / Remarks: Spravováno AMC. / AMC manageable.

Označení, název a vodorovná hranice Identification, name and lateral limits	Horní Hranice / Dolní Hranice Upper limit / Lower limit	Poznámky (druh činnosti, doba aktivace, podmínky vstupu a odpovědné stanoviště ATC/ATS) Remarks (type of activity, activation time, entry conditions and responsible ATC/ATS unit)
1	2	3
LKTRA95 PŘASLAVICE 493558.88N0172350.72E - 493440.89N0172859.77E - 493325.05N0173151.04E - 493339.47N0172609.50E - 492912.61N0172558.12E - 492821.84N0172553.84E - Oblouk proti směru hodinových ručiček o poloměru / A counterclockwise arc of radius 3NM se středem / centered at 492533.34N0172417.39E (ARP LKPO) - 492817.74N0172225.55E - 493349.49N0172229.56E - 493516.25N0172023.18E - 493558.88N0172350.72E	FL125 / 3500 FT AMSL	Činnost / Activity: OAT lety vojenských bezpilotních letadel (MIL UA). / OAT flights of military drones (MIL UA). Doba / Time: MON 0700 (0600) - FRI 2200 (2100) mimo / except HOL. Plánovaná aktivace uvedena v AUP. / Planned activation specified in AUP. Podmínky vstupu / Entry conditions: ATC CLR. ATS stanoviště / ATS unit: FIC Praha nebo ACC Praha (ATS stanoviště poskytující informace o skutečné aktivaci). / FIC Praha or ACC Praha (ATS unit providing real-time activity information). Poznámky / Remarks: Spravováno AMC. / AMC manageable.
LKTRA96 TROUBKY 492901.87N 0172012.99E - 492817.74N 0172225.55E - Oblouk proti směru hodinových ručiček o poloměru / A counterclockwise arc of radius 3NM se středem / centered at 492533.34N 0172417.39E (ARP LKPO) - 492541.59N 0171941.97E - 492356.54N 0170902.49E - Oblouk proti směru hodinových ručiček o poloměru / A counterclockwise arc of radius 3NM se středem / centered at 492652.00N 0170802.00E (ARP LKPJ) - 492834.08N 0171149.15E - 492901.87N 0172012.99E	FL95 / 3500 FT AMSL	Činnost / Activity: OAT lety vojenských bezpilotních letadel (MIL UA). / OAT flights of military drones (MIL UA). Doba / Time: MON 0700 (0600) - FRI 2200 (2100) mimo / except HOL. Plánovaná aktivace uvedena v AUP. / Planned activation specified in AUP. Podmínky vstupu / Entry conditions: ATC CLR. ATS stanoviště / ATS unit: FIC Praha nebo ACC Praha (ATS stanoviště poskytující informace o skutečné aktivaci). / FIC Praha or ACC Praha (ATS unit providing real-time activity information). Poznámky / Remarks: Spravováno AMC. / AMC manageable.

Poznámka 1: Vertikální využití dočasně rezervovaného prostoru musí být v souladu s ENR 1.1 para 9.5.6.

Note 1: Vertical usage of a temporary reserved areas must be in accordance with ENR 1.1 para 9.5.6.

Poznámka 2: Informace o dočasně rezervovaných prostorech (TRA) ve FIR PRAHA jsou k dispozici na telefonním čísle PRAHA FIC a ostatních stanovišť ATS.

Note 2: Information about temporary reserved areas (TRA) in the FIR PRAHA is available on PRAHA FIC and other ATS units telephone numbers.

5.2.3 Rezervace vzdušného prostoru (TRA nebo TSA)

5.2.3.1 Rezervace vzdušného prostoru - je definovaný objem vzdušného prostoru pro výlučné nebo zvláštní použití kategorií uživatelů. Byly definovány dva různé druhy rezervace, totiž TRA a TSA.

5.2.3 Airspace Reservation (TRA or TSA)

5.2.3.1 Airspace Reservation - is a defined volume of airspace temporarily reserved for exclusive or specific use by categories of users. Two different kinds of reservation have been defined, namely TRA and TSA.

5.2.3.2 Dočasně rezervovaný prostor (TRA) je definovaná část vzdušného prostoru za normálních okolností, v pravomoci jedné složky letectví, která je na základě společné dohody dočasně rezervovaná, pro specifické použití jinou složkou letectví a přes kterou může na základě ATC povolení proletět jiný provoz.

5.2.3.2 Temporary Reserved Area (TRA) is a defined volume of airspace normally under the jurisdiction of one aviation authority and temporarily reserved, by common agreement, for the specific use by another aviation authority and through which other traffic may be allowed to transit, under ATC clearance

Kdykoli není TRA aktivní, má stejnou klasifikaci jako okolní vzdušný prostor (referenční klasifikace vzdušného prostoru). Je-li TRA aktivní, nemá stanovenou klasifikaci vzdušného prostoru, pokud není jeho klasifikace definovaná ÚCL. V případě taktického přeletu nezúčastněných letadel jsou zajištěny letové provozní služby (ATS) poskytované podle referenční klasifikace vzdušného prostoru. Odpovědné stanoviště za poskytování ATS je zveřejněno v poznámkách ke každému TRA.

The airspace volume of TRA acquires the same classification of the surrounding airspace whenever the area is not active (reference airspace classification). When the area is active according to the type of operations allowed, no airspace classification or a specific one defined by the CAA is applied. In case of tactical crossing by non-participating aircraft, Air Traffic Services provided according to the reference airspace classification are ensured. The responsible units for the provision of ATS are published in Remarks to each published TRA.



5.2.3.3 **Dočasně vyhrazený prostor (TSA)** je definovaná část vzdušného prostoru za normálních okolností, v pravomoci jedné složky letectví, která je na základě společné dohody dočasně vyhrazená, pro výhradní použití jinou složkou letectví a přes kterou nebude povolen průlet jiného provozu.

5.2.3.3 **Temporary Segregated Area (TSA)** is a defined volume of airspace normally under the jurisdiction of one aviation authority and temporarily segregated, by common agreement, for the exclusive use by another aviation authority and through which other traffic will not be allowed to transit.

5.2.4 Flight Plan Buffer Zones (FBZ)

Flight Plan Buffer Zones (FBZ) jsou vytvořeny kolem AMC Manageable TSA/TRA pro účely plánování. Účelem FBZ je ověření správnosti FPL.

Označení FBZ je stejné jako označení TSA/TRA, kolem kterého je zřízen, a je doplněno písmenem "Z" (například LKTSA1Z je FBZ pro LKTSA1).

Doba aktivace FBZ je identická s dobou aktivace příslušného TSA/TRA. FBZ jsou spravovány AMC.

5.2.4 Flight Plan Buffer Zones (FBZ)

Flight Plan Buffer Zones (FBZ) are established around AMC Manageable TSA / TRA for flight planning purposes. The purpose of FBZ is FPL validation only.

The FBZ identification is the same as the TSA / TRA identification around which it is established and is supplemented by the letter "Z" (for example, LKTSA1Z is the FBZ for LKTSA1).

The activation time of the FBZ is identical to the activation time of the respective TSA/TRA. FBZ are AMC manageable.

5.2.4.1 FBZ pro TSA

5.2.4.1 FBZ for TSA

Označení, název a vodorovná hranice Identification, name and lateral limits	Horní Hranice / Dolní Hranice Upper limit / Lower limit	Poznámky Remarks
1	2	3
LKTSA1Z 490001.51N 0140926.62E - 485906.21N 0141236.01E - 484938.22N 0142448.31E - 484418.19N 0142207.18E - 484107.28N 0140121.61E - 484216.68N 0135657.39E - 485422.09N 0134447.10E - 485935.38N 0134851.18E - 490001.51N 0140926.62E	FL660 / GND	
LKTSA2Z 493442.57N 0165737.23E - 493306.48N 0170330.09E - 492418.90N 0170903.40E - 492232.69N 0170910.21E - 491849.86N 0170719.96E - 491509.20N 0170342.24E - 491400.70N 0165922.57E - 491509.72N 0165105.47E - 491732.69N 0164746.37E - 492450.24N 0164628.75E - 492800.24N 0164428.18E - 493149.50N 0164653.89E - 493442.57N 0165737.23E	FL660 / GND	
LKTSA3Z 495139.46N 0173220.18E - 495033.24N 0174358.39E - 494900.92N 0174707.16E - 494254.95N 0175121.16E - 493951.61N 0175029.50E - 493644.91N 0174543.32E - 493213.40N 0174507.33E - 492947.72N 0174158.22E - 492822.22N 0173245.77E - 492828.70N 0173018.75E - 492854.78N 0172822.74E - 493013.83N 0172524.17E - 493159.19N 0171826.01E - 493513.53N 0171544.25E - 494637.25N 0171923.28E - 494823.40N 0172124.61E - 495122.40N 0172952.47E - 495139.46N 0173220.18E	FL660 / GND	

Označení, název a vodorovná hranice Identification, name and lateral limits	Horní Hranice / Dolní Hranice Upper limit / Lower limit	Poznámky Remarks
1	2	3
LK TSA4Z 502649.01N 0130544.65E - 502545.34N 0131746.59E - 502254.13N 0132137.29E - 501850.93N 0132133.36E - 501739.50N 0132146.21E - 501225.37N 0132407.91E - 500859.26N 0132134.10E - 500636.29N 0131243.26E - 500558.61N 0130659.84E - 500600.07N 0130528.80E - 500655.48N 0125901.63E - 500715.13N 0125747.31E - 500816.96N 0125514.40E - 501034.88N 0125332.56E - 501342.65N 0125307.24E - 501836.29N 0125334.78E - 501929.98N 0125355.67E - 502249.71N 0125618.30E - 502347.82N 0125731.24E - 502619.09N 0130244.97E - 502649.01N 0130544.65E	FL660 / GND	
LK TSA7Z 495453.66N 0135415.06E - 495434.57N 0135816.77E - 495351.29N 0140057.07E - 494748.58N 0140858.08E - 494404.29N 0140820.00E - 494011.48N 0140300.57E - 493630.39N 0135954.69E - 493519.38N 0135351.73E - 493855.55N 0134321.05E - 494217.17N 0134113.51E - 495050.38N 0134525.54E - 495453.66N 0135415.06E	FL660 / GND	
LK TSA4Z 505216.84N 0153217.64E - 504939.96N 0154437.33E - 505041.96N 0154936.60E - 504856.44N 0155525.03E - 504623.33N 0155656.78E - 504639.02N 0155846.07E - 504520.48N 0160916.01E - 504130.71N 0161430.56E - 503107.27N 0161030.53E - 502905.88N 0160315.83E - 504031.40N 0153034.26E - 504347.84N 0152410.80E - 504721.69N 0152300.15E - 505041.19N 0152544.06E - 505216.84N 0153217.64E	FL225 / FL95	

Označení, název a vodorovná hranice Identification, name and lateral limits	Horní Hranice / Dolní Hranice Upper limit / Lower limit	Poznámky Remarks
1	2	3
LK TSA43Z 504247.00N 0155828.73E - 504523.57N 0160516.78E - 504442.37N 0160843.98E - 504538.51N 0161310.47E - 504401.78N 0162454.66E - 503735.07N 0163359.22E - 503434.06N 0163441.41E - 502836.74N 0163021.72E - 502659.45N 0162846.30E - 502324.89N 0162944.50E - 501555.24N 0164005.41E - 501256.20N 0164209.77E - 500918.48N 0163925.41E - 500610.13N 0163051.86E - 500650.21N 0162510.14E - 502422.31N 0160227.11E - 502705.12N 0160143.84E - 502936.62N 0160313.03E - 502957.59N 0155912.88E - 503344.00N 0155502.72E - 504247.00N 0155828.73E	FL225 / FL95	
LK TSA44Z 503217.75N 0165447.80E - 503051.28N 0170033.30E - 502731.87N 0171707.23E - 502445.64N 0172014.41E - 501449.22N 0171947.42E - 500008.68N 0173459.51E - 495457.30N 0173113.17E - 495346.85N 0171443.64E - 495455.66N 0171046.99E - 500404.09N 0170047.17E - 495727.27N 0164447.85E - 495904.71N 0163731.42E - 500540.79N 0163359.25E - 500923.42N 0163542.97E - 501633.18N 0164644.52E - 501727.32N 0165008.05E - 502323.76N 0164351.61E - 502640.91N 0164400.57E - 503123.02N 0164939.30E - 503217.75N 0165447.80E	FL235 / FL95	
LK TSA46Z 502751.17N 0171228.27E - 502648.74N 0171634.61E - 502433.75N 0171949.18E - 502453.23N 0172416.72E - 502115.44N 0172859.44E - 501726.12N 0173448.95E - 501128.58N 0173425.84E - 500109.57N 0174620.29E - 495544.72N 0174238.94E - 495429.36N 0172436.68E - 495541.68N 0172036.35E - 501113.06N 0170425.95E - 501244.48N 0170344.43E - 502450.53N 0170413.19E - 502751.17N 0171228.27E	FL215 / FL95	

Označení, název a vodorovná hranice Identification, name and lateral limits	Horní Hranice / Dolní Hranice Upper limit / Lower limit	Poznámky Remarks
1	2	3
LK TSA47Z 500343.23N 0171022.69E - 500542.50N 0173830.18E - 500437.32N 0174221.22E - 495548.34N 0175228.54E - 495349.88N 0175313.81E - 494427.29N 0175100.73E - 494201.33N 0174652.67E - 494126.53N 0173104.68E - 494222.66N 0172741.22E - 495759.88N 0170654.35E - 500343.23N 0171022.69E	FL195 / FL95	
LK TSA48Z 501622.48N 0170118.02E - 501535.18N 0170733.07E - 495905.81N 0172532.48E - 495319.55N 0171941.21E - 495843.66N 0163700.43E - 500529.56N 0163457.36E - 501622.48N 0170118.02E	FL235 / FL95	
LK TSA49Z 502137.20N 0174147.35E - 501336.53N 0175238.04E - 500828.24N 0175053.47E - 500651.67N 0175218.91E - 500421.23N 0175343.68E - 500136.63N 0175504.92E - 494927.98N 0175211.74E - 494749.72N 0174159.92E - 500731.61N 0171913.49E - 500911.97N 0171824.72E - 501619.39N 0171849.93E - 501806.62N 0172001.65E - 502021.56N 0172319.50E - 502111.49N 0172611.05E - 502123.81N 0173400.33E - 502137.20N 0174147.35E	FL185 / FL95	

5.2.4.2 FBZ pro TRA

5.2.4.2 FBZ for TRA

Označení, název a vodorovná hranice Identification, name and lateral limits	Horní Hranice / Dolní Hranice Upper limit / Lower limit	Poznámky Remarks
1	2	3
LK TRA11Z se skládá z / consists of PART 1 a / and PART 2	FL125 / 3000 FT AMSL	
PART 1 Vodorovná hranice identická s / Lateral limit identical with LK TRA11	FL95 / 3000 FT AMSL	
PART 2 490407.10N 0161425.55E - 485629.63N 0163005.54E - 485502.51N 0163111.50E - 485315.08N 0163202.68E - 485024.23N 0163054.32E - 484649.73N 0162506.41E - 484634.00N 0161940.20E - 485137.76N 0160834.60E - 490008.76N 0160523.02E - 490407.10N 0161425.55E	FL125 / FL95	
LK TRA12Z se skládá z / consists of PART 1 a / and PART 2	FL125 / GND	
PART 1 Vodorovná hranice identická s / Lateral limit identical with LK TRA12	FL95 / GND	

Označení, název a vodorovná hranice Identification, name and lateral limits	Horní Hranice / Dolní Hranice Upper limit / Lower limit	Poznámky Remarks
1	2	3
PART 2 490704.61N 0160820.91E - 490053.58N 0162103.75E - 485748.83N 0162212.13E - 485436.22N 0162912.88E - 484950.27N 0162949.95E - 484252.70N 0161911.14E - 484218.44N 0161430.35E - 484428.97N 0160703.27E - 485144.27N 0155122.76E - 485558.13N 0155018.64E - 490626.60N 0160159.18E - 490704.61N 0160820.91E	FL125 / FL95	
LKTRA13Z se skládá z / consists of PART 1 a / and PART 2	FL125 / GND	
PART 1 Vodorovná hranice identická s / Lateral limit identical with LKTRA13	FL95 / GND	
PART 2 491220.06N 0155731.09E - 490433.55N 0161331.53E - 490023.40N 0161428.10E - 484959.40N 0160249.97E - 484919.16N 0155636.36E - 485755.92N 0153758.27E - 490241.16N 0153720.86E - 491203.98N 0155147.87E - 491220.06N 0155731.09E	FL125 / FL95	
LKTRA14Z se skládá z / consists of PART 1 a / and PART 2	FL125 / GND	
PART 1 Vodorovná hranice identická s / Lateral limit identical with LKTRA14	FL95 / GND	
PART 2 491611.98N 0154402.78E - 491616.98N 0154922.48E - 490948.74N 0160242.88E - 490507.60N 0160312.26E - 485548.92N 0154849.33E - 485530.54N 0154313.29E - 490330.06N 0152553.93E - 490614.35N 0152358.12E - 491104.97N 0152521.89E - 491305.47N 0153813.62E - 491611.98N 0154402.78E	FL125 / FL95	
LKTRA15Z se skládá z / consists of PART 1 a / and PART 2	FL125 / 300 FT AGL	
PART 1 Vodorovná hranice identická s / Lateral limit identical with LKTRA15	FL95 / 300 FT AGL	
PART 2 492548.28N 0154325.30E - 492302.07N 0155326.23E - 491751.29N 0155507.76E - 491538.11N 0155158.96E - 491200.47N 0155504.14E - 490821.65N 0155359.76E - 490404.96N 0154558.72E - 490135.07N 0153138.22E - 490234.85N 0152719.77E - 490835.93N 0152012.20E - 491005.29N 0151922.00E - 491748.90N 0151850.68E - 492030.12N 0152124.85E - 492547.96N 0154014.19E - 492548.28N 0154325.30E	FL125 / FL95	

Označení, název a vodorovná hranice Identification, name and lateral limits	Horní Hranice / Dolní Hranice Upper limit / Lower limit	Poznámky Remarks
1	2	3
LKTRA16Z se skládá z / consists of PART 1 a / and PART 2	FL125 / 5000 FT AMSL	
PART 1 Vodorovná hranice identická s / Lateral limit identical with LKTRA16	FL95 / 5000 FT AMSL	
PART 2 492842.63N 0153259.67E - 492403.89N 0154939.51E - 491720.31N 0154938.61E - 491042.60N 0152603.89E - 491333.48N 0151907.70E - 491852.09N 0151846.64E - 492032.34N 0151933.45E - 492747.00N 0152745.81E - 492842.63N 0153259.67E	FL125 / FL95	
LKTRA18Z 492441.93N 0154726.86E - 491823.23N 0161146.26E - 491404.06N 0162649.69E - 491343.44N 0162741.64E - 490442.37N 0164448.68E - 490012.75N 0164513.51E - 484812.10N 0162731.82E - 484753.18N 0162144.63E - 490741.64N 0154056.14E - 491519.58N 0153423.59E - 491836.93N 0153458.61E - 492401.35N 0154236.25E - 492441.93N 0154726.86E	FL125 / FL95	
LKTRA19Z 492842.61N 0153259.08E - 492146.68N 0155753.25E - 491804.73N 0161301.59E - 491641.98N 0161517.09E - 490318.82N 0162434.47E - 485358.71N 0163203.56E - 485034.57N 0163111.13E - 484252.70N 0161911.14E - 484218.44N 0161430.35E - 484429.14N 0160702.65E - 490309.05N 0152639.37E - 490915.39N 0151925.33E - 491947.51N 0151842.85E - 492746.89N 0152745.69E - 492842.61N 0153259.08E	FL245 / FL125	
LKTRA30Z 501614.30N 0152616.45E - 501311.01N 0153055.83E - 500930.31N 0153048.89E - 500543.50N 0153149.96E - 495421.35N 0154756.17E - 494846.64N 0155827.12E - 494438.88N 0155908.80E - 493150.07N 0154343.07E - 493111.72N 0153738.25E - 494641.90N 0150133.59E - 495701.58N 0145456.76E - 501320.15N 0145532.43E - 501613.99N 0150009.08E - 501614.30N 0152616.45E	FL245 / FL95	
LKTRA31Z se skládá z / consists of PART 1 a / and PART 2	FL245 / 1000 FT AGL	
PART 1 Vodorovná hranice identická s / Lateral limit identical with LKTRA31	FL95 / 1000 FT AGL	

Označení, název a vodorovná hranice Identification, name and lateral limits	Horní Hranice / Dolní Hranice Upper limit / Lower limit	Poznámky Remarks
1	2	3
PART 2 495131.30N 0155131.05E - 494108.32N 0163007.40E - 493502.23N 0163058.54E - 492550.65N 0160929.18E - 492532.13N 0160555.50E - 493202.41N 0153523.25E - 493557.67N 0152848.00E - 495038.59N 0154623.89E - 495131.30N 0155131.05E	FL245 / FL95	
LKTRA32Z se skládá z / consists of PART 1 a / and PART 2	FL245 / 5000 FT AMSL	
PART 1 Vodorovná hranice identická s / Lateral limit identical with LKTRA32	FL95 / 5000 FT AMSL	
PART 2 495857.41N 0163121.30E - 495659.38N 0163628.42E - 494250.25N 0164330.40E - 493935.31N 0164143.43E - 493239.86N 0162524.06E - 493225.85N 0162130.84E - 494143.73N 0154654.33E - 494852.83N 0153322.40E - 495528.74N 0153635.02E - 495718.77N 0161748.22E - 495857.41N 0163121.30E	FL245 / FL95	
LKTRA33Z se skládá z / consists of PART 1 a / and PART 2	FL245 / 5000 FT AMSL	
PART 1 Vodorovná hranice identická s / Lateral limit identical with LKTRA33	FL95 / 5000 FT AMSL	
PART 2 494833.82N 0163410.19E - 494652.69N 0164130.37E - 492705.45N 0165114.88E - 492320.34N 0164816.77E - 492009.43N 0163307.04E - 492647.67N 0155939.62E - 493312.16N 0155811.99E - 494833.82N 0163410.19E	FL245 / FL95	
LKTRA34Z se skládá z / consists of PART 1 a / and PART 2	FL245 / 5000 FT AMSL	
PART 1 Vodorovná hranice identická s / Lateral limit identical with LKTRA34	FL95 / 5000 FT AMSL	
PART 2 500415.12N 0171641.31E - 500320.66N 0172037.92E - 494803.33N 0174053.16E - 494316.61N 0173930.43E - 494110.79N 0173332.38E - 493334.73N 0173104.70E - 493131.56N 0172812.30E - 492203.09N 0164207.26E - 492358.75N 0163622.05E - 494706.26N 0162450.95E - 495412.72N 0162116.25E - 495810.72N 0162454.74E - 500415.12N 0171641.31E	FL245 / FL95	

Označení, název a vodorovná hranice Identification, name and lateral limits	Horní Hranice / Dolní Hranice Upper limit / Lower limit	Poznámky Remarks
1	2	3
LKTRA35Z 501622.48N 0170118.02E - 501535.18N 0170733.07E - 495937.88N 0172457.73E - 495427.92N 0172138.11E - 494645.04N 0161616.93E - 495022.22N 0161025.13E - 500855.06N 0161430.43E - 501452.60N 0162342.84E - 501505.55N 0162948.12E - 500834.52N 0164222.41E - 501622.48N 0170118.02E	FL245 / FL95	
LKTRA36Z 502900.65N 0152343.49E - 501310.77N 0160053.75E - 501120.51N 0162613.34E - 500755.53N 0163018.49E - 494943.70N 0162611.81E - 494716.54N 0162205.25E - 494528.71N 0154115.54E - 494620.72N 0153753.94E - 500101.59N 0151702.05E - 500842.76N 0151455.48E - 502611.94N 0151522.60E - 502900.65N 0152343.49E	FL245 / FL125	
LKTRA37Z 504843.28N 0152843.26E - 504837.75N 0153228.95E - 503718.54N 0160456.28E - 503640.94N 0161342.53E - 503225.94N 0161747.20E - 502659.36N 0161434.09E - 502435.36N 0161644.66E - 501151.17N 0163511.43E - 500745.07N 0163503.97E - 500137.17N 0162534.18E - 500124.18N 0162153.48E - 500319.17N 0155517.81E - 502443.61N 0150451.47E - 503159.84N 0145506.40E - 503527.76N 0145449.15E - 504035.35N 0150022.92E - 504843.28N 0152843.26E	FL660 / FL95	
LKTRA38Z 500343.57N 0151857.33E - 500256.11N 0152209.26E - 494301.93N 0155216.20E - 493912.96N 0155235.07E - 493150.07N 0154343.07E - 493111.72N 0153738.25E - 494615.43N 0150235.87E - 494726.48N 0150105.14E - 495827.04N 0145401.80E - 500253.93N 0145819.41E - 500343.57N 0151857.33E	FL660 / FL245	
LKTRA56Z se skládá z / consists of PART 1 a / and PART 2	FL125 / 1000 FT AGL	
PART 1 Vodorovná hranice identická s / Lateral limit identical with LKTRA56	FL95 / 1000 FT AGL	

Označení, název a vodorovná hranice Identification, name and lateral limits	Horní Hranice / Dolní Hranice Upper limit / Lower limit	Poznámky Remarks
1	2	3
PART 2 502347.72N 0151958.29E - 502328.09N 0154758.48E - 502027.72N 0155231.69E - 500637.52N 0155218.55E - 500339.56N 0154732.02E - 500403.50N 0151926.20E - 500705.60N 0151452.98E - 502051.77N 0151514.29E - 502347.72N 0151958.29E	FL125 / FL95	
LKTRA57Z se skládá z / consists of PART 1 a / and PART 2	FL125 / 3000 FT AMSL	
PART 1 Vodorovná hranice identická s / Lateral limit identical with LKTRA57	FL95 / 3000 FT AMSL	
PART 2 502144.86N 0155205.91E - 502130.75N 0161438.80E - 502013.37N 0161810.56E - 500628.31N 0163119.78E - 500105.88N 0162559.75E - 500322.04N 0155436.83E - 500540.58N 0155045.63E - 501804.47N 0154714.68E - 502144.86N 0155205.91E	FL125 / FL95	
LKTRA62Z se skládá z / consists of PART 1 a / and PART 2	FL245 / 3000 FT AMSL	
PART 1 Vodorovná hranice identická s / Lateral limit identical with LKTRA62	FL95 / 3000 FT AMSL	
PART 2 503341.52N 0151233.78E - 502637.70N 0152922.50E - 502418.53N 0153116.78E - 500857.74N 0153047.89E - 500602.69N 0152609.38E - 500601.77N 0145556.96E - 500811.27N 0145137.56E - 501348.70N 0144925.36E - 503103.72N 0145228.10E - 503338.86N 0145658.97E - 503341.52N 0151233.78E	FL245 / FL95	
LKTRA63Z 501415.35N 0151916.54E - 501356.45N 0154209.41E - 501320.80N 0155821.02E - 501120.51N 0162613.34E - 500755.53N 0163018.49E - 494943.70N 0162611.81E - 494716.54N 0162205.25E - 494528.71N 0154115.54E - 494620.72N 0153753.94E - 500101.59N 0151702.05E - 501035.94N 0151424.31E - 501415.35N 0151916.54E	FL125 / FL95	
LKTRA75Z 492508.94N 0135706.84E - 491120.09N 0141721.34E - 485300.48N 0145321.63E - 484627.59N 0145039.30E - 484318.92N 0141522.96E - 484414.66N 0141141.45E - 484949.53N 0140428.76E - 484932.73N 0135122.88E - 490009.15N 0132635.36E - 490443.43N 0132525.69E - 492455.90N 0135002.55E - 492508.94N 0135706.84E	FL245 / FL95	

Označení, název a vodorovná hranice Identification, name and lateral limits	Horní Hranice / Dolní Hranice Upper limit / Lower limit	Poznámky Remarks
1	2	3
LKTRA77Z se skládá z / consists of PART 1 a / and PART 2	FL245 / 1000 FT AGL	
PART 1 Vodorovná hranice identická s / Lateral limit identical with LKTRA77	FL95 / 1000 FT AGL	
PART 2 494334.99N 0141427.58E - 494332.63N 0142147.65E - 492523.21N 0144439.92E - 492127.83N 0144421.23E - 490224.76N 0141521.41E - 490226.99N 0140848.45E - 491749.14N 0134615.26E - 492144.11N 0134602.78E - 494334.99N 0141427.58E	FL245 / FL95	
LKTRA78Z se skládá z / consists of PART 1 a / and PART 2	FL245 / 1000 FT AGL	
PART 1 Vodorovná hranice identická s / Lateral limit identical with LKTRA78	FL95 / 1000 FT AGL	
PART 2 492843.62N 0143528.35E - 492837.22N 0143843.11E - 492739.81N 0144137.05E - 491236.66N 0150018.89E - 491126.41N 0150107.57E - 491017.65N 0150126.86E - 490900.98N 0150119.17E - 490049.35N 0145716.41E - 485932.41N 0145551.58E - 485836.47N 0145354.81E - 485807.01N 0145137.53E - 485806.53N 0144422.21E - 490026.57N 0142905.14E - 490251.14N 0140845.34E - 490440.20N 0140533.13E - 490720.57N 0140415.15E - 491003.04N 0140514.45E - 492757.91N 0143226.42E - 492843.62N 0143528.35E	FL245 / FL95	
LKTRA79Z 491245.08N 0141053.61E - 491013.85N 0143209.73E - 490806.20N 0144606.48E - 490701.40N 0145529.10E - 490505.17N 0145737.94E - 490243.21N 0145812.41E - 484822.84N 0145111.60E - 484639.59N 0144833.49E - 484556.29N 0144519.19E - 484619.86N 0144127.75E - 490434.06N 0140527.19E - 490757.53N 0140407.22E - 491107.44N 0140614.37E - 491245.08N 0141053.61E	FL245 / FL95	

5.2.5 Identifikační pásmo protivzdušné obrany (ADIZ)

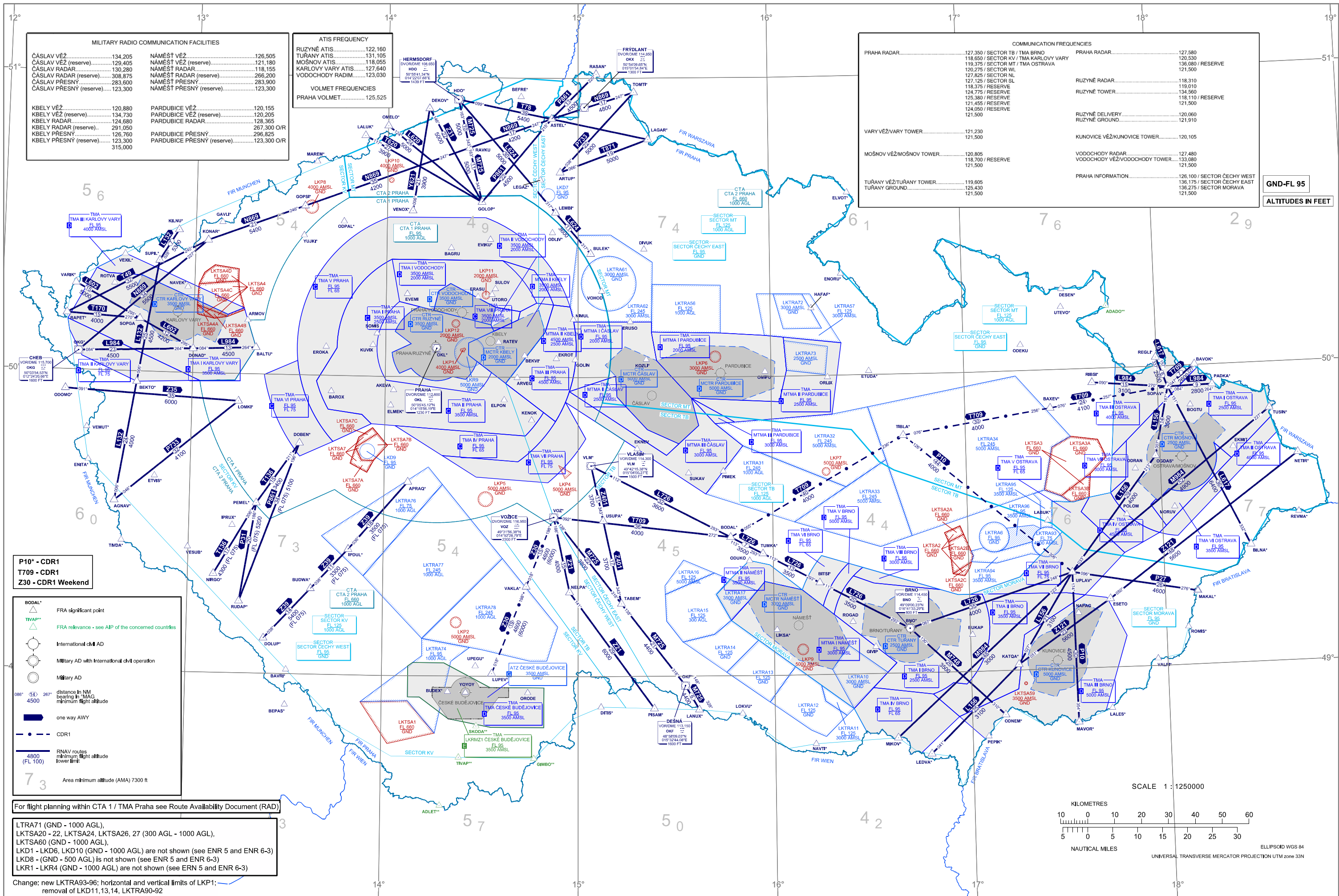
NIL

5.2.5 Air Defence Identification Zone (ADIZ)

NIL



Záměrně nepoužito
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MILITARY RADIO COMMUNICATION FACILITIES	
ČÁSLAV VĚŽ.....	134,205
ČÁSLAV VĚŽ (reserve).....	129,405
ČÁSLAV RADAR.....	130,280
ČÁSLAV RADAR (reserve).....	308,875
ČÁSLAV PŘESNÝ.....	283,600
ČÁSLAV PŘESNÝ (reserve).....	123,300
KBELY VĚŽ.....	120,880
KBELY VĚŽ (reserve).....	134,730
KBELY RADAR.....	124,865
KBELY RADAR (reserve).....	291,050
KBELY PŘESNÝ.....	126,760
KBELY PŘESNÝ (reserve).....	123,300
315,000	
PARBUCE VĚŽ.....	120,155
PARBUCE VĚŽ (reserve).....	120,205
PARBUCE RADAR.....	128,385
PARBUCE RADAR (reserve).....	267,300 O/R
PARBUCE PŘESNÝ.....	296,825
PARBUCE PŘESNÝ (reserve).....	123,300 O/R

ATIS FREQUENCY	
RUŽYŇE ATIS.....	122,160
TUŘANY ATIS.....	131,105
MOSNOV ATIS.....	118,055
KARLOVY VARY ATIS.....	127,640
VODOCHODY RADIM.....	123,030
VOLMET FREQUENCIES	
PRAHA VOLMET.....	125,525

COMMUNICATION FREQUENCIES	
PRAHA RADAR.....	127,350 / SECTOR TB / TMA BRNO
118,650 / SECTOR KV / TMA KARLOVY VARY	120,530
119,375 / SECTOR MT / TMA OSTRAVA	136,080 / RESERVE
120,275 / SECTOR WL	121,500
127,825 / SECTOR NL	
127,125 / SECTOR SL	
118,375 / RESERVE	118,310
124,775 / RESERVE	119,010
125,380 / RESERVE	134,560
121,455 / RESERVE	118,110 / RESERVE
124,050 / RESERVE	121,500
121,500	
VARY VĚŽ/VARY TOWER.....	121,230
121,500	
MOŠNOV VĚŽ/MOŠNOV TOWER.....	120,805
118,700 / RESERVE	121,500
121,500	
TUŘANY VĚŽ/TUŘANY TOWER.....	119,605
125,430	
121,500	
PRAHA INFORMATION.....	126,100 / SECTOR CZECHY WEST
136,175 / SECTOR CZECHY EAST	136,275 / SECTOR MORAVA
121,500	
PRAHA RADAR.....	127,580
120,530	
136,080 / RESERVE	
121,500	
RUŽYŇE RADAR.....	118,310
RUŽYŇE TOWER.....	119,010
134,560	
118,110 / RESERVE	
121,500	
RUŽYŇE DELIVERY.....	120,060
RUŽYŇE GROUND.....	121,910
KUNOVICE VĚŽ/KUNOVICE TOWER.....	120,105
VODOCHODY RADAR.....	127,480
VODOCHODY VĚŽ/VODOCHODY TOWER.....	133,080
121,500	

GND-FL 95
ALTITUDES IN FEET

P10* - CDR1
T709 - CDR1
Z30 - CDR1 Weekend

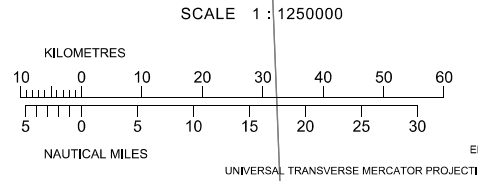
Legend:

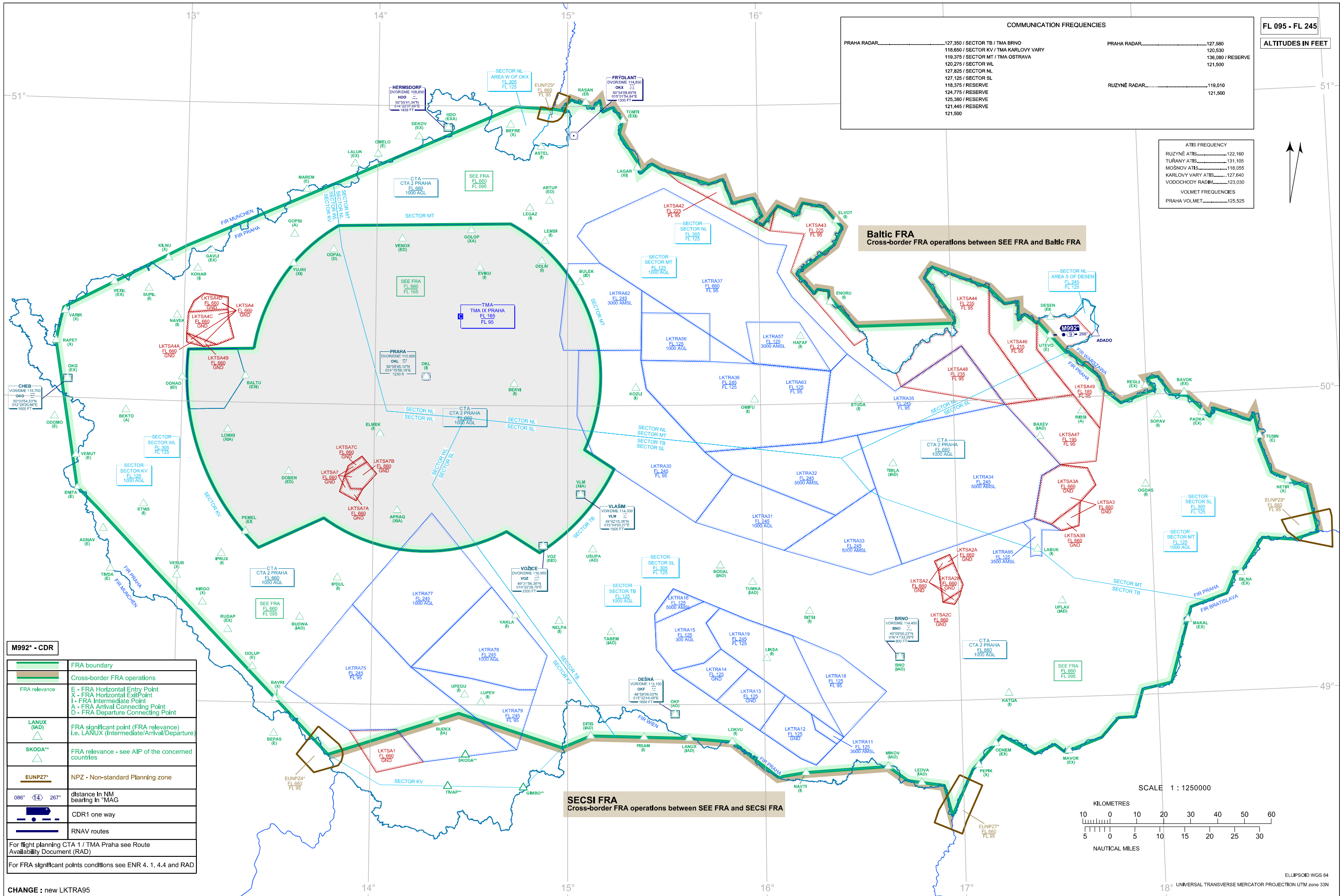
- FRA significant point
- FRA relevance - see AIP of the concerned countries
- International civil AD
- Military AD with international civil operation
- Military AD
- distance in NM bearing in MAG minimum flight altitude
- one way AWY
- CDR1
- RNAV routes minimum flight altitude lower limit
- Area minimum altitude (AMA) 7300 ft

For flight planning within CTA 1 / TMA Praha see Route Availability Document (RAD)

LKTRA71 (GND - 1000 AGL),
 LKLSA20 - 22, LKLSA24, LKLSA26, 27 (300 AGL - 1000 AGL),
 LKLSA60 (GND - 1000 AGL),
 LKD1 - LKD6, LKD10 (GND - 1000 AGL) are not shown (see ENR 5 and ENR 6-3)
 LKD8 - (GND - 500 AGL) is not shown (see ENR 5 and ENR 6-3)
 LKR1 - LKR4 (GND - 1000 AGL) are not shown (see ENR 5 and ENR 6-3)

Change: new LKTRA93-96; horizontal and vertical limits of LKP1;
 removal of LKD11,13,14, LKTRA90-92



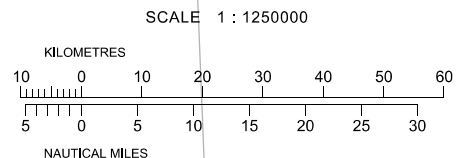


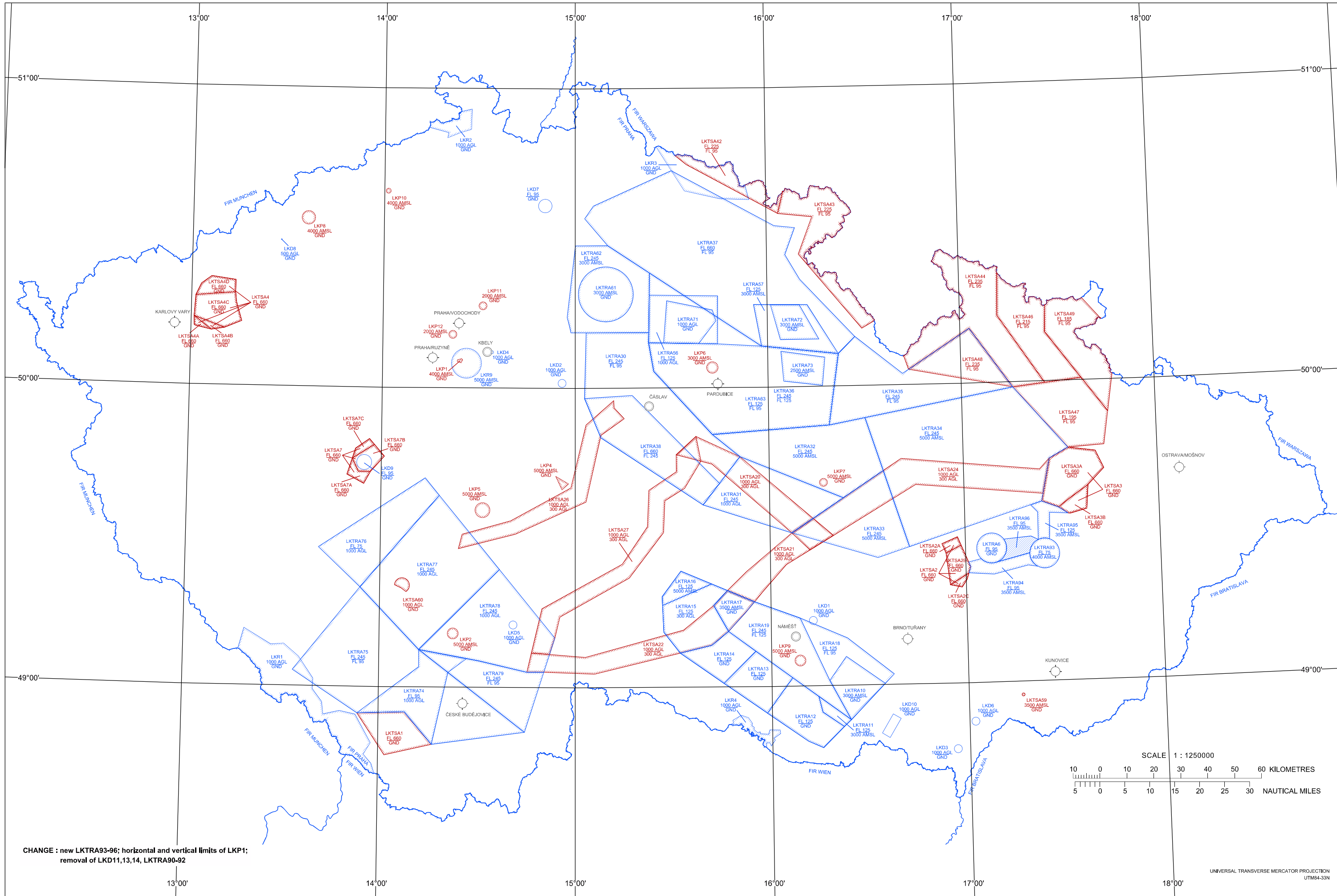
M992* - CDR

	FRA boundary
	Cross-border FRA operations
	E - FRA Horizontal Entry Point
	X - FRA Horizontal Exit Point
	I - FRA Intermediate Point
	A - FRA Arrival Connecting Point
	D - FRA Departure Connecting Point
	FRA significant point (FRA relevance) i.e. LANUX (Intermediate/Arrival/Departure)
	FRA relevance - see AIP of the concerned countries
	NPZ - Non-standard Planning zone
	distance in NM bearing in °MAG
	CDR1 one way
	RNAV routes

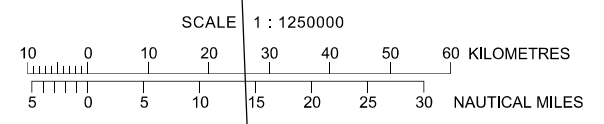
For flight planning CTA 1 / TMA Praha see Route Availability Document (RAD)
For FRA significant points conditions see ENR 4. 1, 4.4 and RAD

CHANGE : new LKTRA95





CHANGE : new LKTRA93-96; horizontal and vertical limits of LKP1;
removal of LKD11,13,14, LKTRA90-92



UNIVERSAL TRANSVERSE MERCATOR PROJECTION
UTM84-33N

- musí meteorologické podmínky ve směru vzletu a následného stoupání umožnit dodržení viditelnosti země až do minimální sektorové nadmořské výšky (MSA) nebo do minimální nadmořské výšky pro poskytování přehledových služeb (ATCSMA) podle toho, jak bude stanoveno v ATC povolení;
- je pilot odpovědný za dodržení bezpečné výšky nad překážkami až do takto stanovené nadmořské výšky;
- musí pilot před vzletem s tímto postupem souhlasit;
- letová posádka by s ohledem na charakter vizuální fáze odletového postupu měla zvážit vhodnost použití techniky vzletu s redukováním tahem.

2.22.2.3.9.2 Všesměrové odlety

Všesměrové odlety jsou povoleny ve dne i v noci.

Letové povolení k provedení všesměrového odletu lze vydat na základě žádosti pilota nebo z iniciativy ATC, přičemž musí být akceptováno pilotem.

2.22.2.4 Přiblížení okruhem

2.22.2.4.1 OCA pro RWY 09/27 – viz mapy pro přiblížení podle přístrojů – ICAO.

Po přístrojovém přiblížení jsou stanoveny směry okruhů pro všechny kategorie letadel následovně:

RWY 09 – pravý okruh

RWY 27 – levý okruh

2.22.3 PŘEHLEDOVÉ SLUŽBY ATS A POSTUPY

2.22.3.1 V CTR Tuřany, TMA Brno a přilehlé části CTA 2 Praha jsou poskytovány přehledové služby ATS. Radarová přiblížení se neprovádějí.

2.22.3.2 Snížené minimum rozstupu založeného na přehledových systémech ATS 3 NM je aplikováno do vzdálenosti 32 NM VOR/DME BNO, a to pouze ve FIR Praha.

2.22.3.3 Přehledové systémy ATS

RSR, TAR, SSR, WAM využity jakožto zdroje přehledové informace.

2.22.3.4 V CTR Tuřany, TMA Brno a přilehlé části CTA 2 Praha je přehledové krytí zajištěno v a nad minimálními nadmořskými výškami pro poskytování přehledových služeb ATC, viz mapa LKTB AD 2-43.

2.22.4 POSTUPY PRO VFR LETY

2.22.4.1 Všeobecně

2.22.4.1.1 Při letech VFR vstupujících do CTR z prostoru třídy G nebo E musí pilot nejméně 3 minuty před vstupem do CTR navázat spojení s TWR, nastavit kód A2000 podle **ENR 1.6 para 2.4.5**, je-li letadlo vybaveno provozuschopným odpovídačem SSR a pokud předtím nedostali od stanoviště ATS pokyn k nastavení diskretního kódu, a předat následující údaje:

- identifikace letadla;
- typ letadla (pouze při letu bez FPL);
- vstupní bod do CTR;
- výstupní bod z CTR (u letů prolétávajících CTR);
- vypočítaný čas vstupu do CTR;
- letiště přistání (pouze při letu bez FPL)

V případě, že letadlo není vybaveno odpovídačem SSR, odpovídač SSR je mimo provoz nebo pracuje pouze v módu A/C, resp. v módu A, oznámí pilot tuto skutečnost stanovišti.

2.22.4.1.2 Velitelé letadel jsou žádáni, aby při navázání spojení potvrdili informaci ATIS a zopakovali dané QNH.

- meteorological conditions in the direction of take-off and the following climb-out shall enable visual reference to terrain up to Minimum Sector Altitude (MSA) or ATC Surveillance Minimum Altitude (ATCSMA) stated in ATC clearance;

- the pilot shall be responsible for obstacle clearance until such specified altitude;

- the pilot prior to take-off shall agree to execute this procedure;

- with regard to specifics of a visual departure procedure, the flight crew should consider the suitability of the use of reduced thrust take-off technique.

2.22.2.3.9.2 Omnidirectional departures

Omnidirectional departures are permitted during daytime and nighttime.

ATC clearance to execute an omnidirectional departure may be issued upon a request of the pilot or upon initiative of the ATC and accepted by the pilot.

2.22.2.4 Visual manoeuvring (circling)

2.22.2.4.1 OCA for RWY 09/27 – see Instrument Approach Charts – ICAO.

The directions of circling after completion of an instrument approach for all categories of aircraft are determined as follows:

RWY 09 – right circuit

RWY 27 – left circuit

2.22.3 ATS SURVEILLANCE SERVICES AND PROCEDURES

2.22.3.1 In CTR Turany, TMA Brno and adjacent part of CTA 2 Praha the ATS surveillance services are provided. Radar approaches are not conducted.

2.22.3.2 Reduced ATS surveillance systems separation minimum 3 NM VOR/DME BNO is applied to a distance 32 NM VOR/DME BNO and within FIR Praha only.

2.22.3.3 ATS Surveillance Systems

RSR, TAR, SSR, WAM used as the surveillance information sources.

2.22.3.4 In CTR Turany, TMA Brno and adjacent part of CTA 2 PRAHA the surveillance coverage is ensured at and above of the ATC surveillance minimum altitudes, see chart LKTB AD 2-43.

2.22.4 PROCEDURES FOR VFR FLIGHTS

2.22.4.1 General

2.22.4.1.1 For VFR flights entering the CTR from class G or E airspace the pilot shall establish radio contact with TWR at least 3 minutes before entering the CTR select the SSR code A2000 according to **ENR 1.6. para 2.4.5**, when the aircraft is equipped with operational SSR transponder and unless have been instructed on a discrete code by ATS unit, and pass on the following information:

- identification of aircraft;
- type of aircraft (only flights without FPL);
- entry point into CTR;
- exit point from CTR (for aircraft flying through CTR)
- estimated time of entry into CTR;
- aerodrome of landing (only flights without FPL)

The pilot notifies TWR, when the aircraft is not equipped with SSR transponder, or the transponder is U/S or is working on Mode A/C or Mode A only.

2.22.4.1.2 Pilots-in-command are requested to confirm ATIS information and read back its QNH when they establish radio contact.

2.22.4.1.3 Všechny lety VFR, vstupující do nebo vykonávané v CTR Tuřany, podléhají denně mezi 2400-0800 LMT předběžnému povolení (PPR), vydávanému Tuřany TWR. Tato povinnost se nevztahuje na zvláštní provoz, jako jsou lety HEMS, Policie a AČR. Předložení letového plánu nenahrazuje PPR. Kontaktujte Tuřany TWR +420 548 424 870.

2.22.4.1.4 Při pojiždění na APN z RWY 08/26 si musí pilot před křížováním RWY 09/27 vyžádat povolení.

2.22.4.1.5 Při pojiždění na RWY 08/26 musí pilot zastavit na vyznačených vyčkávacích místech a vyžádat si povolení ke křížování RWY 09/27.

2.22.4.2 VFR vstupní / výstupní body do / z CTR a vyčkávací body:

2.22.4.1.3 All VFR flights, except special flights, e.g. HEMS, Police, MIL to or within CTR Turany are subject to prior permission from TWR (PPR) daily between 2400-0800 LMT. Filing of flight plan does not constitute PPR. Contact TWR +420 548 424 870.

2.22.4.1.4 During taxiing to the APN from RWY 08/26 the pilots have to ask for clearance to cross RWY 09/27.

2.22.4.1.5 During taxiing to RWY 08/26 the pilots have to stop on marked holding positions and ask for a clearance to cross RWY 09/27.

2.22.4.2 VFR entry / exit significant points to / from CTR and holding points:

Označení / Designation	Poloha / Location	Souřadnice / Coordinates	
NOVEMBER	Kuřim (železniční přejezd jihovýchodně od města / railway crossing SE of town)	491732N 0163337E	vstupní / výstupní / entry / exit
ROMEO	Rousínov (kostel / church)	491213N 0165310E	vstupní / výstupní / entry / exit
SIERRA	Klobouky u Brna	485952N 0165144E	vstupní / výstupní / entry / exit
WHISKY	Ořechov (kostel / church)	490639N 0163115E	vstupní / výstupní / entry / exit
VICTOR	Velké Němčice (křížení dálnice a silnice nižší třídy severovýchodně od města / intersection of the highway and minor road NE of the city)	485947N 0164120E	vstupní / výstupní / entry / exit
ALFA	Sokolnice (železniční přejezd / railway crossing)	490703N 0164212E	vyčkávací / holding
BRAVO	Podolí (dálniční nadjezd / highway overbridge)	491054N 0164245E	vyčkávací / holding

2.22.4.3 Postupy pro odlety záchranných vrtulníků z brněnských nemocnic.

Vzhledem k potížím s navazováním oboustranného spojení a získáváním letového povolení před vzletem jsou odlety záchranných vrtulníků prováděny následovně:

- Odlety z nemocnice Bohunice musí získat letové povolení vždy před vzletem bez výjimky.
- Odlety z ostatních nemocnic přilétající do Tuřan smí po vzletu pokračovat severně osy RWY 09 do prostoru Černovic (MAX altitude 2000 ft), kde v případě nutnosti zahájí vyčkávání až do dalšího povolení od Tuřany TWR.
- Odlety z ostatních nemocnic, které směřují mimo CTR Tuřany, pokračují po vzletu z heliportu na sever (MAX altitude 2000 ft) až do dalšího povolení od Tuřany TWR.

2.22.4.4 Postupy pro lety balónů v CTR Tuřany

2.22.4.4.1 Před vzletem balónu z místa, které se nachází v CTR Tuřany, nebo z místa mimo CTR v případě, kdy let následně do CTR vstoupí, je pilot povinen vyžádat si letové povolení od Tuřany TWR telefonicky na ☎+420 548 424 870. S TWR je nutné projednat předpokládaný čas vstupu do CTR, trať letu, nadmořskou výšku letu a předpokládanou rychlost letu.

2.22.4.4.2 Při startu z okraje CTR Tuřany, kdy balón bezprostředně po vzletu opustí CTR (např. odlet z Brněnské přehrady severním směrem), je povinností pilota balónu tento let před vzletem telefonicky oznámit na Tuřany TWR, ☎+420 548 424 870, a pokud dodrží podmínky letového povolení vydaného při telefonické koordinaci s Tuřany TWR, není pilot povinen s tímto stanovištěm navázat a udržovat oboustranné RTF spojení.

2.22.4.4.3 Lety balónů mohou být výrazně omezeny, je-li to nutné k udržení požadované míry bezpečnosti, plynulosti a hospodárnosti letů v CTR Tuřany a to zejména v případě, kdy předpokládaná trajektorie letu balónů je konfliktní s provozem v blízkosti letiště, včetně prostoru konečného přístrojového přiblížení a odletu.

2.22.4.4.4 Piloti jsou žádáni, aby své lety plánovali mimo blízkost letiště Brno - Tuřany a prostor konečného přístrojového přiblížení a odletu (přibližně 8 NM / 15 km od letiště ve směru vzletu a přistání, 3 NM / 5,5 km na každou stranu pro prodloužené osy dráhy). Pokud bude let v blízkosti letiště plánován, zejména pak se záměrem křížovat prodloužené osy RWY, může být vydání povolení k letu z provozních důvodů odmítnuto.

2.22.4.3 Procedures for departures of medical helicopters from Brno hospitals.

Due to difficulties with establishing two-way communication and obtaining ATC clearance prior departure, the departures of medical helicopters from Brno hospitals are carried out as follows:

- For departures from Bohunice hospital ATC clearance must be received before lift off with no exception.
- Departures from other hospitals arriving to LKTB are allowed to proceed north of centreline of RWY 09 (MAX altitude 2000 ft) to Černovice area and if necessary to start holding over there until further clearance from Turany TWR.
- Departures from other hospitals leaving the CTR Turany may proceed north of the heliport (MAX altitude 2000 ft) until further clearance from Turany TWR.

2.22.4.4 Procedures for balloon flights in the CTR Turany

2.22.4.4.1 Before taking off from a place inside the CTR Turany, or from a location outside CTR if the flight subsequently enters CTR, the pilot is required to request a flight clearance by phone from Turany TWR at ☎+420 548 424 870. The pilot shall discuss with TWR the estimated time of entry into CTR, the flight path, the flight altitude and the estimated flight speed.

2.22.4.4.2 If the balloon leaves CTR Turany immediately after take-off (e.g., flying north from Brno Reservoir), the balloon pilot must notify Turany TWR of this flight by phone before take-off at ☎+420 548 424 870. If the pilot complies with the conditions of the flight clearance issued during the phone coordination with Turany TWR, the pilot is not required to establish and maintain two-way RTF communication with this unit.

2.22.4.4.3 Balloons flights may be significantly restricted if necessary to maintain the required level of safety, efficiency and economy of flights in CTR, especially if the balloon's projected flight path conflicts with the traffic near the aerodrome, including the final approach and departure area.

2.22.4.4.4 Pilots are requested to plan their flights outside the vicinity of Brno-Tuřany Airport and the final approach and departure area (approximately 8 NM / 15 km from the aerodrome in the direction of take-off and landing, 3 NM / 5,5 km on each side of the extended runway axis). If a flight is planned near the aerodrome, especially with the intention of crossing the extended runway axis, flight clearance may be denied for operational reasons.



AD ELEV 778 ft / 237 m

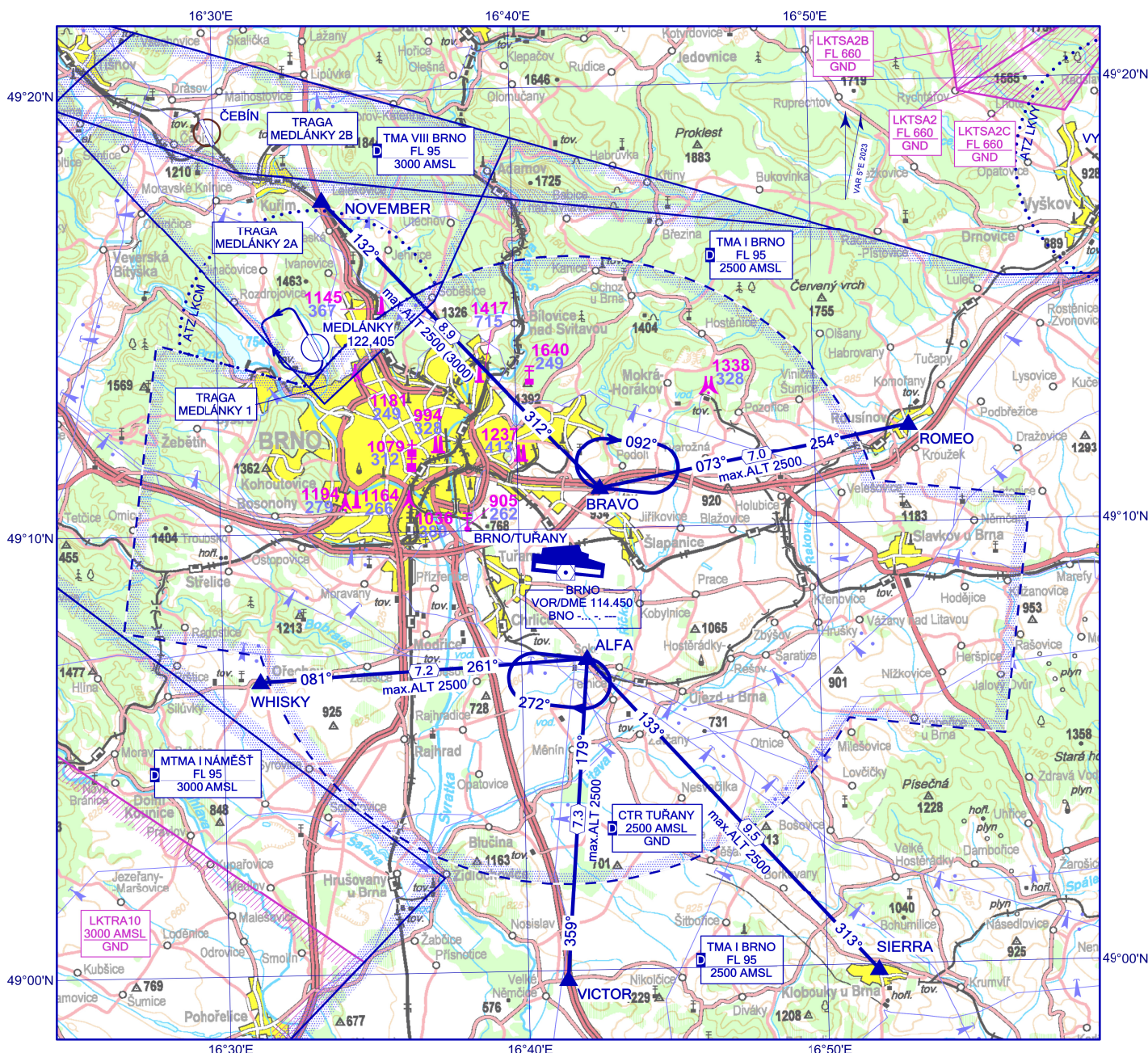
VFR Arrivals and Departures Chart

BRNO/TUŘANY

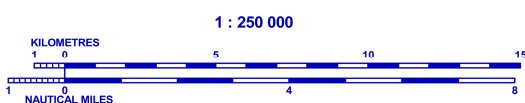
BEARINGS ARE MAGNETIC
ALT AND ELEV IN FEET
DISTANCES ARE IN NM

PRAHA RADAR	127.350
TUŘANY TOWER	119.605
TUŘANY GROUND	125.430
TUŘANY ATIS	131.105
EMERGENCY FREQ	121.500

ALTITUDES IN BRACKETS
ARE FOR NIGHT VFR FLIGHTS



ALFA	49 07 03 N	SIERRA	48 59 52 N
	016 42 12 E		016 51 44 E
BRAVO	49 10 54 N	WHISKY	49 06 39 N
	016 42 45 E		016 31 15 E
ROMEO	49 12 13 N	VICTOR	48 59 47 N
	016 53 10 E		016 41 20 E
NOVEMBER	49 17 32 N		
	016 33 37 E		



1502 Elevation of Top (MSL) of obstacle
499 Height of Obstacle (AGL)

change: rename of Waypoints: ECHO to ROMEO and ZULU to VICTOR

Waypoint sequence

Arrivals

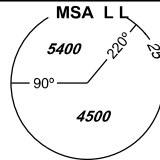
<i>Arrival</i>	<i>Waypoint sequence</i>
ROMEO 1	ROMEO - BRAVO
NOVEMBER 1	NOVEMBER - BRAVO
SIERRA 1	SIERRA - ALFA
VICTOR 1	VICTOR - ALFA
WHISKY 1	WHISKY - ALFA

Departures

<i>Departure</i>	<i>Waypoint sequence</i>
ROMEO 1	BRAVO - ROMEO
NOVEMBER 1	BRAVO - NOVEMBER
SIERRA 1	ALFA - SIERRA
VICTOR 1	ALFA - VICTOR
WHISKY 1	ALFA - WHISKY

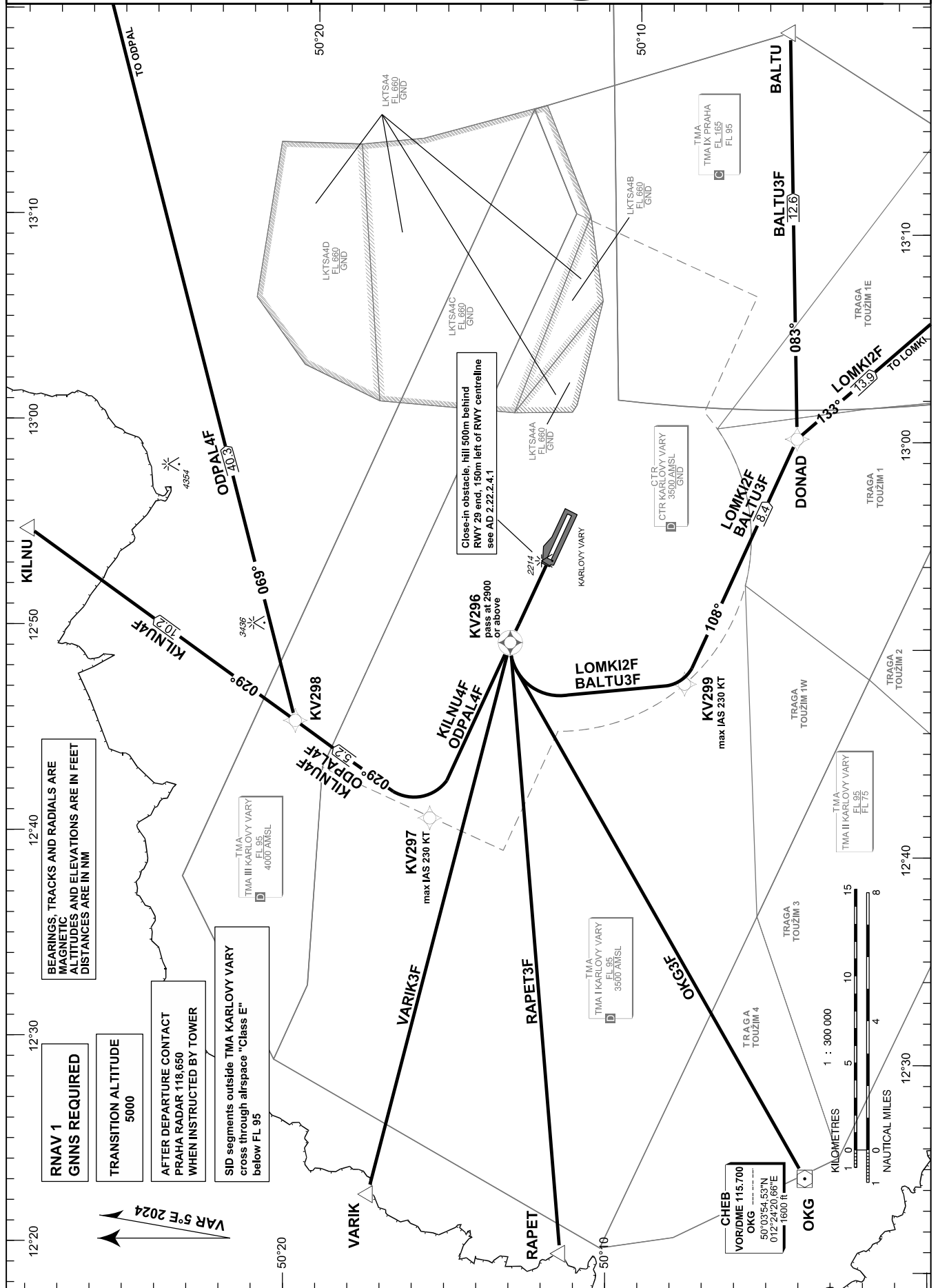
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

PRAHA RADAR	118.650
VARY TOWER	121.230
KARLOVY VARY ATIS	127.640
EMERGENCY FREQ	121.500



KARLOVY VARY RNAV RWY 29

BALTU3F KILNU4F LOMKI2F ODPAL4F
OKG3F RAPET3F VARIK3F



BEARINGS, TRACKS AND RADIALS ARE
MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET
DISTANCES ARE IN NMI

RNAV 1
GNSS REQUIRED

TRANSITION ALTITUDE
5000

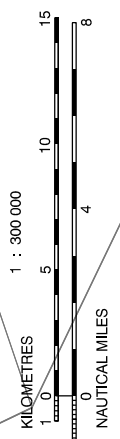
AFTER DEPARTURE CONTACT
PRAHA RADAR 118.650
WHEN INSTRUCTED BY TOWER

SID segments outside TMA KARLOVY VARY
cross through airspace "Class E"
below FL 95

VAR 5°E 2024

Close-in obstacle, hill 500m behind
RWY 29 end, 150m left of RWY centreline
see AD 2.222.4.1

CHEB
VOR/DME 115.700
OKG
50°03'54.53"N
012°24'20.06"E
1600 ft



change: removal of LKD14

The design of SIDs assumes climb gradient 3,3%, MAX IAS 250 kt below FL100. If a greater climb gradient or a speed reduction are required, it is indicated in the description of the route. Recommended coding:

Designator		Route				After Departure					Remarks
						Initial climb to		Expect FREQ			
Path Terminator	Waypoint			Cours / Track MAG° (True°)	DIST NM	Turn Direction	Constraints		Nav Spec.	Remarks	
	ID	Flyover	Coordinates				Level	Speed			
BALTU3F (BALTU THREE FOXTROT DEPARTURE)		Climb direct to KV296 - KV299 - DONAD - BALTU				According to ATC clearance		PRAHA RADAR 118,650 MHz (when instructed)		Average climb gradient to reach KV296 at 2900 ft MSL is 5 %, thereafter 3,3 %.	
DF	KV296	YES	501334.82N 0124947.45E	---	---	---	A2900+	---	RNAV 1	---	
DF	KV299	NO	500808.00N 0124801.50E	---	---	LEFT	---	K230-	RNAV 1	---	
TF	DONAD	NO	500450.93N 0130000.00E	108 (113.02)	8.4	LEFT	---	---	RNAV 1	---	
TF	BALTU	NO	500522.06N 0131935.48E	083 (087.52)	12.6	LEFT	---	---	RNAV 1	---	
LOMKI2F (LOMKI TWO FOX-TROT DEPARTURE)		Climb direct to KV296 - KV299 - DONAD - LOMKI				According to ATC clearance		PRAHA RADAR 118,650 MHz (when instructed)		Average climb gradient to reach KV296 at 2900 ft MSL is 5 %, thereafter 3,3 %.	
DF	KV296	YES	501334.82N 0124947.45E	---	---	---	A2900+	---	RNAV 1	---	
DF	KV299	NO	500808.00N 0124801.50E	---	---	LEFT	---	K230-	RNAV 1	---	
TF	DONAD	NO	500450.93N 0130000.00E	108 (113.02)	8.4	LEFT	---	---	RNAV 1	---	
TF	LOMKI	NO	495433.61N 0131428.40E	133 (137.70)	13.9	RIGHT	---	---	RNAV 1	---	
OKG3F (OKG THREE FOX-TROT DEPARTURE)		Climb direct to KV296 - OKG				According to ATC clearance		PRAHA RADAR 118,650 MHz (when instructed)		Average climb gradient to reach KV296 at 2900 ft MSL is 5 %, thereafter 3,3 %.	
DF	KV296	YES	501334.82N 0124947.45E	---	---	---	A2900+	---	RNAV 1	---	
DF	OKG	NO	500354.53N 0122420.66E	---	---	LEFT	---	---	RNAV 1	---	
RAPET3F (RAPET THREE FOX-TROT DEPARTURE)		Climb direct to KV296 - RAPET				According to ATC clearance		PRAHA RADAR 118,650 MHz (when instructed)		Average climb gradient to reach KV296 at 2900 ft MSL is 5 %, thereafter 3,3 %.	
DF	KV296	YES	501334.82N 0124947.45E	---	---	---	A2900+	---	RNAV 1	---	
DF	RAPET	NO	501125.7600N 0122019.1000E	---	---	LEFT	---	---	RNAV 1	---	
VARIK3F (VARIK THREE FOX-TROT DEPARTURE)		Climb direct to KV296 - VARIK				According to ATC clearance		PRAHA RADAR 118,650 MHz (when instructed)		Average climb gradient to reach KV296 at 2900 ft MSL is 5 %, thereafter 3,3 %.	
DF	KV296	YES	501334.82N 0124947.45E	---	---	---	A2900+	---	RNAV 1	---	
DF	VARIK	NO	501728.0000N 0122252.0000E	---	---	LEFT	---	---	RNAV 1	---	
ODPAL4F (ODPAL FOUR FOX-TROT DEPARTURE)		Climb direct to KV296 - KV297 - KV298 - ODPAL				According to ATC clearance		PRAHA RADAR 118,650 MHz (when instructed)		Average climb gradient to reach KV296 at 2900 ft MSL is 5 %, thereafter 3,3 %.	
DF	KV296	YES	501334.82N 0124947.45E	---	---	---	A2900+	---	RNAV 1	---	
DF	KV297	NO	501555.15N 0124111.24E	---	---	---	---	K230-	RNAV 1	---	
TF	KV298	NO	502011.15N 0124542.80E	029 (034.16)	5.2	RIGHT	---	---	RNAV 1	---	
TF	ODPAL	NO	503101.67N 0134627.80E	069 (074.00)	40.3	RIGHT	---	---	RNAV 1	---	
KILNU4F (KILNU FOUR FOX-TROT DEPARTURE)		Climb direct to KV296 - KV297 - KV298 - KILNU				According to ATC clearance		PRAHA RADAR 118,650 MHz (when instructed)		Average climb gradient to reach KV296 at 2900 ft MSL is 5 %, thereafter 3,3 %.	
DF	KV296	YES	501334.82N 0124947.45E	---	---	---	A2900+	---	RNAV 1	---	
DF	KV297	NO	501555.15N 0124111.24E	---	---	---	---	K230-	RNAV 1	---	
TF	KV298	NO	502011.15N 0124542.80E	029 (034.16)	5.2	RIGHT	---	---	RNAV 1	---	
TF	KILNU	NO	502836.6800N 0125441.9700E	029 (034.16)	10.2	---	---	---	RNAV 1	---	

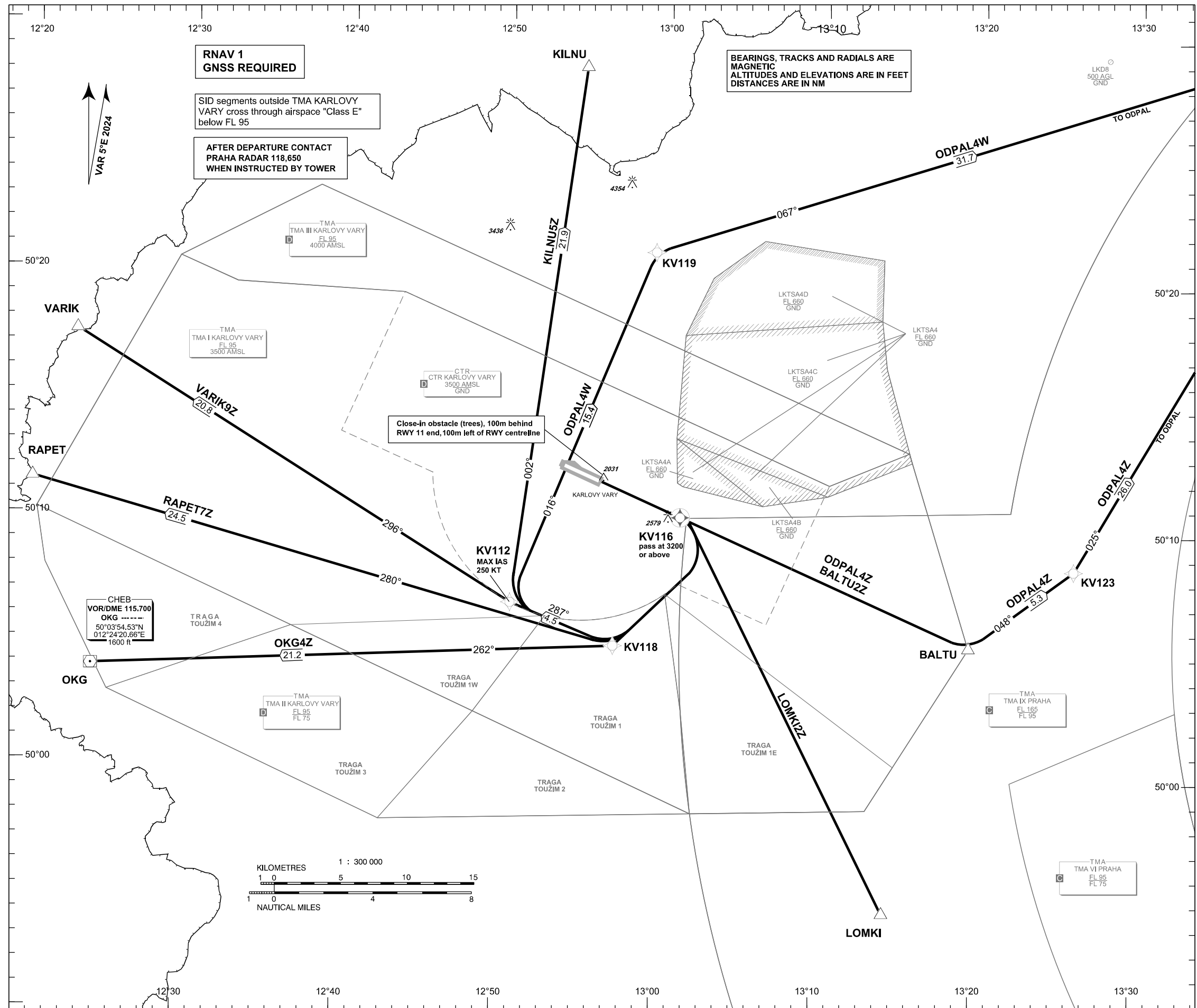


STANDARD DEPARTURE CHART- INSTRUMENT (SID) - ICAO

KARLOVY VARY

RNAV Rwy 11

BALTU2Z KILNU5Z LOMKI2Z ODPAL4W
ODPAL4Z OKG4Z RAPET7Z VARIK9Z



**RNAV 1
GNSS REQUIRED**

SID segments outside TMA KARLOVY VARY cross through airspace "Class E" below FL 95

AFTER DEPARTURE CONTACT PRAHA RADAR 118,650 WHEN INSTRUCTED BY TOWER

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET
DISTANCES ARE IN NM

TMA TMA III KARLOVY VARY
FL 95
4000 AMSL

TMA TMA I KARLOVY VARY
FL 95
3500 AMSL

CTR CTR KARLOVY VARY
3500 AMSL
GND

Close-in obstacle (trees), 100m behind Rwy 11 end, 100m left of Rwy centreline

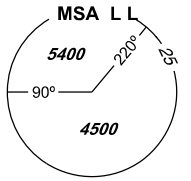
CHEB
VOR/DME 115.700
OKG
50°03'54.53"N
012°24'20.66"E
1600 ft

TMA TMA II KARLOVY VARY
FL 95
FL 75

TMA TMA IX PRAHA
FL 165
FL 95

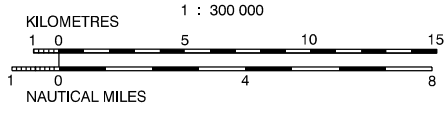
TMA TMA VI PRAHA
FL 95
FL 75

PRAHA RADAR	118.650
VARY TOWER	121.230
KARLOVY VARY ATIS	127.640
EMERGENCY FREQ	121.500



BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET
DISTANCES ARE IN NM

TRANSITION ALTITUDE
5000 FT



CHANGE : removal of LKD14

The design of SIDs assumes climb gradient 3,3%, MAX IAS 250 kt below FL100. If a greater climb gradient or a speed reduction are required, it is indicated in the description of the route. Recommended coding:

Designator		Route				After Departure					Remarks
						Initial climb to		Expect FREQ			
Path Terminator	Waypoint			Cours / Track MAG° (True°)	DIST NM	Turn Direction	Constraints		Nav Spec.	Remarks	
	ID	Flyover	Coordinates				Level	Speed			
BALTU2Z (BALTU TWO ZULU DEPARTURE)		Climb direct to KV116 – BALTU				According to ATC clearance		PRAHA RADAR 118,650 MHz (when instructed)		Average climb gradient to reach KV116 at 3200 ft MSL is 5,3 %, thereafter 3,3 %.	
DF	KV116	YES	501026.78N 0130114.35E	---	---	---	A3200+	---	RNAV 1	---	
DF	BALTU	NO	500522.06N 0131935.48E	---	---	---	---	---	RNAV 1	---	
ODPAL4Z (ODPAL FOUR ZULU DEPARTURE)		Climb direct to KV116 – BALTU – KV123 – ODPAL				According to ATC clearance		PRAHA RADAR 118,650 MHz (when instructed)		Average climb gradient to reach KV116 at 3200 ft MSL is 5,3 %, thereafter 3,3 %.	
DF	KV116	YES	501026.78N 0130114.35E	---	---	---	A3200+	---	RNAV 1	---	
DF	BALTU	NO	500522.06N 0131935.48E	---	---	---	---	---	RNAV 1	---	
TF	KV123	NO	500833.88N 0132607.96E	048 (052.72)	5.3	LEFT	---	---	RNAV 1	---	
TF	ODPAL	NO	503101.67N 0134627.80E	025 (029.95)	26.0	LEFT	---	---	RNAV 1	---	
LOMKI2Z (LOMKI TWO ZULU DEPARTURE)		Climb direct to KV116 - LOMKI				According to ATC clearance		PRAHA RADAR 118,650 MHz (when instructed)		Average climb gradient to reach KV116 at 3200 ft MSL is 5,3 %, thereafter 3,3 %.	
DF	KV116	YES	501026.78N 0130114.35E	---	---	---	A3200+	---	RNAV 1	---	
DF	LOMKI	NO	495433.61N 0131428.40E	---	---	RIGHT	---	---	RNAV 1	---	
OKG4Z (OKG FOUR ZULU DEPARTURE)		Climb direct to KV116 - KV118 - OKG				According to ATC clearance		PRAHA RADAR 118,650 MHz (when instructed)		Average climb gradient to reach KV116 at 3200 ft MSL is 5,3 %, thereafter 3,3 %.	
DF	KV116	YES	501026.78N 0130114.35E	---	---	---	A3200+	---	RNAV 1	---	
DF	KV118	NO	500511.68N 0125711.32E	---	---	RIGHT	---	---	RNAV 1	---	
TF	OKG	NO	500354.53N 0122420.66E	262 (266.73)	21.2	RIGHT	---	---	RNAV 1	---	
RAPET7Z (RAPET SEVEN ZULU DEPARTURE)		Climb direct to KV116 - KV118 - RAPET				According to ATC clearance		PRAHA RADAR 118,650 MHz (when instructed)		Average climb gradient to reach KV116 at 3200 ft MSL is 5,3 %, thereafter 3,3 %.	
DF	KV116	YES	501026.78N 0130114.35 E	---	---	---	A3200+	---	RNAV 1	---	
DF	KV118	NO	500511.68N 0125711.32 E	---	---	RIGHT	---	---	RNAV 1	---	
TF	RAPET	NO	501125.7600N 0122019.1000 E	280 (284.97)	24.5	RIGHT	---	---	RNAV 1	---	
VARIK9Z (VARIK NINE ZULU DEPARTURE)		Climb direct to KV116 - KV118 - KV112 - VARIK				According to ATC clearance		PRAHA RADAR 118,650 MHz (when instructed)		Average climb gradient to reach KV116 at 3200 ft MSL is 5,3 %, thereafter 3,3 %.	
DF	KV116	YES	501026.78N 0130114.35 E	---	---	---	A3200+	---	RNAV 1	---	
DF	KV118	NO	500511.68N 0125711.32 E	---	---	RIGHT	---	---	RNAV 1	---	
TF	KV112	NO	500651.26N 0125038.07 E	287 (291.53)	4.5	RIGHT	---	---	RNAV 1	---	
TF	VARIK	NO	501728.0000N 0122252.0000 E	296 (300.94)	20.8	RIGHT	---	---	RNAV 1	---	
KILNU5Z (KILNU FIVE ZULU DEPARTURE)		Climb direct to KV116 - KV118 - KV112 - KILNU				According to ATC clearance		PRAHA RADAR 118,650 MHz (when instructed)		Average climb gradient to reach KV116 at 3200 ft MSL is 5,3 %, thereafter 3,3 %.	
DF	KV116	YES	501026.78N 0130114.35 E	---	---	---	A3200+	---	RNAV 1	---	
DF	KV118	NO	500511.68N 0125711.32 E	---	---	RIGHT	---	---	RNAV 1	---	
TF	KV112	NO	500651.26N 0125038.07 E	287 (291.53)	4.5	RIGHT	---	K250-	RNAV 1	---	
TF	KILNU	NO	502836.6800N 0125441.9700E	002 (006.80)	21.9	RIGHT	---	---	RNAV 1	---	
ODPAL4W (ODPAL FOUR WHISKY DEPARTURE)		Climb direct to KV116 - KV118 - KV112 - KV119 - ODPAL				According to ATC clearance		PRAHA RADAR 118,650 MHz (when instructed)		Average climb gradient to reach KV116 at 3200 ft MSL is 5,3 %, thereafter 4,2 % to reach KV119 at FL100. The SID is designed to avoid Class E airspace outside the Karlovy Vary TMA below FL95.	
DF	KV116	YES	501026.78N 0130114.35E	---	---	---	A3200+	---	RNAV 1	---	
DF	KV118	NO	500511.68N 0125711.32E	---	---	RIGHT	---	---	RNAV 1	---	
TF	KV112	NO	500651.26N 0125038.07E	287 (291.53)	4.5	RIGHT	---	K250-	RNAV 1	---	
TF	KV119	NO	502110.33N 0125920,67E	016 (021.26)	15.4	RIGHT	---	---	RNAV 1	---	
TF	ODPAL	NO	503101.67N 0134627.80E	067 (071,56)	31.7	RIGHT	---	---	RNAV 1	---	

OMNIDIRECTIONAL DEPARTURES CHART

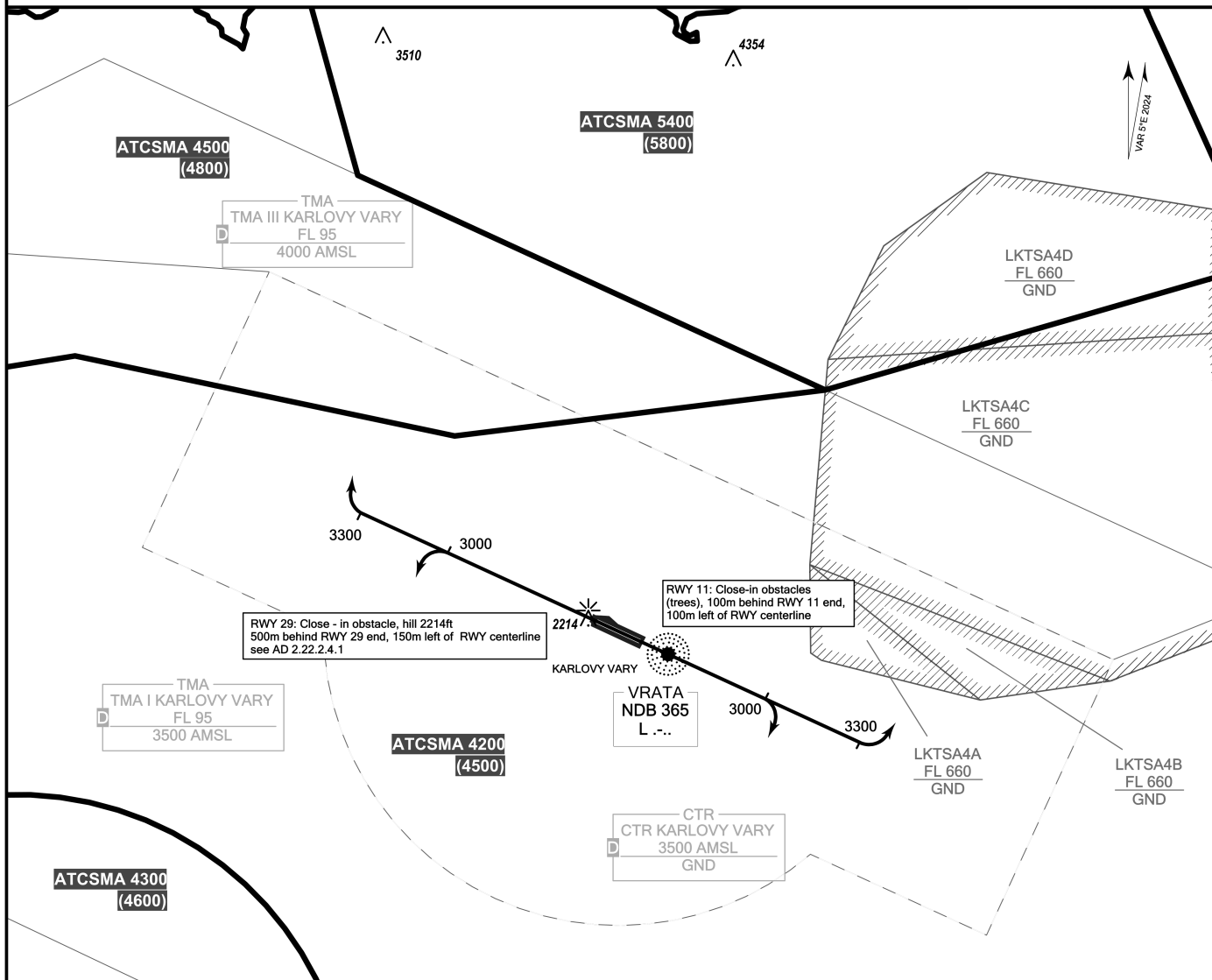
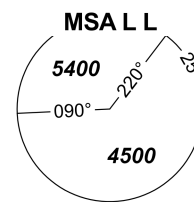
KARLOVY VARY

PRAHA RADAR	118.650
VARY TOWER	121.230
KARLOVY VARY ATIS	127.640
EMERGENCY FREQ	121.500

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET
DISTANCES ARE IN NM

TRANSITION ALTITUDE
5000

AFTER DEPARTURE CONTACT
PRAHA RADAR 118,650
WHEN INSTRUCTED BY TOWER



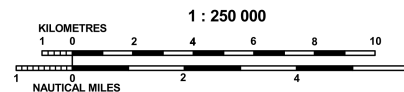
change: removal of LKD14

Omnidirectional departures:

RWY 11: Climb straight ahead, minimum turn altitude is 3000ft
No turns left to north of RWY centerline below 3300ft.

RWY 29: Climb straight ahead, minimum turn altitude is 3000ft.
No turns right to north of RWY centerline below 3300ft.

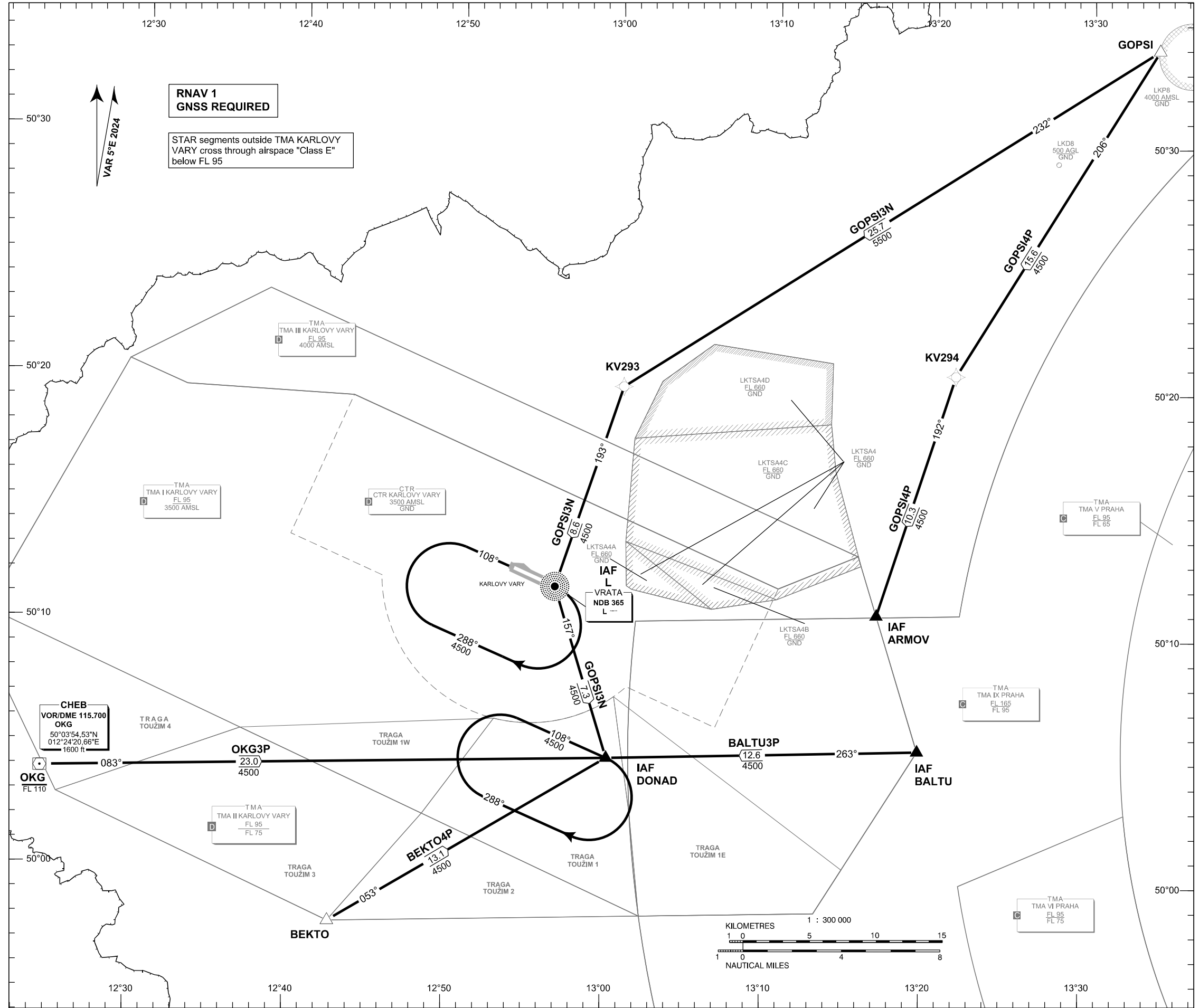
MNM ASC 5% to 3300ft AMSL



STANDARD ARRIVAL CHART- INSTRUMENT (STAR) - ICAO

KARLOVY VARY RNAV RWY 29

BALTU3P BEKTO4P GOPSI3N GOPSI4P OKG3P



change: removal of LKD14

Recommended coding:

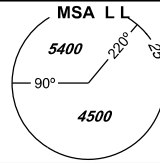
Designator			Route					Remarks		
Path Terminator	Waypoint			Cours / Track MAG° (True°)	DIST NM	Turn Direction	Constraints		Nav Spec.	Remarks
	ID	Flyover	Coordinates				Crossing ALT	Speed		
BALTU3P (BALTU THREE PAPA ARRIVAL)			BALTU - DONAD					---		
IF	BALTU	NO	500522.06N 0131935.48E	---	---	---	---	---	RNAV 1	---
TF	DONAD	NO	500450.93N 0130000.00E	263 (267.77)	12.6	---	---	---	RNAV 1	IAF
BEKTO4P (BEKTO FOUR PAPA ARRIVAL)			BEKTO - DONAD					---		
IF	BEKTO	NO	495756.96N 0124243.36E	---	---	---	---	---	RNAV 1	---
TF	DONAD	NO	500450.93N 0130000.00E	053 (058.10)	13.1	---	---	---	RNAV 1	IAF
GOPSI3N (GOPSI THREE NOVEMBER ARRIVAL)			GOPSI - KV293 - L L - DONAD					---		
IF	GOPSI	NO	503358.70N 0133408.62E	---	---	---	---	---	RNAV 1	---
TF	KV293	NO	501955.70N 0130033.36E	232 (236.99)	25.7	---	---	---	RNAV 1	---
TF	L L	NO	501144.84N 0125630.07E	193 (197.65)	8.6	LEFT	---	---	RNAV 1	---
TF	DONAD	NO	500450.93N 0130000.00E	157 (161.92)	7.3	LEFT	---	---	RNAV 1	IAF
GOPSI4P (GOPSI FOUR PAPA ARRIVAL)			GOPSI - KV294 - ARMOV					---		
IF	GOPSI	NO	503358.70N 0133408.62E	---	---	---	---	---	RNAV 1	---
TF	KV294	NO	502037.67N 0132134.18E	206 (211.10)	15.6	---	---	---	RNAV 1	---
TF	ARMOV	NO	501050.76N 0131650.52E	192 (197.24)	10.3	LEFT	---	---	RNAV1	IAF
OKG3P (OKG THREE PAPA ARRIVAL)			OKG - DONAD					---		
IF	OKG	NO	500354.53N 0122420.66E	---	---	---	FL110-	---	RNAV 1	---
TF	DONAD	NO	500450.93N 0130000.00E	083 (087.43)	23.0	---	---	---	RNAV 1	IAF

RNAV HOLDING

Holding point	Inbound MAG° (True°)	Outbound MAG° (True°)	Turn Direction	MAX IAS kt	Min.holding altitude FT MSL / FL	Time	Distance NM	Remarks
L L	108 (113.00)	288 (293.00)	RIGHT	---	A4500	1 MIN	---	---
DONAD	108 (113.00)	288 (293.00)	RIGHT	---	A4500	1 MIN	---	---

STANDARD ARRIVAL CHART-INSTRUMENT (STAR) - ICAO

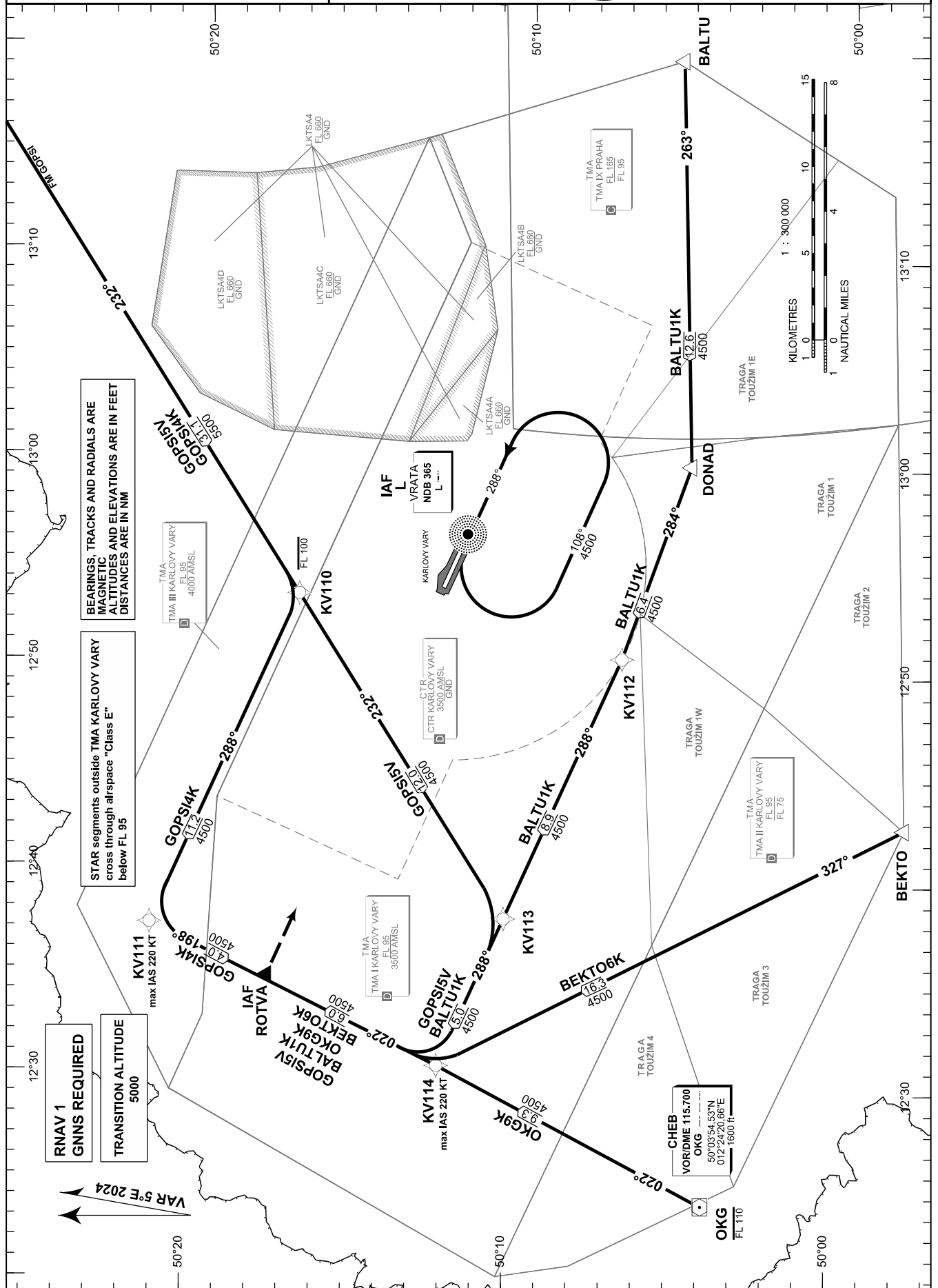
PRAHA RADAR	118.650
VARY TOWER	121.230
KARLOVY VARY ATIS	127.640
EMERGENCY FREQ	121.500



KARLOVY VARY

RNAV RWY 11

BALTU1K BEKTO6K GOPSI4K
GOPSI5V OKG9K



BEARINGS, TRACKS AND RADIALS ARE MAGNETIC ALTITUDES AND ELEVATIONS ARE IN FEET DISTANCES ARE IN NM

STAR segments outside TMA KARLOVY VARY cross through airspace "Class E" below FL 95

RNAV 1 GNS REQUIRED

TRANSITION ALTITUDE 5000

VAR 5°E 2024

change: removal of LKD14

Recommended coding:

Designator				Route					Remarks		
Path Terminator	Waypoint			Cours / Track MAG° (True°)	DIST NM	Turn Direction	Constraints		Nav Spec.	Remarks	
	ID	Flyover	Coordinates				Crossing ALT	Speed			
BALTU1K (BALTU ONE KILO ARRIVAL)				BALTU - DONAD - KV112 - KV113 - KV114 - ROTVA					---		
IF	BALTU	NO	500522.06N 0131935.48E	---	---	---	---	---	RNAV 1	---	
TF	DONAD	NO	500450.93N 0130000.00E	263 (267.77)	12.6	---	---	---	RNAV 1	---	
TF	KV112	NO	500651.26N 0125038.07E	284 (288.47)	6.4	RIGHT	---	---	RNAV 1	---	
TF	KV113	NO	501018.28N 0123757.20E	288 (293,03)	8.9	RIGHT	---	---	RNAV 1	---	
TF	KV114	NO	501214.76N 0123046.22E	288 (292,87)	5.0	---	---	K220-	RNAV 1	---	
TF	ROTVA	NO	501736.71N 0123455.67E	022 (026.39)	6.0	RIGHT	---	---	RNAV 1	IAF	
BEKTO6K (BEKTO SIX KILO ARRIVAL)				BEKTO - KV114 - ROTVA					---		
IF	BEKTO	NO	495756.96N 0124243.36E	---	---	---	---	---	RNAV 1	---	
TF	KV114	NO	501214.76N 0123046.22E	327 (331,80)	16.3	---	---	K220-	RNAV 1	---	
TF	ROTVA	NO	501736.71N 0123455.67E	022 (026.39)	6.0	RIGHT	---	---	RNAV 1	IAF	
GOPSI4K (GOPSI FOUR KILO ARRIVAL)				GOPSI - KV110 - KV111 - ROTVA					---		
IF	GOPSI	NO	503358.70N 0133408.62E	---	---	---	---	---	RNAV 1	---	
TF	KV110	NO	501655.30N 0125327.59E	232 (236.99)	31.1	---	FL100-	---	RNAV 1	---	
TF	KV111	NO	502117.57N 0123721.03E	288 (293.07)	11.2	RIGHT	---	K220-	RNAV 1	---	
TF	ROTVA	NO	501736.71N 0123455.67E	198 (202.86)	4.0	LEFT	---	---	RNAV 1	IAF	
GOPSI5V (GOPSI FIVE VIKTOR ARRIVAL)				GOPSI - KV110 - KV113 - KV114 - ROTVA					---		
IF	GOPSI	NO	503358.70N 0133408.62E	---	---	---	---	---	RNAV 1	---	
TF	KV110	NO	501655.30N 0125327.59E	232 (236.99)	31.1	---	---	---	RNAV 1	---	
TF	KV113	NO	501018.28N 0123757.20E	232 (236,47)	12.0	---	---	---	RNAV 1	---	
TF	KV114	NO	501214.76N 0123046.22E	288 (292,87)	5.0	RIGHT	---	K220-	RNAV 1	---	
TF	ROTVA	NO	501736.71N 0123455.67E	022 (026.39)	6.0	RIGHT	---	---	RNAV 1	IAF	
OKG9K (OKG NINER KILO ARRIVAL)				OKG - KV114 - ROTVA					---		
IF	OKG	NO	500354.53N 0122420.66E	---	---	---	FL110-	---	RNAV 1	---	
TF	KV114	NO	501214.76N 0123046.22E	022 (026,31)	9.3	---	---	K220-	RNAV 1	---	
TF	ROTVA	NO	501736.71N 0123455.67E	022 (026.39)	6.0	---	---	---	RNAV 1	IAF	

RNAV HOLDING

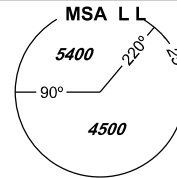
Holding point	Inbound MAG° (True°)	Outbound MAG° (True°)	Turn Direction	MAX IAS kt	Min.holding altitude FT MSL / FL	Time	Distance NM	Remarks
L L	288 (293.00)	108 (113.00)	LEFT	---	A4500	1 MIN	---	---



INSTRUMENT APPROACH CHART - ICAO

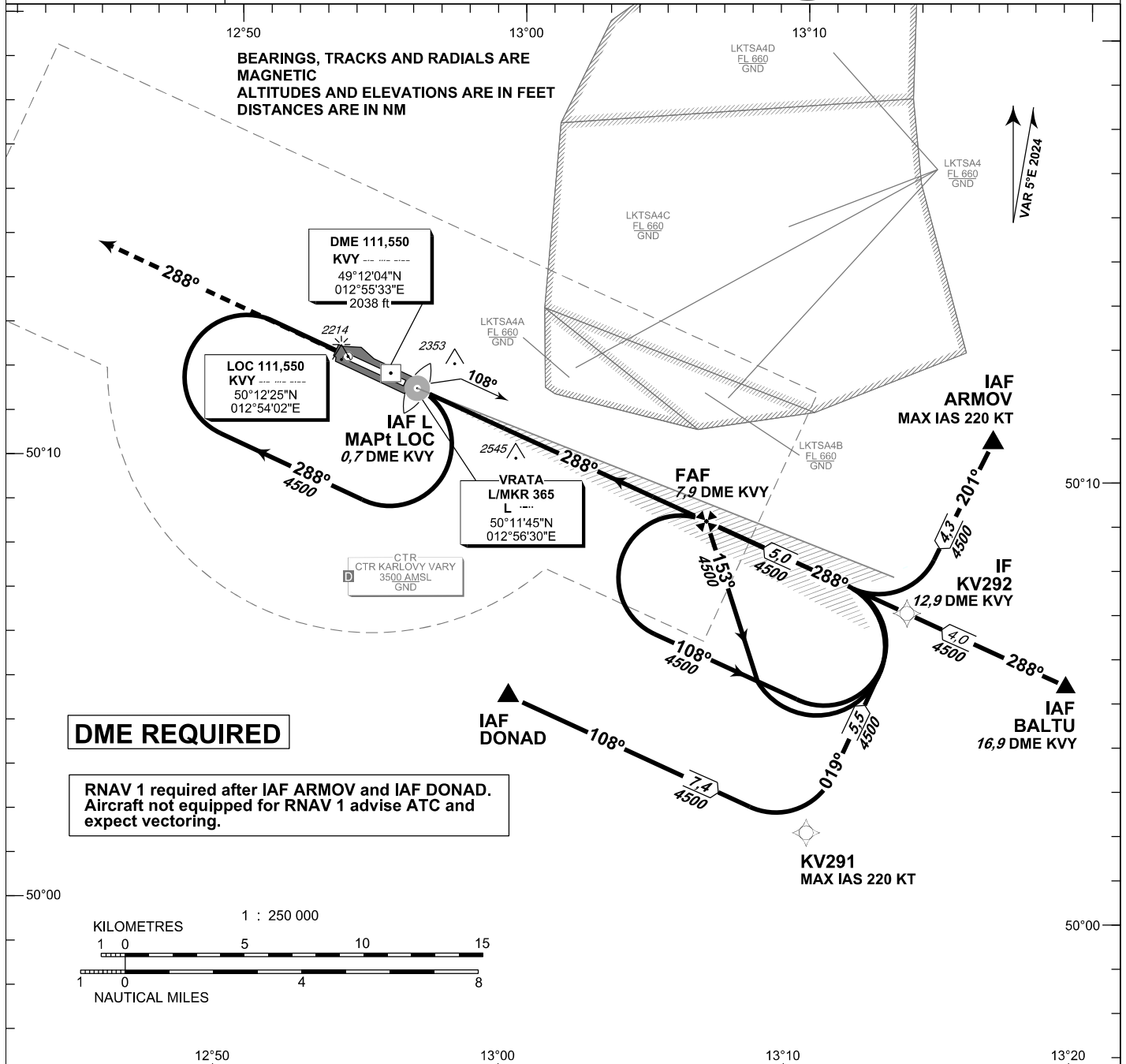
AERODROME ELEV **1989**
THR RWY 29 ELEV **1985**

PRAHA RADAR 118,650
VARY TOWER 121,230
121,500



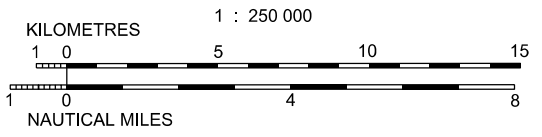
KARLOVY VARY ILS RWY 29

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET
DISTANCES ARE IN NM



DME REQUIRED

RNAV 1 required after IAF ARMV and IAF DONAD. Aircraft not equipped for RNAV 1 advise ATC and expect vectoring.

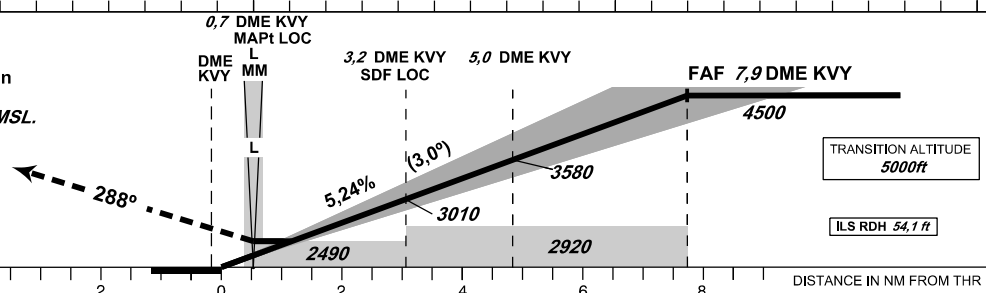


MISSED APPROACH:

Climb on track 288° to 5000 ft AMSL, expect vectoring. In case of RCF climb on track 288° to 8,0 NM DME KVV and turn right to L L in climbing to 5000 ft AMSL.

THR 501157.33N, 0125544.30E
ELEV 1985

NM FROM THR 29



OCA/OCH		A	B	C	D
Cat I	ft	2194/210	2206/221	2214/229	2225/240
LOC	ft	2400/410			
Circling (south of AD only)	ft	2520/530	2520/530	2970/980	3160/1170

DME KVV (NM)		7	6	5	4	3	2	1
DIST THR (NM)		6,85	5,85	4,85	3,85	2,85	1,85	0,85
ALTITUDES (ft)		4220	3900	3580	3260	2940	2620	2310
LOC	kt	80	100	120	140	160		
FAF - MAPt 7,2 NM	min:sec	5:24	4:20	3:36	3:05	2:42		
Rate of descent (5,24%)	ft/min	420	530	640	740	850		

change: removal of LKD14

Timing is not authorized for defining the MAPt.

Recommended coding:

Path Terminator	Waypoint				Cours / Track MAG° (True°)	DIST NM	Turn Direction	Constraints		Nav Spec.	Remarks
	ID	Type	Flyover	Coordinates				Level	Speed		
via ARMOV											
IF	ARMOV	IAF	NO	501050.76N 0131650.52E	---	---	---	A4500+	K220-	RNAV 1	---
TF	KV292	IF	NO	500656.23N 0131356.91E	201 (205.46)	4.3	---	---	---	RNAV 1	---
via DONAD											
IF	DONAD	IAF	NO	500450.93N 0130000.00E	---	---	---	A4500+	---	RNAV 1	---
TF	KV291	---	NO	500155.29N 0131035.25E	108 (113.17)	7.4	---	---	K220-	RNAV 1	---
TF	KV292	IF	NO	500656.23N 0131356.91E	019 (023.31)	5.5	LEFT	---	---	RNAV 1	---

ILS CAT I or LOC APPROACH RWY 29

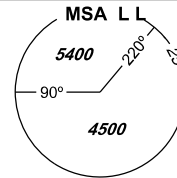
Descent angle (°)	3.00			
Type	IF	FAF/FAP	SDF LOC	MAPt LOC
Fix	KV292 (12.9 DME KVY)	(7.9 DME KVY)	(3.2 DME KVY)	(0.7 DME KVY)
Fix coordinates	500656.23N 0131356.91E	500854.77N 0130648.58E	501045.62N 0130005.83E	501144.84N 0125630.07E
Fix formation bearing (True°)	113.11 LOC KVY	113.11 LOC KVY	113.12 LOC KVY	---
Fix formation distances (NM)	12.89 DME KVY	7.89 DME KVY	3.20 DME KVY	0.68 DME KVY



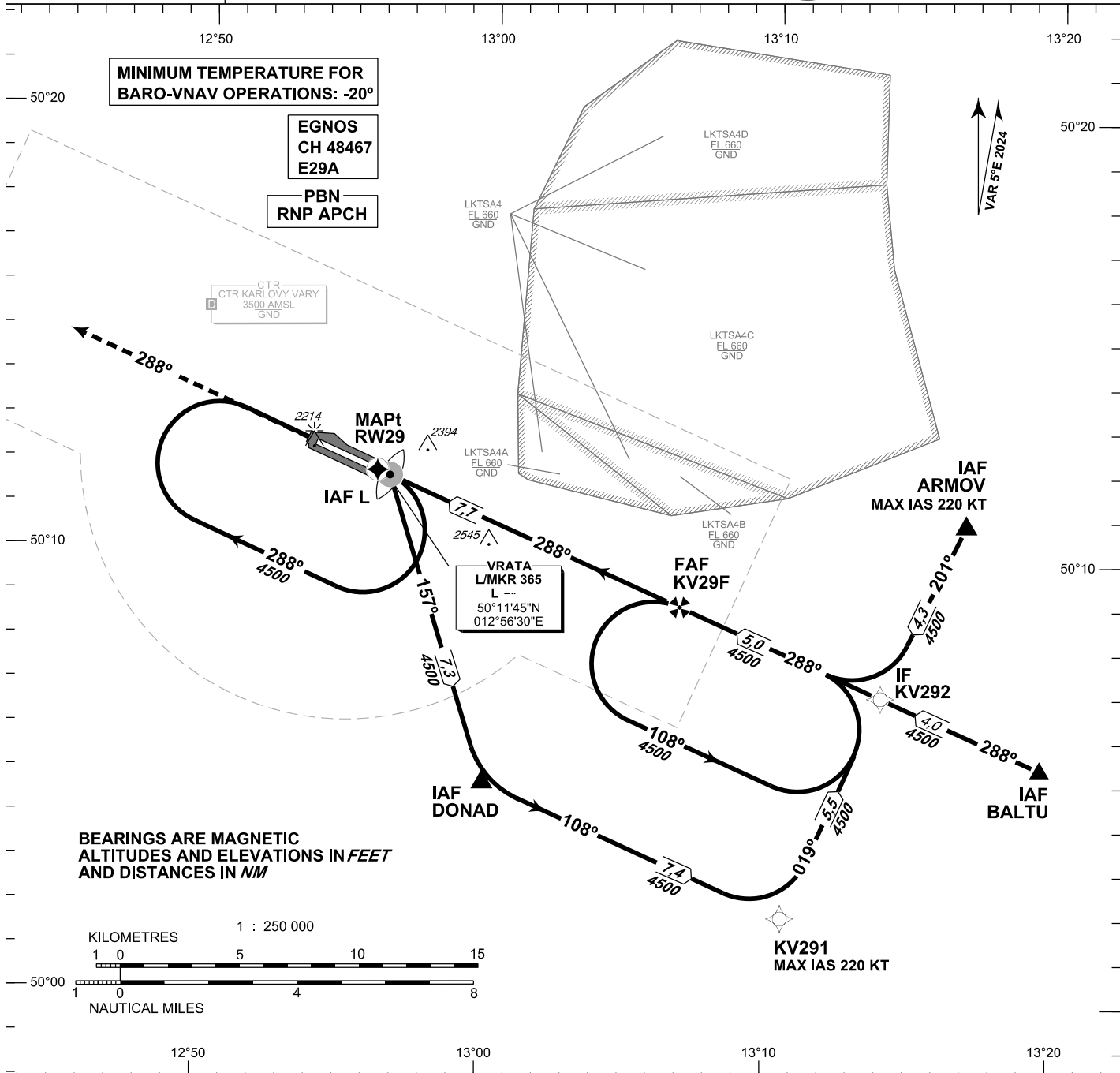
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV **1989**
THR RWY 29 ELEV **1985**

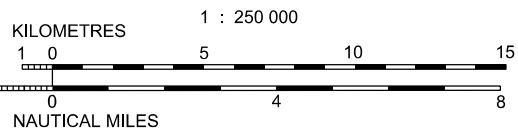
PRAHA RADAR 118,650
VARY TOWER 121,230
121,500



KARLOVY VARY RNP RWY 29



BEARINGS ARE MAGNETIC
ALTITUDES AND ELEVATIONS IN FEET
AND DISTANCES IN NM

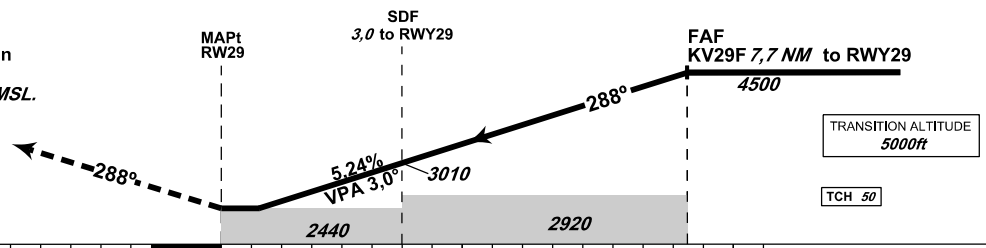


MISSED APPROACH:

Climb on track 288° to 5000 ft AMSL, expect vectoring. In case of RCF climb on track 288° to 8,0 NM DME KVV and turn right to L L in climbing to 5000 ft AMSL.

THR 501157.33N, 0125544.30E
ELEV 1985

NM FROM THR 29



OCA/OCH		A	B	C	D
LNAV	ft	2440 / 450			
LNAV / VNAV	ft	2419 / 434			
LPV CAT I	ft	2194 / 210	2206 / 221	2214 / 229	2225 / 240
Circling (south of AD only)	ft	2520 / 530	2520 / 530	2970 / 980	3160 / 1170

DIST THR (MAPt)	7	6	5	4	3	2	1
ALTITUDES ft	4260	3940	3630	3310	2990	2670	2350
FAF - MAPt 7,7 NM	kt	80	100	120	140	160	180
Rate of descent (5,24%)	min:sec	5:48	4:39	3:52	3:19	2:54	2:35
	ft/min	420	530	640	740	850	960

change: removal of LKD14

Timing is not authorized for defining the MAPt.

Recommended coding:

Path Terminator	Waypoint				Cours / Track MAG° (True°)	DIST NM	Turn Direction	Constraints		Nav Spec.	Remarks
	ID	Type	Flyover	Coordinates				Level	Speed		
via ARMOV											
IF	ARMOV	IAF	NO	501050.76N 0131650.52E	---	---	---	A4500+	K220-	RNP APCH	---
TF	KV292	IF	NO	500656.23N 0131356.91E	201 (205.46)	4.3	---	---	---	RNP APCH	---
TF	KV29F	FAF	NO	500854.77N 0130648.58E	288 (293.34)	5.0	RIGHT	A4500+	---	RNP APCH	---
TF	RW29	MAPT	YES	501157.33N 0125544.30E	288 (293.34)	7.7	---	---	---	RNP APCH	---
CA	---	---	---	---	288 (293.34)	20.2	---	A5000+	---	RNP APCH	---
via BALTU											
IF	BALTU	IAF	NO	500522.06N 0131935.48E	---	---	---	A4500+	---	RNP APCH	---
TF	KV292	IF	NO	500656.23N 0131356.91E	288 (293.42)	4.0	---	---	---	RNP APCH	---
TF	KV29F	FAF	NO	500854.77N 0130648.58E	288 (293.34)	5.0	---	A4500+	---	RNP APCH	---
TF	RW29	MAPT	YES	501157.33N 0125544.30E	288 (293.34)	7.7	---	---	---	RNP APCH	---
CA	---	---	---	---	288 (293.34)	20.2	---	A5000+	---	RNP APCH	---
via DONAD											
IF	DONAD	IAF	NO	500450.93N 0130000.00E	---	---	---	A4500+	---	RNP APCH	---
TF	KV291	---	NO	500155.29N 0131035.25E	108 (113.17)	7.4	---	---	K220-	RNP APCH	---
TF	KV292	IF	NO	500656.23N 0131356.91E	019 (023.31)	5.5	LEFT	---	---	RNP APCH	---
TF	KV29F	FAF	NO	500854.77N 0130648.58E	288 (293.34)	5.0	LEFT	A4500+	---	RNP APCH	---
TF	RW29	MAPT	YES	501157.33N 0125544.30E	288 (293.34)	7.7	---	---	---	RNP APCH	---
CA	---	---	---	---	288 (293.34)	20.2	---	A5000+	---	RNP APCH	---
via L L											
IF	L L	IAF	NO	501144.84N 0125630.07E	---	---	---	A4500+	---	RNP APCH	---
TF	DONAD	---	NO	500450.93N 0130000.00E	157 (161.92)	7.3	---	---	---	RNP APCH	---
TF	KV291	---	NO	500155.29N 0131035.25E	108 (113.17)	7.4	LEFT	---	K220-	RNP APCH	---
TF	KV292	IF	NO	500656.23N 0131356.91E	019 (023.31)	5.5	LEFT	---	---	RNP APCH	---
TF	KV29F	FAF	NO	500854.77N 0130648.58E	288 (293.34)	5.0	LEFT	A4500+	---	RNP APCH	---
TF	RW29	MAPT	YES	501157.33N 0125544.30E	288 (293.34)	7.7	---	---	---	RNP APCH	---
CA	---	---	---	---	288 (293.34)	20.2	---	A5000+	---	RNP APCH	---

RNAV HOLDING

Holding point	Inbound MAG° (True°)	Outbound MAG° (True°)	Turn Direction	MAX IAS kt	Min. holding altitude FT MSL / FL	Time	Distance NM	Remarks
L L	108 (113.00)	288 (293.00)	RIGHT	---	A4500	1 MIN	---	---
KV29F	288 (293.00)	108 (113.00)	LEFT	---	A4500	1 MIN	---	---

SBAS FAS Data Block

Input Data

Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	LKKV
Runway	29
Runway Letter	0 (None)
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E29A
LTP/FTP Latitude	501157.3265N
LTP/FTP Longitude	0125544.3045E
LTP/FTP Ellipsoidal Height (metres)	651.4
FPAP Latitude	501222.8495N
Delta FPAP Latitude (seconds)	25.5230
FPAP Longitude	0125411.0595E
Delta FPAP Longitude (seconds)	-93.2450
Threshold Crossing Height	50.0
TCH Units Selector	0 (feet)
Glidepath Angle (degrees)	3.00
Course Width (metres)	105.00
Length Offset (metres)	0
HAL (metres)	40.0
VAL (metres)	35.0

Output Data

Data Block	10 16 0B 0B 0C 1D 00 00 01 39 32 05 1D 0E 8B 15 61 6B 8C 05 72 2D 66 C7 00 86 27 FD F4 01 2C 01 64 00 C8 AF 02 0F F9 16
Calculated CRC Value	020FF916

Required Additional Data

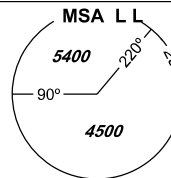
ICAO Code	LK
LTP/FTP Orthometric Height (metres)	605.0



INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 1989
THR RWY 29 ELEV 1985

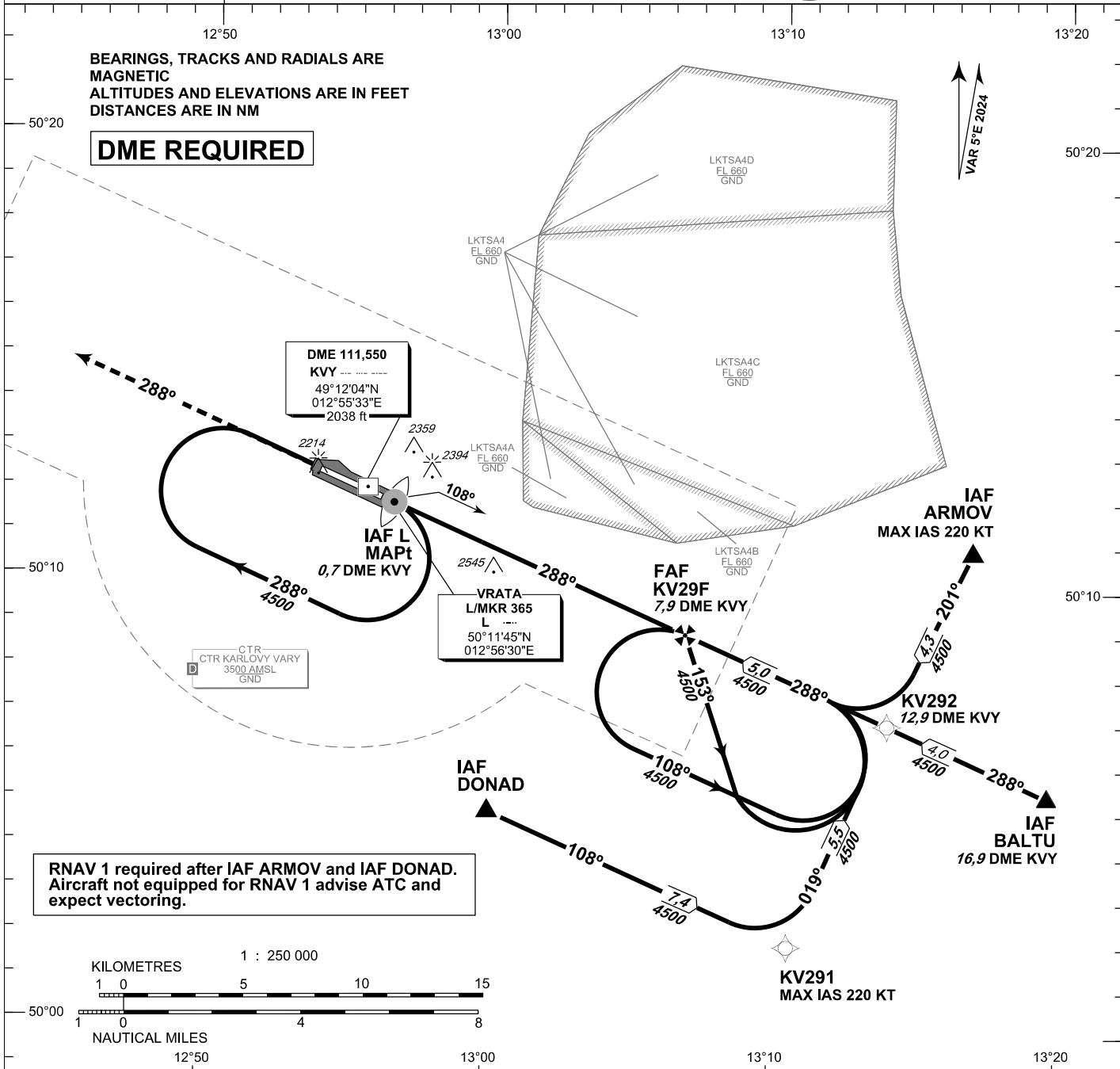
PRAHA RADAR 118,650
VARY TOWER 121,230
121,500



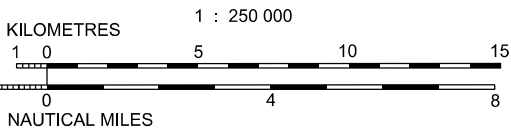
KARLOVY VARY NDB RWY 29

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET
DISTANCES ARE IN NM

DME REQUIRED



RNAV 1 required after IAF ARMOV and IAF DONAD. Aircraft not equipped for RNAV 1 advise ATC and expect vectoring.

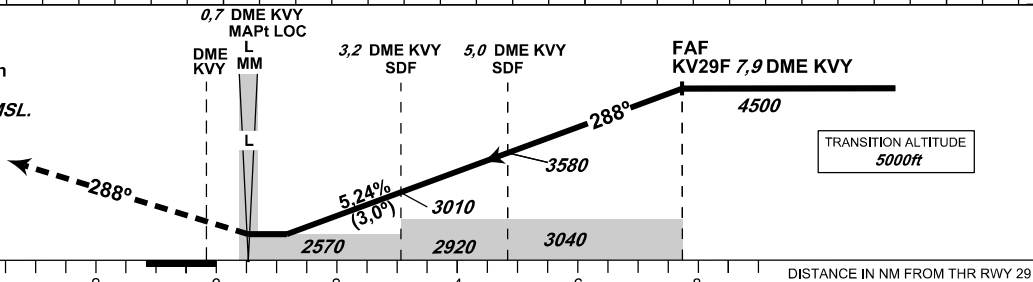


MISSED APPROACH:

Climb on track 288° to 5000 ft AMSL, expect vectoring. In case of RCF climb on track 288° to 8,0 NM DME KVV and turn right to L L in climbing to 5000 ft AMSL.

THR 501157.33N, 0125544.30E
ELEV 1985

NM FROM THR 29



OCA/OCH		A	B	C	D
Straight-in Approach	ft	2570/580			
Circling (south of AD only)	ft	2520/530	2520/530	2970/980	3160/1170

DME KVV (NM)		7	6	5	4	3	2
DIST THR (NM)		6,8	5,8	4,8	3,8	2,8	1,8
ALTITUDES (ft)		4210	3900	3580	3260	2940	2620

	kt	80	100	120	140	160	180
FAF - MAPt 7,2 NM	min:sec	5:24	4:20	3:36	3:05	2:42	2:24
Rate of descent (5,24%)	ft/min	420	530	640	740	850	960

change: removal of LKD14

Timing is not authorized for defining the MAPt.

Recommended coding:

Path Terminator	Waypoint				Cours / Track MAG° (True°)	DIST NM	Turn Direction	Constraints		Nav Spec.	Remarks
	ID	Type	Flyover	Coordinates				Level	Speed		
via ARMOV											
IF	ARMOV	IAF	NO	501050.76N 0131650.52E	---	---	---	A4500+	K220-	RNAV 1	---
TF	KV292	IF	NO	500656.23N 0131356.91E	201 (205.46)	4.3	---	---	---	RNAV 1	---
via DONAD											
IF	DONAD	IAF	NO	500450.93N 0130000.00E	---	---	---	A4500+	---	RNAV 1	---
TF	KV291	---	NO	500155.29N 0131035.25E	108 (113.17)	7.4	---	---	K220-	RNAV 1	---
TF	KV292	IF	NO	500656.23N 0131356.91E	019 (023.31)	5.5	LEFT	---	---	RNAV 1	---

APPROACH NDB RWY 29

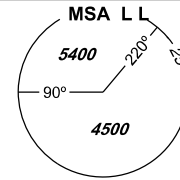
Descent angle (°)	3.00				
Type	IF	FAF	SDF 1	SDF 2	MAPt
Fix	KV292 (12.9 DME KVY)	KV29F (7.9 DME KVY)	(5.0 DME KVY)	(3.2 DME KVY)	L/MRK L (0.7 DME KVY)
Fix coordinates	500656.23N 0131356.91E	500854.77N 0130648.58E	501003.17N 0130240.30E	501045.62N 0130005.83E	501144.84N 0125630.07E
Fix formation bearing (True°)	113.11 NDB L	113.11 NDB L	113.12 NDB L	113.12 NDB L	---
Fix formation distances (NM)	12.89 DME KVY	7.89 DME KVY	5.00 DME KVY	3.20 DME KVY	0.68 DME KVY



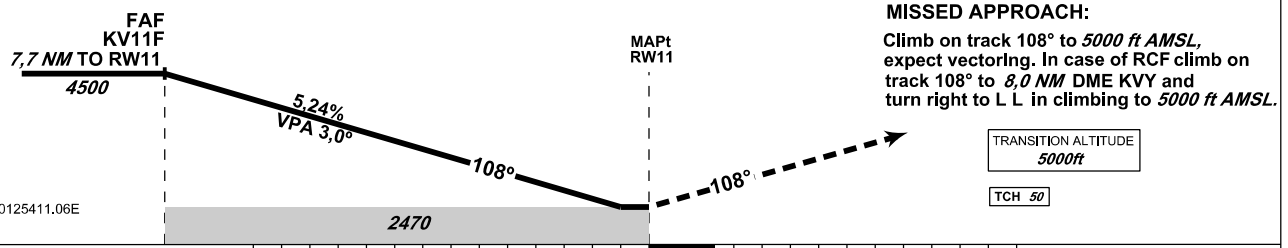
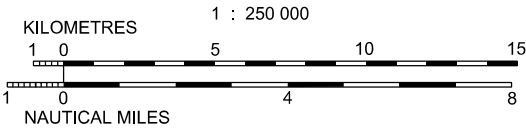
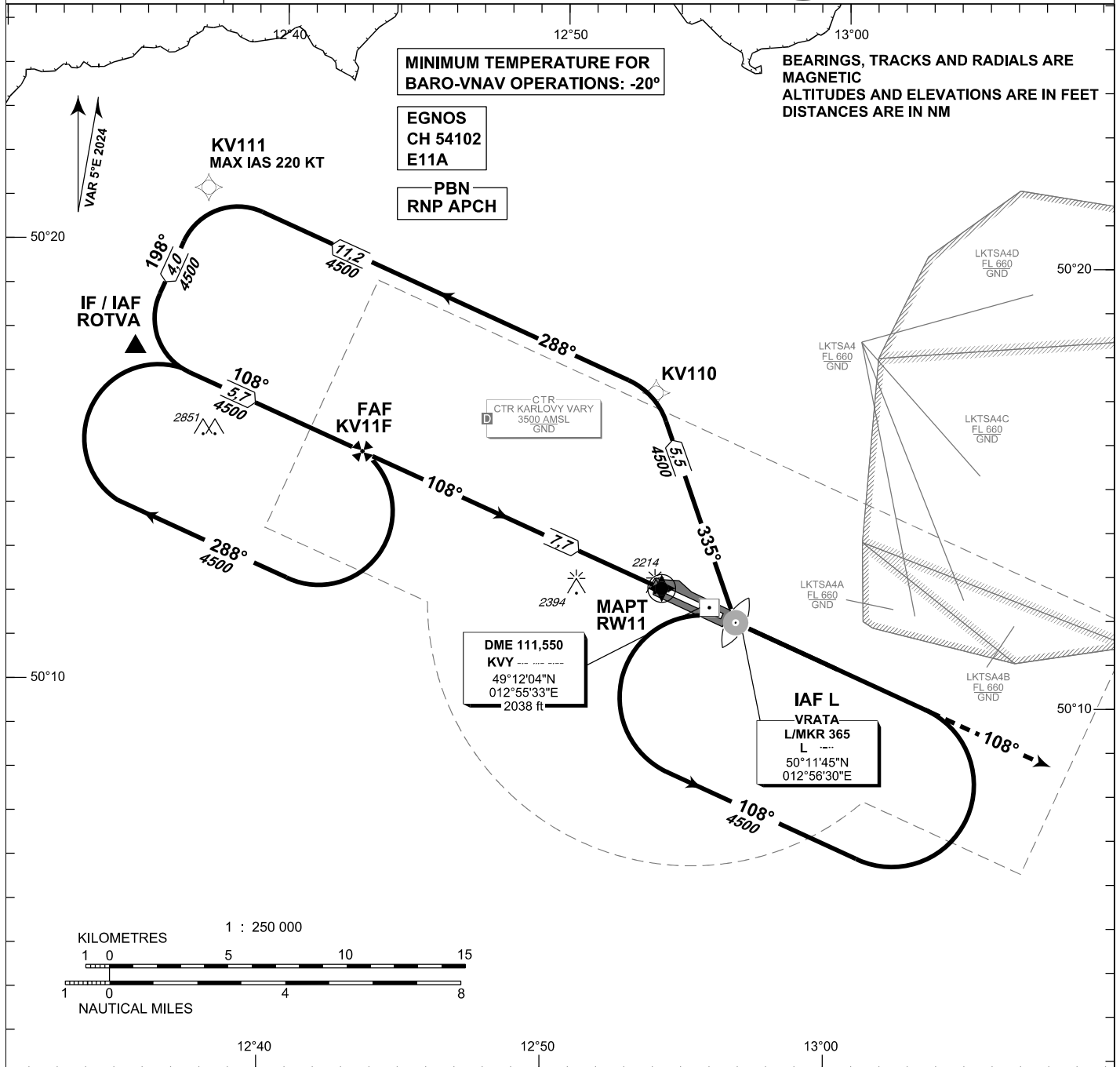
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 1989
THR RWY 11 ELEV 1988

PRAHA RADAR 118,650
VARY TOWER 121,230
121,500



KARLOVY VARY RNP RWY 11



THR 501222.85N, 0125411.06E
ELEV 1988

NM FROM THR 11 | 6 | 4 | 2 | 0 | 2 | 4 | 6 | DISTANCE IN NM FROM THR RWY 11

OCA/OCH		A	B	C	D
LNAV	ft	2470/480			
LNAV/VNAV	ft	2380/392			
LPV	ft	2349/361	2361/373	2369/381	2380/392
Circling (south of AD only)	ft	2520/530	2520/530	2970/980	3160/1170

DIST THR (MAPt)	7	6	5	4	3	2
ALTITUDES ft	4260	3940	3630	3310	2990	2670

	kt	80	100	120	140	160	180
FAF - MAPt 7,7 NM	min:sec	5:48	4:39	3:52	3:19	2:54	2:35
Rate of descent (5,24%)	ft/min	420	530	640	740	850	960

change: removal of LKD14

Timing is not authorized for defining the MAPt.

Recommended coding:

Path Terminator	Waypoint				Cours / Track MAG° (True°)	DIST NM	Turn Direction	Constraints		Nav Spec.	Remarks
	ID	Type	Flyover	Coordinates				Level	Speed		
via ROTVA											
IF	ROTVA	IF/IAF	NO	501736.71N 0123455.67E	---	---	---	A4500+	---	RNP APCH	---
TF	KV11F	FAF	NO	501523.91N 0124305.90E	108 (112.92)	5.7	---	A4500+	---	RNP APCH	---
TF	RW11	MAPT	YES	501222.85N 0125411.06E	108 (112.92)	7.7	---	---	---	RNP APCH	---
CA	---	---	---	---	108 (112.92)	17.9	---	A5000+	---	RNP APCH	---
via L L											
IF	L L	IAF	NO	501144.84N 0125630.07E	---	---	---	A4500+	---	RNP APCH	---
TF	KV110	---	NO	501655.30N 0125327.59E	335 (339.36)	5.5	---	---	---	RNP APCH	---
TF	KV111	---	NO	502117.57N 0123721.03E	288 (293.07)	11.2	LEFT	---	K220-	RNP APCH	---
IF	ROTVA	IF	NO	501736.71N 0123455.67E	198 (202.86)	4.0	LEFT	A4500+	---	RNP APCH	---
TF	KV11F	FAF	NO	501523.91N 0124305.90E	108 (112.92)	5.7	LEFT	A4500+	---	RNP APCH	---
TF	RW11	MAPT	YES	501222.85N 0125411.06E	108 (112.92)	7.7	---	---	---	RNP APCH	---
CA	---	---	---	---	108 (112.92)	17.9	---	A5000+	---	RNP APCH	---

RNAV HOLDING

Holding point	Inbound MAG° (True°)	Outbound MAG° (True°)	Turn Direction	MAX IAS kt	Min. holding altitude FT MSL / FL	Time	Distance NM	Remarks
L L	288 (293.00)	108 (113.00)	LEFT	---	A4500	1 MIN	---	---
KV11F	108 (113.00)	288 (293.00)	RIGHT	---	A4500	1 MIN	---	---

SBAS FAS Data Block

Input Data

Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	LKKV
Runway	11
Runway Letter	0 (None)
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E11A
LTP/FTP Latitude	501222.8455N
LTP/FTP Longitude	0125411.0575E
LTP/FTP Ellipsoidal Height (metres)	652.7
FPAP Latitude	501157.3265N
Delta FPAP Latitude (seconds)	-25.5190
FPAP Longitude	0125544.3045E
Delta FPAP Longitude (seconds)	93.2470
Threshold Crossing Height	50.0
TCH Units Selector	0 (feet)
Glidepath Angle (degrees)	3.00
Course Width (metres)	105.00
Length Offset (metres)	0
HAL (metres)	40.0
VAL (metres)	50.0

Output Data

Data Block	10 16 0B 0B 0C 0B 00 00 01 31 31 05 7B D5 8B 15 E3 92 89 05 7F 2D A2 38 FF 7E D8 02 F4 01 2C 01 64 00 C8 FA 6B 14 1B 35
Calculated CRC Value	6B141B35

Required Additional Data

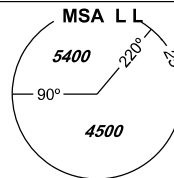
ICAO Code	LK
LTP/FTP Orthometric Height (metres)	605.8



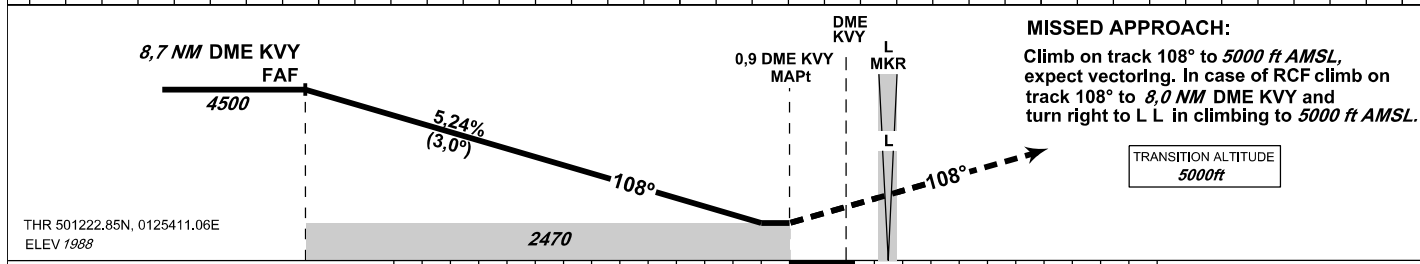
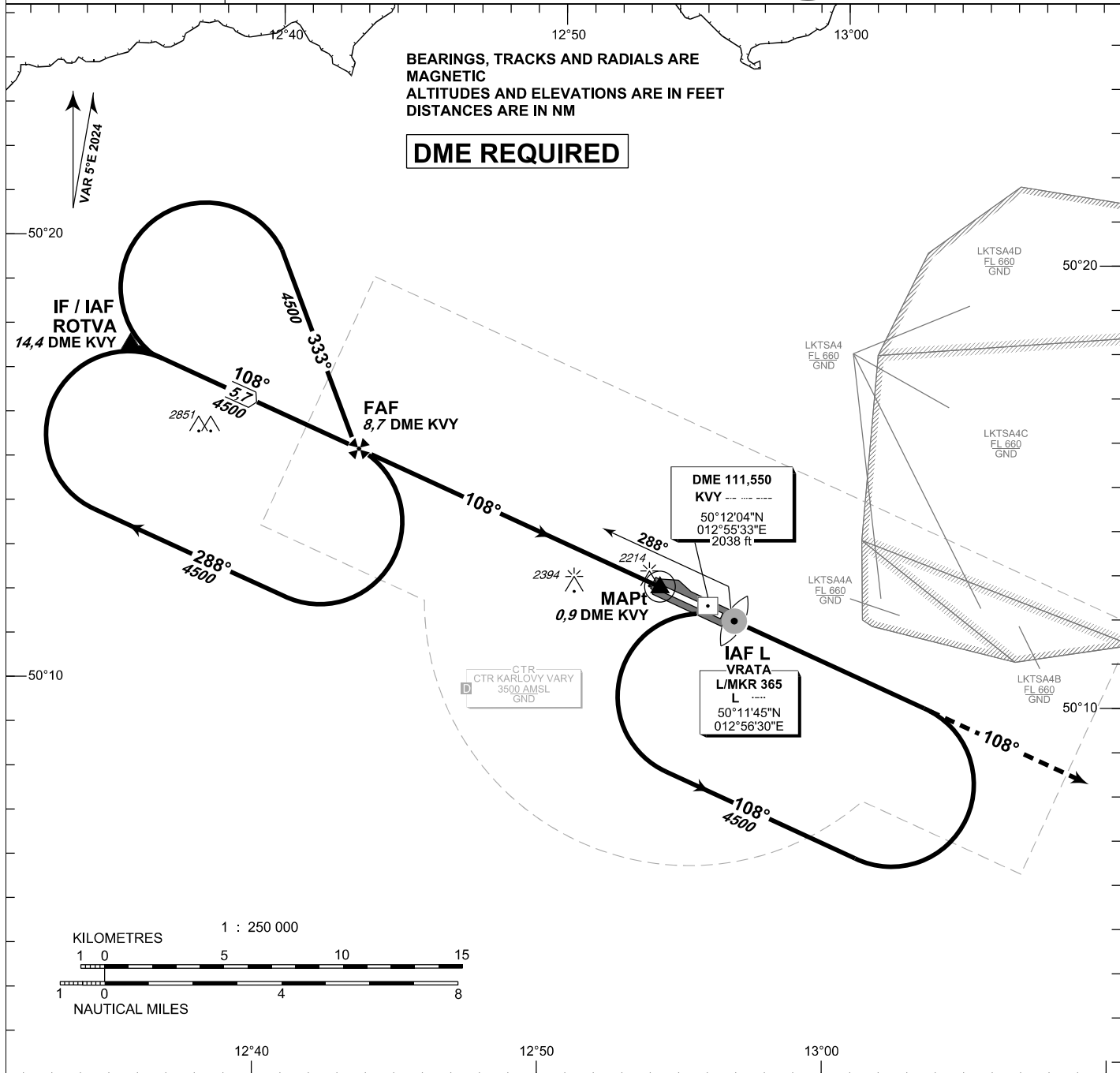
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 1989
THR RWY 11 ELEV 1988

PRAHA RADAR 118,650
VARY TOWER 121,230
121,500



KARLOVY VARY NDB RWY 11



OCA/OCH	A	B	C	D	DME KVV NM	8	7	6	5	4	3	2
Straight-in Approach	2470/480				DIST THR (MAPt)	7,1	6,1	5,1	4,1	3,1	2,1	1,1
Circling (south of AD only)	2520/530	2520/530	2970/980	3160/1170	ALTITUDES ft	4290	3970	3650	3330	3010	2700	2380
						kt	80	100	120	140	160	180
					FAF - MAPt 7,7 NM	min:sec	5:48	4:38	3:52	3:19	2:54	2:35
					Rate of descent (5,24%)	ft/min	420	530	640	740	850	960

change: removal of LKD14

Timing is not authorized for defining the MAPt.

Recommended coding:

<i>Descent angle (°)</i>	3.00			
<i>Type</i>	IF/IAF	FAF	SDF	MAPt
<i>Fix</i>	ROTV (14.4 DME KVY)	(8.7 DME KVY)	---	THR11 (0.9 DME KVY)
<i>Fix coordinates</i>	501736.71N 0123455.67E	501523.91N 0124305.90E	---	501222.85N 0125411.06E
<i>Fix formation bearing (True°)</i>	293.11 NDB L	293.11 NDB L	---	293.15 NDB L
<i>Fix formation distances (NM)</i>	14.36 DME KVY	8.67 DME KVY	---	0.93 DME KVY

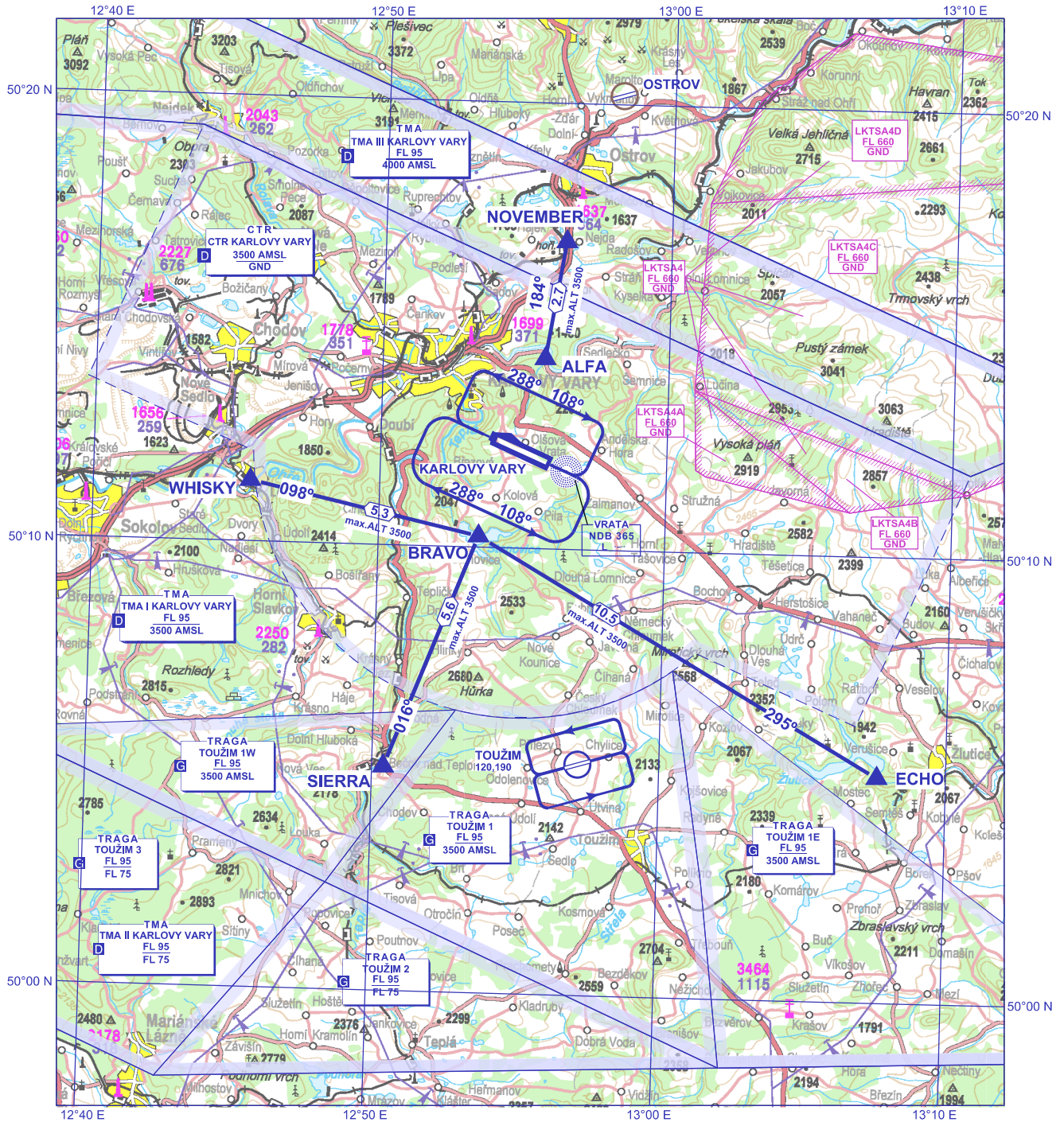


AD ELEV 1989 ft/606 m

BEARINGS ARE MAGNETIC
ALT AND ELEV IN FEET
DISTANCES ARE IN NM

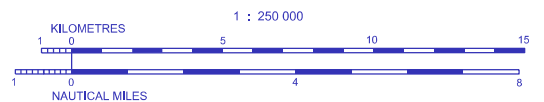
PRAGA RADAR	118,650
VARY TOWER	121,230
KARLOVY VARY ATIS	127,640
EMERGENCY FREQ	121,500

VFR Arrivals and Departures Chart KARLOVY VARY



change: removal of LKD14

ALFA	50° 14' 16" N 012° 55' 40 E	NOVEMBER	50° 16' 54" N 012° 56' 19 E
BRAVO	50° 10' 15" N 012° 53' 30 E	SIERRA	50° 05' 02" N 012° 50' 24 E
ECHO	50° 05' 03" N 013° 07' 36E	WHISKY	50° 11' 22" N 012° 45' 29E



1502 Elevation of Top (AMSL) of obstacle
499 Height of Obstacle (AGL)

Arrivals	Waypoint sequence
ECHO 1 NOVEMBER 1 SIERRA 1 WHISKY 1	ECHO - BRAVO NOVEMBER - ALFA SIERRA - BRAVO WHISKY - BRAVO
Departures	Waypoint sequence
ECHO 1	After departure from RWY 11 - Right turn DCT ECHO After departure from RWY 29 - Left turn DCT ECHO
NOVEMBER 1	After departure from RWY 11 - Left turn DCT NOVEMBER After departure from RWY 29 - Right turn DCT NOVEMBER
SIERRA 1	After departure from RWY 11 - Right turn DCT SIERRA After departure from RWY 29 - Left turn DCT SIERRA
WHISKY 1	After departure from RWY 11 - Right turn DCT WHISKY After departure from RWY 29 - Left turn DCT WHISKY



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

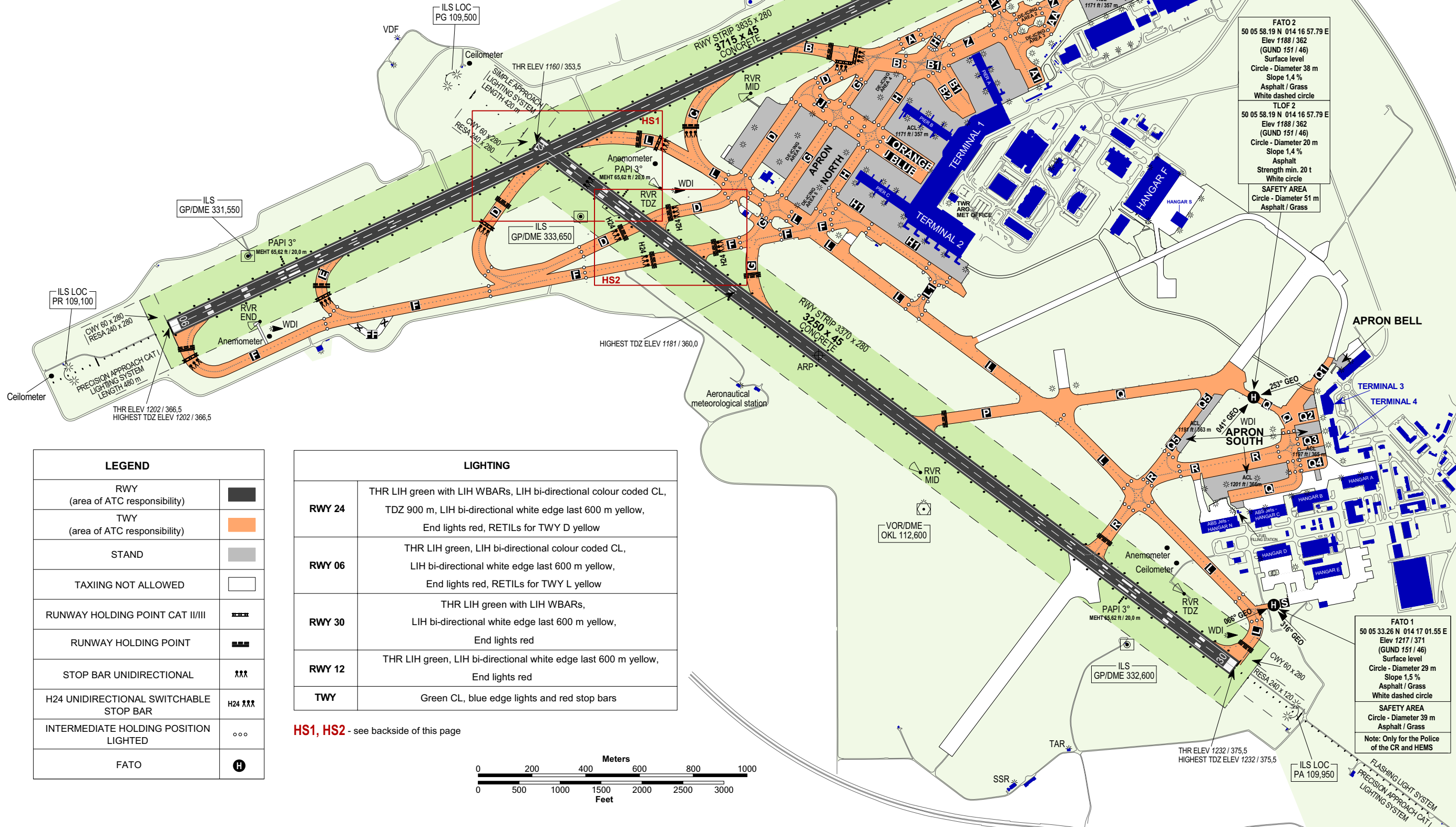
PRAHA/Ruzyň

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



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

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



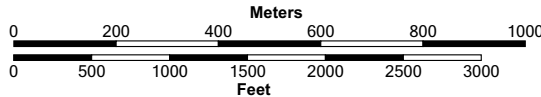
FATO 2
50 05 58.19 N 014 16 57.79 E
Elev 1188 / 362
(GUND 151 / 46)
Surface level
Circle - Diameter 38 m
Slope 1,4 %
Asphalt / Grass
White dashed circle
TLOF 2
50 05 58.19 N 014 16 57.79 E
Elev 1188 / 362
(GUND 151 / 46)
Circle - Diameter 20 m
Slope 1,4 %
Asphalt
Strength min. 20 t
White circle
SAFETY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

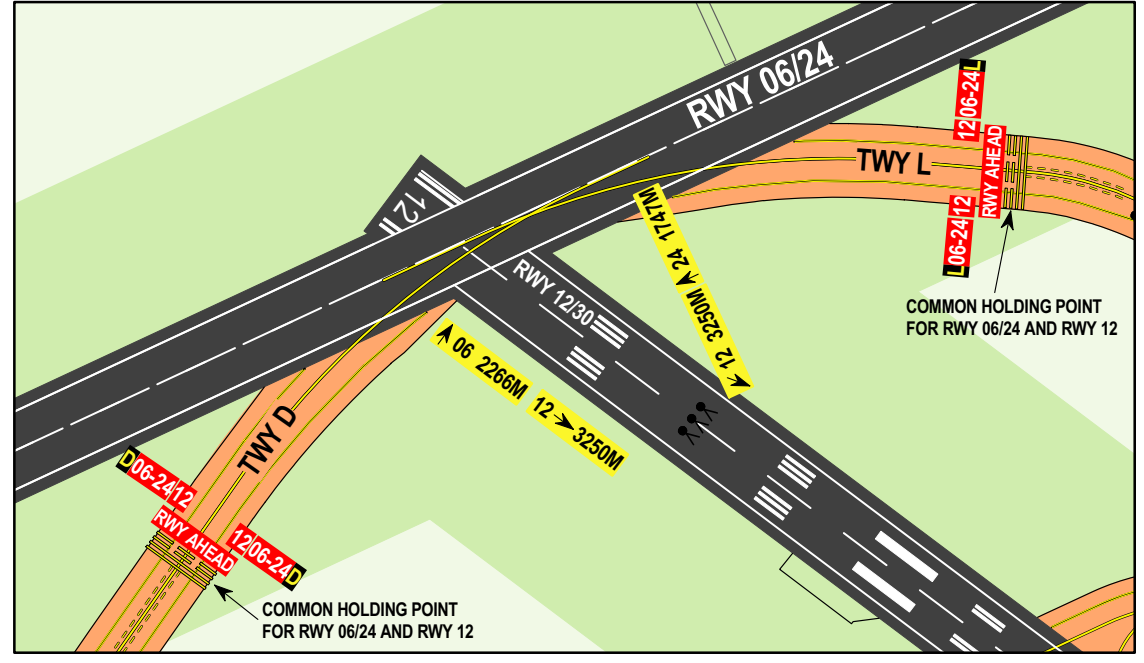
HS1, HS2 - see backside of this page



changes: 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

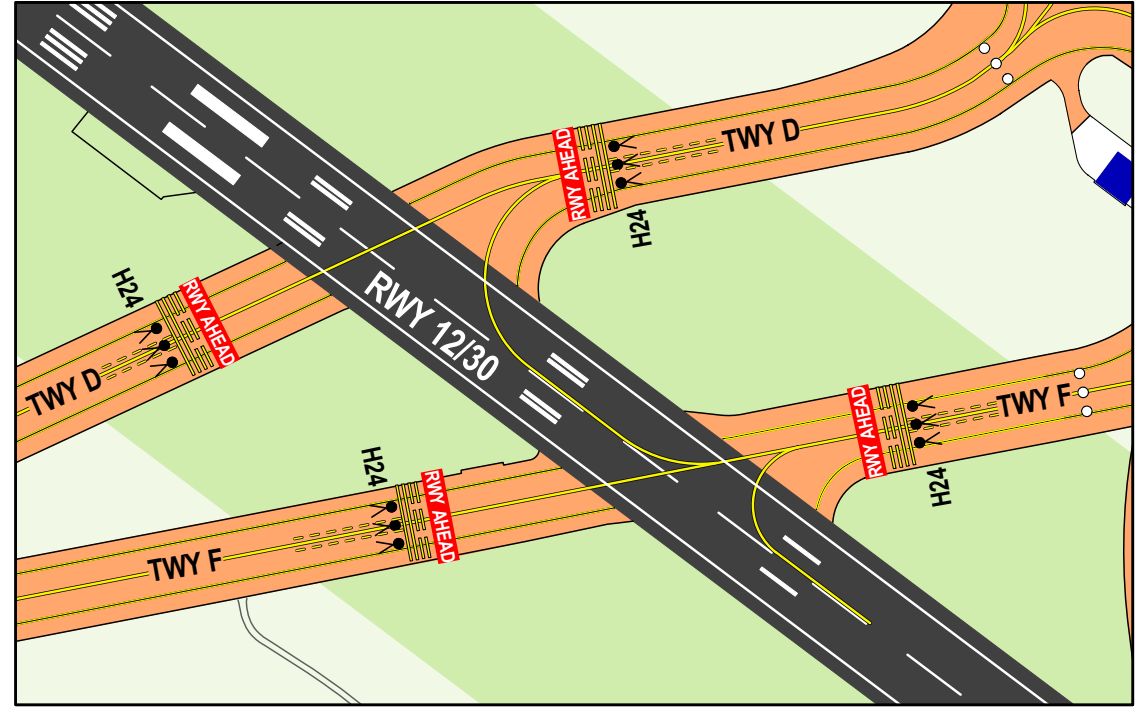
Possible misidentification of TWY D, RWY 12 AND TWY L.
After landing on RWY 06/24 do not vacate via RWY 12 unless explicitly instructed by ATC to do so.



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)

TAXI ROUTES FOR A340-600, A350-1000, A380, AN124, B747-8, B777-300/300ER, C5

PRAHA/Ruzyně

LEGEND

- Available taxi route (without limitations), bi-directional
- Available taxi route, one way
- Available taxi route with limitations - oversteering necessary
- Taxiing prohibited
- Fixed obstacle - mast
- Fixed obstacle - building
- Position for A380 where expect to hold at the ATC request due to OCA compliance

Pilots are requested to

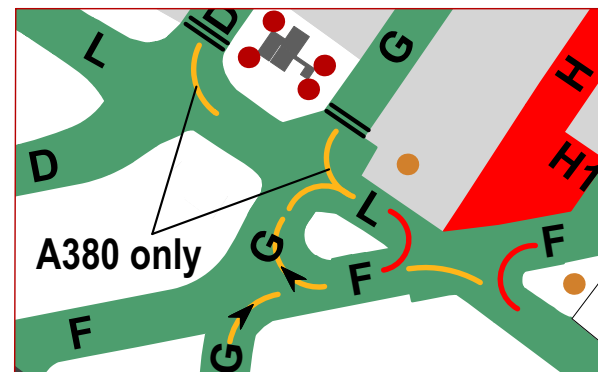
- use minimum thrust during taxiing
- taxi with outer engines off if applicable
- Max. speed on apron TWYs and aircraft stand taxilanes is 10 kt

Notice

- TWY R between TWY L and TWY Q intended for ACFT with wingspan up to 69 m
- taxiing on TWY Q, Q2 and Q3 is further regulated in paragraph 2.20.4.18 in TEXT 2



Detail 1



change: text in paragraph "Pilots are requested to"

DELIVERY GROUND	120,060
APRON	121,910
	131,950

APRON ELEV 1171 ft / 357 m

AIRCRAFT PARKING / DOCKING CHART - ICAO

PRAHA/Ruzyně

PARKING STANDS AND TAXIING ON APRON NORTH PRAHA / RUZYŇE

LEGEND	
MANOEUVRING AREA	
AIRCRAFT STANDS	
SERVICE AREA (TAXIING NOT ALLOWED)	
SERVICE ROAD	
APRON BOUNDARY	
TWY CENTRE LINE	
STAND LEAD-IN LINE	
ALTERNATIVE STAND LEAD-IN LINE	
DE-ICING AREA	
AIRCRAFT STAND SAFETY LINE	
AIRCRAFT STAND / ALTER. STAND	75 / 22A
PUSH/PULL STOP BAR	3
INTERMEDIATE HOLDING POSITION LIGHTED	
INTERMEDIATE HOLDING POSITION	
STOP BAR UNIDIRECTIONAL	
RUNWAY HOLDING POINT	
RUNWAY HOLDING POINT CAT II/III	
WINGSPAN LIMITATION (m)	52
MAST	

VAR 5°E 2022
ANNUAL RATE OF CHANGE +10"

RWY 06 / 24



change: widening of TWY arc (TWY L x TWY D);
 previous change: boundary of stands along TWY B1; new stand 4, 5, 6, 7; stand 4A withdrawn; position of passenger boarding bridges at Pier A (TERMINAL 1);
 position of PUSH 1,2 at TWY B1; PUSH 1,2 at TWY A1; PUSH 3,4 at TWY B2; PUSH 1-7 at TWY H1;
 back side: coordinates of stand 4, 5, 6, 7, 62, 63; wing span at stand 4, 5, 62, 63; stand 4A withdrawn;

INS COORDINATES FOR AIRCRAFT STANDS

AIRCRAFT STAND	WING SPAN (m)	INS COORDINATES		INS COORDINATES		NOTICE
1	52	50°06'36,21"N	14°16'10,81"E	50°06,6'N	14°16,2'E	available for ACFT with wingspan between 52-65 m - ACFT has to be pulled on stand by towbar aircraft tractor
1A	36	50°06'35,81"N	14°16'12,37"E	50°06,6'N	14°16,2'E	alternative stand
1B	36	50°06'36,68"N	14°16'09,88"E	50°06,7'N	14°16,1'E	alternative stand
3	68,5	50°06'39,15"N	14°16'08,32"E	50°06,7'N	14°16,1'E	taxiing via TWY A1 is allowed for ACFT with wingspan up to 68,5 m
3A	36	50°06'38,94"N	14°16'09,69"E	50°06,6'N	14°16,2'E	alternative stand
3B	36	50°06'39,24"N	14°16'07,78"E	50°06,7'N	14°16,1'E	alternative stand
4	36	50°06'38,28"N	14°16'03,33"E	50°06,6'N	14°16,1'E	
5	36	50°06'37,01"N	14°16'04,55"E	50°06,6'N	14°16,1'E	
6	36	50°06'35,74"N	14°16'05,81"E	50°06,6'N	14°16,1'E	
7	36	50°06'34,38"N	14°16'06,75"E	50°06,6'N	14°16,1'E	
9	36	50°06'31,45"N	14°16'00,89"E	50°06,5'N	14°16,0'E	
10	36	50°06'32,20"N	14°15'58,88"E	50°06,5'N	14°16,0'E	
11	36	50°06'33,20"N	14°15'57,21"E	50°06,6'N	14°16,0'E	
12	65	50°06'34,15"N	14°15'55,00"E	50°06,6'N	14°15,9'E	taxiing via TWY B2 is allowed for ACFT with wingspan up to 65 m
14	65	50°06'31,02"N	14°15'52,32"E	50°06,5'N	14°15,9'E	
14A	80	50°06'31,20"N	14°15'53,16"E	50°06,5'N	14°15,9'E	alternative stand
15	36	50°06'29,83"N	14°15'55,08"E	50°06,5'N	14°15,9'E	
16	65	50°06'28,75"N	14°15'57,56"E	50°06,5'N	14°16,0'E	
17	36	50°06'23,28"N	14°15'52,94"E	50°06,4'N	14°15,9'E	
18	36	50°06'24,08"N	14°15'50,99"E	50°06,4'N	14°15,8'E	
19	43	50°06'24,93"N	14°15'48,73"E	50°06,4'N	14°15,8'E	
20	46	50°06'26,17"N	14°15'46,44"E	50°06,4'N	14°15,8'E	
22	65	50°06'23,01"N	14°15'43,74"E	50°06,4'N	14°15,7'E	according to the operational procedures of the airport operator also available for ACFT with wingspan up to 80 m
22A	36	50°06'22,77"N	14°15'42,44"E	50°06,4'N	14°15,7'E	alternative stand
22B	36	50°06'22,78"N	14°15'44,35"E	50°06,4'N	14°15,7'E	alternative stand
23	36	50°06'21,64"N	14°15'46,30"E	50°06,4'N	14°15,8'E	
24	36	50°06'20,49"N	14°15'48,71"E	50°06,3'N	14°15,8'E	
24A	29	50°06'20,45"N	14°15'48,39"E	50°06,3'N	14°15,8'E	alternative stand
24B	29	50°06'20,42"N	14°15'50,16"E	50°06,3'N	14°15,8'E	alternative stand

INS COORDINATES FOR AIRCRAFT STANDS

AIRCRAFT STAND	WING SPAN (m)	INS COORDINATES		INS COORDINATES		NOTICE
26	36	50°06'17,74"N	14°15'53,45"E	50°06,3'N	14°15,9'E	
27	36	50°06'16,90"N	14°15'55,36"E	50°06,3'N	14°15,9'E	
28	36	50°06'16,07"N	14°15'57,28"E	50°06,3'N	14°16,0'E	
29	36	50°06'15,23"N	14°15'59,18"E	50°06,3'N	14°16,0'E	
30	36	50°06'14,39"N	14°16'01,10"E	50°06,2'N	14°16,0'E	
31	36	50°06'13,56"N	14°16'03,01"E	50°06,2'N	14°16,1'E	
50	36	50°06'36,30"N	14°15'49,95"E	50°06,6'N	14°15,8'E	
50A	52	50°06'36,04"N	14°15'49,33"E	50°06,6'N	14°15,8'E	alternative stand
51	36	50°06'35,12"N	14°15'48,17"E	50°06,6'N	14°15,8'E	
52	36	50°06'33,85"N	14°15'46,80"E	50°06,6'N	14°15,8'E	
53	36	50°06'32,61"N	14°15'45,50"E	50°06,5'N	14°15,8'E	
54	36	50°06'28,77"N	14°15'41,41"E	50°06,5'N	14°15,7'E	
55	36	50°06'26,73"N	14°15'39,23"E	50°06,4'N	14°15,7'E	
56	36	50°06'25,50"N	14°15'37,92"E	50°06,4'N	14°15,6'E	
57	36	50°06'24,27"N	14°15'36,61"E	50°06,4'N	14°15,6'E	
58	65	50°06'21,45"N	14°15'34,33"E	50°06,4'N	14°15,6'E	
58A	36	50°06'22,94"N	14°15'35,48"E	50°06,4'N	14°15,6'E	alternative stand
58B	36	50°06'21,51"N	14°15'34,20"E	50°06,4'N	14°15,6'E	alternative stand
60	36	50°06'32,00"N	14°15'33,77"E	50°06,5'N	14°15,6'E	
61	29	50°06'30,54"N	14°15'32,33"E	50°06,5'N	14°15,5'E	
62	41	50°06'29,16"N	14°15'31,03"E	50°06,5'N	14°15,5'E	
63	41	50°06'27,59"N	14°15'29,35"E	50°06,5'N	14°15,5'E	
64	29	50°06'26,27"N	14°15'27,77"E	50°06,4'N	14°15,5'E	
70	29	50°06'33,39"N	14°15'26,57"E	50°06,6'N	14°15,4'E	stand available SR - SS; usable for ACFT with height up to 9,5 m
71	29	50°06'32,38"N	14°15'25,49"E	50°06,5'N	14°15,4'E	stand available SR - SS; usable for ACFT with height up to 9,5 m
72	36	50°06'31,27"N	14°15'24,28"E	50°06,5'N	14°15,4'E	
73	36	50°06'29,85"N	14°15'22,76"E	50°06,5'N	14°15,4'E	
74	36	50°06'28,42"N	14°15'21,23"E	50°06,5'N	14°15,4'E	
75	29	50°06'27,31"N	14°15'20,07"E	50°06,5'N	14°15,3'E	
T1	52	50°06'42,01"N	14°16'17,88"E	50°06,7'N	14°16,3'E	

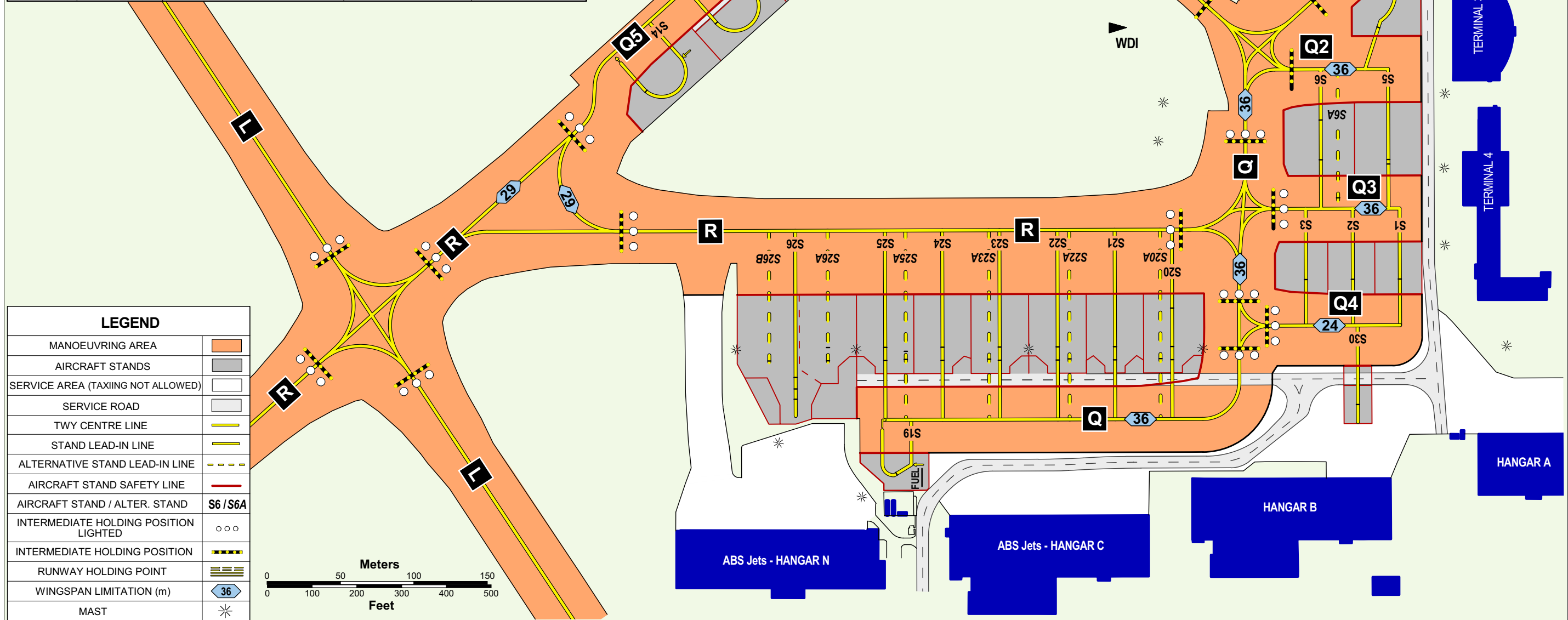


DELIVERY GROUND TWR	120,060 121,910 134,560	S1 - S9 APRON ELEV 1197 ft / 365 m	S14 - S17 APRON ELEV 1191 ft / 363 m	S19 - S26 APRON ELEV 1201 ft / 366 m
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PARKING STANDS AND TAXIING ON APRON SOUTH

PRAHA/Ruzyně

STANDS	WING SPAN (m)	INS COORDINATES		NOTICE	
S1	24	50°05'51,61"N	014°17'10,28"E	50°05,9'N 014°17,2'E	
S2	24	50°05'51,40"N	014°17'08,70"E	50°05,9'N 014°17,2'E	
S3	24	50°05'51,20"N	014°17'07,12"E	50°05,9'N 014°17,1'E	
S5	36	50°05'54,10"N	014°17'09,12"E	50°05,9'N 014°17,2'E	
S6	32	50°05'51,20"N	014°17'07,12"E	50°05,9'N 014°17,1'E	
S6A	65 + 74H	50°05'53,10"N	014°17'07,66"E	50°05,9'N 014°17,1'E	alternative stand
S9	29	50°05'56,96"N	014°17'07,89"E	50°05,9'N 014°17,1'E	
S14	24	50°05'52,50"N	014°16'43,70"E	50°05,9'N 014°16,7'E	stand available SR-SS
S15	24	50°05'54,26"N	014°16'45,60"E	50°05,9'N 014°16,8'E	stand available SR-SS
S16	24	50°05'55,81"N	014°16'47,41"E	50°05,9'N 014°16,8'E	stand available SR-SS
S17	24	50°05'57,34"N	014°16'49,28"E	50°06,0'N 014°16,8'E	stand available SR-SS
S19	15	50°05'45,27"N	014°16'54,62"E	50°05,8'N 014°16,9'E	stand available SR-SS
S20	29	50°05'49,05"N	014°17'03,11"E	50°05,8'N 014°17,1'E	
S20A	36	50°05'48,88"N	014°17'02,75"E	50°05,8'N 014°17,0'E	alternative stand
S21	29	50°05'48,80"N	014°17'01,18"E	50°05,8'N 014°17,0'E	
S22	29	50°05'48,56"N	014°16'59,26"E	50°05,8'N 014°17,0'E	
S22A	36	50°05'48,49"N	014°16'59,69"E	50°05,8'N 014°17,0'E	alternative stand
S23	29	50°05'48,31"N	014°16'57,31"E	50°05,8'N 014°17,0'E	
S23A	36	50°05'48,14"N	014°16'56,99"E	50°05,8'N 014°16,9'E	alternative stand
S24	29	50°05'48,06"N	014°16'55,38"E	50°05,8'N 014°16,9'E	
S25	29	50°05'47,82"N	014°16'53,46"E	50°05,8'N 014°16,9'E	
S25A	36 + LOH	50°05'47,87"N	014°16'54,16"E	50°05,8'N 014°16,9'E	alternative stand
S26	65 + 74H	50°05'46,69"N	014°16'50,67"E	50°05,8'N 014°16,8'E	
S26A	29	50°05'47,57"N	014°16'51,53"E	50°05,8'N 014°16,9'E	alternative stand
S26B	31	50°05'47,17"N	014°16'49,60"E	50°05,8'N 014°16,8'E	alternative stand
S30	13	50°05'48,72"N	014°17'09,69"E	50°05,8'N 014°17,2'E	stand available SR-SS



LEGEND	
MANOEUVRING AREA	
AIRCRAFT STANDS	
SERVICE AREA (TAXIING NOT ALLOWED)	
SERVICE ROAD	
TWY CENTRE LINE	
STAND LEAD-IN LINE	
ALTERNATIVE STAND LEAD-IN LINE	
AIRCRAFT STAND SAFETY LINE	
AIRCRAFT STAND / ALTER. STAND	S6 / S6A
INTERMEDIATE HOLDING POSITION LIGHTED	
INTERMEDIATE HOLDING POSITION	
RUNWAY HOLDING POINT	
WINGSPAN LIMITATION (m)	
MAST	

change: FATO 2 / TLOF 2

VAR 5'E 2022
ANNUAL RATE
OF CHANGE +10

PARKING STANDS AND TAXIING ON APRON EAST PRAHA/Ruzyně

APRON ELEV
1171 ft/357 m

RUZYŇĚ DELIVERY	120,060
GROUND	121,910
TWR	134,560

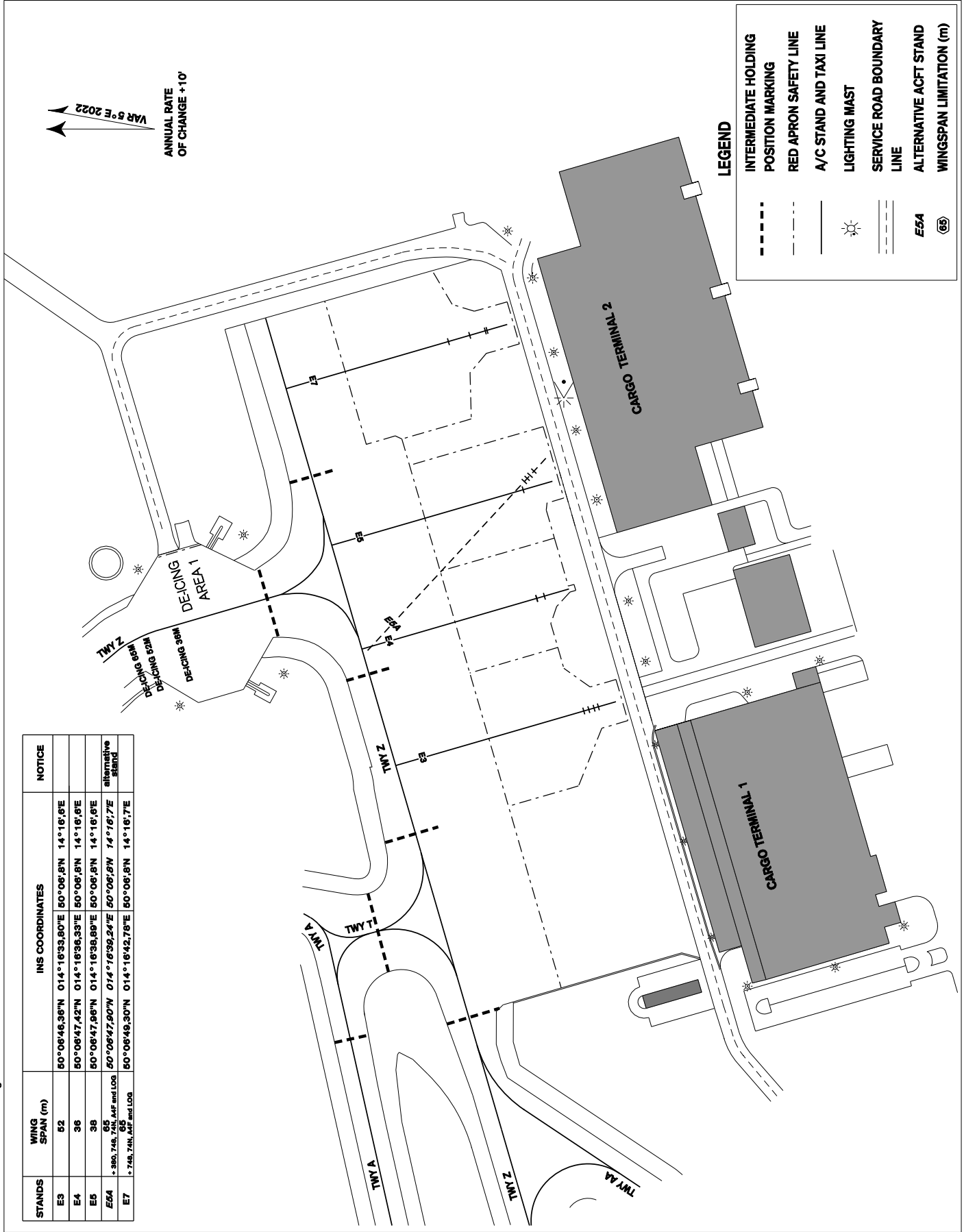
VAR 5° E 2022
ANNUAL RATE
OF CHANGE +10'

LEGEND

	INTERMEDIATE HOLDING
	POSITION MARKING
	RED APRON SAFETY LINE
	A/C STAND AND TAXI LINE
	LIGHTING MAST
	SERVICE ROAD BOUNDARY LINE
	ALTERNATIVE ACFT STAND
	WINGSPAN LIMITATION (m)

STANDS	WING SPAN (m)	INS COORDINATES	NOTICE
E3	52	50°06'48,36"N 014°18'33,80"E 50°06'8"N 14°16'6"E	
E4	36	50°06'47,42"N 014°18'36,33"E 50°06'8"N 14°16'6"E	
E5	38	50°06'47,96"N 014°18'38,86"E 50°06'8"N 14°16'6"E	
E6A	65	50°06'47,90"W 014°16'39,24"E 50°06'8"W 14°16'7"E	alternative stand
E7	65	50°06'49,30"N 014°18'42,76"E 50°06'8"N 14°16'7"E	

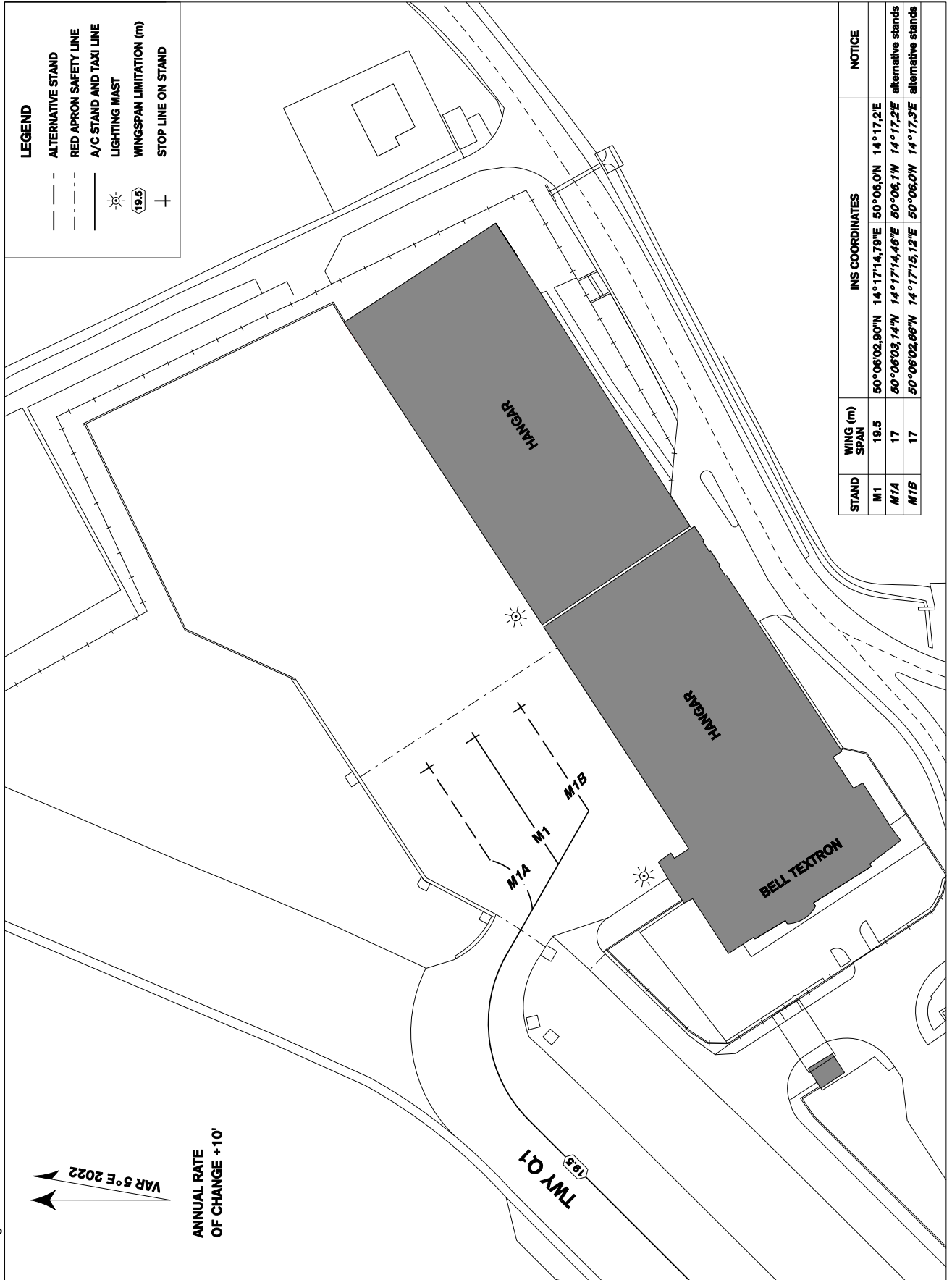
change: VAR



PARKING STANDS AND TAXIING ON APRON BELL PRAHA/Ruzyně

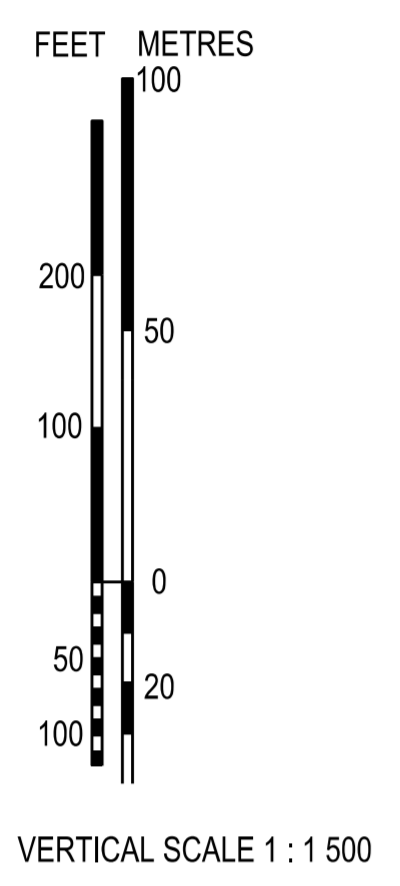
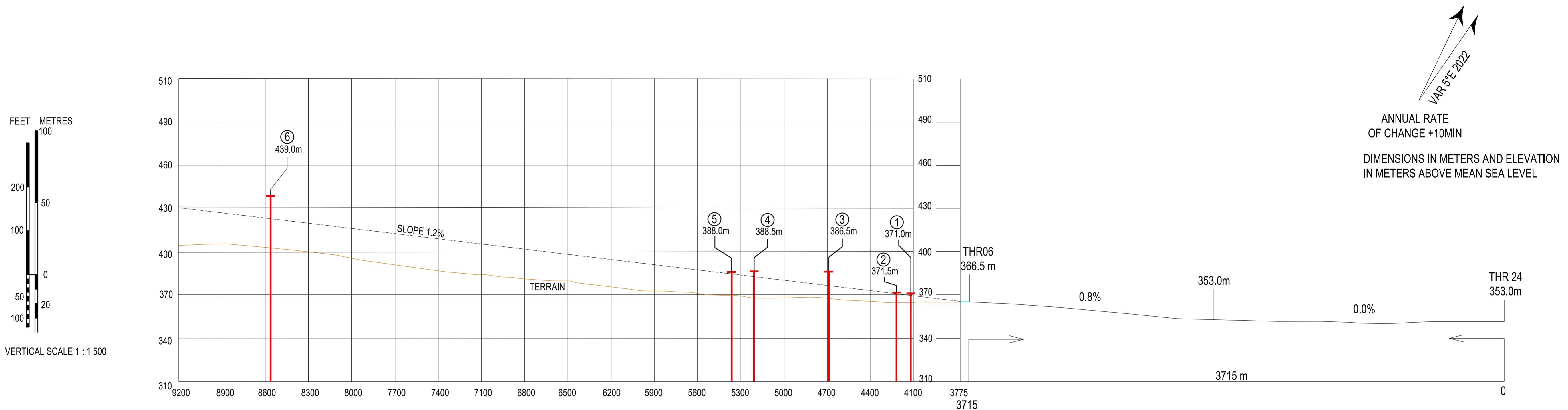
APRON ELEV
1188 ft / 362 m

RUZYŇĚ DELIVERY	120,060
GROUND	121,910
TWR	134,560



AERODROME OBSTACLE CHART - ICAO TYPE A (OPERATING LIMITATION)

PRAHA / Ruzyně RWY 24

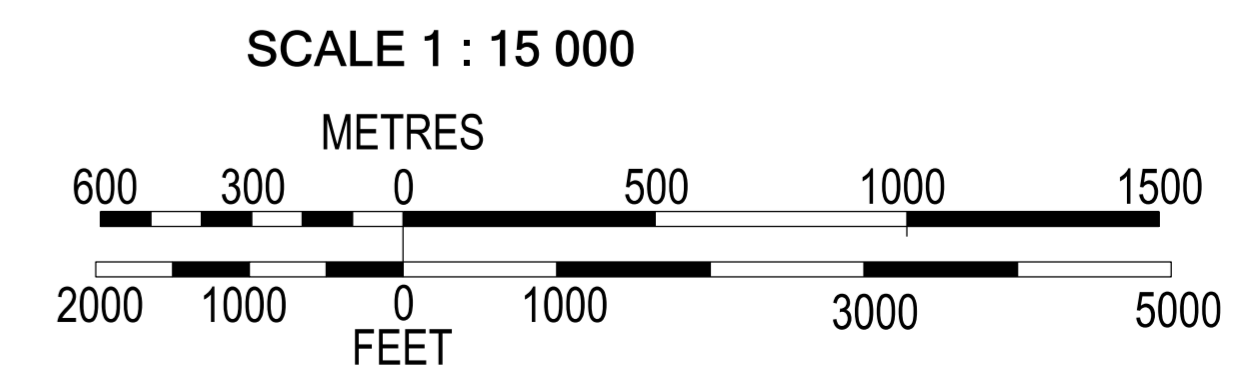
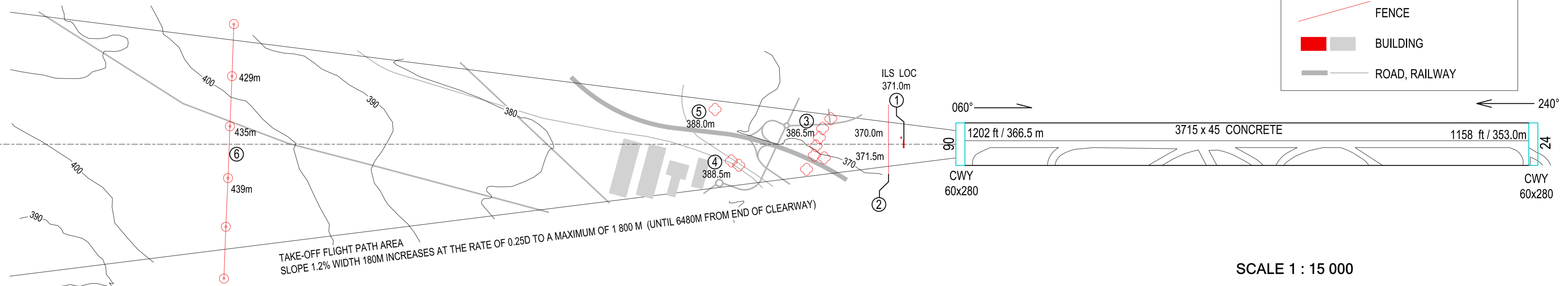


RWY 24

DECLARED DISTANCES	
TAKE - OFF RUN AVAILABLE	3715
TAKE - OFF DISTANCE AVAILABLE	3775
ACCELERATE STOP DISTANCE	3715
LANDING DISTANCE AVAILABLE	3715

LEGEND

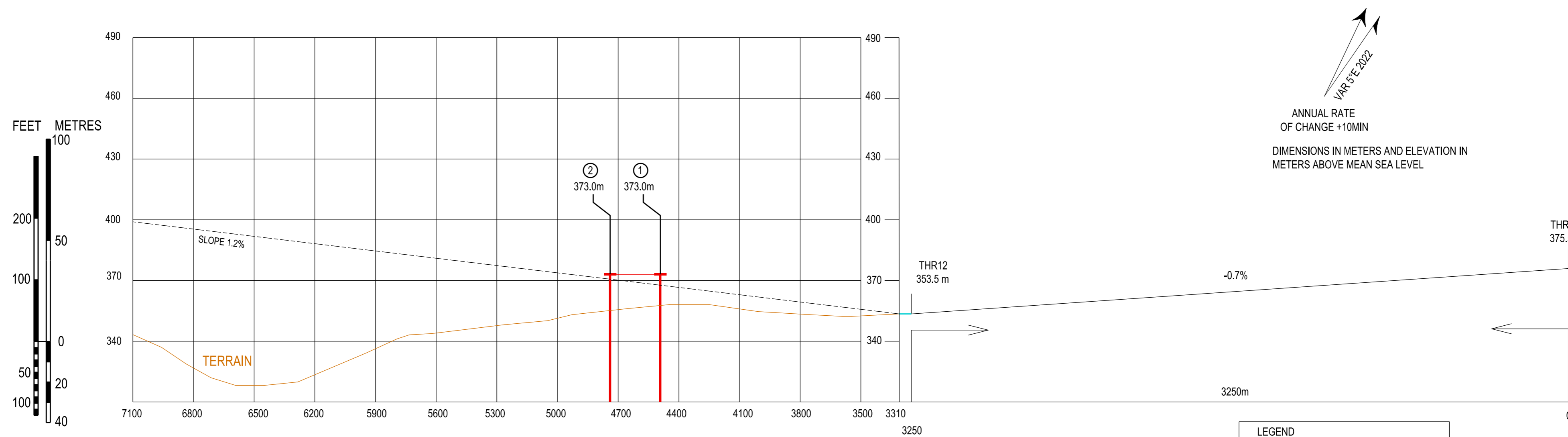
- CONTOUR
- TERRAIN
- OBSTACLE
- TRANSMISSION LINE
- TREES
- FENCE
- BUILDING
- ROAD, RAILWAY



change of horizontal and vertical scale

AERODROME OBSTACLE CHART - ICAO TYPE A (OPERATING LIMITATION)

PRAHA / Ruzyně RWY 30



VERTICAL SCALE 1 : 1 500

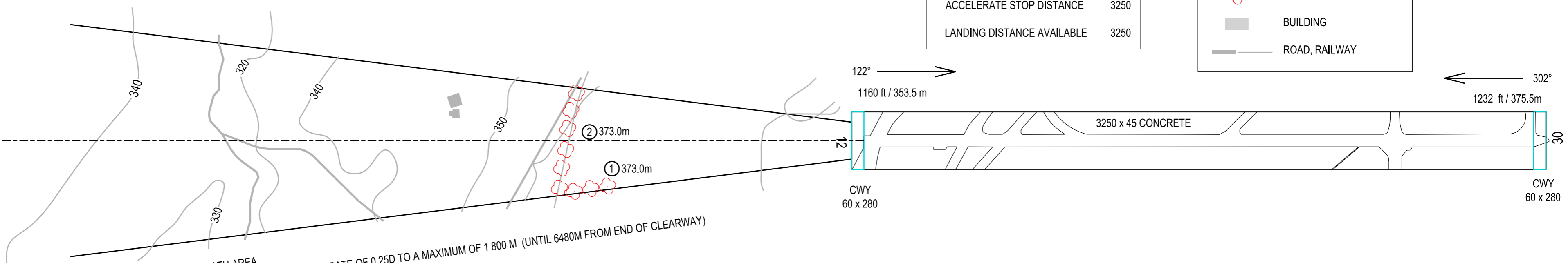
RWY 30

DECLARED DISTANCES	
TAKE - OFF RUN AVAILABLE	3250
TAKE - OFF DISTANCE AVAILABLE	3310
ACCELERATE STOP DISTANCE	3250
LANDING DISTANCE AVAILABLE	3250

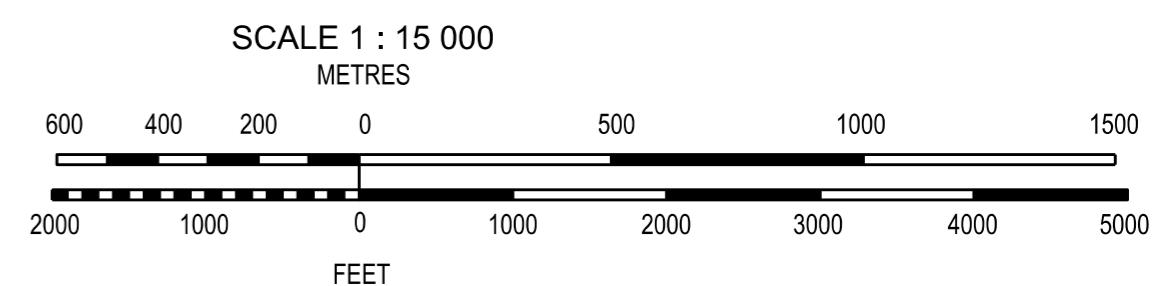
LEGEND

- 230 CONTOUR
- TERRAIN
- ① OBSTACLE
- TREES
- BUILDING
- ROAD, RAILWAY

change of horizontal and vertical scale

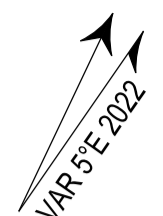


TAKE-OFF FLIGHT PATH AREA
SLOPE 1.2% WIDTH 180M INCREASES AT THE RATE OF 0.25D TO A MAXIMUM OF 1 800 M (UNTIL 6480M FROM END OF CLEARWAY)



AERODROME OBSTACLE CHART - ICAO TYPE A (OPERATING LIMITATION)

PRAHA / Ruzyně RWY 12



ANNUAL RATE
OF CHANGE +10MIN
DIMENSIONS IN METERS AND ELEVATION
IN METERS ABOVE MEAN SEA LEVEL

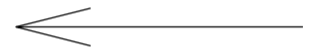
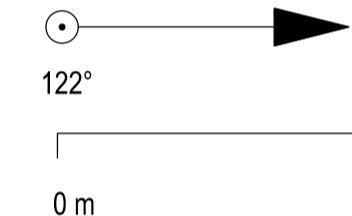
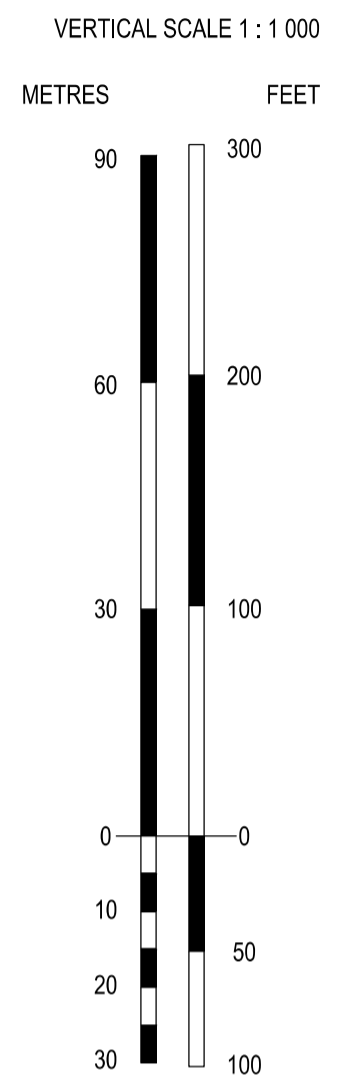
THR12
353.5 m

-0.7%

THR 30
375.5m

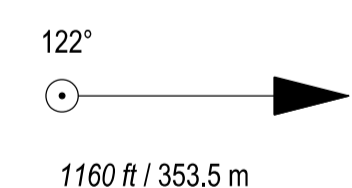
1.2% SLOPE

TERRAIN



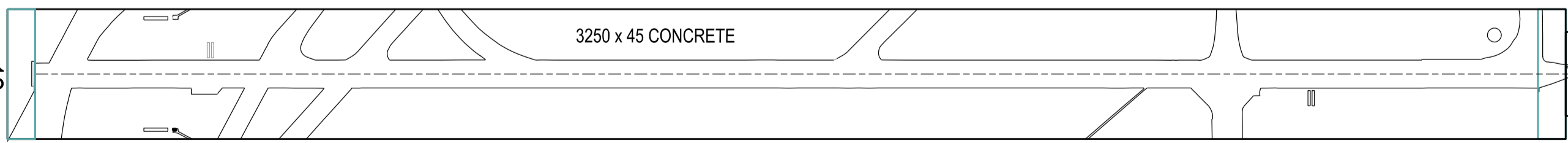
RWY 12 DECLARED DISTANCES	
TAKE - OFF RUN AVAILABLE	3250
TAKE - OFF DISTANCE AVAILABLE	3310
ACCELERATE STOP DISTANCE	3250
LANDING DISTANCE AVAILABLE	3250

LEGEND	
	CONTOUR
	TERRAIN
	OBSTACLE
	FENCE
	BUILDING
	ROAD

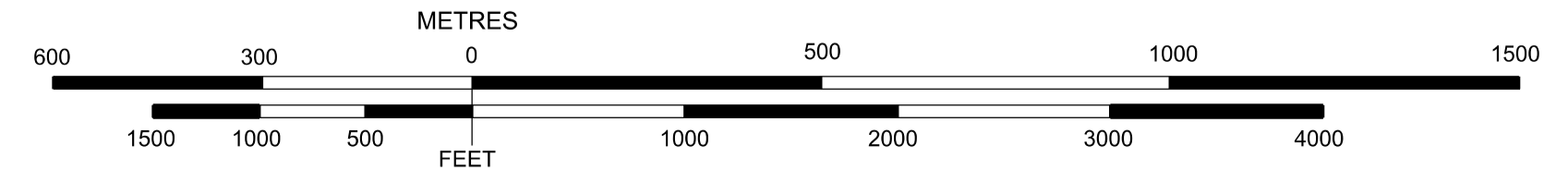


1232 ft / 375.5m

TAKE-OFF FLIGHT PATH AREA
SLOPE 1.2% WIDTH 180M INCREASES AT THE RATE OF 0.25D TO A MAXIMUM OF 1 800 M (UNTIL 6480M FROM END OF CLEARWAY)

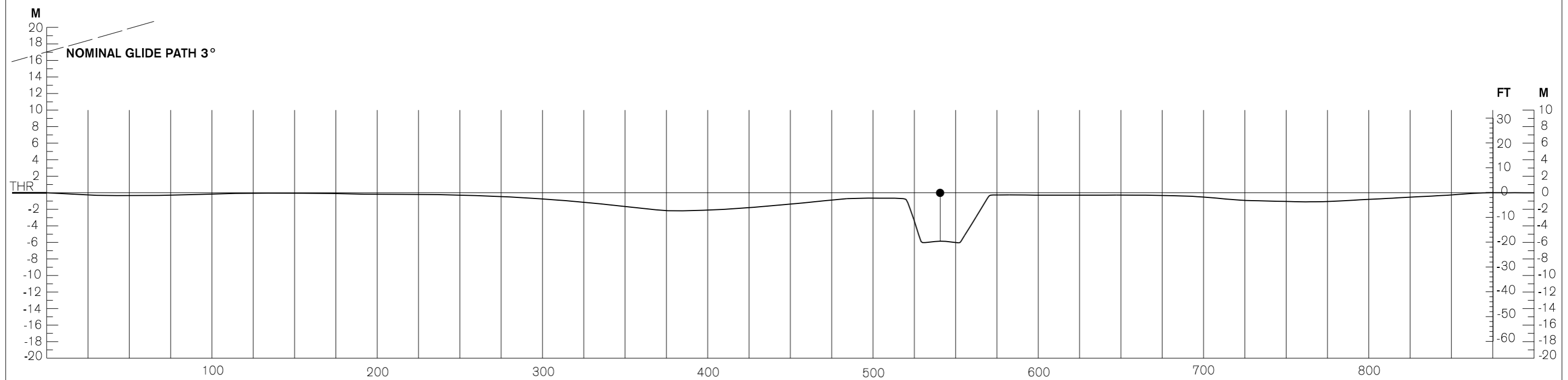
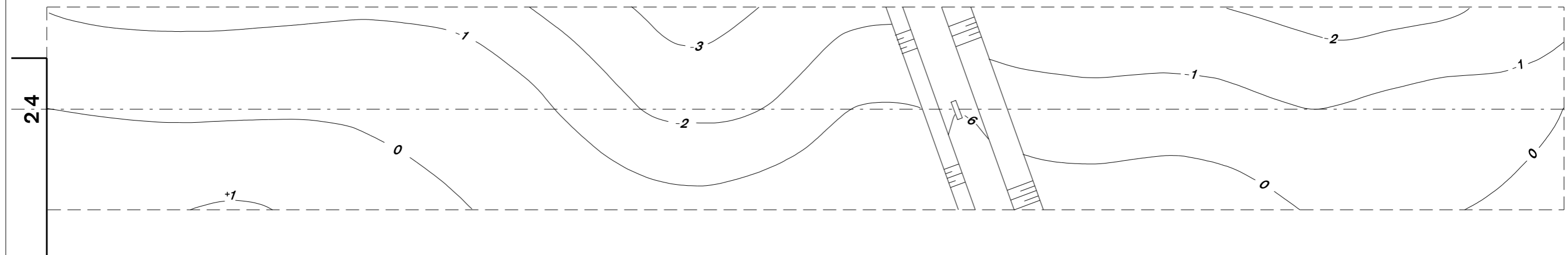


SCALE 1 : 10 000



change: new chart

PRECISION APPROACH TERRAIN CHART - ICAO RWY 24 PRAHA/Ruzyně



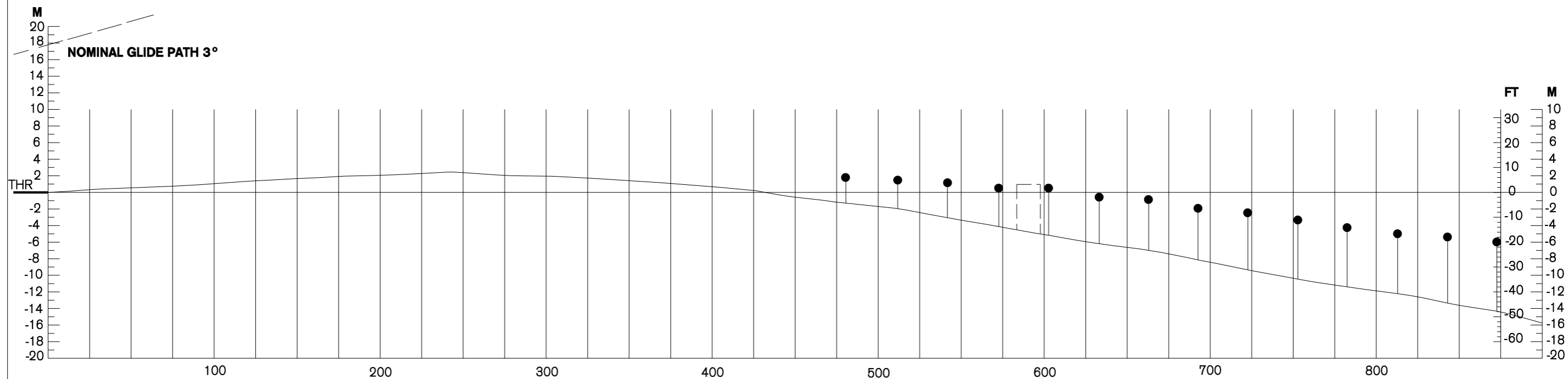
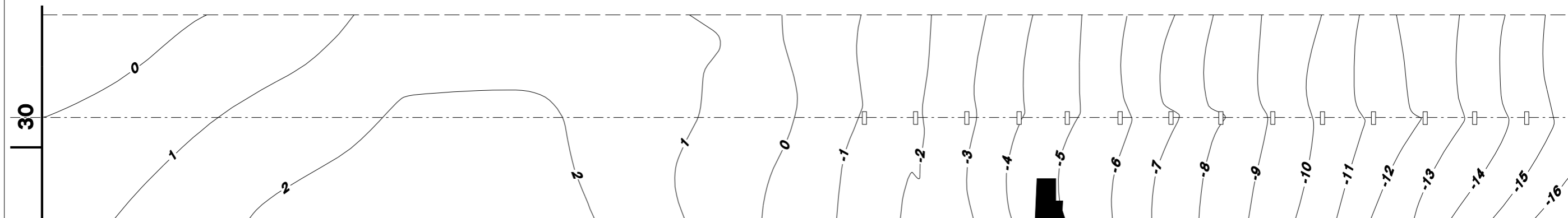
HORIZONTAL SCALE 1 : 2500

VERTICAL SCALE 1 : 500

LEGEND	
	CONTOUR
	CENTRE-LINE PROFILE
	APPROACH LIGHTS

CONTOURS AND HEIGHTS ARE RELATED TO ELEVATION OF RWY THR
DISTANCES AND HEIGHTS IN METRES

PRECISION APPROACH TERRAIN CHART - ICAO RWY 30 PRAHA/Ruzyně



HORIZONTAL SCALE 1 : 2500

VERTICAL SCALE 1 : 500

LEGEND	
	BUILDING
	CONTOUR
	CENTRE - LINE PROFILE
	DEVIATION AT LEAST ± 3m FROM CENTRE - LINE PROFILE
	APPROACH LIGHTS

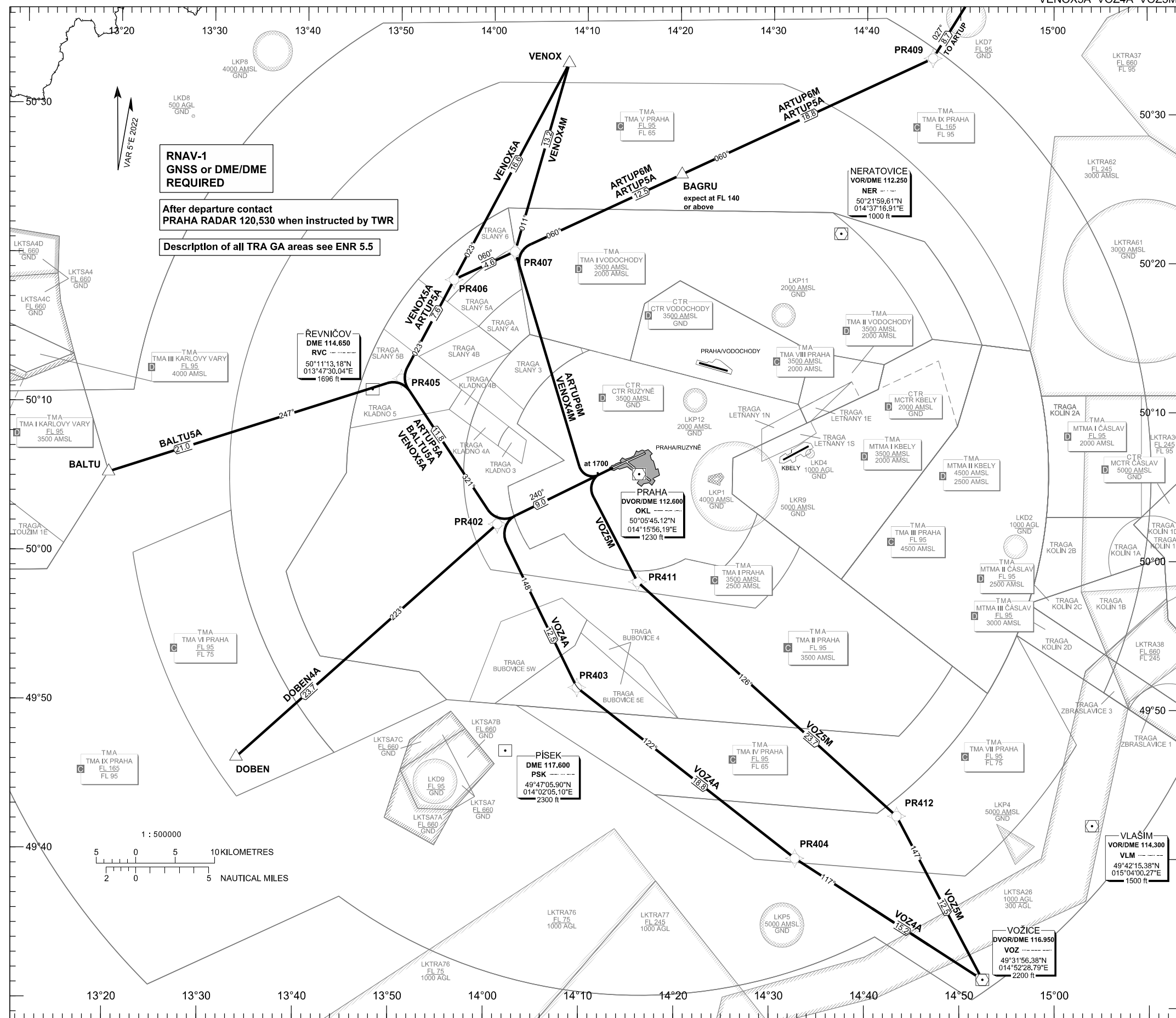
**CONTOURS AND HEIGHTS ARE RELATED TO ELEVATION OF RWY THR
DISTANCES AND HEIGHTS IN METRES**

change: rename of chart; RWY designation from RWY 31 to RWY 30

STANDARD DEPARTURE CHART- INSTRUMENT (SID) - ICAO

PRAHA/RUZYŇĚ RNAV Rwy 24

ARTUP5A ARTUP6M BALTU5A DOBEN4A VENOX4M
VENOX5A VOZ4A VOZ5M

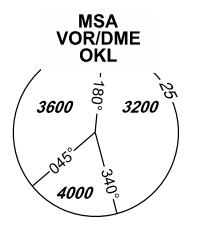


**RNAV-1
GNSS or DME/DME
REQUIRED**

After departure contact
PRAHA RADAR 120,530 when instructed by TWR

Description of all TRA GA areas see ENR 5.5

PRAHA RADAR	120.530
RUZYŇĚ RADAR	119.010
RUZYŇĚ RADAR	118.310
SUPPLEMENTARY FREQ APP	136.080
RUZYŇĚ DELIVERY	120.060
RUZYŇĚ TOWER	134.560
SUPPLEMENTARY FREQ TWR	118.110
RUZYŇĚ GROUND	121.910
RUZYŇĚ ATIS	122.160
EMERGENCY FREQ	121.500



BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET
DISTANCES ARE IN NM

TRANSITION ALTITUDE
5000 FT

DEPARTURE SPEED LIMIT BELOW FL 100	
JETS	MAX IAS 250 KT
PROPS	MAX IAS 180 KT

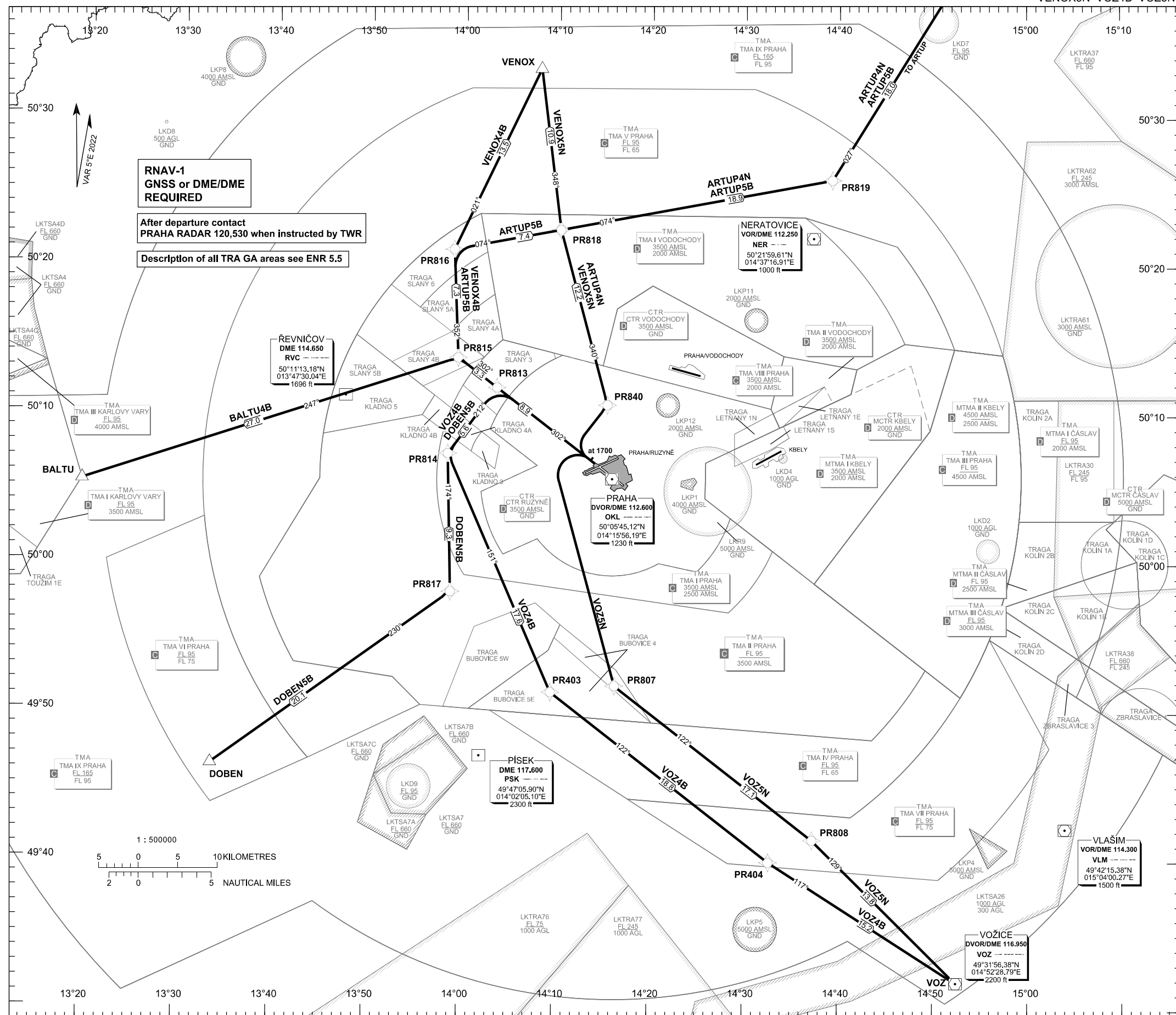
see AIP AD2-LKPR, 2.22.4.3.7

changes: horizontal and vertical limits of LKP1; removal of LKD14

STANDARD DEPARTURE CHART- INSTRUMENT (SID) - ICAO

PRAHA/RUZYŇĚ RNAV RYWY 30

ARTUP5B ARTUP4N BALTU4B DOBEN5B VENOX4B
VENOX5N VOZ4B VOZ5N

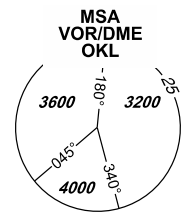


**RNAV-1
GNSS or DME/DME
REQUIRED**

After departure contact
PRAHA RADAR 120.530 when instructed by TWR

Description of all TRA GA areas see ENR 5.5

PRAHA RADAR	120.530
RUZYŇĚ RADAR	127.580
RUZYŇĚ RADAR	119.010
SUPPLEMENTARY FREQ APP	118.310
RUZYŇĚ DELIVERY	136.080
RUZYŇĚ TOWER	120.060
SUPPLEMENTARY FREQ TWR	134.560
RUZYŇĚ GROUND	118.110
RUZYŇĚ ATIS	122.160
EMERGENCY FREQ	121.500



BEARINGS, TRACKS AND
RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS
ARE IN FEET
DISTANCES ARE IN NM

TRANSITION ALTITUDE
5000 FT

DEPARTURE SPEED LIMIT BELOW FL 100	
JETS	MAX IAS 250 KT
PROPS	MAX IAS 180 KT

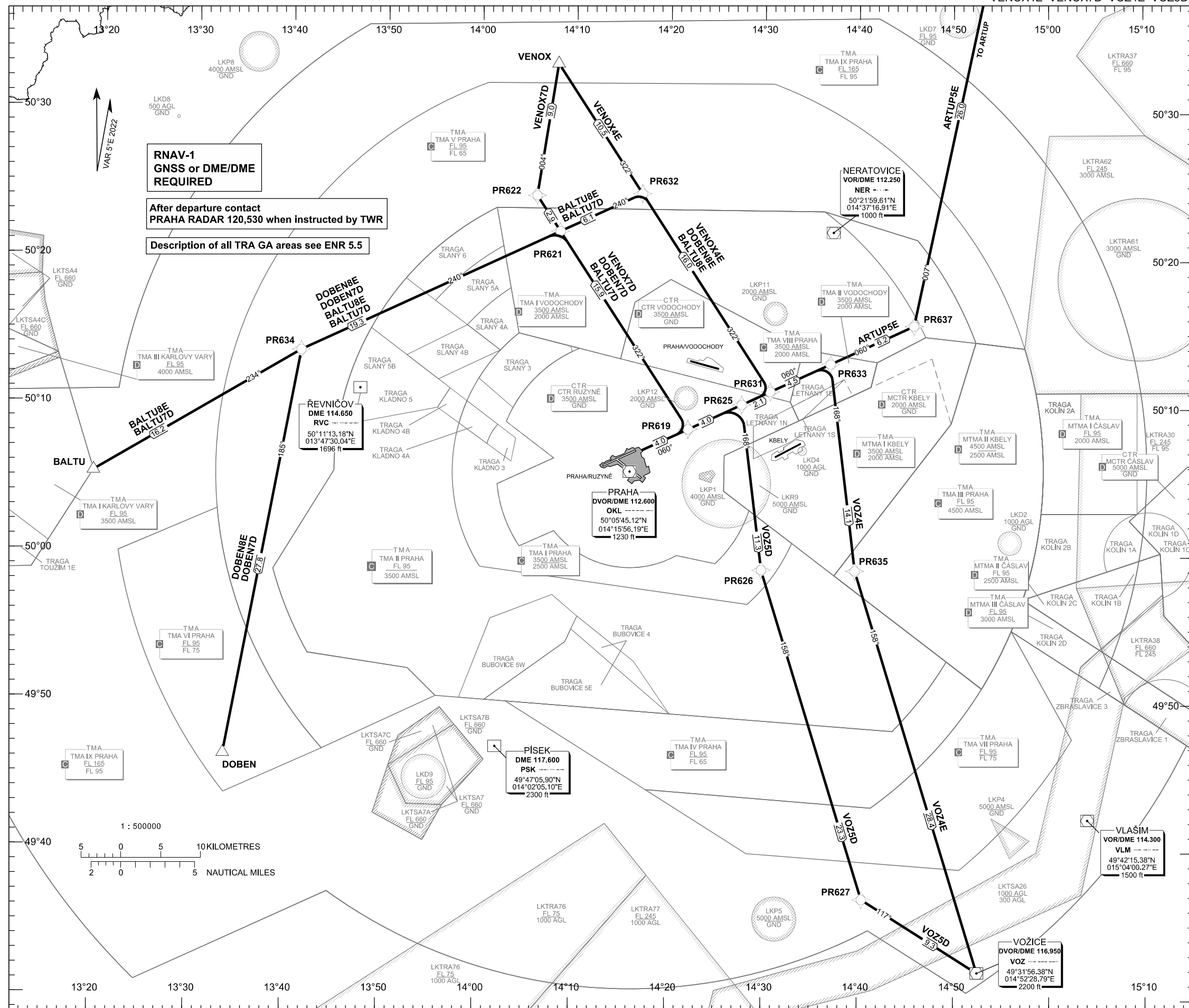
see AIP AD2-LKPR, 2.22.4.3.7

change: horizontal and vertical limits of LKP1; removal od LKD14

STANDARD DEPARTURE CHART- INSTRUMENT (SID) - ICAO

PRAHA/RUZYŇ RNAV RWY 06

ARTUP5E BALTU7D BALTU8E DOBEN7D DOBEN8E
VENOX4E VENOX7D VOZ4E VOZ5D



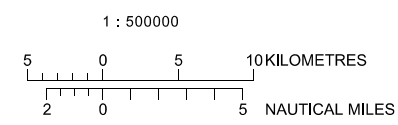
PRAHA RADAR	120.530
RUZYŇ RADAR	127.580
RUZYŇ RADAR	119.010
SUPPLEMENTARY FREQ APP	118.310
RUZYŇ DELIVERY	136.080
RUZYŇ TOWER	120.060
SUPPLEMENTARY FREQ TWR	134.560
RUZYŇ GROUND	118.110
RUZYŇ ATIS	121.910
EMERGENCY FREQ	122.160
	121.500

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC ALTITUDES AND ELEVATIONS ARE IN FEET DISTANCES ARE IN NM

TRANSITION ALTITUDE 5000 FT

DEPARTURE SPEED LIMIT BELOW FL 100	
JETS	MAX IAS 250 KT
PROPS	MAX IAS 180 KT

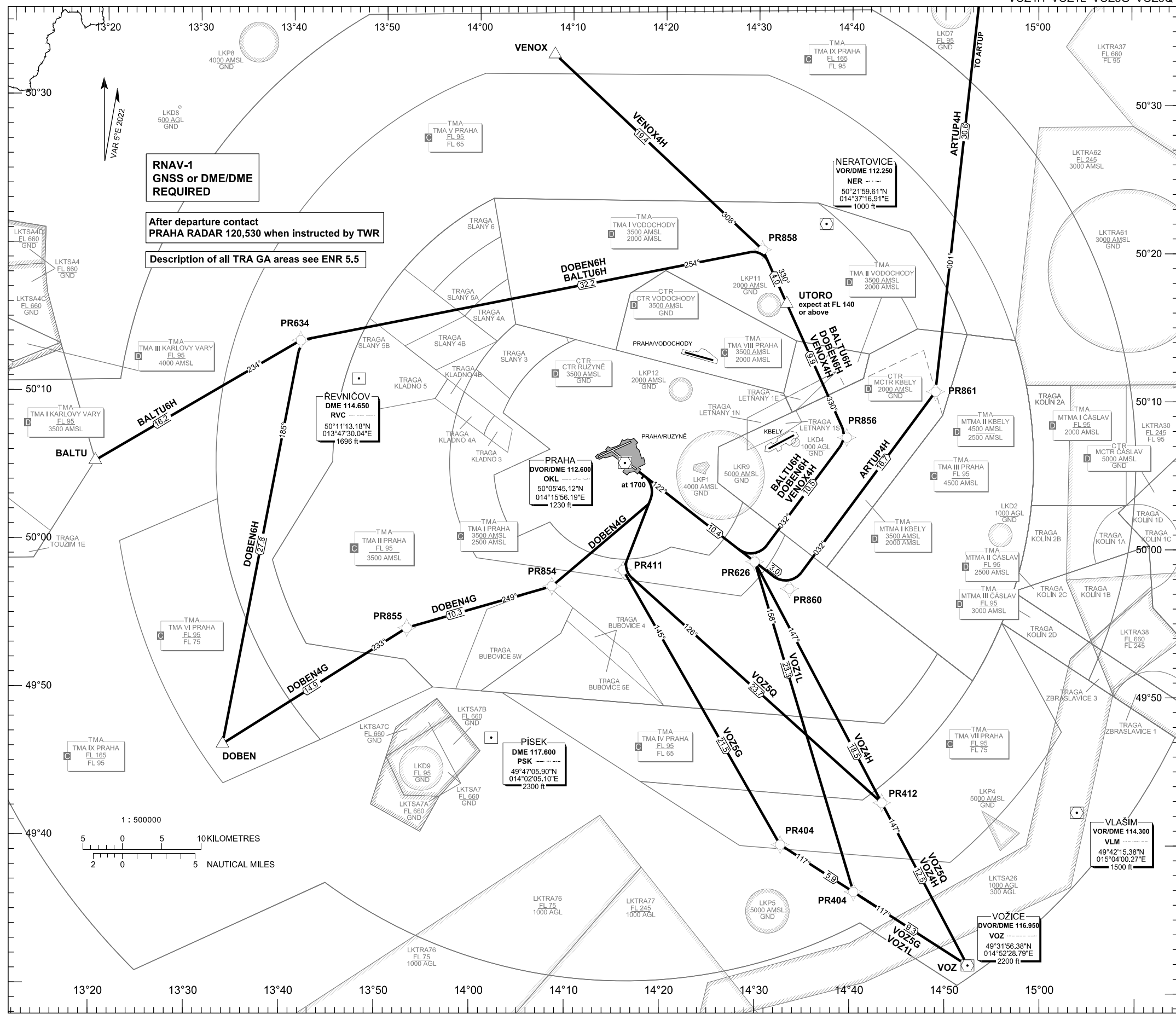
see AIP AD2-LKPR, 2.22.4.3.7



STANDARD DEPARTURE CHART- INSTRUMENT (SID) - ICAO

PRAHA/RUZYŇĚ RNAV Rwy 12

ARTUP4H BALTU6H DOBEN4G DOBEN6H VENOX4H
VOZ4H VOZ1L VOZ5G VOZ5Q



**RNAV-1
GNSS or DME/DME
REQUIRED**

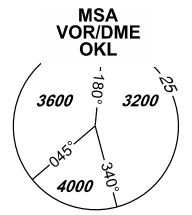
After departure contact
PRAHA RADAR 120,530 when instructed by TWR

Description of all TRA GA areas see ENR 5.5

VOZ5Q
Only for propeller driven between 0500 - 2100 (0400 - 2000) UTC
when RWY 24 is in use

VOZ1L
Only for propeller driven between 0500 - 2100 (0400 - 2000) UTC
when RWY 06 is in use

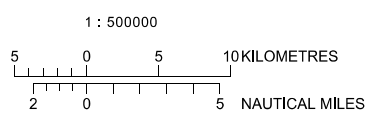
PRAHA RADAR	120.530
RUZYŇĚ RADAR	127.580
RUZYŇĚ RADAR	118.310
SUPPLEMENTARY FREQ APP	136.080
RUZYŇĚ DELIVERY	120.060
RUZYŇĚ TOWER	134.560
SUPPLEMENTARY FREQ TWR	118.110
RUZYŇĚ GROUND	121.910
RUZYŇĚ ATIS	122.160
EMERGENCY FREQ	121.500



**TRANSITION ALTITUDE
5000 FT**

DEPARTURE SPEED LIMIT BELOW FL 100	
JETS	MAX IAS 250 KT
PROPS	MAX IAS 180 KT

see AIP AD2-LKPR, 2.22.4.3.7



BEARINGS, TRACKS AND
RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS
ARE IN FEET
DISTANCES ARE IN NM

change : horizontal and vertical limit of LKP1; removal of LKD14

OMNIDIRECTIONAL AND VISUAL DEPARTURES CHART

PRAHA/RUZYŇ

PRAHA RADAR	120.530
	127.580
RUZYŇ RADAR	118.310
	119.010
SUPPLEMENTARY FREQ APP	136.080
RUZYŇ DELIVERY	120.060
RUZYŇ TOWER	134.560
SUPPLEMENTARY FREQ TWR	118.110
RUZYŇ GROUND	121.910
RUZYŇ ATIS	122.160
EMERGENCY FREQ	121.500

DEPARTURE SPEED LIMIT
BELOW FL 100

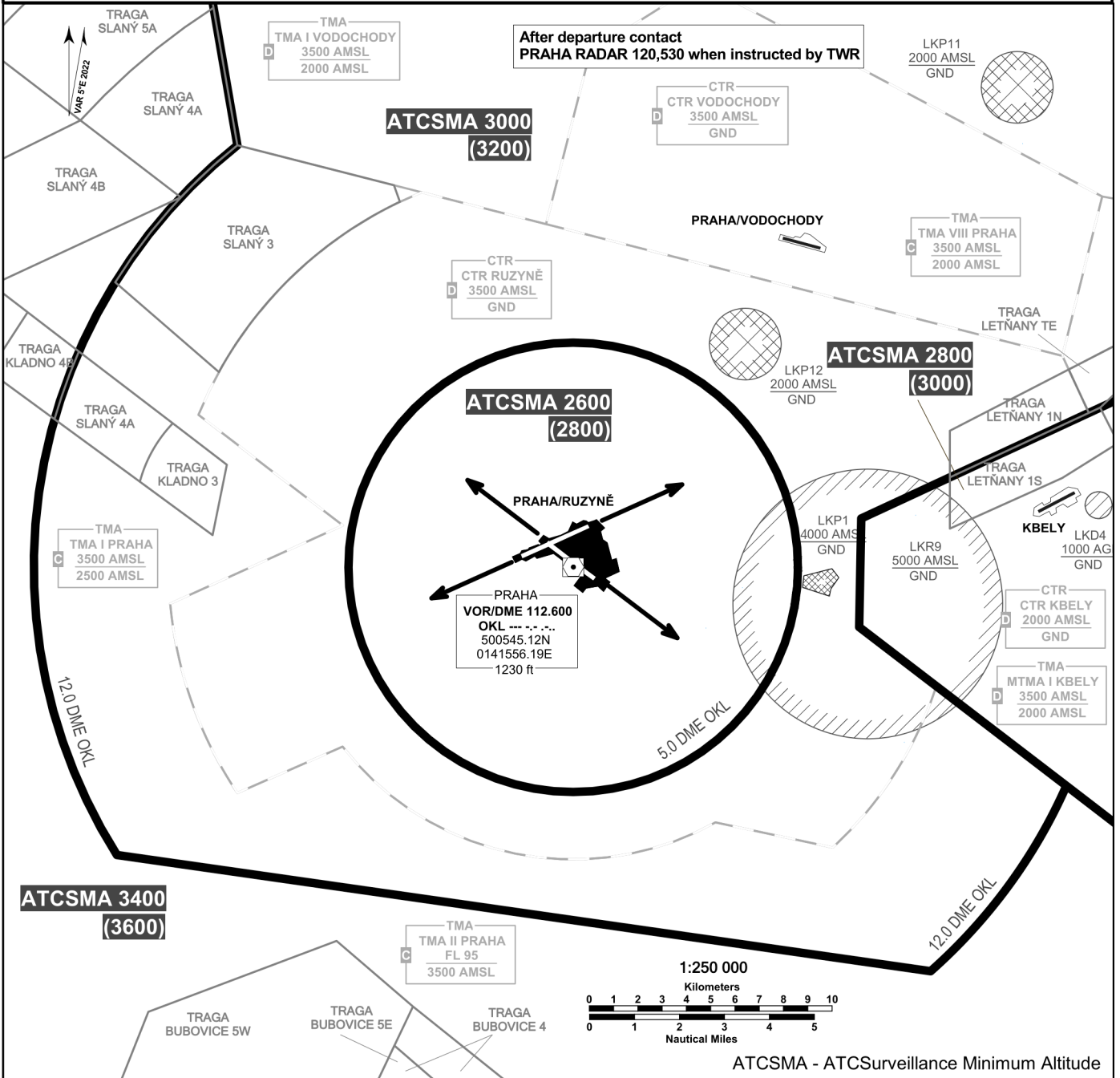
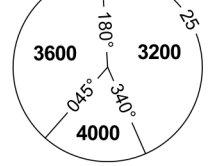
JETS	MAX IAS 250 KT
PROPS	MAX IAS 180 KT

see AIP AD 2-LKPR-33, 2.22.4.3.5

TRANSITION ALTITUDE
5000

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET
DISTANCES ARE IN NM

MSA
VOR/DME
OKL



change: horizontal and vertical limits of LKP1

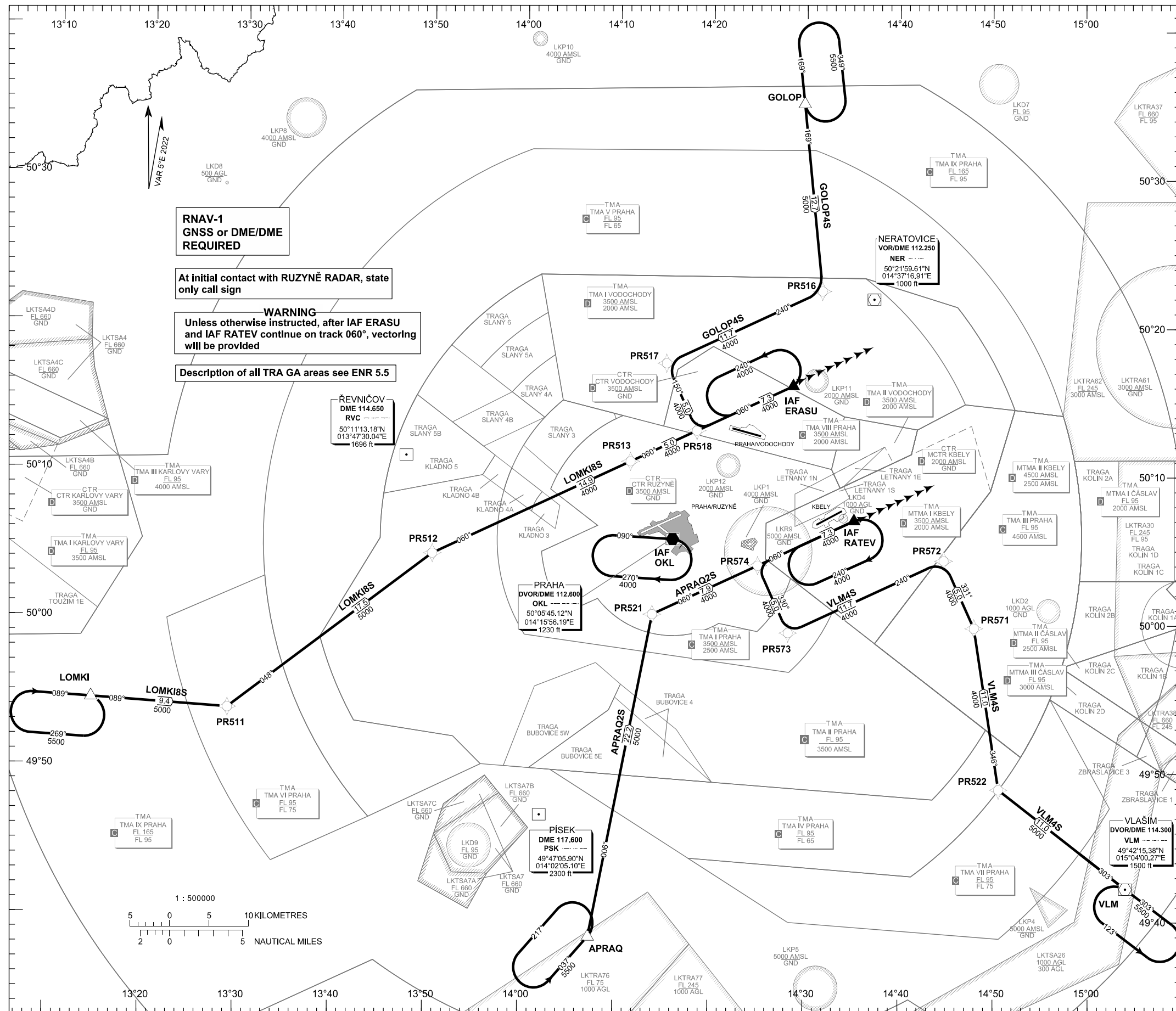
Omnidirectional departures: Climb straight ahead. Minimum turn altitude 1700 ft AMSL.
See AIP AD 2 LKPR 2.22.4.3.12.2

Visual departures: see AIP AD 2 LKPR 2.22.4.3.12.1

STANDARD ARRIVAL CHART-
INSTRUMENT (STAR) - ICAO

PRAHA/RUZYŇĚ
RNAV Rwy 24

APRAQ2S GOLOP4S LOMKI8S VLM4S



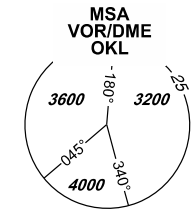
**RNAV-1
GNSS or DME/DME
REQUIRED**

At initial contact with RUZYŇĚ RADAR, state only call sign

WARNING
Unless otherwise instructed, after IAF ERASU and IAF RATEV continue on track 060°, vectoring will be provided

Description of all TRA GA areas see ENR 5.5

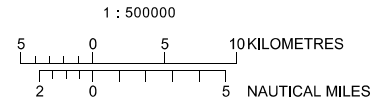
PRAHA RADAR	120.530
RUZYŇĚ RADAR	127.580
RUZYŇĚ RADAR	119.010
SUPPLEMENTARY FREQ APP	118.310
RUZYŇĚ DELIVERY	136.080
RUZYŇĚ TOWER	120.060
SUPPLEMENTARY FREQ TWR	134.560
RUZYŇĚ GROUND	118.110
RUZYŇĚ ATIS	121.910
EMERGENCY FREQ	122.160
	121.500



BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET
DISTANCES ARE IN NM

TRANSITION ALTITUDE
5000 FT

Speed restriction see AIP AD 2.22.4.2.1



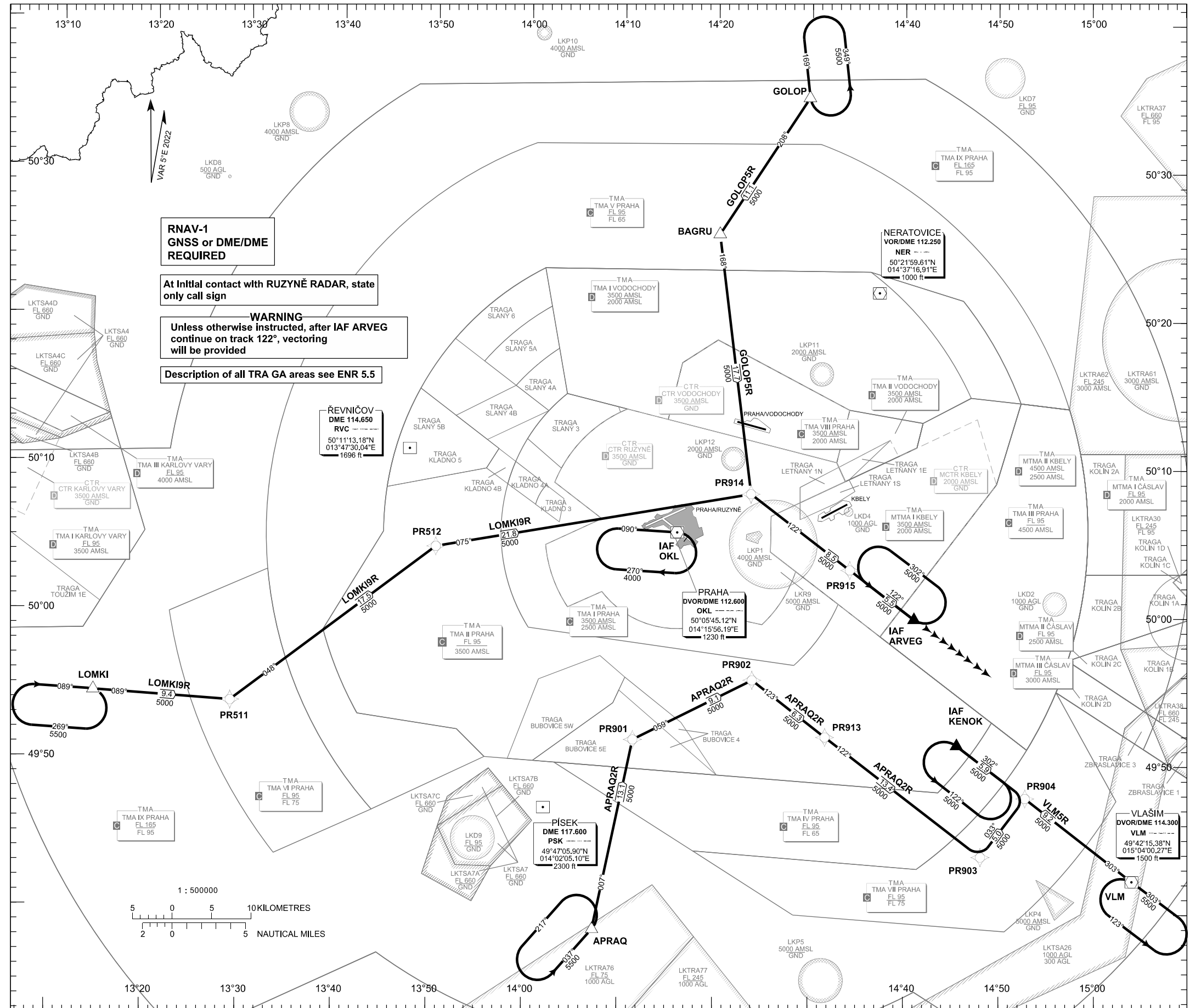
change: horizontal and vertical limits of LKP1; removal of LKD14

STANDARD ARRIVAL CHART-
INSTRUMENT (STAR) - ICAO

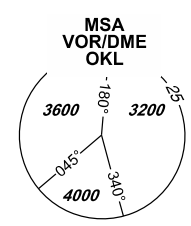
PRAHA/RUZYŇ

RNAV Rwy 30

APRAQ2R GOLOP5R LOMKI9R VLM5R



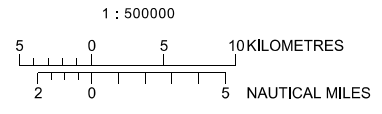
PRAHA RADAR	120.530
RUZYŇ RADAR	127.580
RUZYŇ RADAR	119.010
RUZYŇ RADAR	118.310
SUPPLEMENTARY FREQ APP	136.080
RUZYŇ DELIVERY	120.060
RUZYŇ TOWER	134.560
SUPPLEMENTARY FREQ TWR	118.110
RUZYŇ GROUND	121.910
RUZYŇ ATIS	122.160
EMERGENCY FREQ	121.500



BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS ARE IN FEET
DISTANCES ARE IN NM

TRANSITION ALTITUDE
5000 FT

Speed restriction see AIP AD 2.22.4.2.1

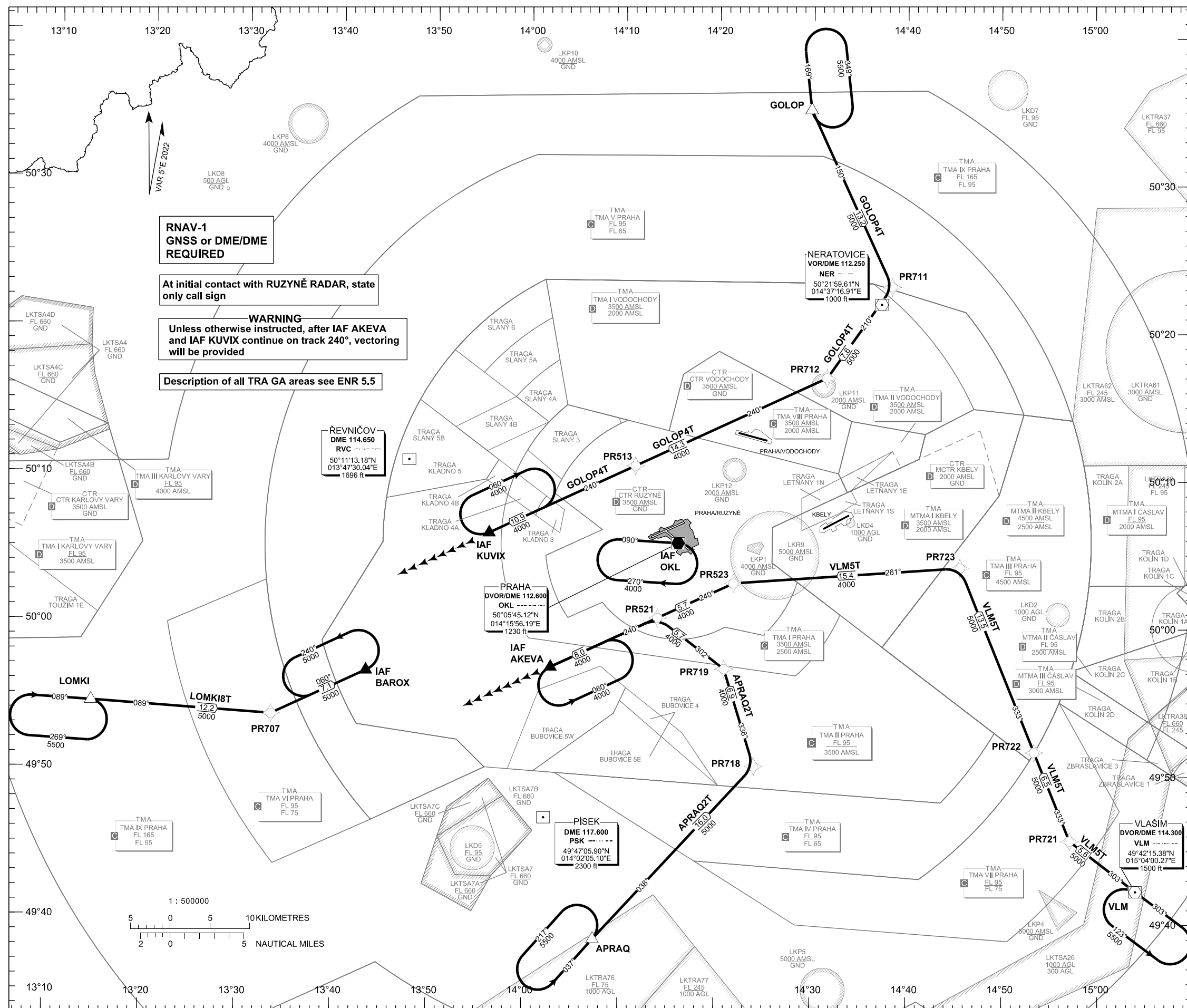


change : horizontal and vertical limit of LKP1; removal of LKD14

STANDARD ARRIVAL CHART-
INSTRUMENT (STAR) - ICAO

PRAHA/RUZYŇ
RNAV RWY 06

APRAQ2T GOLOP4T LOMKI8T VLM5T



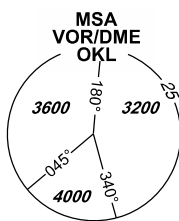
**RNAV-1
GNSS or DME/DME
REQUIRED**

At initial contact with RUZYŇ RADAR, state
only call sign

WARNING
Unless otherwise instructed, after IAF AKEVA
and IAF KUVIX continue on track 240°, vectoring
will be provided

Description of all TRA GA areas see ENR 5.5

PRAHA RADAR	120.530
RUZYŇ RADAR	127.580
RUZYŇ RADAR	119.010
RUZYŇ RADAR	118.310
SUPPLEMENTARY FREQ APP	136.080
RUZYŇ DELIVERY	120.060
RUZYŇ TOWER	134.560
SUPPLEMENTARY FREQ TWR	118.110
RUZYŇ GROUND	121.910
RUZYŇ ATIS	122.160
EMERGENCY FREQ	121.500



BEARINGS, TRACKS AND
RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS
ARE IN FEET
DISTANCES ARE IN NM

TRANSITION ALTITUDE
5000 FT

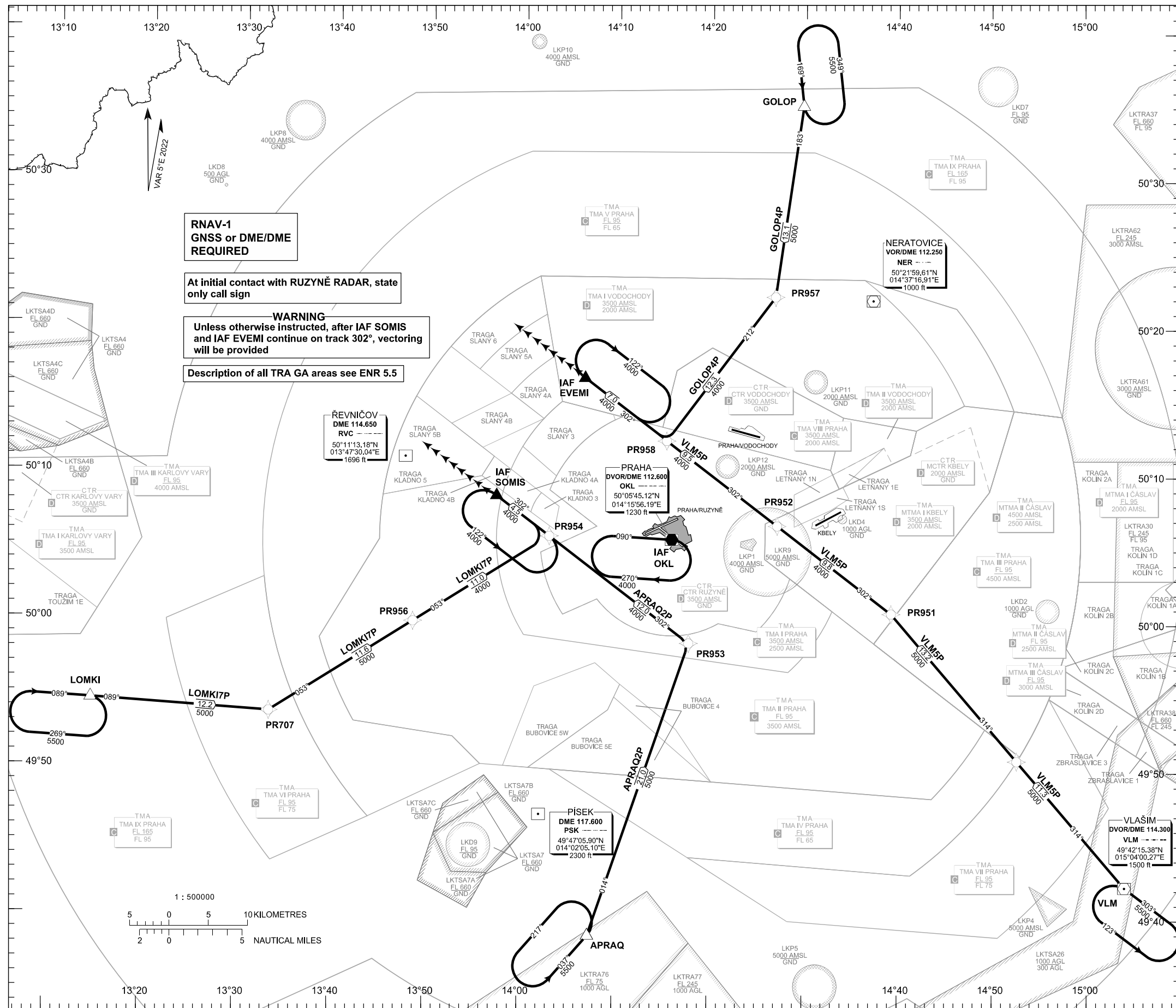
Speed restriction see AIP AD 2.22.4.2.1

change: horizontal and vertical limits of LKP1; removal of LKD14

STANDARD ARRIVAL CHART-
INSTRUMENT (STAR) - ICAO

PRAHA/RUZYŇ
RNAV Rwy 12

APRAQ2P GOLOP4P LOMKI7P VLM5P



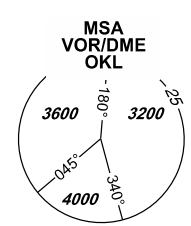
**RNAV-1
GNSS or DME/DME
REQUIRED**

At initial contact with RUZYŇ RADAR, state
only call sign

WARNING
Unless otherwise instructed, after IAF SOMIS
and IAF EVEMI continue on track 302°, vectoring
will be provided

Description of all TRA GA areas see ENR 5.5

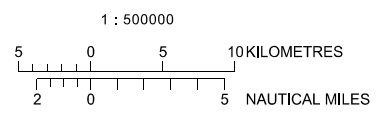
PRAHA RADAR	120.530
RUZYŇ RADAR	127.580
RUZYŇ RADAR	119.010
RUZYŇ RADAR	118.310
SUPPLEMENTARY FREQ APP	136.080
RUZYŇ DELIVERY	120.060
RUZYŇ TOWER	134.560
SUPPLEMENTARY FREQ TWR	118.110
RUZYŇ GROUND	121.910
RUZYŇ ATIS	122.160
EMERGENCY FREQ	121.500



BEARINGS, TRACKS AND
RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS
ARE IN FEET
DISTANCES ARE IN NM

TRANSITION ALTITUDE
5000 FT

Speed restriction see AIP AD 2.22.4.2.1

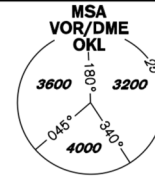


change : horizontal and vertical limits of LKP1; removal of LKD14

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 1234
THR RWY 24 ELEV 1158
OCH RELATED TO THR RWY 24

PRAHA RADAR 127,580
RUZYŇŔ RADAR 119,010
SUPPLEMENTARY FREQ. 136,080
121,500
RUZYŇŔ TOWER 134,560
SUPPLEMENTARY FREQ. 118,110
121,500



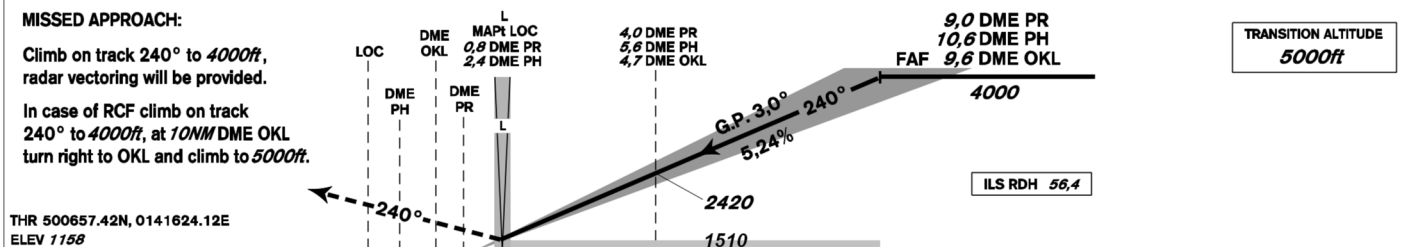
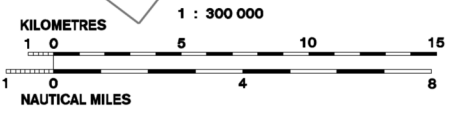
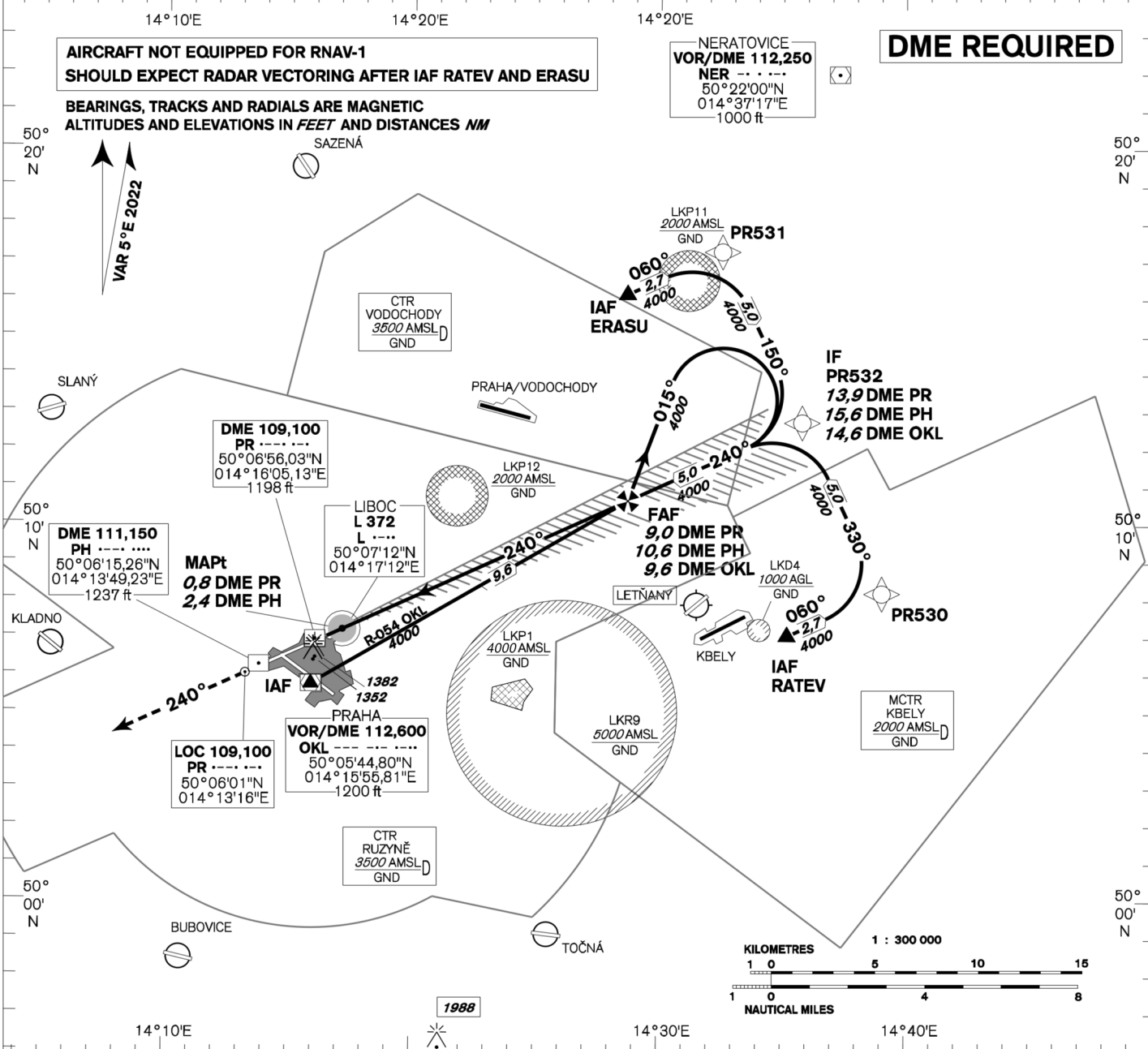
PRAHA/Ruzyně ILS RWY 24

AIRCRAFT NOT EQUIPPED FOR RNAV-1 SHOULD EXPECT RADAR VECTURING AFTER IAF RATEV AND ERASU

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS IN FEET AND DISTANCES NM

DME REQUIRED

NERATOVICE VOR/DME 112,250
NER --- ---
50°22'00"N
014°37'17"E
1000 ft

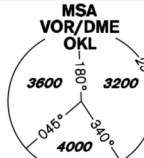


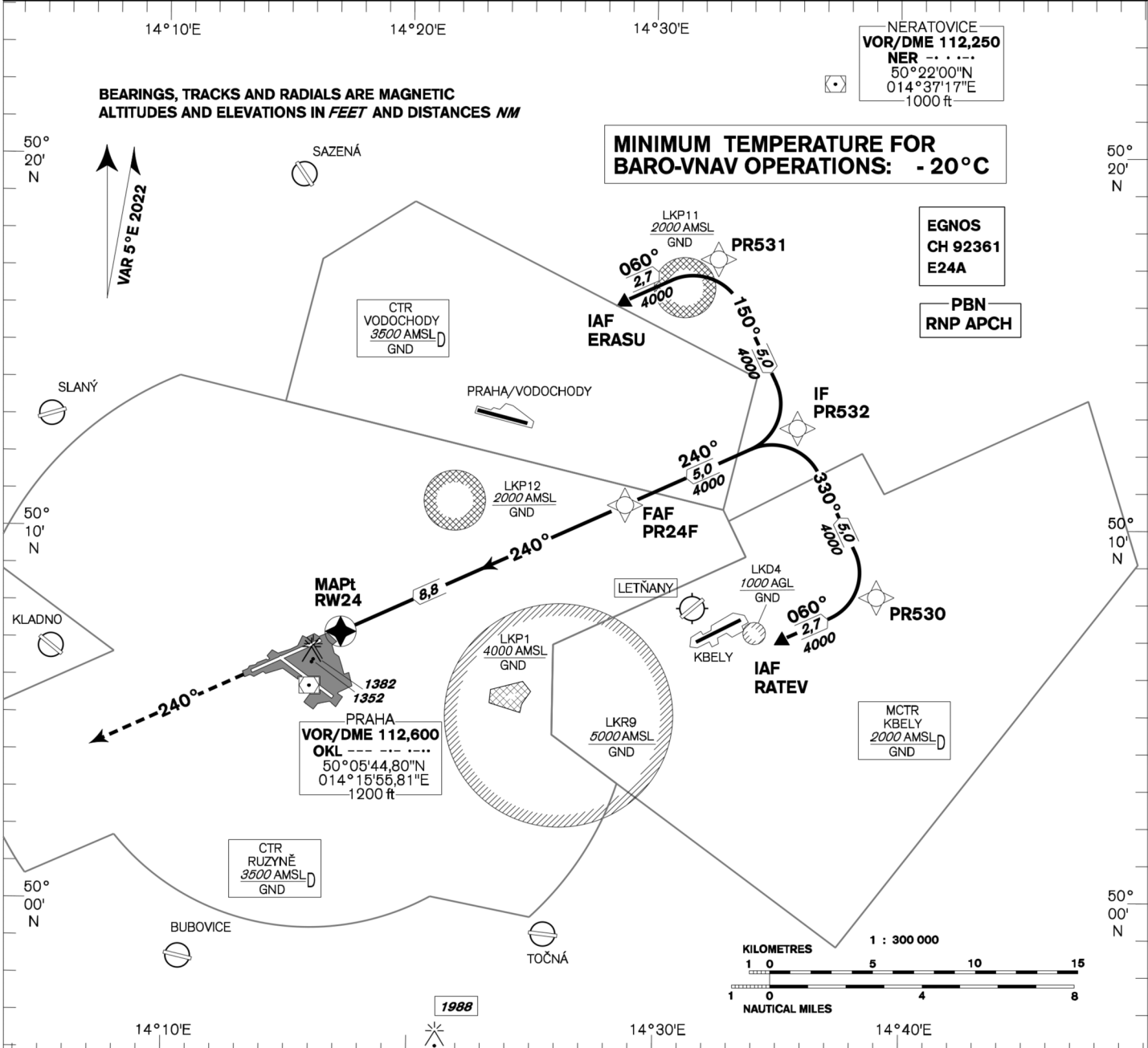
THR 500657.42N, 0141624.12E ELEV 1158

OCA/OCH		A	B	C	D
Straight-in Approach	Cat I	ft 1304 / 146	1314 / 156	1324 / 166	1335 / 177
	Cat II	ft 1217 / 59	1226 / 68	1235 / 77	1249 / 91
	LOC	ft 1510 / 350			
Circling		see the circling approach chart			

DME PR	NM	9	8	7	6	5	4	3	2	1
DME PH	NM	10,6	9,6	8,6	7,6	6,6	5,6	4,6	3,6	2,6
DME OKL	NM	9,6	8,6	7,7	6,7	5,7	4,7	3,7	2,8	1,9
DIST THR	NM	8,8	7,8	6,8	5,8	4,8	3,8	2,8	1,8	0,8
ALTITUDES	ft	4010	3690	3380	3060	2740	2420	2100	1780	1470
	kt	80	100	120	140	160	180			
FAF - MAPt 8,2 NM	min:sec	6:09	4:55	4:06	3:31	3:04	2:44			
Rate of descent (5,24%)	ft/min	420	530	640	740	850	960			

CAT III approved. change: horizontal and vertical limits of LKP1. Timing is not authorized for defining the MAPt.

INSTRUMENT APPROACH CHART - ICAO	AERODROME ELEV 1234 THR RWY 24 ELEV 1158 OCH RELATED TO THR RWY 24	PRAHA RADAR 127,580 RUZYŇ RADAR 119,010 SUPPLEMENTARY FREQ 136,080 121,500 134,560 RUZYŇ TOWER 118,110 SUPPLEMENTARY FREQ 121,500	PRAHA/Ruzyně RNP RWY 24 
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MISSED APPROACH:
 Climb on track 240° to 4000ft, radar vectoring will be provided.
 In case of RCF climb on track 240° to 4000ft, at 10NM DME OKL turn right to OKL and climb to 5000ft.

THR 500657.42N, 0141624.12E
 ELEV 1158

TRANSITION ALTITUDE **5000ft**

RDH **49,2 ft**

OCA/OCH		A	B	C	D
LNAV	ft	1610/460			
LNAV / VNAV	ft	1507/349			
LPV	ft	1358/200			
Circling		see the circling approach chart			

DIST THR (MAPt) NM	9	8	7	6	5	4	3	2	1
ALTITUDES ft	4070	3750	3440	3120	2800	2480	2160	1840	1530

FAF - MAPt 8,8 NM	kt	80	100	120	140	160	180
	min:sec	6:34	5:15	4:23	3:45	3:17	2:55
Rate of descent (5,24%)	ft/min	420	530	640	740	850	960

Timing is not authorized for defining the MAPt.

change: horizontal and vertical limits of LKP1

Posloupnost traťových bodů / Way point sequence

Od / From IAF ERASU		
ERASU	IAF	fly-by
PR531		fly-by
PR532	IF	fly-by
PR24F	FAF	fly-by
RW24	MAPt	fly-over

Od / From IAF RATEV		
RATEV	IAF	fly-by
PR530		fly-by
PR532	IF	fly-by
PR24F	FAF	fly-by
RW24	MAPt	fly-over

Seznam traťových bodů / Way point list	
ERASU	50 16 07,51 N 014 28 41,31 E
RATEV	50 07 03,32N 014 35 12,65 E
PR530	50 08 11,56 N 014 39 03,31 E
PR531	50 17 15,97 N 014 32 32,54 E
PR532	50 12 43,82 N 014 35 48,23 E
PR24F	50 10 38,79 N 014 28 46,27 E
RW24	50 06 57,42 N 014 16 24,12 E

SBAS FAS Data Block

Vstupní data / Input Data

Parametry / Parameters	Hodnoty / Values
Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	LKPR
Runway	24
Runway Letter	0 (None)
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E24A
LTP/FTP Latitude	500657.4200N
LTP/FTP Longitude	0141624.1200E
LTP/FTP Ellipsoidal Height (metres)	398.5
FPAP Latitude	500606.6100N
Delta FPAP Latitude (seconds)	-50.8100
FPAP Longitude	0141334.6800E
Delta FPAP Longitude (seconds)	-169.4400
Threshold Crossing Height	49.2
TCH Units Selector	0 (feet)
Glidepath Angle (degrees)	3.00
Course Width (metres)	105.00
Length Offset (metres)	0
HAL (metres)	40.0
VAL (metres)	35.0

Výstupní data / Output Data

Parametry / Parameters	Hodnoty / Values
Data Block	10 12 10 0B 0C 18 00 00 01 34 32 05 18 E7 81 15 70 1E 20 06 91 23 0C 73 FE 40 D4 FA EC 01 2C 01 64 00 C8 AF 1E 3C 7D 74
Calculated CRC Value	1E3C7D74

Required Additional Data (not CRC wrapped)

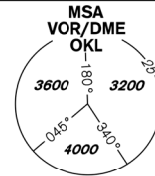
Parametry / Parameters	Hodnoty / Values
ICAO Code	LK
LTP/FTP Orthometric Height (metres)	352.8



INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV **1234**
 THR RWY 24 ELEV **1158**
 OCH RELATED TO THR RWY 24

PRAHA RADAR 127,580
 RUZYŇ RADAR 119,010
 SUPPLEMENTARY FREQ 136,080
 121,500
 RUZYŇ TOWER 134,560
 SUPPLEMENTARY FREQ 118,110
 121,500



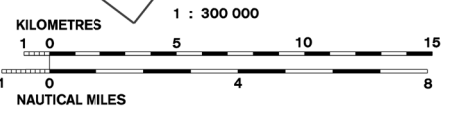
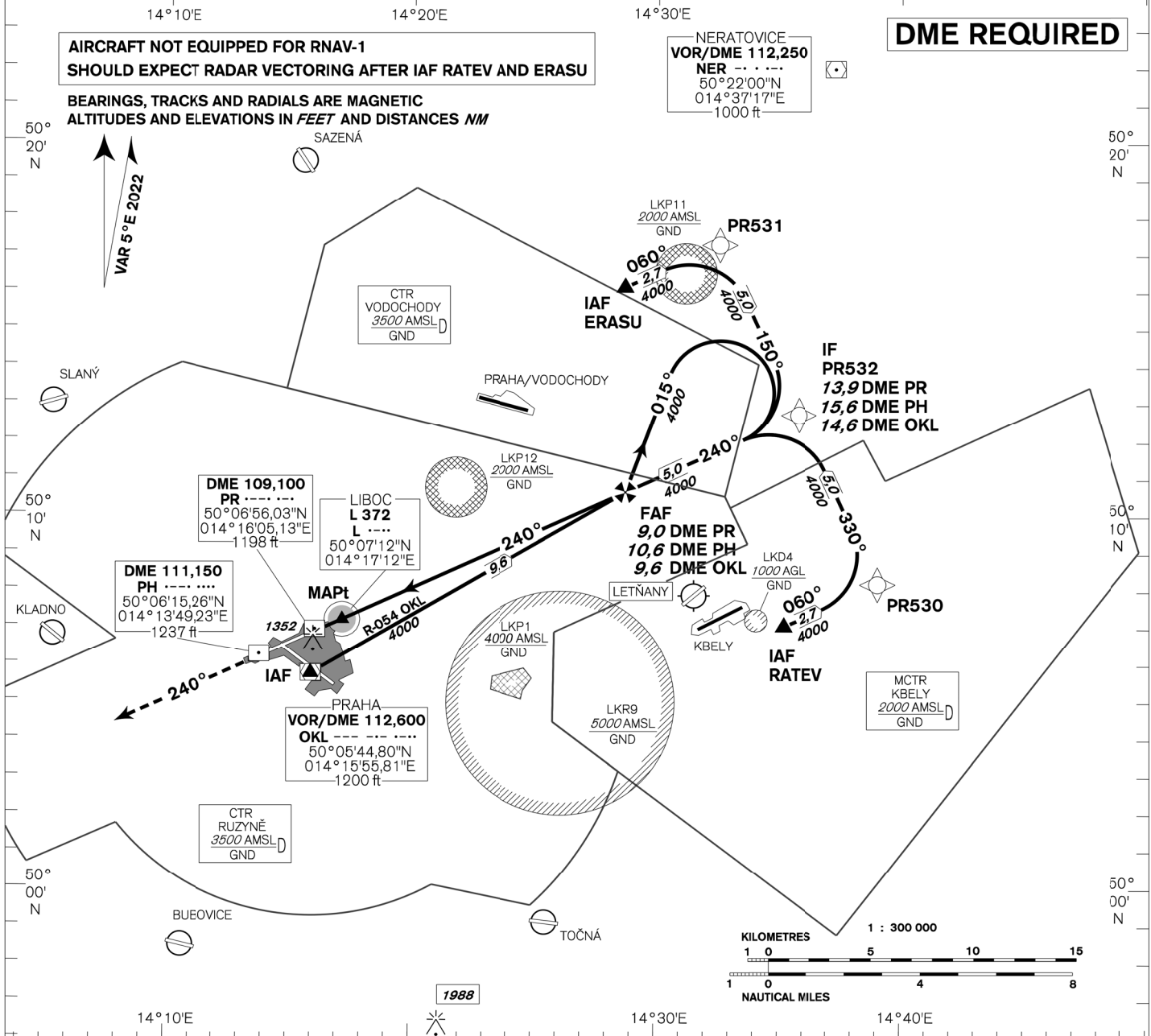
PRAHA/Ruzyně NDB
RWY 24

AIRCRAFT NOT EQUIPPED FOR RNAV-1 SHOULD EXPECT RADAR VECTURING AFTER IAF RATEV AND ERASU

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
 ALTITUDES AND ELEVATIONS IN FEET AND DISTANCES NM



DME REQUIRED

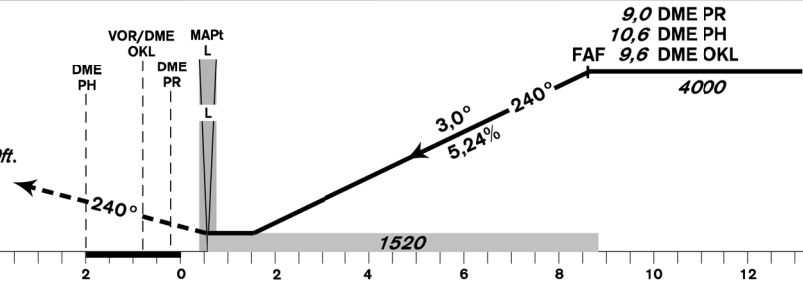


MISSED APPROACH:

Climb on track 240° to 4000ft, radar vectoring will be provided.

In case of RCF climb on track 240° to 4000ft, at 10NM DME OKL turn right to OKL and climb to 5000ft.

THR 500657.42N, 0141624.12E
 ELEV 1158



TRANSITION ALTITUDE **5000ft**

OCA/OCH	A	B	C	D
Straight-in Approach	1520/360			
Circling	see the circling approach chart			

DME PR	NM	9	8	7	6	5	4	3	2	1
DME PH	NM	10,6	9,6	8,6	7,6	6,6	5,6	4,6	3,6	2,6
DME OKL	NM	9,6	8,6	7,7	6,7	5,7	4,7	3,7	2,8	1,9
DIST THR	NM	8,8	7,8	6,8	5,8	4,8	3,8	2,8	1,8	0,8
ALTITUDES	ft	4010	3690	3370	3060	2740	2420	2100	1780	1460
	kt	80	100	120	140	160	180			
FAF - MAPt 8,2 NM	min:sec	6:09	4:55	4:06	3:31	3:04	2:44			
Rate of descent (5,24%)	ft/min	420	530	640	740	850	960			

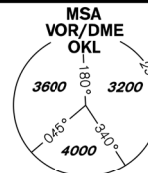
Timing is not authorized for defining the MAPt.

change: horizontal and vertical limits of LKP1

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV **1234**
 THR RWY 30 ELEV **1232**
 OCH RELATED TO THR RWY 30

PRAHA RADAR 127,580
 RUZYNĚ RADAR 119,010
 SUPPLEMENTARY FREQ 136,080
 121,500
 RUZYNĚ TOWER 134,560
 SUPPLEMENTARY FREQ 118,110
 121,500



PRAHA/Ruzyně ILS RWY 30

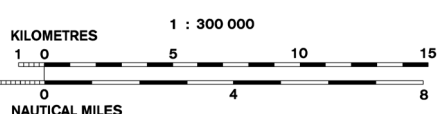
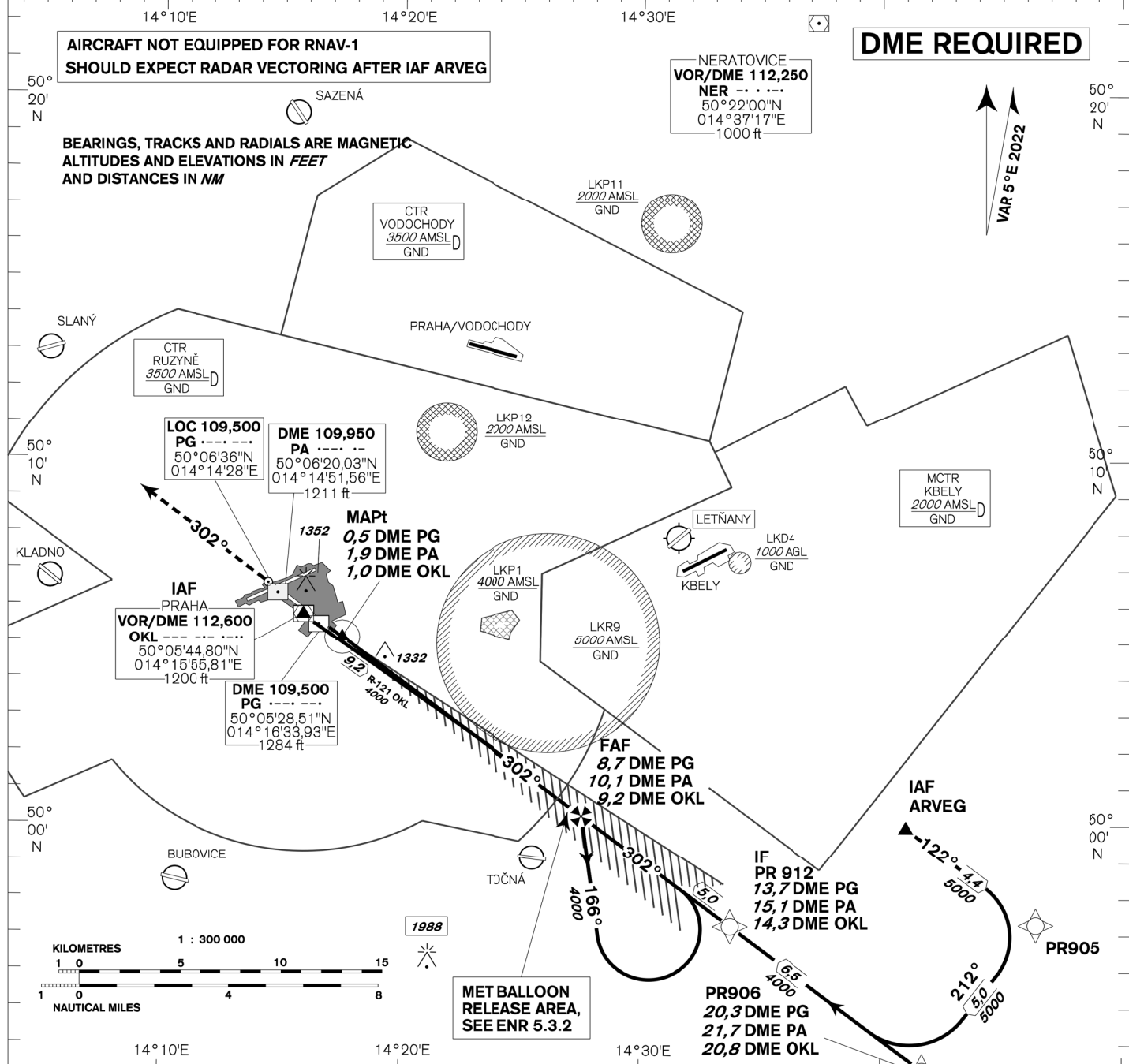
AIRCRAFT NOT EQUIPPED FOR RNAV-1 SHOULD EXPECT RADAR VECTORED AFTER IAF ARVEG

DME REQUIRED

NERATOVICE VOR/DME 112,250
 NER ---
 50°22'00"N
 014°37'17"E
 1000 ft



BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
 ALTITUDES AND ELEVATIONS IN FEET
 AND DISTANCES IN NM

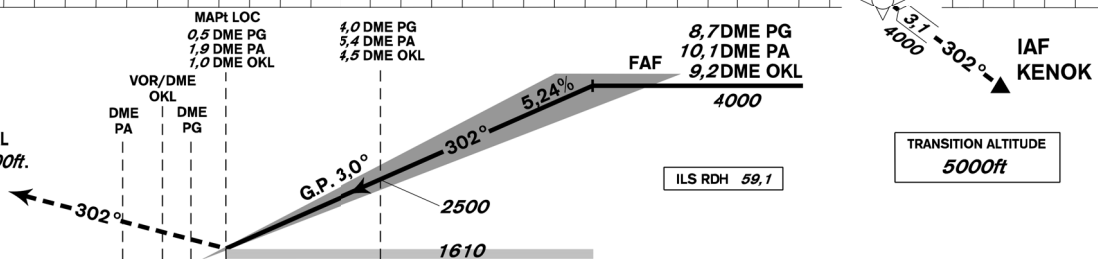


MISSED APPROACH:

Climb on track 302° to 4000ft, radar vectoring will be provided.

In case of RCF climb on track 302° to 4000ft, at 10NM DME OKL turn right to OKL and climb to 5000ft.

THR 500525.68N, 0141654.02E
 ELEV 1232



OCA/OCH		A	B	C	D	NM FM THR											
Straight - in Approach	Cat I	ft	1372 / 140	1380 / 148	1390 / 158	1401 / 169	DME PG	NM	9	8	7	6	5	4	3	2	1
	LOC	ft	1610 / 370				DME PA	NM	10,4	9,4	8,4	7,4	6,4	5,4	4,4	3,4	2,4
Circling			see the circling approach chart				DME OKL	NM	9,5	8,5	7,5	6,5	5,5	4,5	3,5	2,5	1,5
							DIST THR	NM	8,8	7,8	6,8	5,8	4,8	3,8	2,8	1,8	0,8
							ALTITUDES	ft	4090	3780	3460	3140	2820	2500	2180	1860	1540
								kt	80	100	120	140	160	180	200	220	240
								min:sec	6:11	4:57	4:07	3:32	3:05	2:45	2:25	2:05	1:45
								Rate of descent	ft/min	420	530	640	740	850	960	1070	1180

change: horizontal and vertical limits of LKP1

INSTRUMENT APPROACH CHART - ICAO

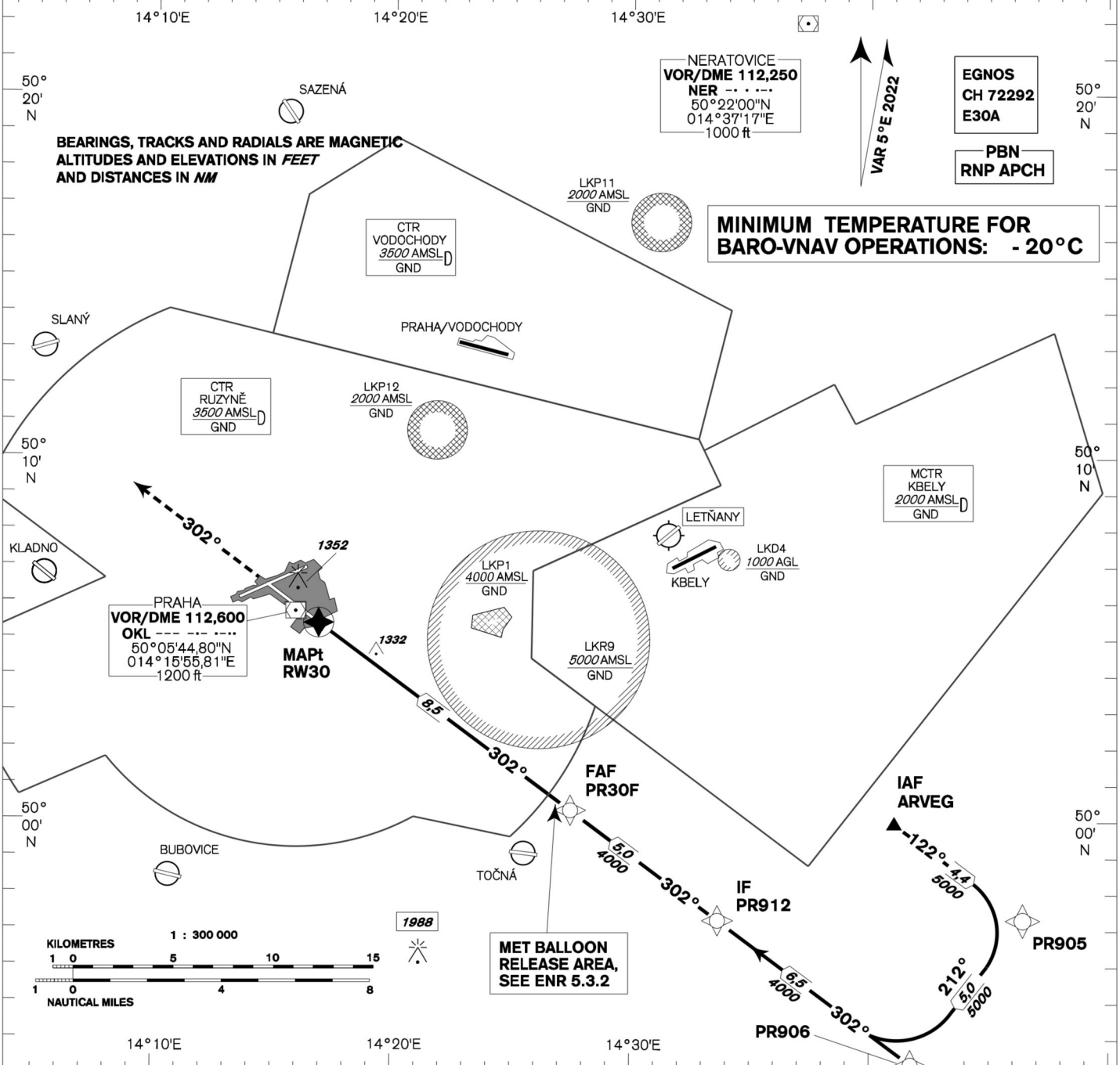
AERODROME ELEV 1234
THR RWY 30 ELEV 1232

OCH RELATED TO THR RWY 30

PRAHA RADAR 127,580
RUZYŇĚ RADAR 119,010
SUPPLEMENTARY FREQ 136,080
121,500

RUZYŇĚ TOWER 134,560
SUPPLEMENTARY FREQ 118,110
121,500

PRAHA/Ruzyňě RNP RWY 30



MISSED APPROACH:

Climb on track 302° to 4000ft, radar vectoring will be provided.

In case of RCF climb on track 302° to 4000ft, at 10NM DME OKL turn right to OKL and climb to 5000ft.

THR 500525.68N, 0141654.02E
ELEV 1232

TRANSITION ALTITUDE 5000ft

RDH 49,2 ft

OCA/OCH	A	B	C	D
LNAV	ft	1620 / 380		
LNAV / VNAV	ft	1529 / 297		
LPV	ft	1432 / 200		
Circling		see the circling approach chart		

DIST THR (MAPt) NM	9	8	7	6	5	4	3	2	1
ALTITUDES ft	4150	3830	3510	3190	2870	2550	2240	1920	1600
	kt	80	100	120	140	160	180		
FAF - MAPt 8,5 NM	min:sec	6:25	5:07	4:16	3:40	3:12	2:51		
Rate of descent	ft/min	420	530	640	740	850	960		

Timing is not authorized for defining the MAPt.

change: horizontal and vertical limits of LKP1

Posloupnost traťových bodů / Way point sequence

Od / From IAF ARVEG		
ARVEG	IAF	fly-by
PR905		fly-by
PR906		fly-by
PR912	IF	fly-by
PR30F	FAF	fly-by
RW30	MAPt	fly-over

Od / From IAF KENOK		
KENOK	IAF	fly-by
PR906		fly-by
PR912	IF	fly-by
PR30F	FAF	fly-by
RW30	MAPt	fly-over

Seznam traťových bodů / Way point list	
PR905	49 57 17,86 N 014 46 25,19 E
KENOK	49 51 26,01 N 014 45 34,00 E
PR906	49 53 19,27 N 014 41 43,75 E
PR912	49 57 14,58 N 014 33 44,54 E
PR30F	50 00 18,07 N 014 27 29,23 E
RW30	50 05 25,68 N 014 16 54,02 E
ARVEG	49 59 56,37 N 014 41 02,25 E

SBAS FAS Data Block

Vstupní data / Input Data

Parametry / Parameters	Hodnoty / Values
Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	LKPR
Runway	30
Runway Letter	0 (None)
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E30A
LTP/FTP Latitude	500525.6800N
LTP/FTP Longitude	0141654.0200E
LTP/FTP Ellipsoidal Height (metres)	421.2
FPAP Latitude	500628.8400N
Delta FPAP Latitude (seconds)	63.1600
FPAP Longitude	0141443.3200E
Delta FPAP Longitude (seconds)	-130.7000
Threshold Crossing Height	49.2
TCH Units Selector	0 (feet)
Glidepath Angle (degrees)	3.00
Course Width (metres)	105.00
Length Offset (metres)	0
HAL (metres)	40.0
VAL (metres)	35.0

Výstupní data / Output Data

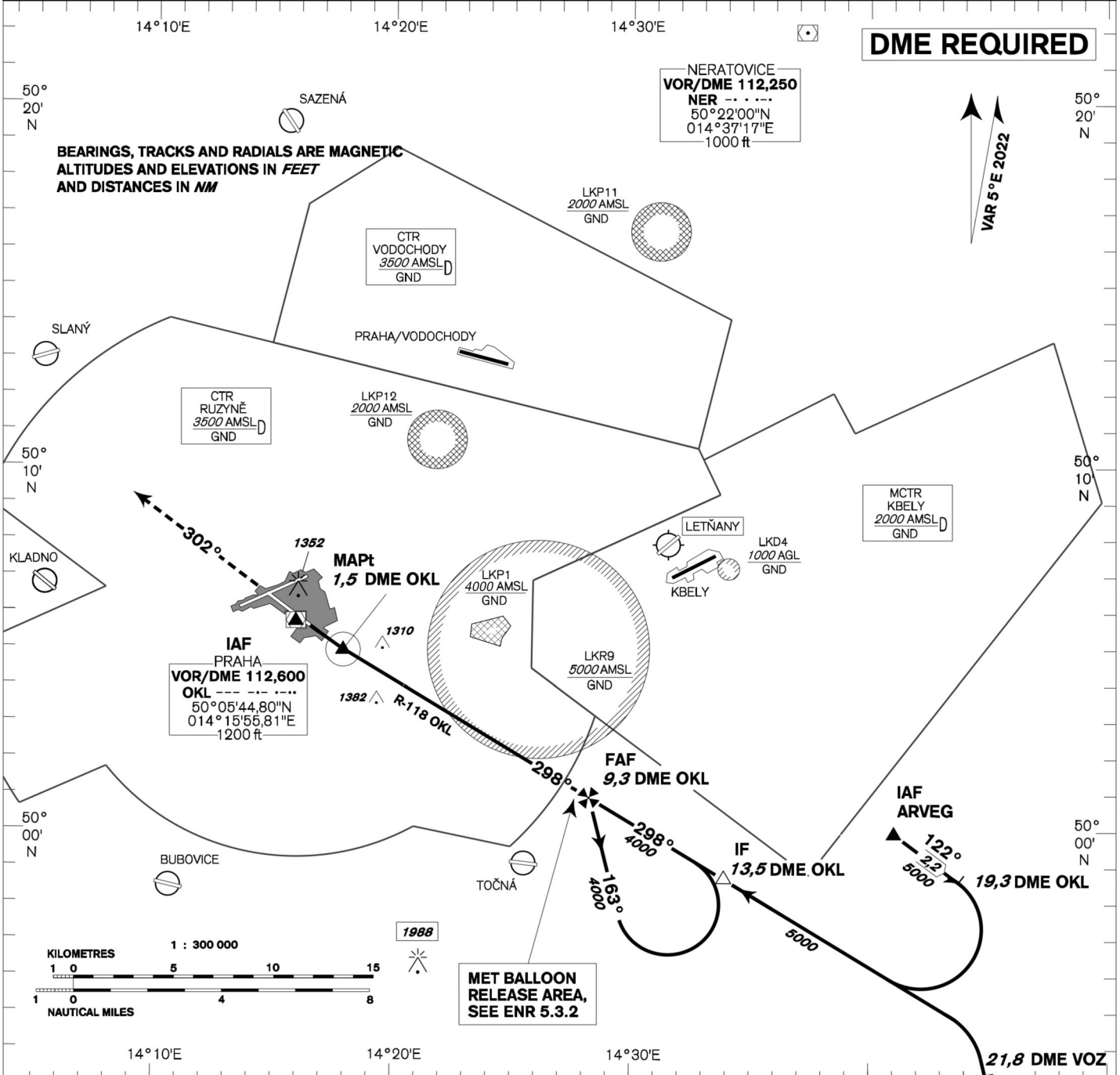
Parametry / Parameters	Hodnoty / Values
Data Block	10 12 10 0B 0C 1E 00 00 01 30 33 05 60 1A 7F 15 08 08 21 06 74 24 70 ED 01 E8 02 FC EC 01 2C 01 64 00 C8 AF 5A B9 20 0F
Calculated CRC Value	5AB9200F

Required Additional Data (not CRC wrapped)

Parametry / Parameters	Hodnoty / Values
ICAO Code	LK
LTP/FTP Orthometric Height (metres)	375.5



<h2 style="margin: 0;">INSTRUMENT APPROACH CHART - ICAO</h2>	AERODROME ELEV 1234 THR RWY 30 ELEV 1232 OCH RELATED TO THR RWY 30	PRAHA RADAR 127,580 RUZYNĚ RADAR 119,010 SUPPLEMENTARY FREQ. 136,080 121,500 RUZYNĚ TOWER 134,560 SUPPLEMENTARY FREQ. 118,110 121,500	<div style="border: 1px solid black; border-radius: 50%; padding: 5px; width: 80px; margin: 0 auto;"> MSA VOR/DME OKL 3600 1800 3200 045° 340° 4000 </div> <h1 style="margin: 0;">PRAHA/Ruzyně VOR</h1> <h2 style="margin: 0; background-color: #eee; padding: 2px;">RWY 30</h2>
--	--	--	--



MISSED APPROACH:
 Climb on track 302° to 4000ft, radar vectoring will be provided.
 In case of RCF climb on track 302° to 4000ft, at 10NM DME OKL turn right to OKL and climb to 5000ft.

THR 500525.68N, 0141654.02E
 ELEV 1232

1620

302° 3.0° 298° 5.24% 4000

VOR/DME OKL 1,5 DME OKL MAPt 1,5 DME OKL FAF 9,3 DME OKL

IF 13,5 DME OKL IAF ARVEG 19,3 DME OKL IAF KENOK 21,8 DME VOZ

TRANSITION ALTITUDE 5000ft

	6	4	2	0	2	4	6	8	10	12	NM FM THR	
OCA/OCH	A	B	C	D								
Straight-in Approach	ft	1620 / 380										
Circling	see the circling approach chart											

DME OKL	NM	10	9	8	7	6	5	4	3	2	
THR DIST	NM	9,3	8,3	7,3	6,3	5,3	4,3	3,3	2,3	1,3	
ALTITUDES	ft	4240	3920	3610	3290	2970	2650	2330	2010	1700	
FAF - MAPt	7,8 NM	kt	80	100	120	140	160	180			
Rate of descent	ft/min	min:sec	5:50	4:40	3:53	3:20	2:55	2:36			
Rate of descent	ft/min	420	530	640	740	850	960				

Timing is not authorized for defining the MAPt.

change: horizontal and vertical limits of LKP1

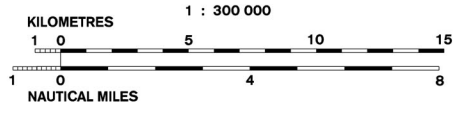
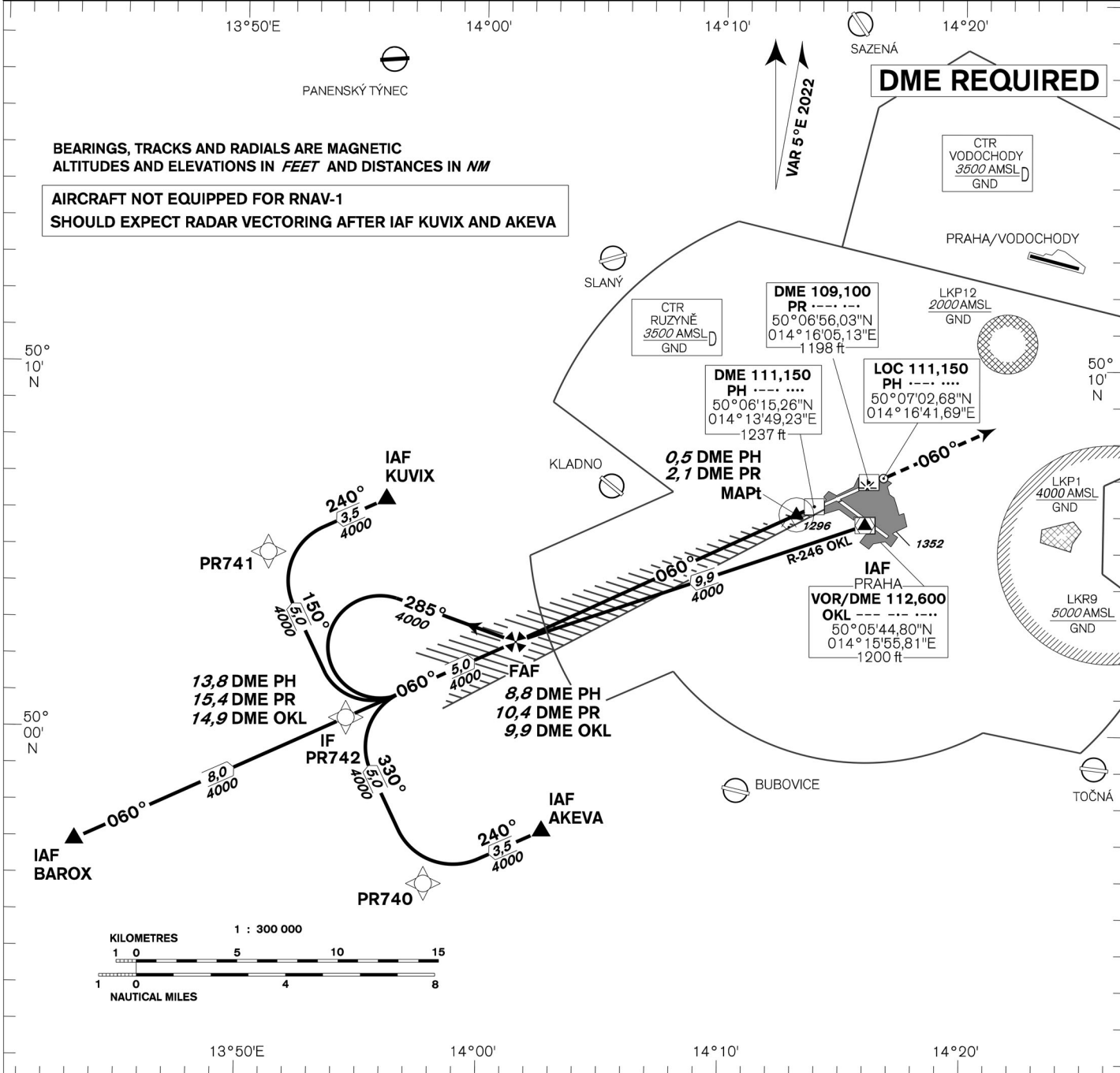
INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 1234
THR RWY 06 ELEV 1202
OCH RELATED TO THR RWY 06

PRAHA RADAR 127,580
RUZYŇNĚ RADAR 119,010
SUPPLEMENTARY FREQ 136,080
121,500
134,560

RUZYŇNĚ TOWER
SUPPLEMENTARY FREQ 118,110
121,500

PRAHA/Ruzyňě ILS RWY 06



TRANSITION ALTITUDE 5000ft
ILS RDH 54,0

THR 500606,61N 0141334,68E
ELEV 1202

MISSED APPROACH:
Climb on track 060° to 4000ft, radar vectoring will be provided.

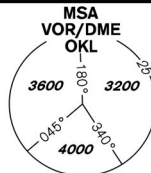
In case of RCF climb on track 060° to 4000ft, at 10NM DME OKL turn left to OKL and climb to 5000ft.

		NM FM THROU									
		10	8	6	4	2	0	2	4	6	8
Straight - in Approach	Cat I	ft 1353 / 150	1364 / 161	1378 / 175	1395 / 192						
	LOC	ft 1550 / 340									
Circling		see the circling approach chart									
		DME PH NM	9	8	7	6	5	4	3	2	1
		DME PR NM	10,6	9,6	8,6	7,6	6,6	5,6	4,6	3,6	2,6
		DIST THR NM	8,8	7,8	6,8	5,8	4,8	3,8	2,8	1,8	0,8
		ALTITUDES ft	4050	3730	3420	3100	2780	2460	2150	1820	1510
			kt								
		FAF - MAPt 8,3 NM	80	100	120	140	160	180			
		Rate of descent (5,24%)	min:sec								
			6:15	5:00	4:10	3:34	3:07	2:46			
			ft/min								
			430	530	640	740	850	960			

Timing is not authorized for defining the MAPt.

change: horizontal and vertical limits of LKP1

INSTRUMENT APPROACH CHART - ICAO	AERODROME ELEV 1234 THR RWY 06 ELEV 1202	PRAHA RADAR 127,580 RUZYŇŔADAR 119,010 SUPPLEMENTARY FREQ 136,080 121,500 134,560	PRAHA/RuzyňŔ RNP RWY 06
	OCH RELATED TO THR RWY 06	RUZYŇŔ TOWER 118,110 SUPPLEMENTARY FREQ 121,500	

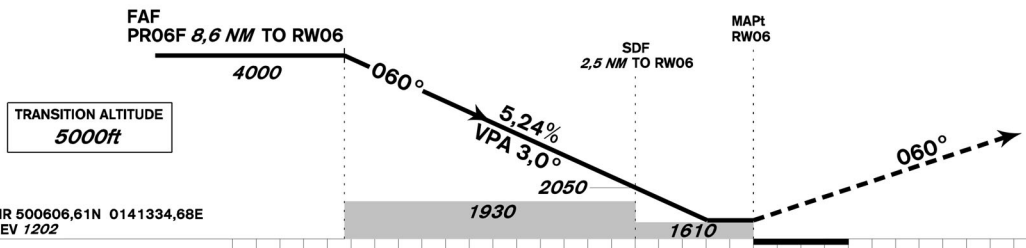
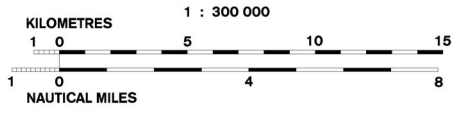
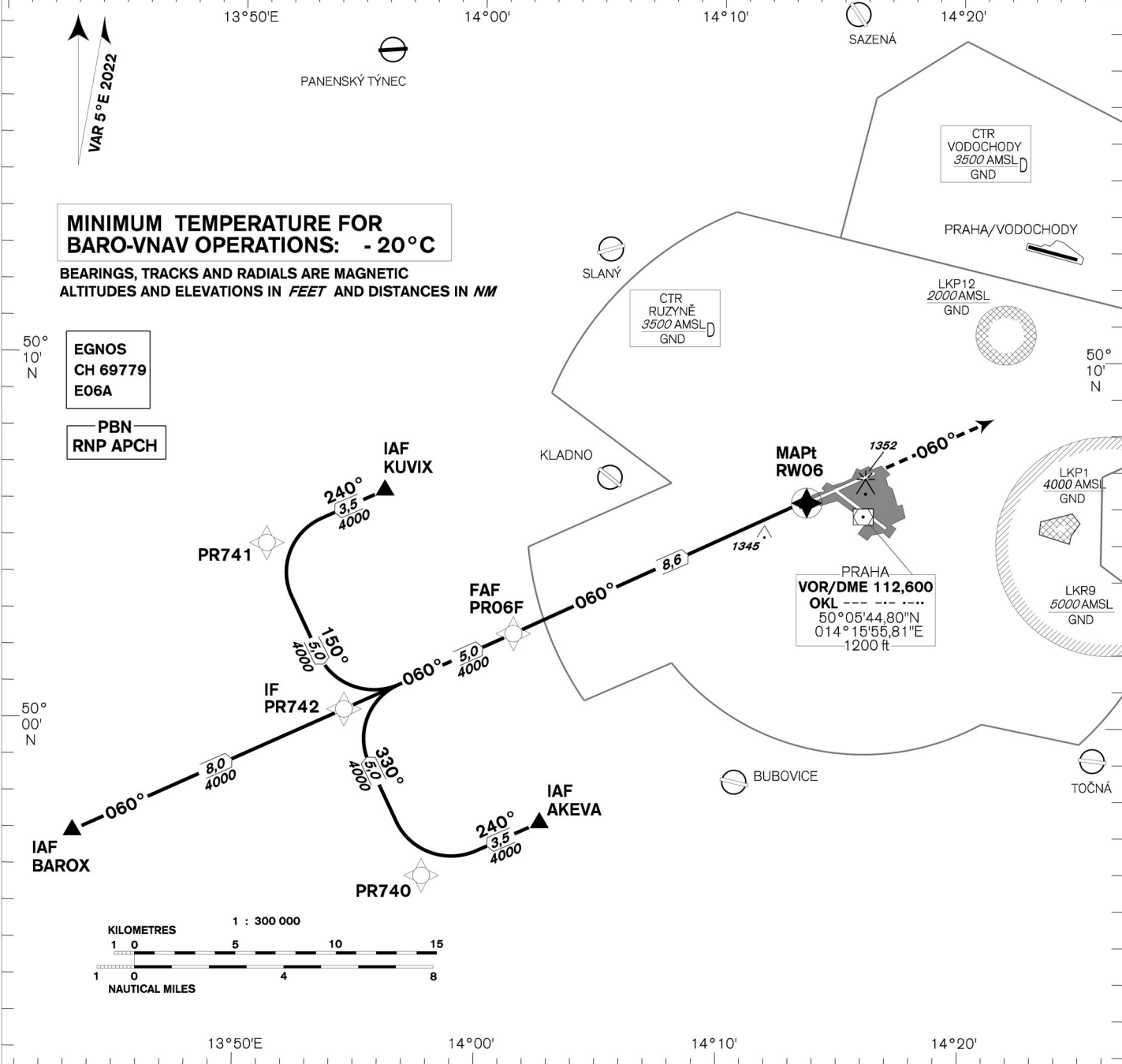


VAR 5° E 2022

MINIMUM TEMPERATURE FOR BARO-VNAV OPERATIONS: -20°C
BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
ALTITUDES AND ELEVATIONS IN FEET AND DISTANCES IN NM

EGNOS
CH 69779
E06A

PBN
RNP APCH



MISSED APPROACH:
Climb on track 060° to 4000ft, radar vectoring will be provided.
In case of RCF climb on track 060° to 4000ft, at 10NM DME OKL turn left to OKL and climb to 5000ft.

OCA/OCH		NM FM THROU			
		A	B	C	D
LNAV	ft		1610 / 410		
LNAV / VNAV	ft		1519 / 317		
LPV	ft		1402 / 200		
Circling		see the circling approach chart			

DIST THR (MAPt) NM	ALTIMETRES ft							
	8	7	6	5	4	3	2	1
	3800	3480	3160	2840	2530	2210	1890	1570
FAF - MAPt 8,6 NM	kt		min:sec		ft/min			
	80	100	120	140	160	180		
	6:28	5:10	4:18	3:42	3:14	2:52		
Rate of descent (5,24%)	ft/min		430		530		640	
	740		850		960			

change: horizontal and vertical limits of LKP1

Posloupnost traťových bodů / Way point sequence

Od / From IAF KUVIX		
KUVIX	IAF	fly-by
PR741		fly-by
PR742	IF	fly-by
PR06F	FAF	fly-by
RW06	MAPt	fly-over

Od / From IAF BAROX		
BAROX	IAF	fly-by
PR742	IF	fly-by
PR06F	FAF	fly-by
RWY06	MAPt	fly-over

Seznam traťových bodů / Way point list	
KUVIX	50 06 19,91 N 013 56 01,47 E
AKEVA	49 57 17,56 N 014 02 37,59 E
BAROX	49 56 54,77 N 013 43 15,06 E
PR740	49 55 48,83 N 013 5745,19 E
PR741	50 04 50,89 N 013 51 08,37 E
PR742	50 00 19,91 N 013 54 27,10 E
PR06F	50 02 27,19 N 014 01 26,71 E
RW06	50 06 06,61 N 014 13 34,68 E

Od / From IAF AKEVA		
AKEVA	IAF	fly-by
PR740		fly-by
PR742	IF	fly-by
PR06F	FAF	fly-by
RW06	MAPt	fly-over

SBAS FAS Data Block

Vstupní data / Input Data

Parametry / Parameters	Hodnoty / Values
Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	LKPR
Runway	06
Runway Letter	0 (None)
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E06A
LTP/FTP Latitude	500606.6100N
LTP/FTP Longitude	0141334.6800E
LTP/FTP Ellipsoidal Height (metres)	412.2
FPAP Latitude	500657.4200N
Delta FPAP Latitude (seconds)	50.8100
FPAP Longitude	0141624.1200E
Delta FPAP Longitude (seconds)	169.4400
Threshold Crossing Height	49.2
TCH Units Selector	0 (feet)
Glidepath Angle (degrees)	3.00
Course Width (metres)	105.00
Length Offset (metres)	0
HAL (metres)	40.0
VAL (metres)	35.0

Výstupní data / Output Data

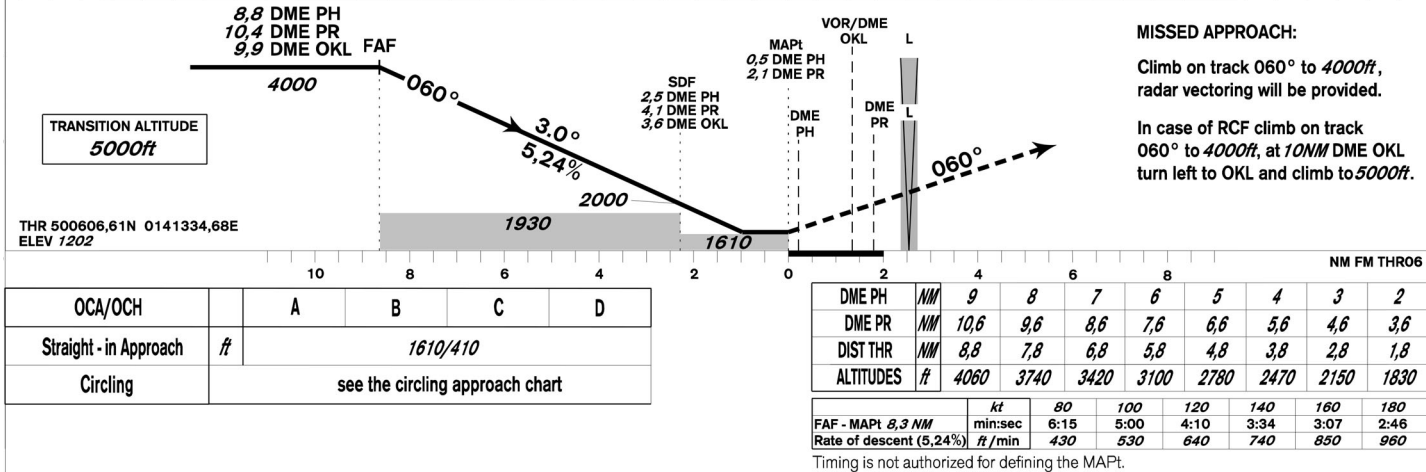
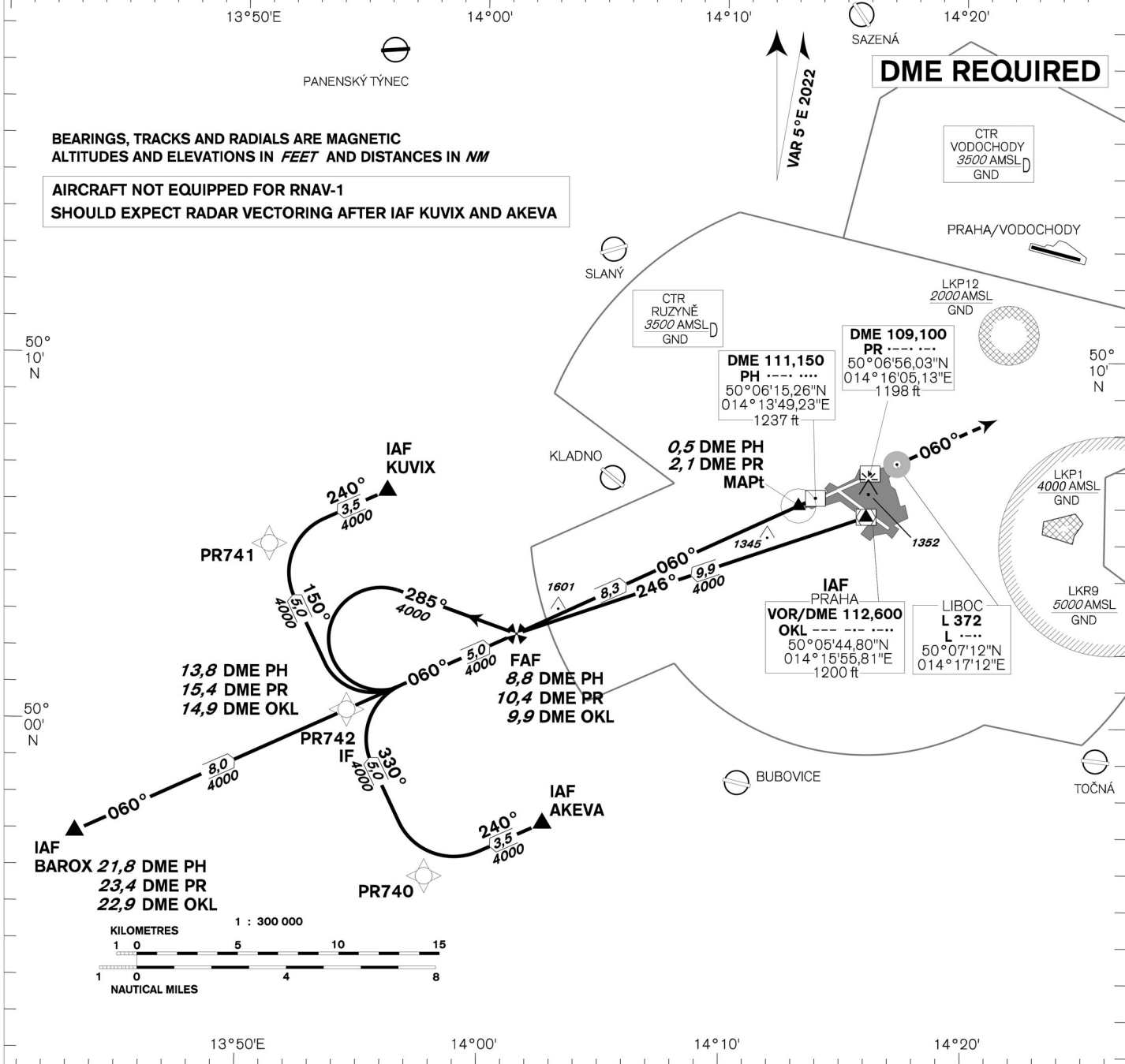
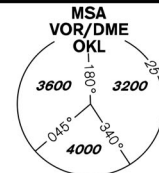
Parametry / Parameters	Hodnoty / Values
Data Block	10 12 10 0B 0C 06 00 00 01 36 30 05 24 5A 80 15 B0 F2 1A 06 1A 24 F4 8C 01 C0 2B 05 EC 01 2C 01 64 00 C8 AF 69 EA 09 6F
Calculated CRC Value	69EA096F

Required Additional Data (not CRC wrapped)

Parametry / Parameters	Hodnoty / Values
ICAO Code	LK
LTP/FTP Orthometric Height (metres)	366.4



INSTRUMENT APPROACH CHART - ICAO	AERODROME ELEV 1234 THR RWY 06 ELEV 1202 OCH RELATED TO THR RWY 06	PRAHA RADAR 127,580 RUZYŇĚ RADAR 119,010 SUPPLEMENTARY FREQ 136,080 121,500 134,560 RUZYŇĚ TOWER 118,110 SUPPLEMENTARY FREQ 121,500	PRAHA/Ruzyňě NDB RWY 06
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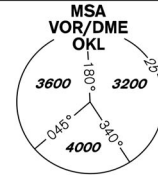


change: horizontal and vertical limits of LKP1

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 1234
 THR RWY 12 ELEV 1160
 OCH RELATED TO THR RWY 12

PRAHA RADAR 127,580
 RUZYŇĚ RADAR 119,010
 SUPPLEMENTARY FREQ 136,080
 121,500
 RUZYŇĚ TOWER 134,560
 SUPPLEMENTARY FREQ 118,110
 121,500

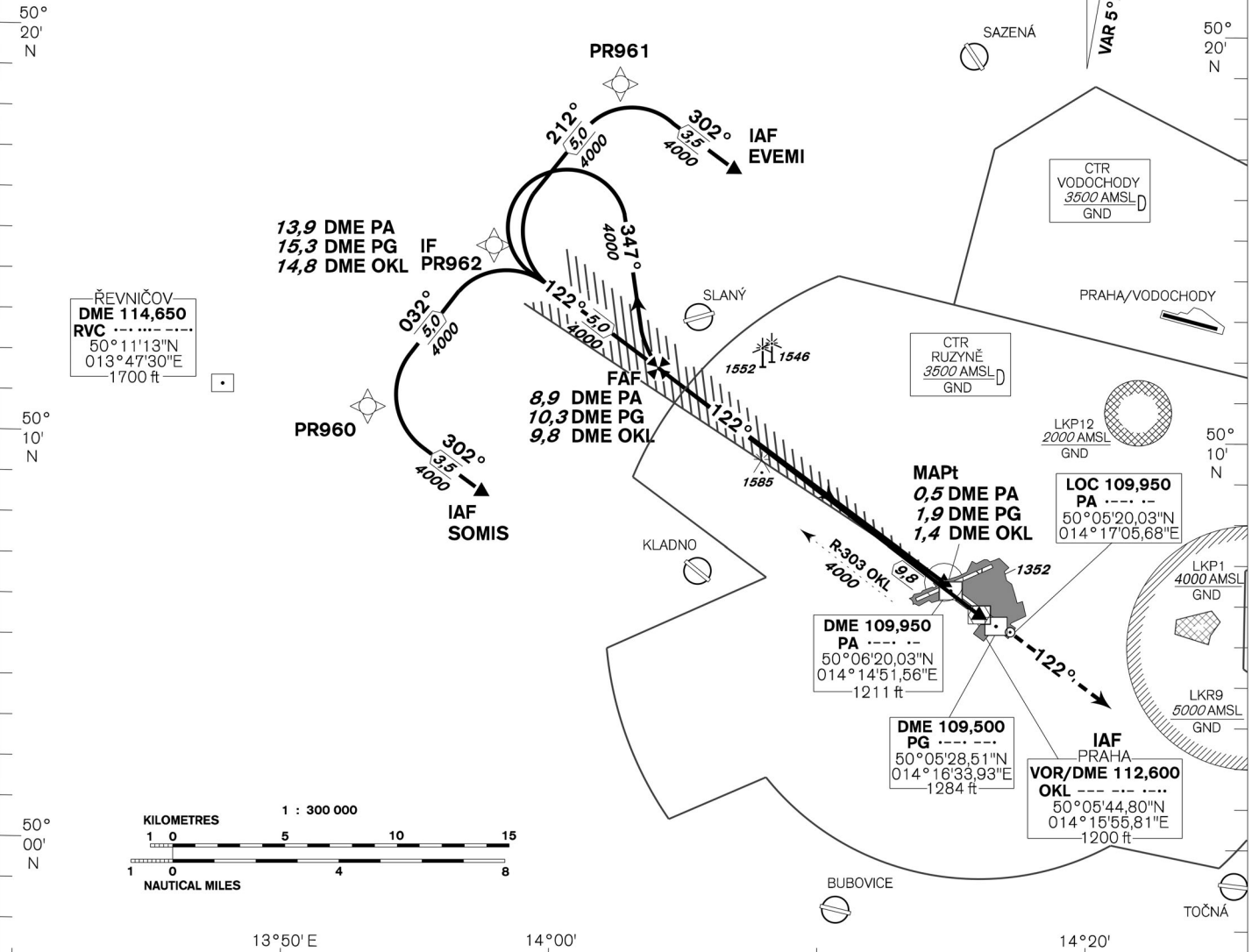


PRAHA/Ruzyňě ILS RWY 12

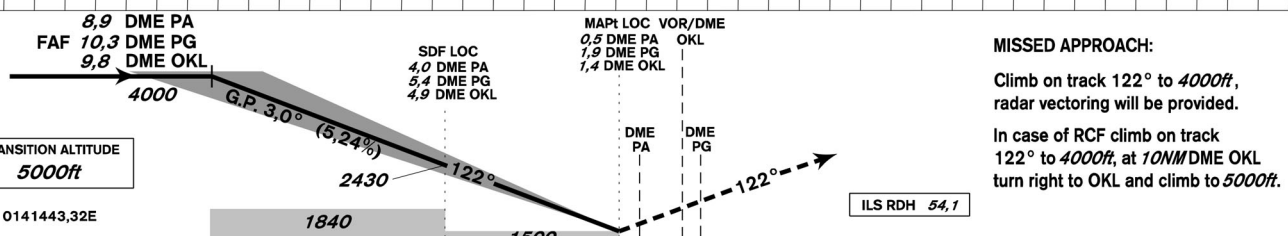
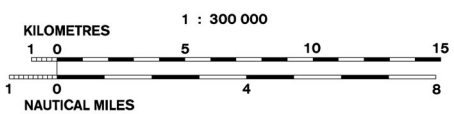
DME REQUIRED

AIRCRAFT NOT EQUIPPED FOR RNAV-1
 SHOULD EXPECT RADAR VECTERING AFTER IAF EVEMI AND SOMIS

BEARINGS, TRACKS AND RADIALS ARE MAGNETIC
 ALTITUDES AND ELEVATIONS IN FEET
 AND DISTANCES IN NM



ŘEVNIČOV
 DME 114,650
 RVC
 50°11'13"N
 013°47'30"E
 1700 ft



MISSED APPROACH:
 Climb on track 122° to 4000ft, radar vectoring will be provided.
 In case of RCF climb on track 122° to 4000ft, at 10NM DME OKL turn right to OKL and climb to 5000ft.

THR 500628,84N 0141443,32E
 ELEV 1160

OCA/OCH		A	B	C	D
Straight-in Approach	Cat I	ft 1313 / 153	1327 / 167	1343 / 183	1359 / 199
	LOC	ft 1500 / 340			
Circling		see the circling approach chart			

Operating minima RVR 750 m

		8	7	6	5	4	3	2	1
DME PA	NM	8	7	6	5	4	3	2	1
DME PG	NM	9,4	8,4	7,4	6,4	5,4	4,4	3,4	2,4
DME OKL	NM	8,9	7,9	6,9	5,9	4,9	3,9	2,9	1,9
THR DIST	NM	7,8	6,8	5,8	4,8	3,8	2,8	1,8	0,8
ALTITUDES	ft	3700	3390	3070	2750	2430	2110	1790	1480
	kt	80	100	120	140	160	180		
FAF - MAPt 8,4 NM	min:sec	6:19	5:03	4:13	3:36	3:10	2:49		
Rate of descent	ft/min	420	530	640	740	850	960		

Timing is not authorized for defining the MAPt.

change: horizontal and vertical limits of LKP1

INSTRUMENT APPROACH CHART - ICAO

AERODROME ELEV 1234
THR RWY 12 ELEV 1160
OCH RELATED TO THR RWY 12

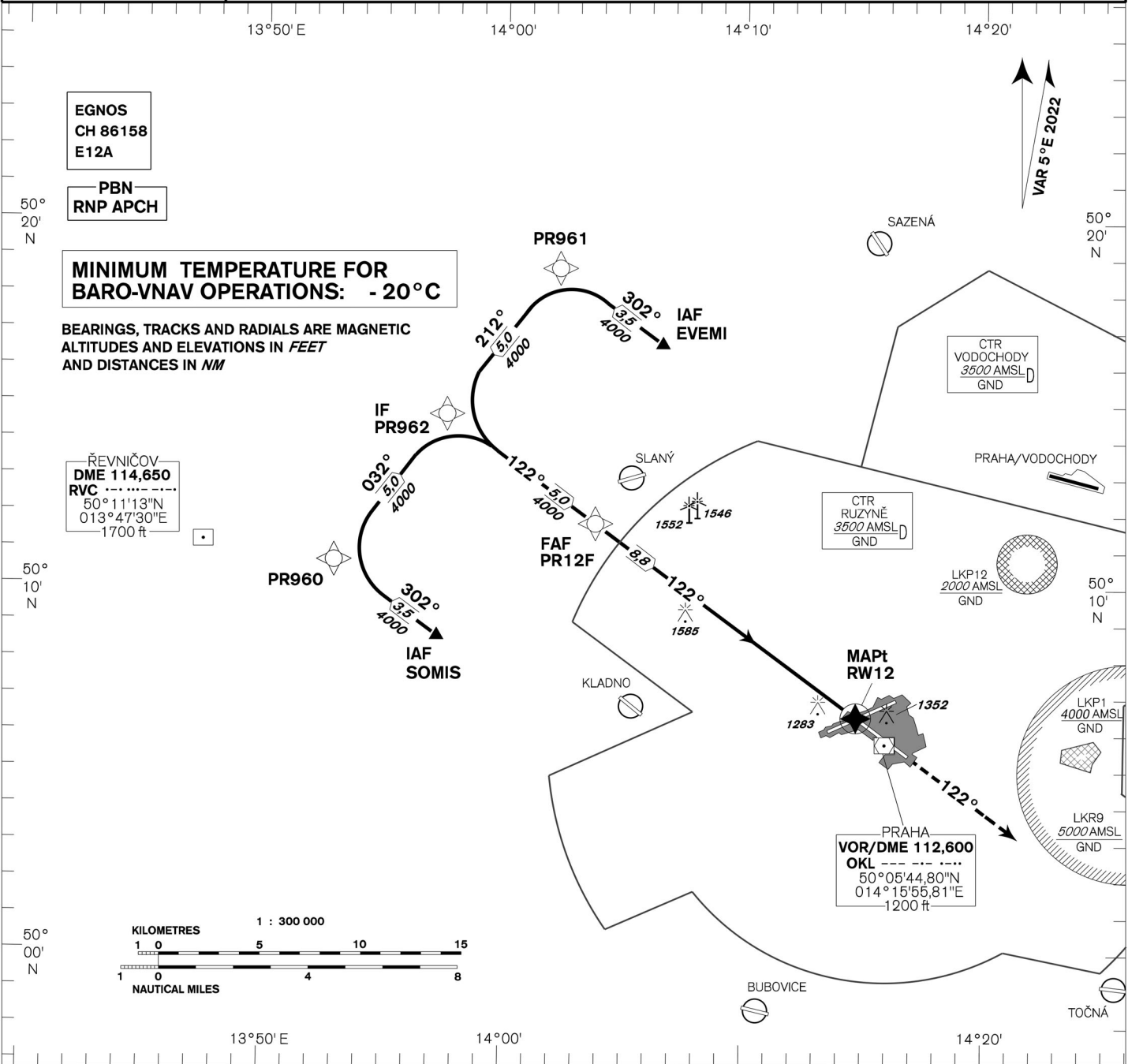
PRAHA RADAR 127,580
RUZYŇ RADAR 119,010
SUPPLEMENTARY FREQ 136,080
121,500
RUZYŇ TOWER 134,560
SUPPLEMENTARY FREQ 118,110
121,500

MSA
VOR/DME OKL
3600 1800 3200
045° 310°
4000

PRAHA/Ruzyně

RNP

RWY 12



FAF PR12F 8,8 NM FM RW12

SDF 4,0 NM FM RW12

VOR/DME OKL MAPt RW12

TRANSITION ALTITUDE 5000ft

THR 500628,84N 0141443,32E
ELEV 1160

1830 1530

RDH 49,2 ft

NM FM THR12

OCA/OCH		A	B	C	D
LNAV	ft		1530 / 370		
LNAV / VNAV	ft		1453 / 293		
LPV	ft		1360 / 200		
Circling		see the circling approach chart			

MISSED APPROACH:

Climb on track 122° to 4000ft, radar vectoring will be provided.

In case of RCF climb on track 122° to 4000ft, at 10NM/DME OKL turn right to OKL and climb to 5000ft.

DIST THR (MAPt) NM	8	7	6	5	4	3	2	1
ALTITUDES ft	3760	3440	3120	2800	2480	2160	1850	1530

kt	80	100	120	140	160	180
FAF - MAPt 8,8 NM min:sec	6:34	5:16	4:23	3:45	3:17	2:55
Rate of descent ft/min	420	530	640	740	850	950

Timing is not authorized for defining the MAPt.

change: horizontal and vertical limits of LKP1

Posloupnost traťových bodů / Way point sequence

Od / From IAF SOMIS		
SOMIS	IAF	fly-by
PR960		fly-by
PR962	IF	fly-by
PR12F	FAF	fly-by
RW12	MAPt	fly-over

Od / From IAF EVEMI		
EVEMI	IAF	fly-by
PR961		fly-by
PR962	IF	fly-by
PR12F	FAF	fly-by
RW12	MAPt	fly-over

Seznam traťových bodů / Way point list	
SOMIS	50 08 38,56 N 013 57 15,18 E
EVEMI	50 16 38,86 N 014 06 33,88 E
PR960	50 10 41,95 N 013 52 57,01 E
PR961	50 18 42,62 N 014 02 15,30 E
PR962	50 14 42,39 N 013 57 35,78 E
PR12F	50 11 44,17 N 014 03 49,30 E
RW12	50 06 28,84 N 014 14 43,32 E

SBAS FAS Data Block

Vstupní data / Input Data

Parametry / Parameters	Hodnoty / Values
Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	LKPR
Runway	12
Runway Letter	0 (None)
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E12A
LTP/FTP Latitude	500628.8400N
LTP/FTP Longitude	0141443.3200E
LTP/FTP Ellipsoidal Height (metres)	399.4
FPAP Latitude	500525.6800N
Delta FPAP Latitude (seconds)	-63.1600
FPAP Longitude	0141654.0200E
Delta FPAP Longitude (seconds)	130.7000
Threshold Crossing Height	49.2
TCH Units Selector	0 (feet)
Glidepath Angle (degrees)	3.00
Course Width (metres)	105.00
Length Offset (metres)	0
HAL (metres)	40.0
VAL (metres)	35.0

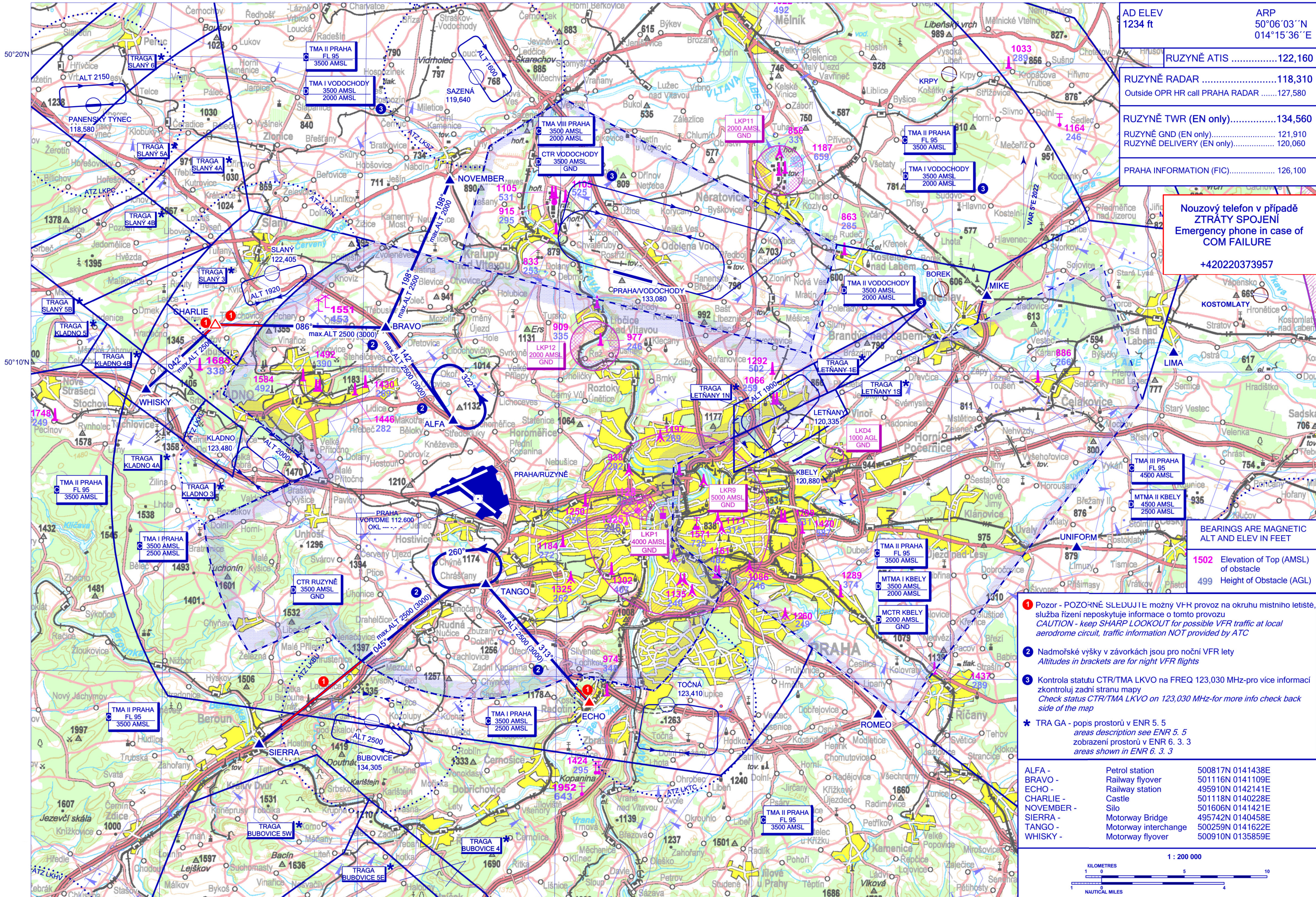
Výstupní data / Output Data

Parametry / Parameters	Hodnoty / Values
Data Block	10 12 10 0B 0C 0C 00 00 01 32 31 05 D0 07 81 15 F0 0A 1D 06 9A 23 90 12 FE 18 FD 03 EC 01 2C 01 64 00 C8 AF 1A 7B 66 3B
Calculated CRC Value	1A7B663B

Required Additional Data (not CRC wrapped)

Parametry / Parameters	Hodnoty / Values
ICAO Code	LK
LTP/FTP Orthometric Height (metres)	353.6





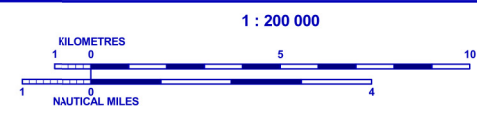
AD ELEV 1234 ft	ARP 50°06'03"N 014°15'36"E
RUZYNĚ ATIS	122,160
RUZYNĚ RADAR	118,310
Outside OPR HR call PRAHA RADAR	127,580
RUZYNĚ TWR (EN only).....	134,560
RUZYNĚ GND (EN only).....	121,910
RUZYNĚ DELIVERY (EN only).....	120,060
PRAHA INFORMATION (FIC).....	126,100

Nouzový telefon v případě ZTRÁTY SPOJENÍ
Emergency phone in case of COM FAILURE
+420220373957

BEARINGS ARE MAGNETIC
 ALT AND ELEV IN FEET
 1502 Elevation of Top (AMSL) of obstacle
 499 Height of Obstacle (AGL)

- 1 Pozor - POZORNĚ SLEDUJTE možný VFR provoz na okruhu místního letiště, služba řízení neposkytuje informace o tomto provozu
 CAUTION - keep SHARP LOOKOUT for possible VFR traffic at local aerodrome circuit, traffic information NOT provided by ATC
- 2 Nadmořské výšky v závorkách jsou pro noční VFR lety
 Altitudes in brackets are for night VFR flights
- 3 Kontrola statusu CTR/TMA LKVO na FREQ 123,030 MHz-pro více informací zkontroluj zadní stranu mapy
 Check status CTR/TMA LKVO on 123,030 MHz-for more info check back side of the map
- * TRA GA - popis prostorů v ENR 5. 5
 areas description see ENR 5. 5
 zobrazení prostorů v ENR 6. 3. 3
 areas shown in ENR 6. 3. 3

ALFA -	Petrol station	500817N 0141438E
BRAVO -	Railway flyover	501116N 0141109E
ECHO -	Railway station	495910N 0142141E
CHARLIE -	Castle	501118N 0140228E
NOVEMBER -	Silo	501606N 0141421E
SIERRA -	Motorway Bridge	495742N 0140458E
TANGO -	Motorway interchange	500259N 0141622E
WHISKY -	Motorway flyover	500910N 0135859E



change: horizontal and vertical limits of LKP1

1. Přílety do LKPR viz AIP ČR AD2 LKPR 2.22.6.1.1 (plné znění)**Piloti musí:**

- získat letištní slot (vyjma letů vrtulníků letecké záchranné služby, Policie ČR a letů SAR) ;
- vstoupit do CTR Ruzyně pod spodní hranici TMA Praha nebo pod spodní hranici TMA Vodochody (pokud není službou ATS instruuováno jinak, například u letů VFR v noci);
- nastavit **kód A2000**, pokud nebylo službou ATS instruuováno jinak (kód SSR **pro zvláštní účely** u letů vrtulníků letecké záchranné služby, Policie ČR a letů SAR);
- navázat spojení na kmitočku **Ruzyně RADAR 118,310 MHz** (mimo provozní dobu navázat spojení na kmitočku **Praha RADAR 127,580 MHz**);
- předat údaje o letu;
- potvrdit platnou informaci ATIS a zopakovat údaj QNH;
- po přijetí instrukce k přechodu na **RUZYŇÉ TWR** navázat pouze spojení.

Přílety do místa v CTR Ruzyně mimo LKPR viz AIP ČR AD2 LKPR 2.22.6.1.2 (plné znění)**Piloti musí:**

- vstoupit do CTR Ruzyně pod spodní hranici TMA Praha nebo pod spodní hranici TMA Vodochody (pokud není službou ATS instruuováno jinak, například u letů VFR v noci);
- nastavit **kód A2000**, pokud nebylo službou ATS instruuováno jinak (kód SSR **pro zvláštní účely** u letů vrtulníků letecké záchranné služby, Policie ČR a letů SAR);
- navázat spojení na kmitočku **Ruzyně RADAR 118,310 MHz** (mimo provozní dobu navázat spojení na kmitočku **Praha RADAR 127,580 MHz**);
- předat údaje o letu;
- potvrdit platnou informaci ATIS a zopakovat údaj QNH;
- po přijetí instrukce k přechodu na **RUZYŇÉ TWR** navázat pouze spojení;
- odevzdat hlášení o přistání některým z uvedených postupů. K telefonickému hlášení na **TWR Ruzyně se použije číslo +420 220 374 048**.

2. Odlety z LKPR viz AIP ČR AD2 LKPR 2.22.6.2.1 (plné znění)**Piloti musí:**

- získat letištní slot (vyjma letů vrtulníků letecké záchranné služby, Policie ČR a letů SAR) ;
- navázat spojení na kmitočku **Ruzyně DELIVERY 120,060 MHz** (pokud není službou ATC instruuováno jinak);

*Poznámka: piloti vrtulníků letecké záchranné služby, Policie ČR a letů SAR navazují spojení na kmitočku **Ruzyně TOWER 134,560 MHz** bezprostředně před vzletem.*

- předat údaje o letu (piloti vrtulníků letecké záchranné služby, Policie ČR a letů SAR pouze počáteční směr letu);
- potvrdit platnou informaci ATIS a zopakovat údaj QNH;
- nastavit **kód A2000** (kód SSR **pro zvláštní účely** u letů vrtulníků letecké záchranné služby, Policie ČR a letů SAR);
- navázat spojení na kmitočku **Ruzyně GROUND 121,910 MHz** (pokud není službou ATC instruuováno jinak) za účelem získání povolení k poježdění (nevztahuje se na piloty vrtulníků letecké záchranné služby, Policie ČR a letů SAR).

Odlety z CTR Ruzyně mimo LKPR viz AIP ČR AD2 LKPR 2.22.6.2.2 (plné znění)**Piloti musí:**

Pokud není službou ATC instruuováno jinak, piloti musí:

- telefonicky kontaktovat **TWR Ruzyně +420 220 374 048** nejméně 3 minuty před zahájením poježdění za účelem získání ATC povolení pro odlétávající letadla;

Poznámka 1: ATC povolení pro odlétávající letadla neznamená povolení ke vzletu

*Poznámka 2: Piloti vrtulníků letecké záchranné služby, Policie ČR a letů SAR navazují spojení na kmitočku **Ruzyně TOWER 134,560 MHz** bezprostředně před vzletem. Pokud navázání radiotelefonního spojení není z technických důvodů proveditelné, musí být spojení navázáno co nejdříve po vzletu*

- předat údaje o letu (piloti vrtulníků letecké záchranné služby, Policie ČR a letů SAR pouze počáteční směr letu);
- potvrdit platnou informace ATIS s opakováním QNH
- nastavit **kód A2000** (kód SSR **pro zvláštní účely** u letů vrtulníků letecké záchranné služby, Policie ČR a letů SAR);
- navázat spojení s příslušným stanovištěm ATC na kmitočku, který jim byl předán současně s vydaným ATC povolením pro odlétávající letadla.

Poznámka: Pokud navázání radiotelefonního spojení není z technických důvodů proveditelné, musí být vzlet zahájen v dohodnutém čase a spojení navázáno co nejdříve po vzletu

3. POZNÁMKY:

Všechna letadla provádějící VFR lety v CTR Ruzyně a TMA Praha musí být vybaveny odpovídacím módu S.

1. Arrivals to LKPR see AIP ČR AD2 LKPR 2.22.6.1.1 (full text)**Pilots shall:**

- obtain the airport slot (except pilots of helicopter emergency medical service, Police of the CR and SAR);
- enter CTR Ruzyně below the lower limit of TMA Praha or below the lower limit of TMA Vodochody (unless otherwise instructed by ATS e.g. for night VFR flights);
- select **SSR code A2000** unless otherwise instructed by ATS (SSR codes for special purposes for flights of helicopter emergency medical service, Police of the CR and SAR);
- establish communication on frequency of **Ruzyně RADAR 118,310 MHz** (outside hours of operation establish communication on frequency of **Praha RADAR 127,580 MHz**);
- hand over information about flight;
- confirm current ATIS information with QNH read back;
- in case the instruction to transfer to **RUZYŇÉ TWR** received, establish communication only;

Arrivals to destination in CTR Ruzyně outside LKPR see viz AIP ČR AD2 LKPR 2.22.6.1.2 (full text)**Pilots shall:**

- enter CTR Ruzyně below the lower limit of TMA Praha or below the lower limit of TMA Vodochody (unless otherwise instructed by ATS e.g. for night VFR flights);
- select **SSR code A2000** unless otherwise instructed by ATS (SSR codes for special purposes for flights of helicopter emergency medical service, Police of the CR and SAR);
- establish communication on frequency of **Ruzyně RADAR 118,310 MHz** (outside hours of operation establish communication on frequency of **Praha RADAR 127,580 MHz**);
- hand over information about flight;
- confirm current ATIS information with QNH read back;
- in case the instruction to transfer to **RUZYŇÉ TWR** received, establish communication only;
- handover the report of arrival as published. Contact **TWR Ruzyně by telephone +420 220 374 048**.

2. Departures from LKPR see AIP ČR AD2 LKPR 2.22.6.2.1 (full text)**Pilots shall:**

- obtain the airport slot (except pilots of helicopter emergency medical service, Police of the CR and SAR);
- establish communication on frequency of **Ruzyně DELIVERY 120,060 MHz** (unless otherwise instructed by ATC);

*Note: Pilots of helicopter emergency medical service, Police of the CR and SAR establish communication **Ruzyně TWR 134,560 MHz** immediately prior to departure.*

- hand over information about flight (pilots of helicopter emergency medical service, Police of the CR and SAR initial routing);
- confirm current ATIS information with QNH read back;
- select **SSR code A2000** unless otherwise instructed by ATS (SSR codes for special purposes for flights of helicopter emergency medical service, Police of the CR and SAR);
- establish communication on frequency of **Ruzyně GROUND 121,910 MHz** to obtain a taxi clearance (pilots of helicopter emergency medical service, Police of the CR and SAR).

Departures from CTR Ruzyně outside LKPR see AIP ČR AD2 LKPR 2.22.6.2.2 (full text)**Pilots shall:**

Unless otherwise instructed by ATC, pilots shall:

- contact **TWR Ruzyně by telephone +420 220 374 048** at least 3 minutes prior taxi to obtain ATC clearance for departing aircraft;

Note 1: ATC clearance for departing aircraft does not mean clearance for take-off
*Note 2: Pilots of helicopter emergency medical service, Police of the CR and SAR establish communication on frequency of **Ruzyně TOWER 134,560 MHz** immediately prior to departure. 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 (pilots of helicopter emergency medical service, Police of the CR and SAR initial routing);
- confirm current ATIS information with QNH read back.
- select **SSR code A2000** (SSR codes for special purposes for flights of helicopter emergency medical service, Police of the CR and SAR)
- 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

3. REMARKS:

All aircraft operating VFR flights in CTR Ruzyně and TMA Praha shall be equipped with Mode S transponder.

3 Pravidla pro aktivaci CTR/TMA VODOCHODY a TMA VIII PRAHA

Platnost prostoru TMA VIII PRAHA

požadavky: pouze pokud CTR a TMA II Vodochody není aktivní.

Informace o statutu CTR a TMA II Vodochody jsou vysílány na 123,030

Mimo dobu aktivace TMA I Vodochody tento prostor zaniká a klasifikace vzdušného prostoru se mění na třídu E. Informace o statutu prostoru TMA I Vodochody jsou vysílány na 123,030

3 Activation rules for CTR/TMA VODOCHODY and TMA VIII PRAHA

TMA VIII PRAHA is effective only if CTR and TMA II Vodochody

is not active. Information about status of CTR and TMA II Vodochody is broadcasted on 123,030

Outside of activation time TMA I Vodochody the area expires and the airspace classification is changed to class E. Information about status of TMA I Vodochody is broadcasted on 123,030

Zkrácené přistání VFR letů na RWY 30

Postup slouží k umožnění současného provozu s provozem na RWY 06/24.

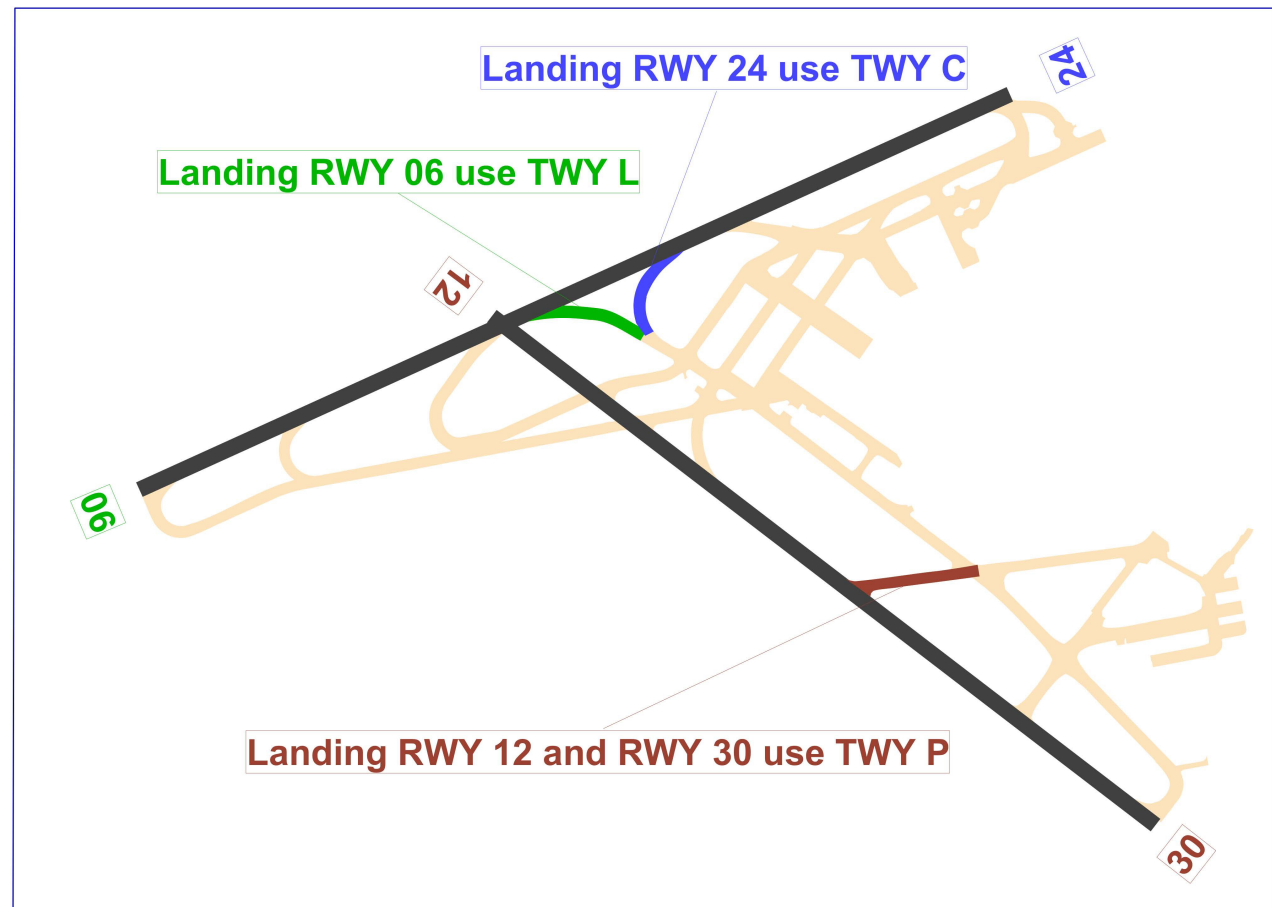
Požadavky:

- přistání mohou provádět pouze letadla do MTOW 7000 kg;
- rychlost letadla na konečném přiblížení odpovídá kategorii "A";
- přistání je možné provádět pouze mezi SR – SS;
- dohlednost je 5 km a více a oblačnost BKN-OVC 1500 ft a více;
- brzdicí účinek nebude nepříznivě ovlivněn pokrytím dráhy sněhem, rozředěným sněhem nebo vodou;
- letadlo po přistání uvolní RWY 30 nejpozději na TWY P.

V případě nutnosti provedení nezdařeného přiblížení je pilot povinen točit doleva nejpozději na úrovni TWY R, pokračovat na bod TANGO tak, aby nepřeletěl křižovatku RWY 30 a TWY P, a stoupat ne výše než 2500 ft AMSL.

Použijte označené výjezdy, pokud služba řízení nestanoví jinak.

Use marked exits unless otherwise stated by ATC.



Arrival routes	Waypoint sequence
ECHO 2 NOVEMBER 2 SIERRA 2 WHISKY 2	ECHO - TANGO NOVEMBER - BRAVO - ALFA SIERRA - TANGO WHISKY - CHARLIE - BRAVO - ALFA
Departure routes	Waypoint sequence
ECHO 2 NOVEMBER 2 SIERRA 2 WHISKY 2	TANGO - ECHO ALFA - BRAVO - NOVEMBER TANGO - SIERRA ALFA - BRAVO - CHARLIE - WHISKY

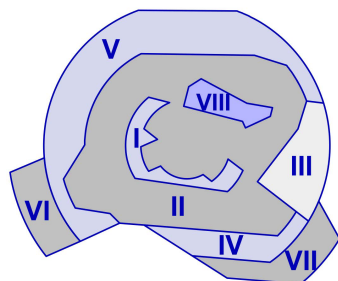
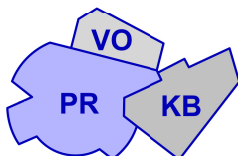
Short landing of VFR flights on RWY 30

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.

TMA PRAHA**CTR Ruzyně, Vodochody and MCTR Kbely**

AD ELEV 1234 ft/376 m

PRAHA RADAR	120.530
RUZYŇŔE RADAR	127.580
RUZYŇŔE RADAR	119.010
SUPPLEMENTARY FREQ APP	118.310
SUPPLEMENTARY FREQ APP	136.080
RUZYŇŔE DELIVERY	120.060
RUZYŇŔE TOWER	134.560
SUPPLEMENTARY FREQ TWR	118.110
RUZYŇŔE GROUND	121.910
RUZYŇŔE ATIS	122.160
EMERGENCY FREQ	121.500

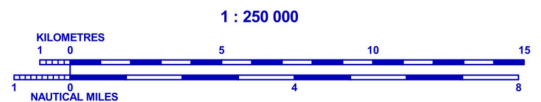
Circling Approach Chart
PRAHA/RUZYŇŔE

BEARINGS ARE MAGNETIC
ALT AND ELEV IN FEET
DISTANCES ARE IN NM

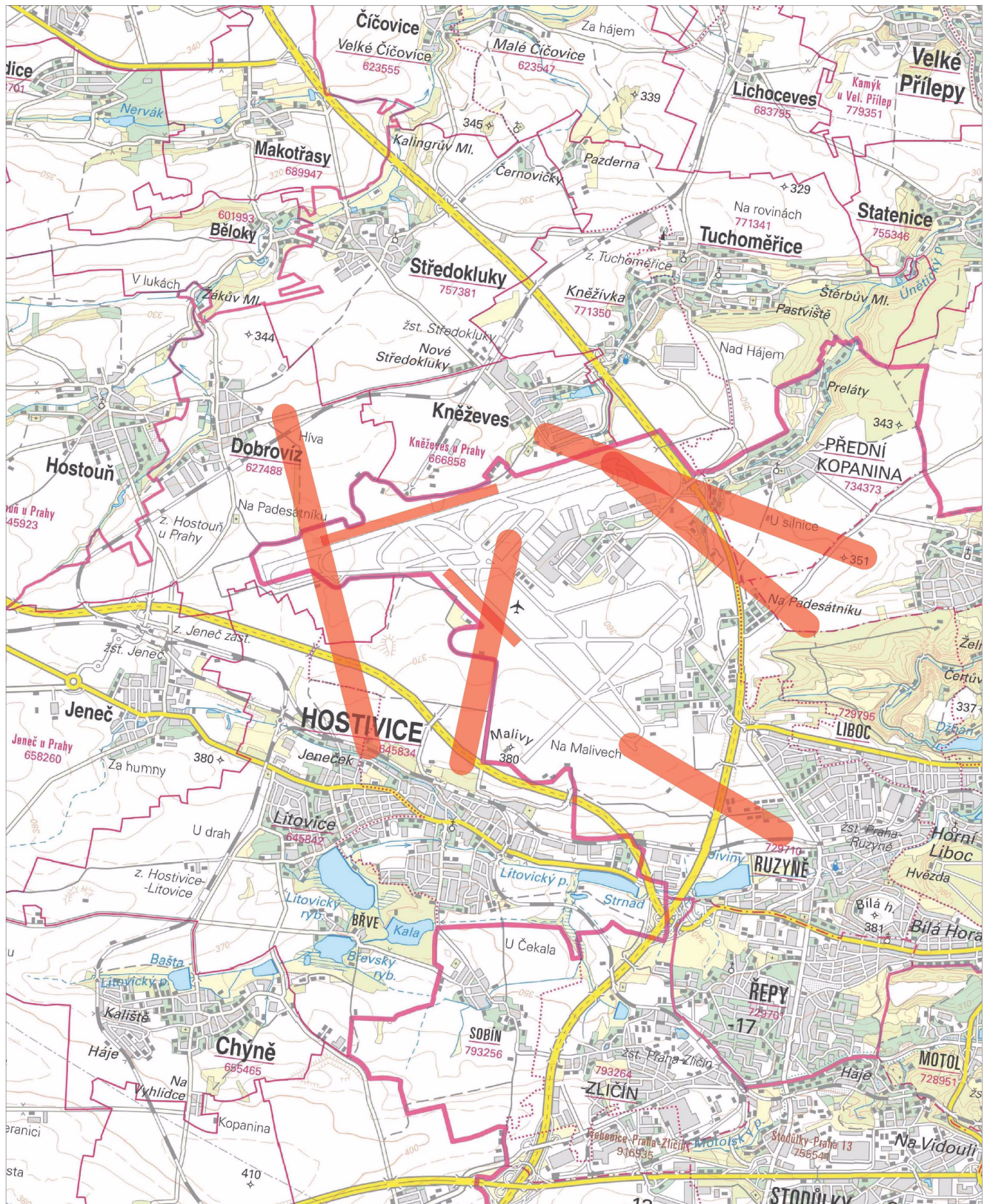


change: call signs in table

OCA/OCH		A	B	C
Circling	ft	1670/440	1750/520	1880/650



1502 Elevation of Top (AMSL) of obstacle
499 Height of Obstacle (AGL)



Mapa minimálních nadmořských výšek pro poskytování přehledových služeb ATC v prostoru CTR Ruzyně, TMA Praha a CTA1 Praha

ATC Surveillance Minimum Altitude Chart within CTR Ruzyně, TMA Praha and CTA1 Praha

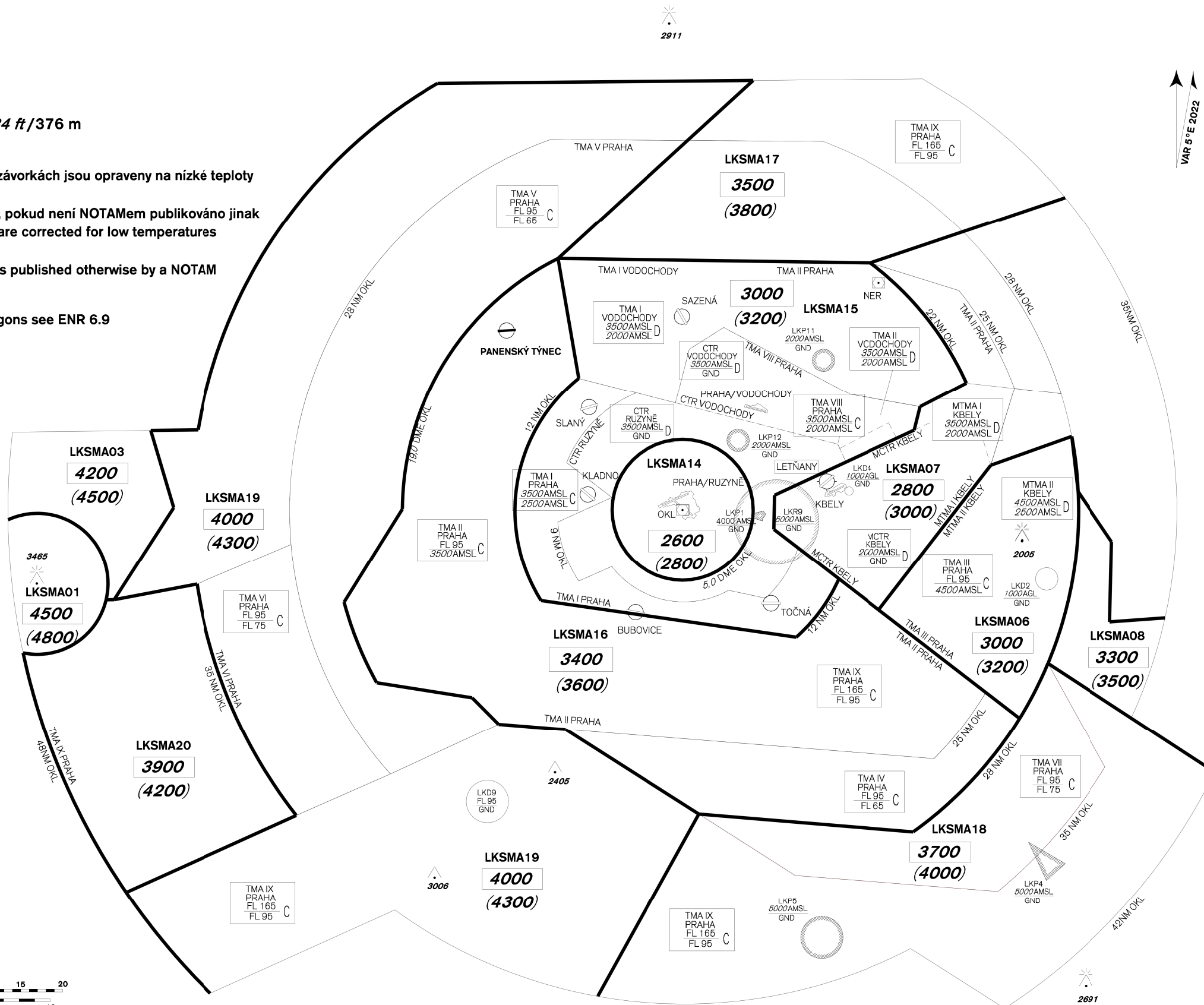
BEARINGS ARE MAGNETIC
ALTITUDES ARE IN FEET
DISTANCES ARE IN NM

TRANSITION ALTITUDE
5000ft

PRAHA/RUZYŇĚ ELEV 1234 ft / 376 m

Hodnoty nadmořských výšek v závorkách jsou opraveny na nízké teploty a jsou platné vždy pro období od 15. listopadu do 15. března, pokud není NOTAMem publikováno jinak
Values of altitudes in brackets are corrected for low temperatures and apply always for the period from 15 NOV till 15 MAR, unless published otherwise by a NOTAM

Description of all ATCSMA polygons see ENR 6.9



change: horizontal and vertical limits of LKP1

Odkaz na CSV soubor s prostory a překážkami / CSV file with areas and obstacles:
https://aim.rlp.cz/ais_data/datasets/atcsma.zip

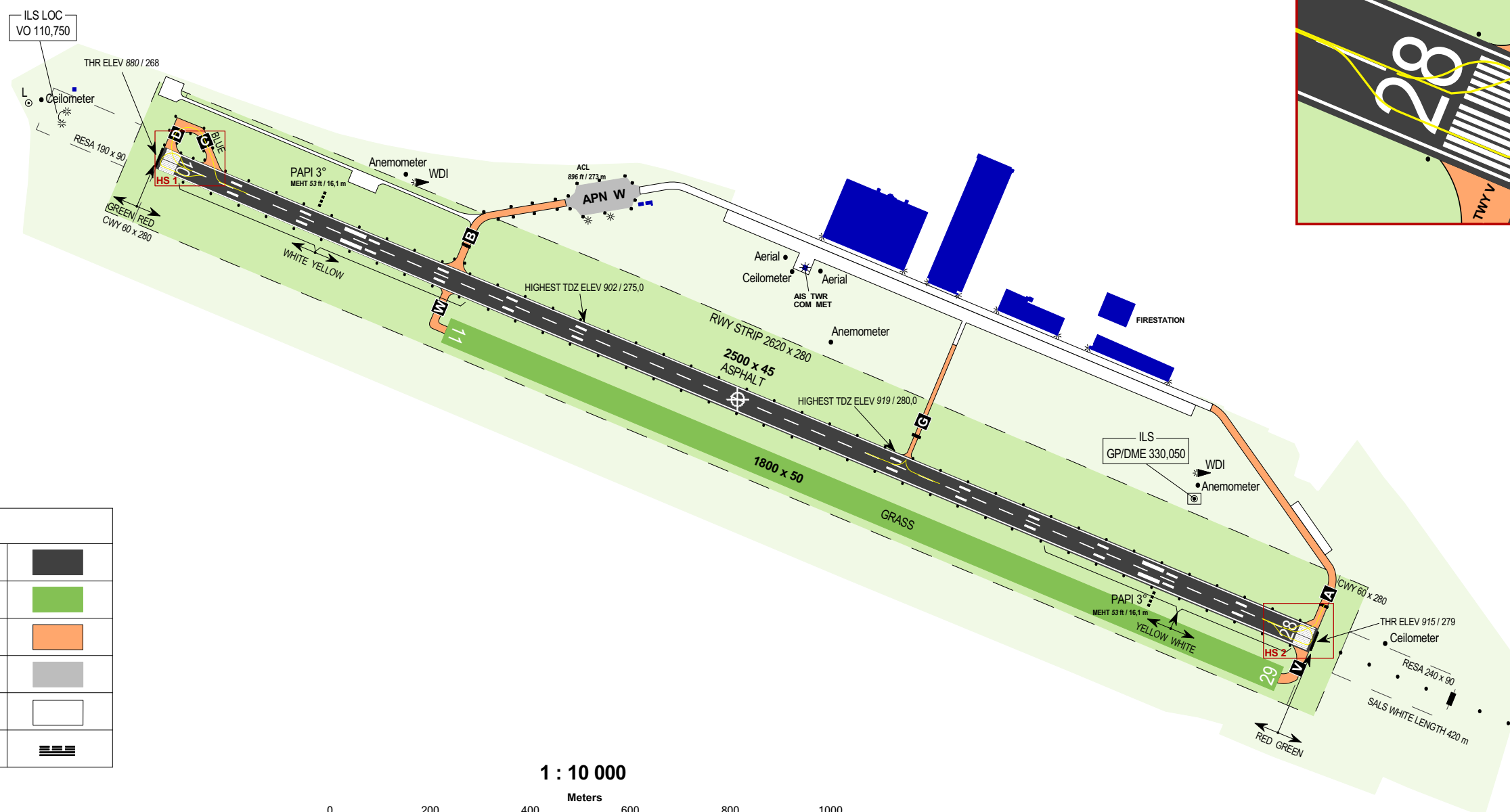
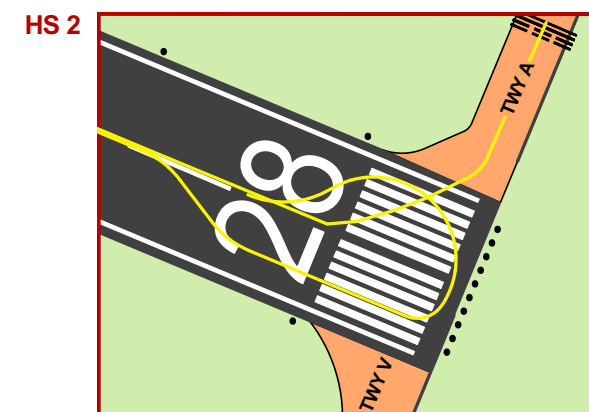
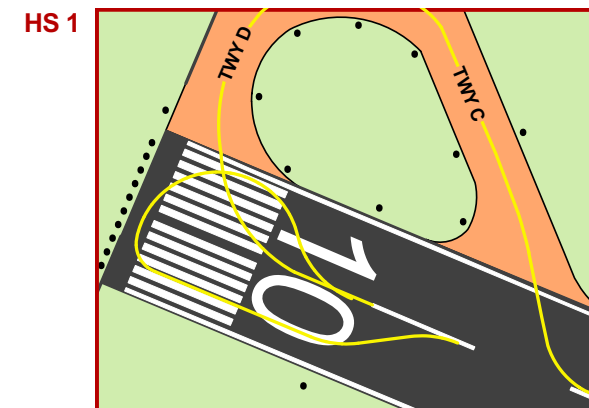
ARP	50° 13'00"N 014° 23'44"E	VODOCHODY TOWER	133,080 121,500	AD ELEV 919 ft / 280 m	AERODROME CHART - ICAO	PRAHA / Vodochody
		VODOCHODY RADAR	127,480			

RWY	DIRECTION	THR	BEARING STRENGTH
10	100°	50°13'10,43"N 014°22'43,00"E	PCN 22/F/B/X/T
28	280°	50°12'49,66"N 014°24'44,88"E	
11	100°	50°13'01,90"N 014°23'13,98"E	PCN 10/F/C/Y/U
29	280°	50°12'46,88"N 014°24'41,95"E	
TAXIWAYS		TWY A, B TWY C, D TWY G, V, W	PCN 20/F/B/X/T PCN 22/F/B/X/T -

↑
VAR 5° E 2022

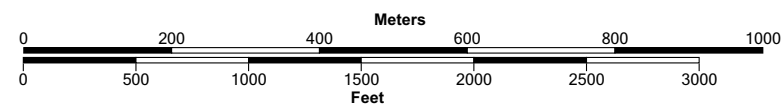
ANNUAL RATE
OF CHANGE +9'

ELEVATIONS IN ft / m
DIMENSIONS IN m
BEARINGS ARE MAGNETIC



LEGEND	
RWY (area of ATC responsibility)	
UNPAVED RWY (area of ATC responsibility)	
TWY (area of ATC responsibility)	
STAND	
TAXIING NOT ALLOWED	
RUNWAY HOLDING POINT	≡≡≡

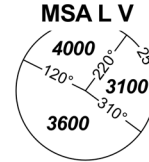
1 : 10 000



change: cancellation of manipulation areas closure; new ceilometers, anemometers

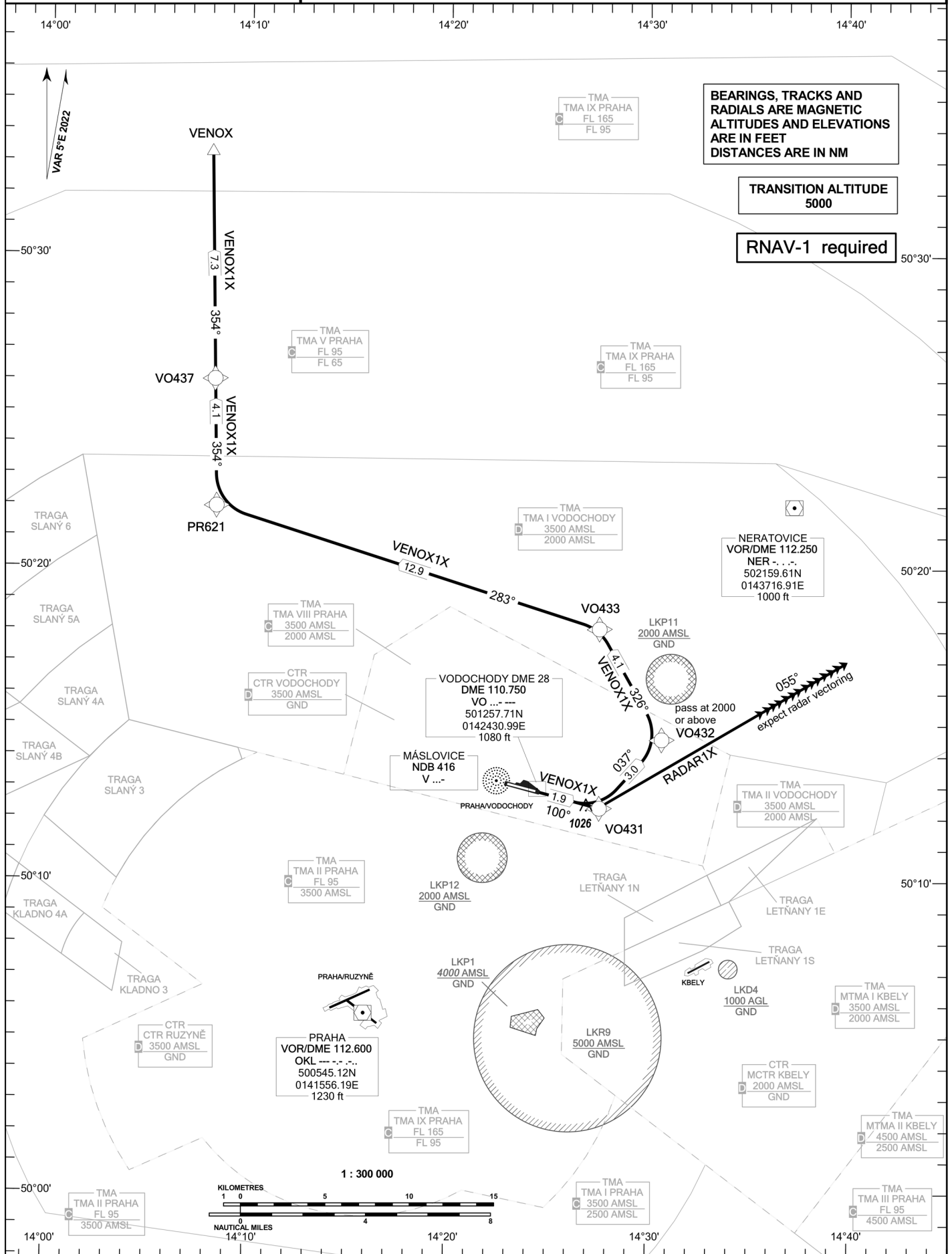
STANDARD DEPARTURE CHART - INSTRUMENT (SID) - ICAO

VODOCHODY RADAR	127.480
VODOCHODY TOWER	133.080
VODOCHODY RADIM	123.030
EMERGENCY FREQ	121.500



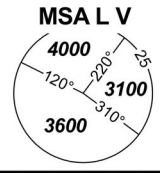
PRAHA/VODOCHODY RNAV Rwy 10

RADAR1X VENOX1X



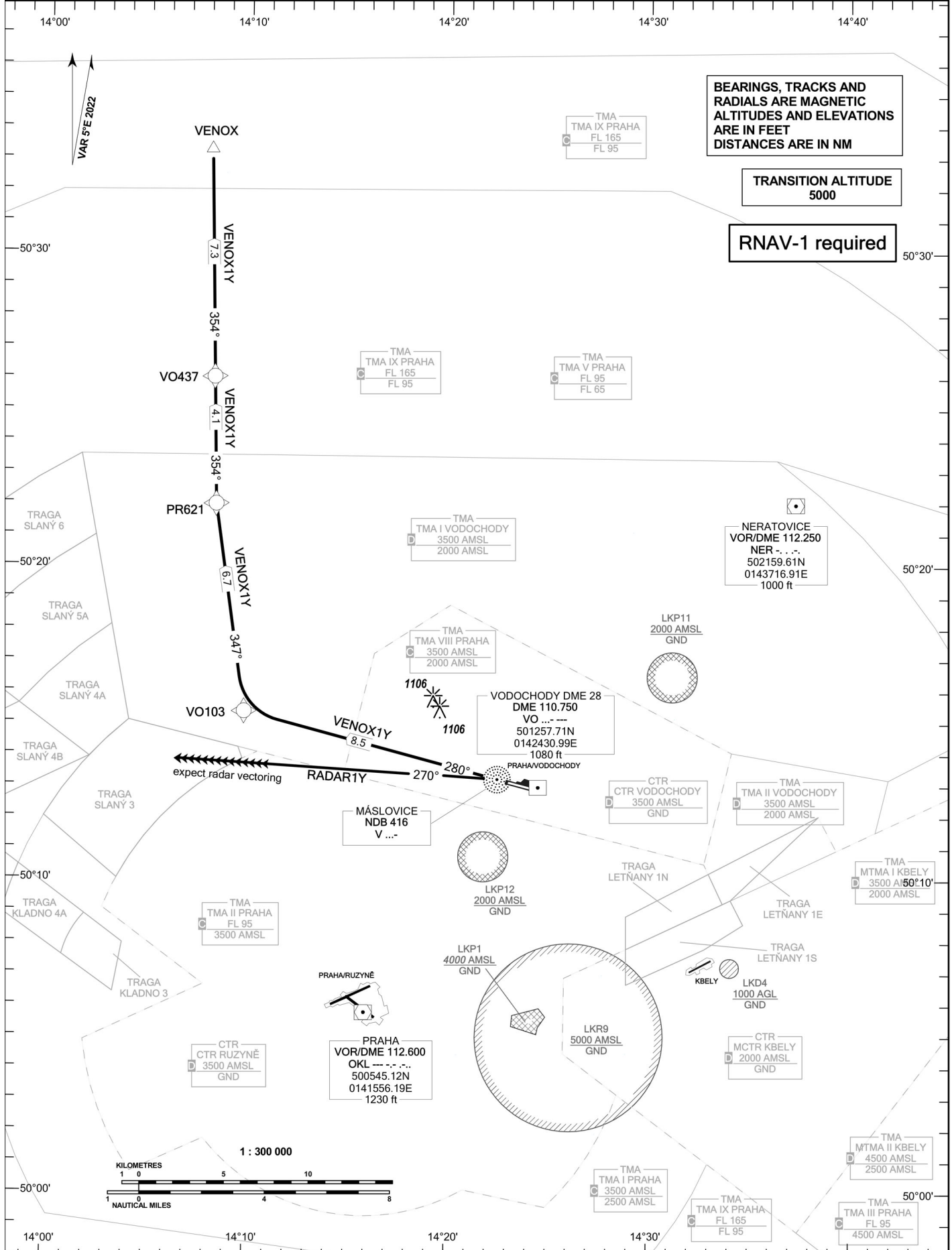
STANDARD DEPARTURE CHART INSTRUMENT (SID) - ICAO

VODOCHODY RADAR	127.480
VODOCHODY TOWER	133.080
VODOCHODY RADIM	123.030
EMERGENCY FREQ	121.500



PRAHA/VODOCHODY RNAV RWY 28

RADAR1Y VENOX1Y



BEARINGS, TRACKS AND RADIALS ARE MAGNETIC ALTITUDES AND ELEVATIONS ARE IN FEET DISTANCES ARE IN NM

TRANSITION ALTITUDE 5000

RNAV-1 required

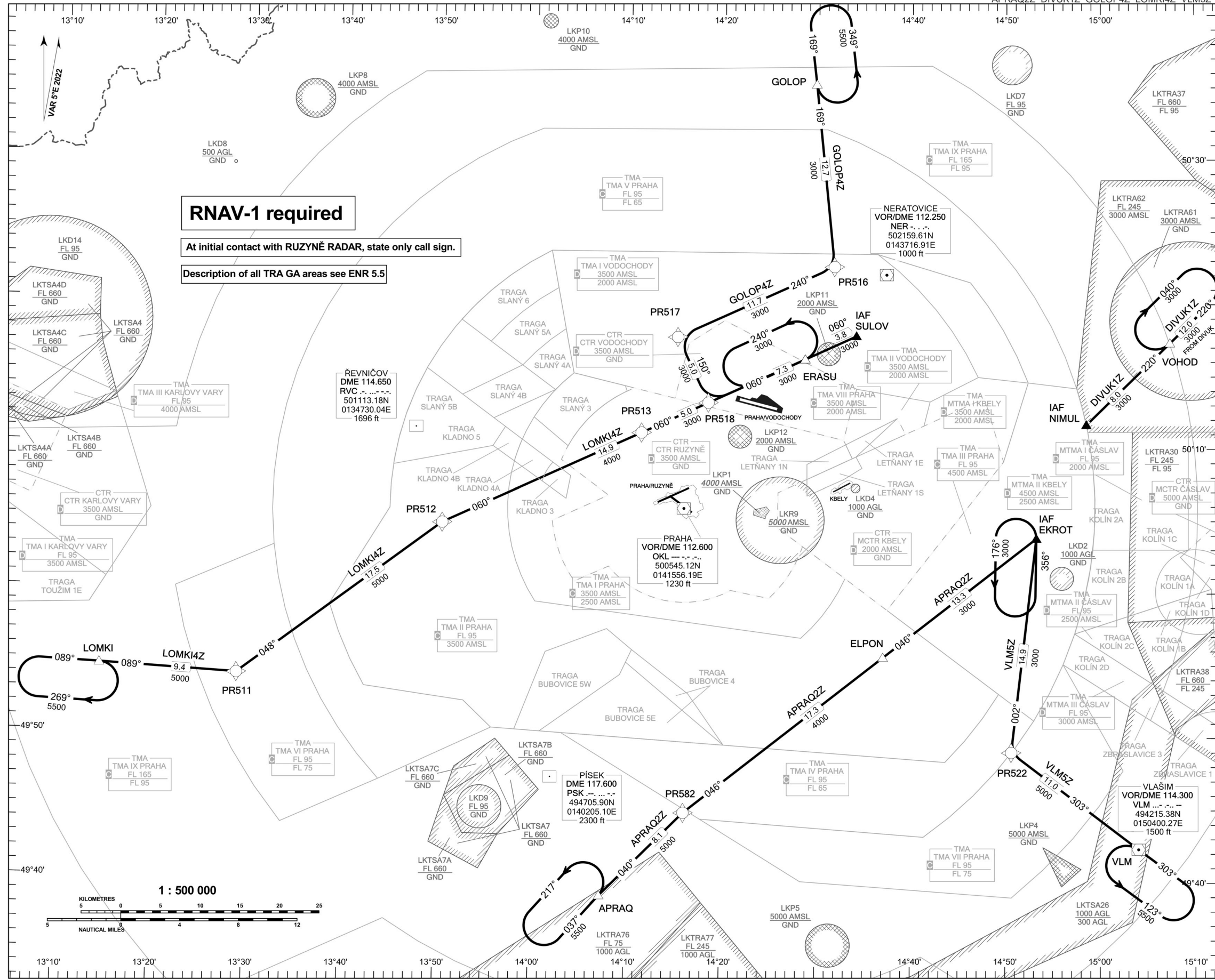
expect radar vectoring RADAR1Y 270° 280°

change: horizontal and vertical limits of LKP1

STANDARD ARRIVAL CHART- INSTRUMENT (STAR) - ICAO

PRAHA/VODOCHODY RNAV Rwy 10-28

APRAQZ DIVUK1Z GOLOP4Z LOMKI4Z VLM5Z



INSTRUMENT APPROACH CHART - ICAO

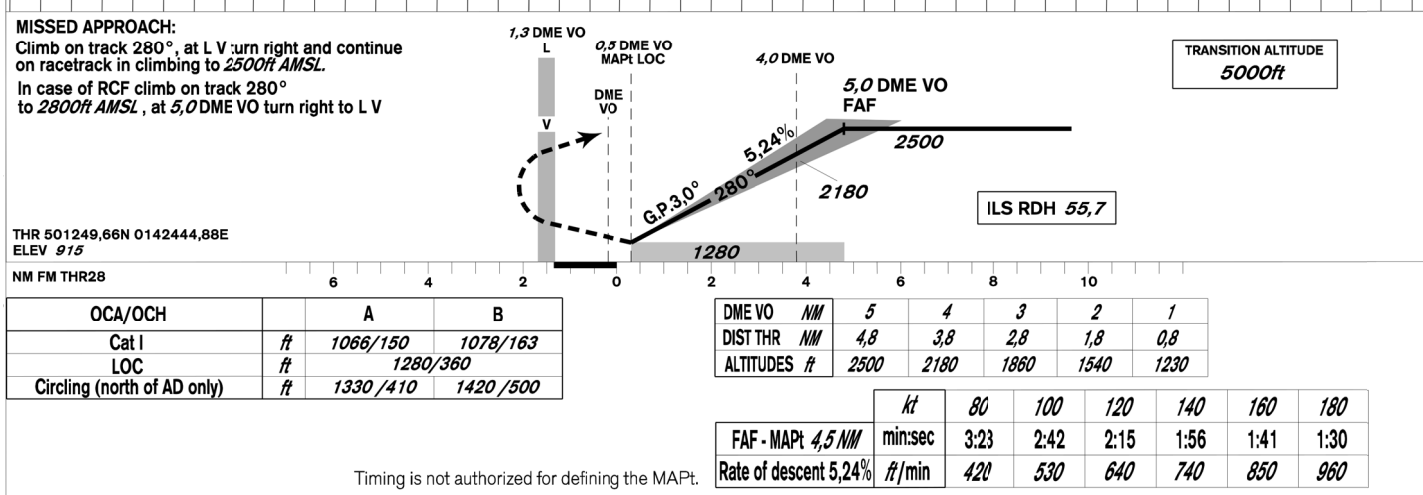
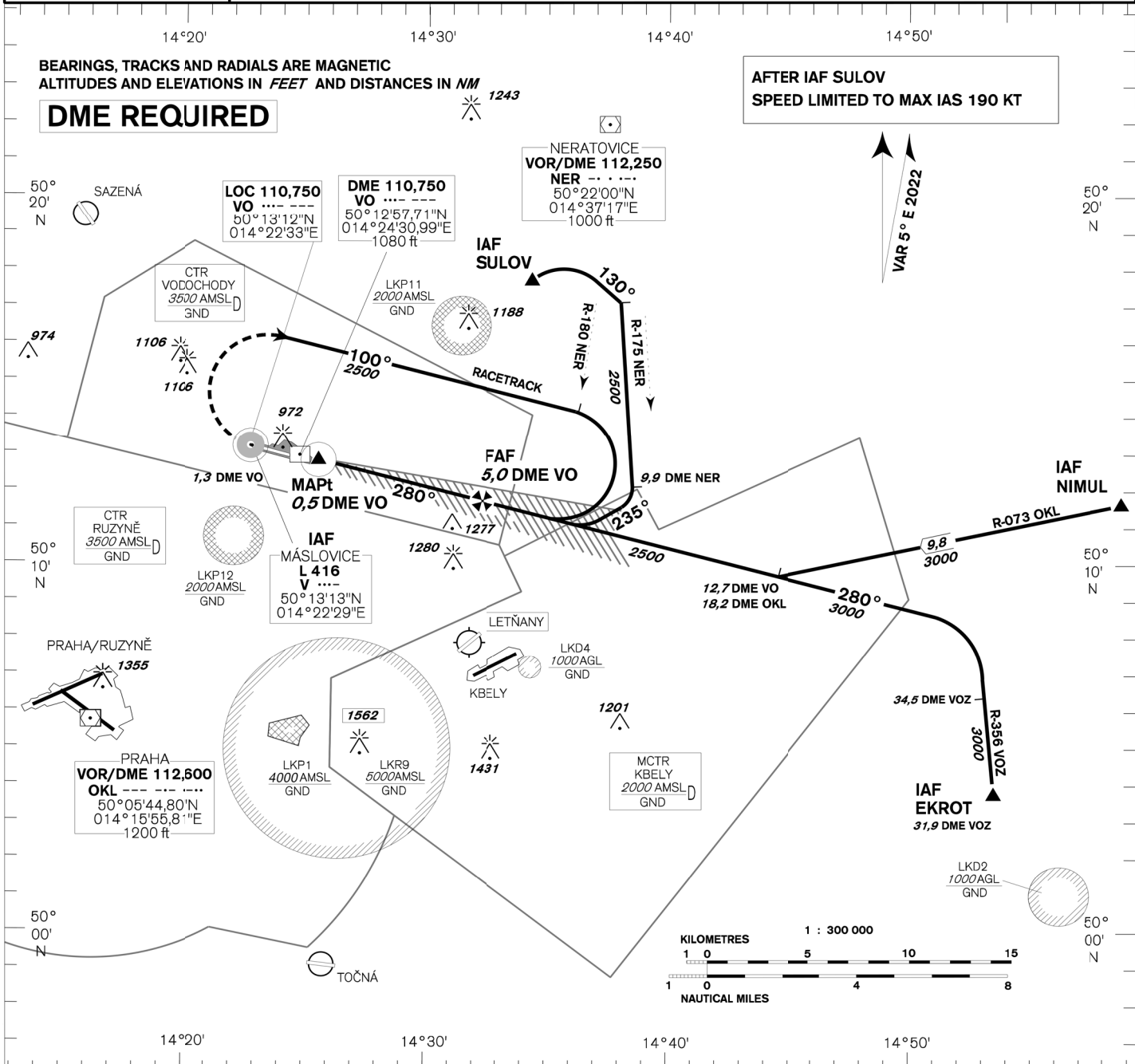
AERODROME ELEV 919
THR RWY 28 ELEV 915
OCH RELATED TO THR RWY 28

VODOCHODY RADAR 127,480
TOWER 133,080
121,500

PRAHA/VODOCHODY ILS Y

RWY 28

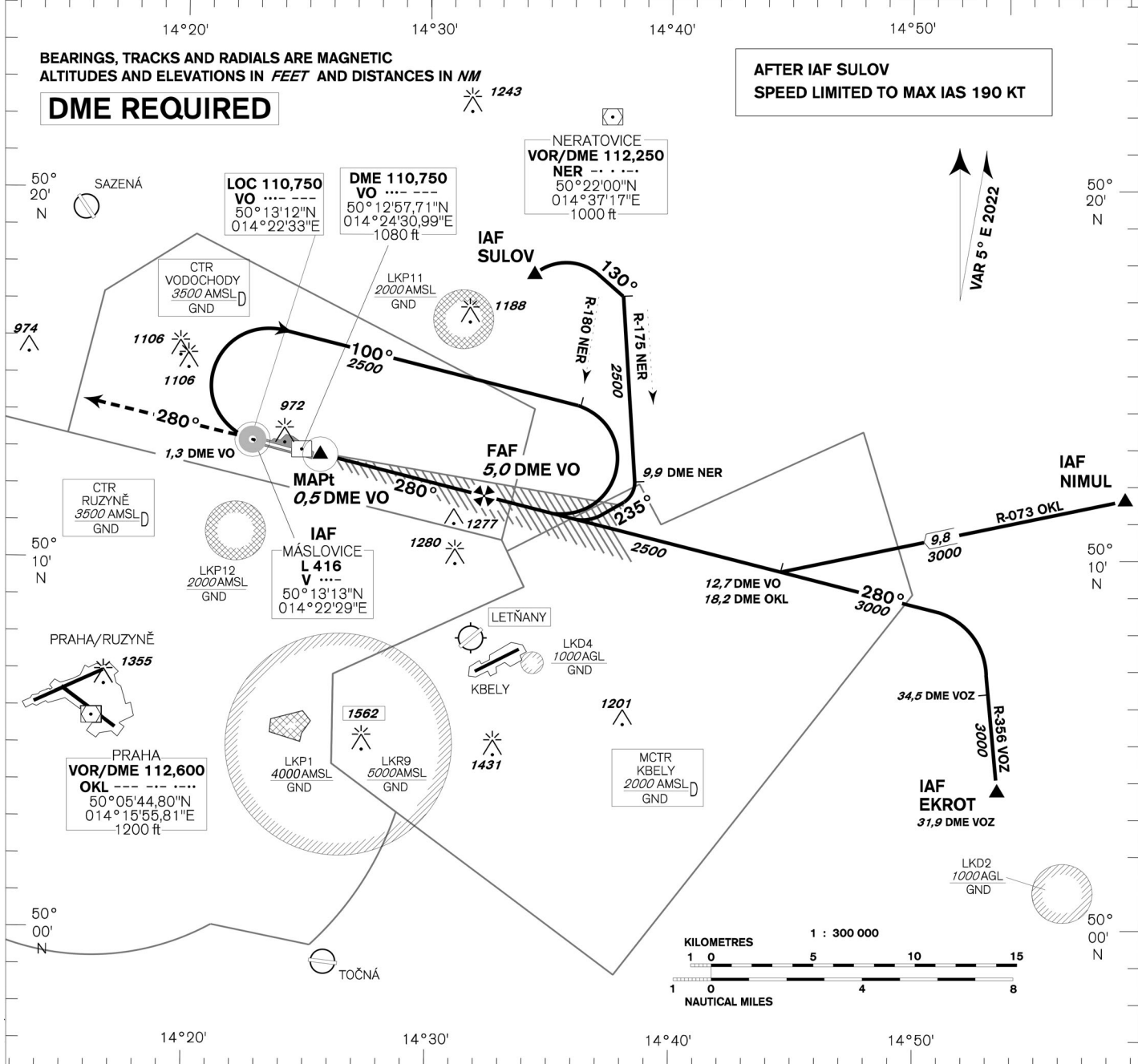
(ACFT CAT A,B)



change: horizontal and vertical limits of LKP1

INSTRUMENT APPROACH CHART - ICAO	AERODROME ELEV 919	VODOCHODY RADAR	127,480
	THR RWY 28 ELEV 915	TOWER	133,080
	OCH RELATED TO THR RWY 28		121,500

PRAHA/VODOCHODY ILS Z
RWY 28
(ACFT CAT C)



MISSED APPROACH:
Climb on track 280° to 2800ft AMSL radar vectoring will be provided
In case of RCF climb on track 280° to 2800ft AMSL, at 5,0 DME VO turn right to L V

THR 501249,66N 0142444,88E
ELEV 915
NM FM THR28

OCA/OCH	C
Cat I	ft 1086/171
LOC	ft 1280/360
Circling (north of AD only)	ft 1520/600

TRANSITION ALTITUDE
5000ft

ILS RDH 55,7

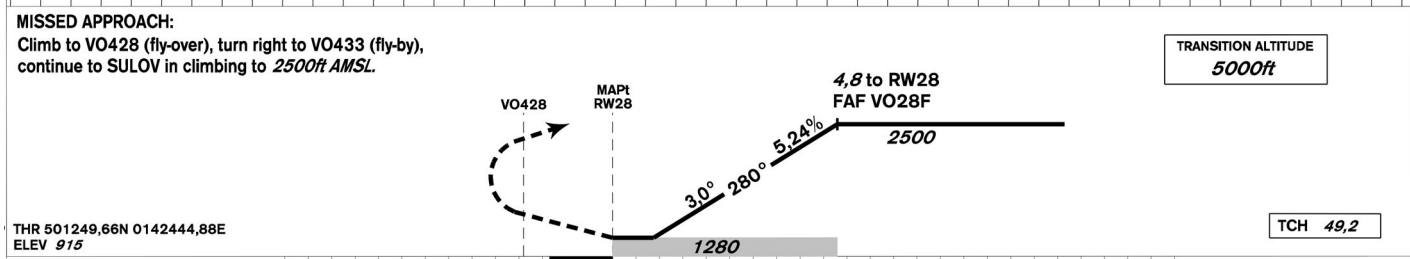
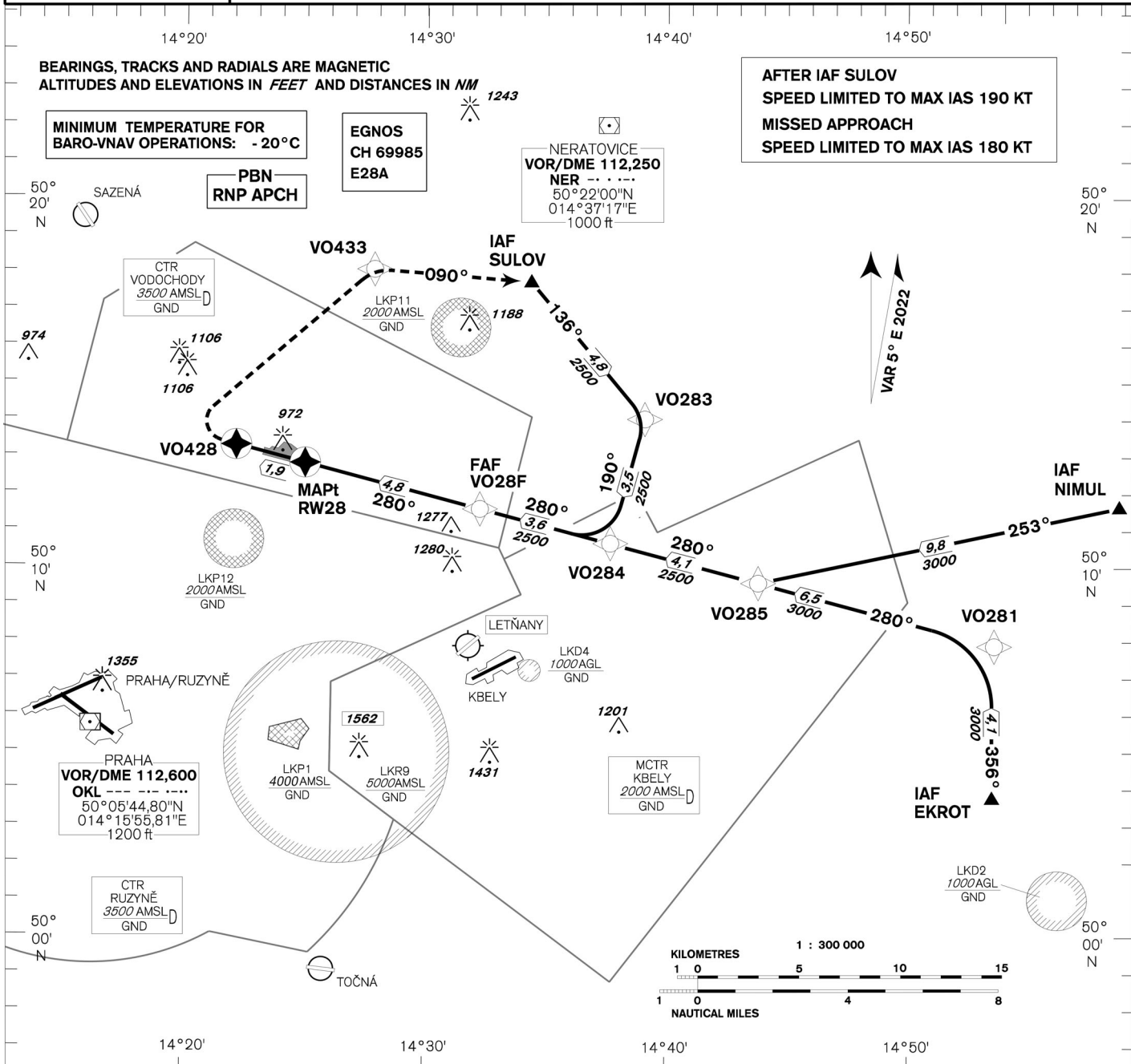
DME VO NM	5	4	3	2	1
DIST THR NM	4,8	3,8	2,8	1,8	0,8
ALTITUDES ft	2500	2180	1860	1540	1230

FAF - MAPt 4,5 NM	kt	80	100	120	140	160	180
Rate of descent 5,24%	min:sec	3:23	2:42	2:15	1:56	1:41	1:30
	ft/min	420	530	640	740	850	960

Timing is not authorized for defining the MAPt.

change: horizontal and vertical limits of LKP1

INSTRUMENT APPROACH CHART - ICAO	AERODROME ELEV 919 THR RWY 28 ELEV 915 OCH RELATED TO THR RWY 28	VODOCHODY RADAR 127,480 TOWER 133,080 121,500	
	PRAHA/VODOCHODY RNP RWY 28 (ACFT CAT A,B,C)		



THR 501249,66N 0142444,88E
ELEV 915
NM FM THR28

OCA/OCH		A	B	C
LNAV	ft		1280/370	
LNAV/VNAV	ft		1176/261	
LPV	ft		1115/200	
Circling (north of AD only)	ft	1330/410	1420/500	1510/600

DIST THR NM	4,8	4	3	2	1
ALTITUDES ft	2500	2240	1920	1600	1280

FAF - MAPt 4,8 NM	kt	80	100	120	140	160	180
min:sec		3:36	2:53	2:24	2:03	1:48	1:36
Rate of descent 5,24%	ft/min	420	530	640	740	850	960

Timing is not authorized for defining the MAPt.

change: horizontal and vertical limits of LKP1

Posloupnost traťových bodů / Way point sequence

Od / From IAF NIMUL			Od / From IAF EKROT			Od / From IAF SULOV			Seznam traťových bodů / Way point list		
NIMUL	IAF	fly-by	EKROT	IAF	fly-by	SULOV	IAF	fly-by	NIMUL	50 11 38,09 N	014 58 30,00 E
VO285		fly-by	VO281		fly-by	VO283		fly-by	EKROT	50 03 46,00 N	014 53 13,00 E
VO284	IF	fly-by	VO285		fly-by	VO284	IF	fly-by	SULOV	50 17 44,26 N	014 34 05,85 E
VO28F	FAF	fly-by	VO284	IF	fly-by	VO28F	FAF	fly-by	VO281	50 07 53,45 N	014 53 18,80 E
RW28	MAPt	fly-over	VO28F	FAF	fly-by	RW28	MAPt	fly-over	VO283	50 14 01,95 N	014 38 49,47 E
VO428		fly-over	RW28	MAPt	fly-over	VO428		fly-over	VO284	50 10 39,78 N	014 37 24,59 E
VO433		fly-by	VO428		fly-over	VO433		fly-by	VO28F	50 11 35,23 N	014 31 59,99 E
SULOV		fly-by	VO433		fly-by	SULOV		fly-by	RW28	50 12 49,66 N	014 24 44,89 E
			SULOV		fly-by				VO428	50 13 18,88 N	014 21 53,34 E
									VO433	50 18 04,42 N	014 27 35,33 E

SBAS FAS Data Block

Vstupní data / Input Data

Parametry / Parameters	Hodnoty / Values
Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	LKVO
Runway	28
Runway Direction	0 (None)
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E28A
LTP/FTP Latitude	501249.6600N
LTP/FTP Longitude	0142444.8800E
LTP/FTP Ellipsoidal Height (metres)	323.7
FPAP Latitude	501310.4300N
Delta FPAP Latitude (seconds)	20.7700
FPAP Longitude	0142243.0000E
Delta FPAP Longitude (seconds)	-121.8800
Threshold Crossing Height	49.2
TCH Units Selector	0 (feet)
Glidepath Angle (degrees)	3.00
Course Width (metres)	105.00
Length Offset (metres)	0
HAL (metres)	40.0
VAL (metres)	35.0

Výstupní data / Output Data

Parametry / Parameters	Hodnoty / Values
Data Block	10 0F 16 0B 0C 1C 00 00 01 38 32 05 F8 A6 8C 15 A0 66 2F 06 A5 20 44 A2 00 D0 47 FC EC 01 2C 01 64 00 C8 AF 66 5A DF 4C
Calculated CRC Value	665ADF4C

Required Additional Data (not CRC wrapped)

These additional data are not required for CRC calculation, but they need to be provided to datahouses for procedure coding in ARINC 424 records.



INSTRUMENT APPROACH CHART - ICAO

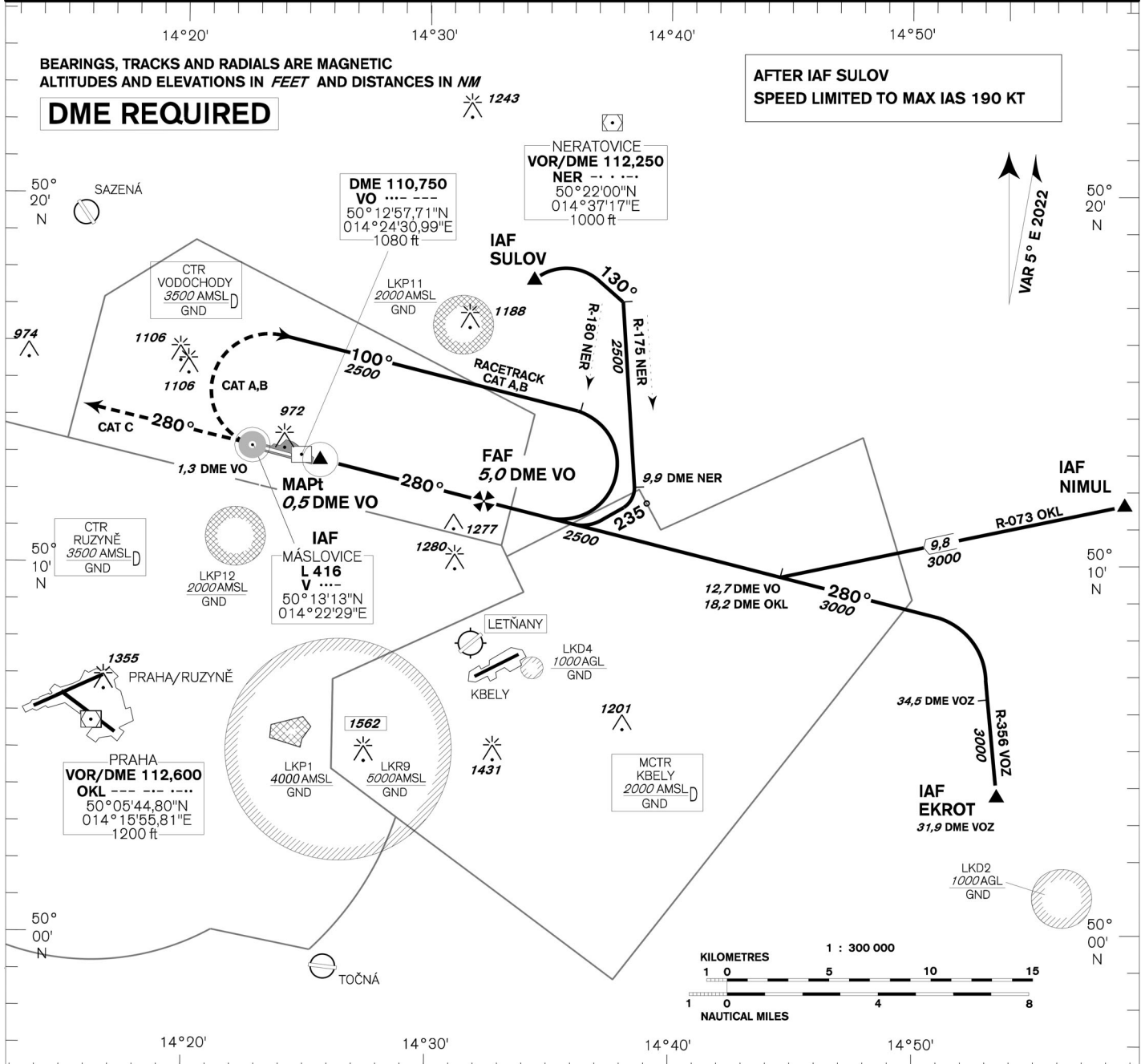
AERODROME ELEV 919
THR RWY 28 ELEV 915
OCH RELATED TO THR RWY 28

VODOCHODY RADAR 127,480
TOWER 133,080
121,500

PRAHA/VODOCHODY NDB

RWY 28

(ACFT CAT A,B,C)



MISSED APPROACH:
 CAT A,B: Climb on track 280°, at L V turn right and continue on racetrack in climbing to 2800ft AMSL.
 CAT C: Climb on track 280° to 2800ft AMSL, radar vectoring will be provided.
 CAT A,B,C: In case of RCF climb on track 280° to 2800ft AMSL, at 5,0 DME VO turn right to L V

THR 501249,66N 0142444,88E
 ELEV 915
 NM FM THR28

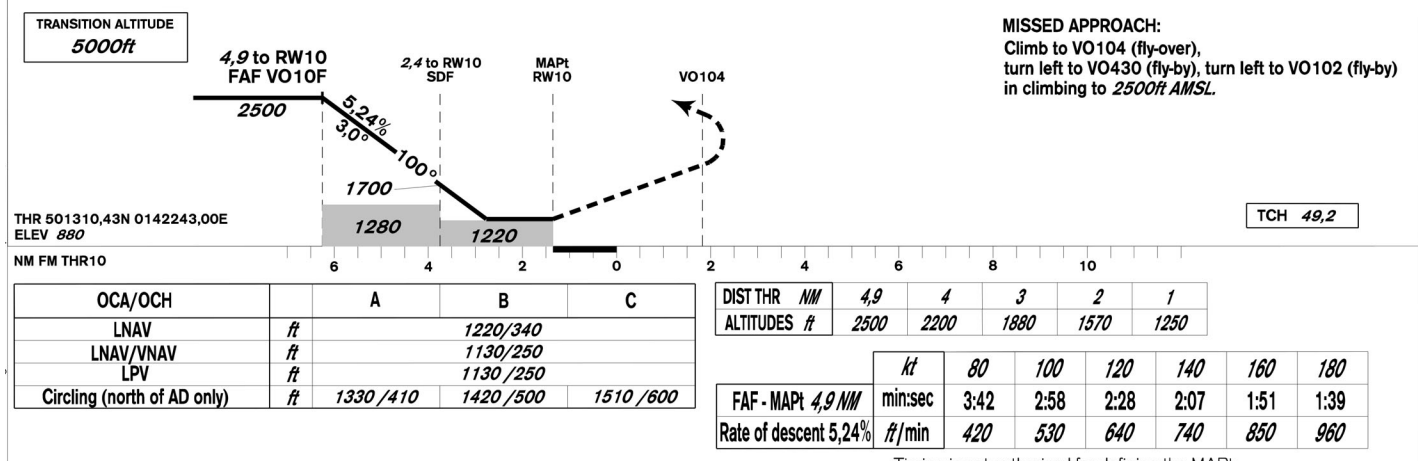
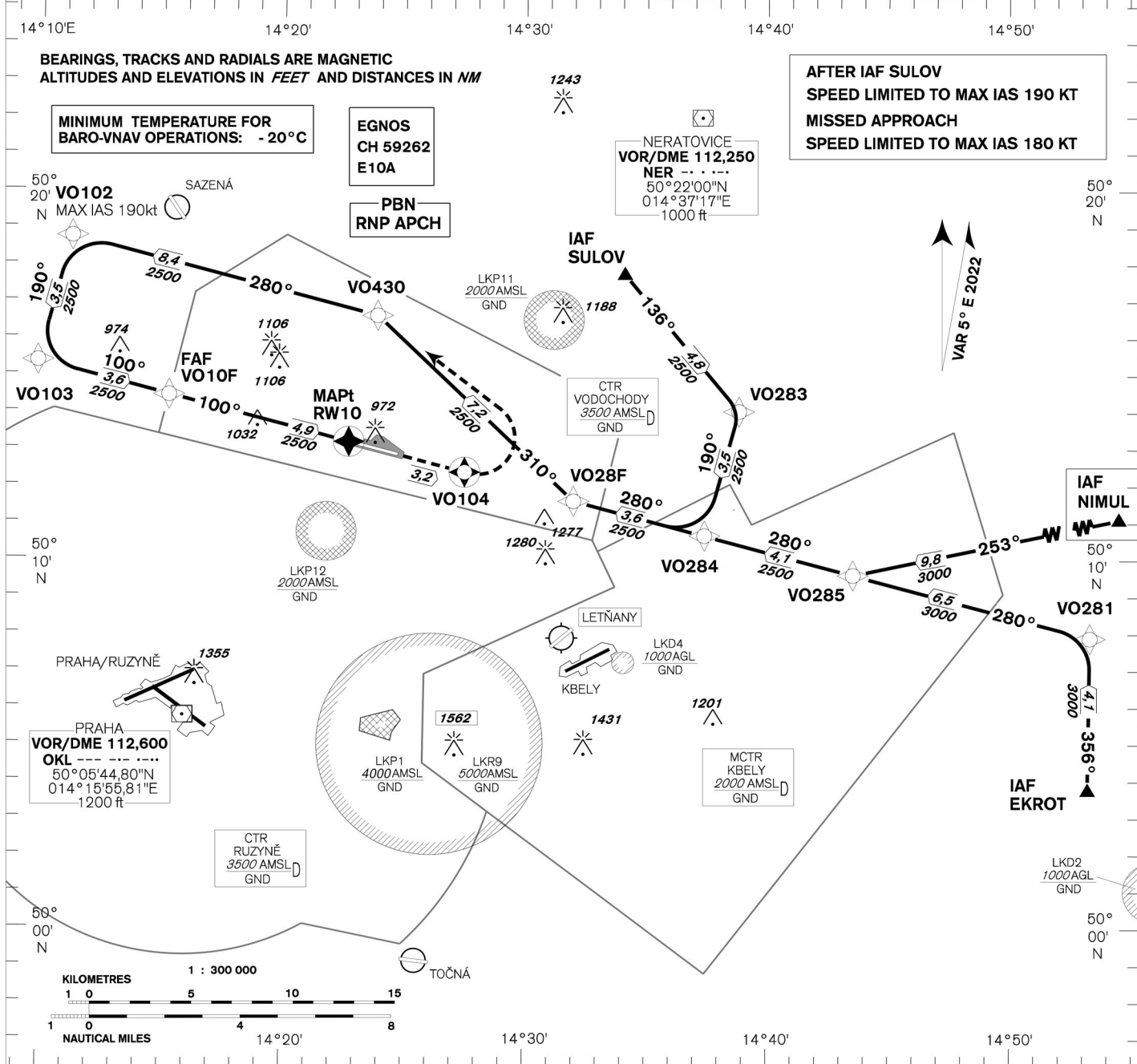
OCA/OCH		A	B	C
Straight in approach	ft	1280/360		
Circling (north of AD only)	ft	1330/410	1420/500	1520/600

DME VO NM	5	4	3	2	1
DIST THR NM	4,8	3,8	2,8	1,8	0,8
ALTITUDES ft	2500	2180	1860	1540	1230

	kt	80	100	120	140	160	180
FAF - MAPt 4,5 NM	min:sec	3:23	2:42	2:15	1:56	1:41	1:30
Rate of descent 5,24%	ft/min	420	530	640	740	850	960

Timing is not authorized for defining the MAPt.
 change: horizontal and vertical limits of LKP1

INSTRUMENT APPROACH CHART - ICAO	AERODROME ELEV 919 THR RWY 10 ELEV 880 OCH RELATED TO THR RWY 10	VODOCHODY RADAR 127,480 TOWER 133,080 121,500		PRAHA/VODOCHODY RNP RWY 10 (ACFT CAT A,B,C)
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change: horizontal and vertical limits of LKP1

Posloupnost traťových bodů / Way point sequence

Od / From IAF NIMUL		
NIMUL	IAF	fly-by
VO285		fly-by
VO284		fly-by
VO28F		fly-by
VO430		fly-by
VO102		fly-by
VO103	IF	fly-by
VO10F	FAF	fly-by
RW10	MAPt	fly-over
VO104		fly-over
VO430		fly-by

Od / From IAF EKROT		
EKROT	IAF	fly-by
VO281		fly-by
VO285		fly-by
VO284		fly-by
VO28F		fly-by
VO430		fly-by
VO102		fly-by
VO103	IF	fly-by
VO10F	FAF	fly-by
RW10	MAPt	fly-over
VO104		fly-over
VO430		fly-by

Od / From IAF SULOV		
SULOV	IAF	fly-by
VO283		fly-by
VO284		fly-by
VO28F		fly-by
VO430		fly-by
VO102		fly-by
VO103	IF	fly-by
VO10F	FAF	fly-by
RW10	MAPt	fly-over
VO104		fly-over
VO430		fly-by

Seznam traťových bodů / Way point list			
NIMUL	50 11 38,09 N	014 58 30,00 E	
EKROT	50 03 46,00 N	014 53 13,00 E	
SULOV	50 17 44,26 N	014 34 05,85 E	
VO281	50 07 53,45 N	014 53 18,80 E	
VO283	50 14 01,95 N	014 38 49,47 E	
VO284	50 10 39,78 N	014 37 24,59 E	
VO285	50 09 35,97 N	014 43 32,37 E	
VO28F	50 11 35,23 N	014 31 59,99 E	
VO102	50 18 43,83 N	014 11 14,82 E	
VO103	50 15 20,93 N	014 09 51,71 E	
VO10F	50 14 26,06 N	014 15 17,15 E	
RW10	50 13 10,43 N	014 22 43,01 E	
VO104	50 12 21,56 N	014 27 30,00 E	
VO430	50 16 35,70 N	014 23 53,23 E	

SBAS FAS Data Block

Vstupní data / Input Data

Parametry / Parameters	Hodnoty / Values
Operation Type	0
SBAS Provider	1 (EGNOS)
Airport Identifier	LKVO
Runway	10
Runway Direction	0 (None)
Approach Performance Designator	0
Route Indicator	
Reference Path Data Selector	0
Reference Path Identifier	E10A
LTP/FTP Latitude	501310.4300N
LTP/FTP Longitude	0142243.0000E
LTP/FTP Ellipsoidal Height (metres)	313.0
FPAP Latitude	501249.6600N
Delta FPAP Latitude (seconds)	-20.7700
FPAP Longitude	0142444.8800E
Delta FPAP Longitude (seconds)	121.8800
Threshold Crossing Height	49.2
TCH Units Selector	0 (feet)
Glidepath Angle (degrees)	3.00
Course Width (metres)	105.00
Length Offset (metres)	0
HAL (metres)	40.0
VAL (metres)	50.0

Výstupní data / Output Data

Parametry / Parameters	Hodnoty / Values
Data Block	10 0F 16 0B 0C 0A 00 00 01 30 31 05 3C 49 8D 15 70 AE 2B 06 3A 20 BC 5D FF 30 B8 03 EC 01 2C 01 64 00 C8 FA B3 D8 48 62
Calculated CRC Value	B3D84862

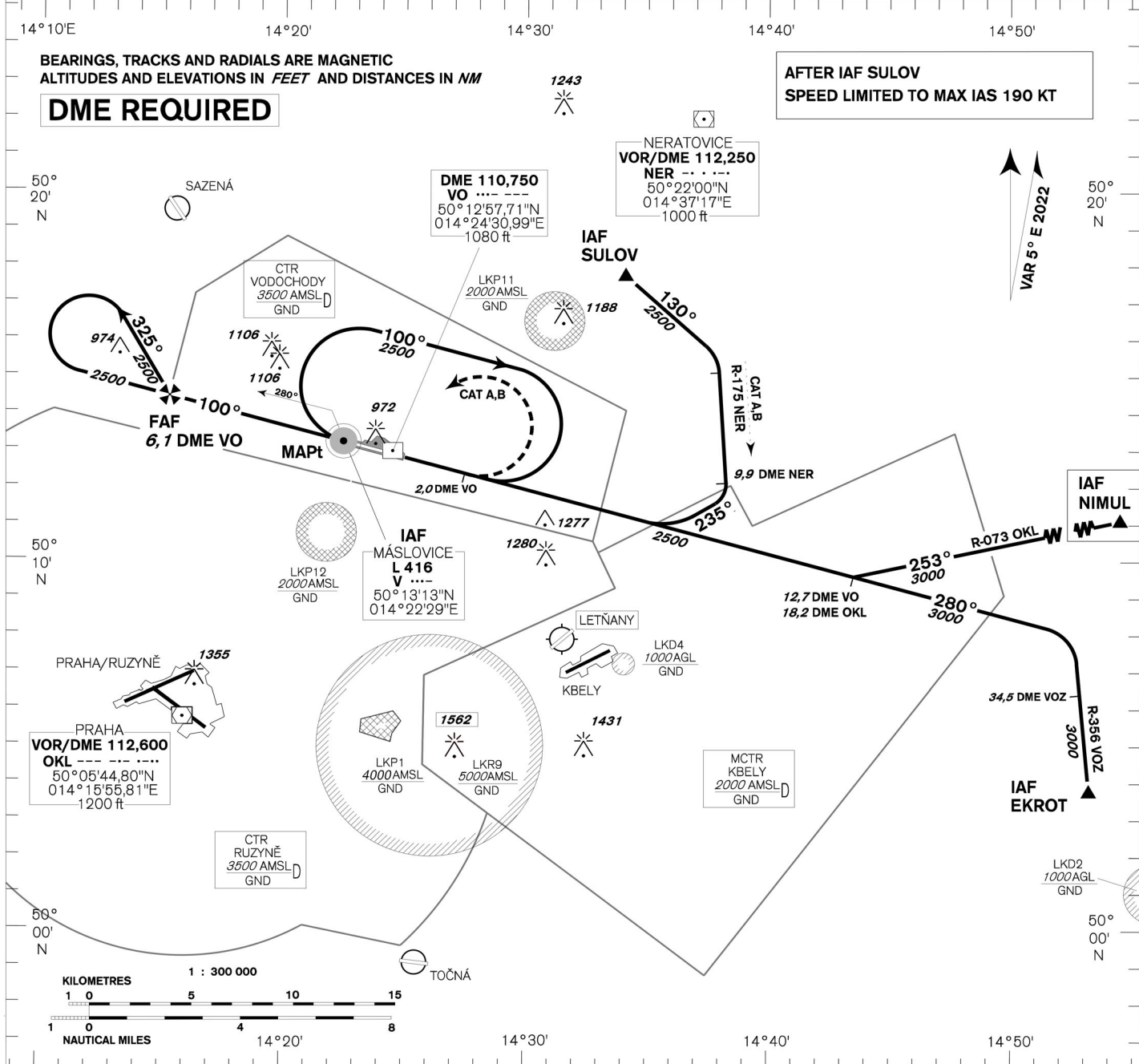
Required Additional Data (not CRC wrapped)

These additional data are not required for CRC calculation, but they need to be provided to datahouses for procedure coding in ARINC 424 records.

Parametry / Parameters	Hodnoty / Values
ICAO Code	LK
LTP/FTP Orthometric Height (metres)	268.3



INSTRUMENT APPROACH CHART - ICAO	AERODROME ELEV 919 THR RWY 10 ELEV 880 OCH RELATED TO THR RWY 10	VODOCHODY RADAR 127,480 TOWER 133,080 121,500		PRAHA/VODOCHODY NDB RWY 10 (ACFT CAT A,B,C)
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TRANSITION ALTITUDE
5000ft

MISSED APPROACH:
 CAT A,B: Climb on track 100°, at 2,0 DME VO turn left to L V in climbing to 2500ft AMSL
 CAT C: Climb on track 100° to 2500ft AMSL, Expect radar vectoring
 CAT A,B,C: In case of RCF climb on track 100° to 5,0 DME VO, turn left to L V. Climb to 2500ft AMSL

THR 501310,43N 0142243,00E ELEV 880 NM FM THR10	6	4	2	0	2	4	6	8	10
OCA/OCH	A	B	C						
Straight in approach	ft	1280/400							
Circling (north of AD only)	ft	1330 /410	1420 /500	1520 /600					

DME VO NM	6,1	6	5	4	3	2
DIST THR NM	4,9	4,8	3,8	2,8	1,8	0,8
ALTITUDES ft	2500	2470	2150	1830	1510	1200

kt	80	100	120	140	160	180
FAF - MAPt 4,8 NM	min:sec	3:35	2:52	2:23	2:02	1:47
Rate of descent 5,24%	ft/min	420	530	640	740	850

Timing is not authorized for defining the MAPt.

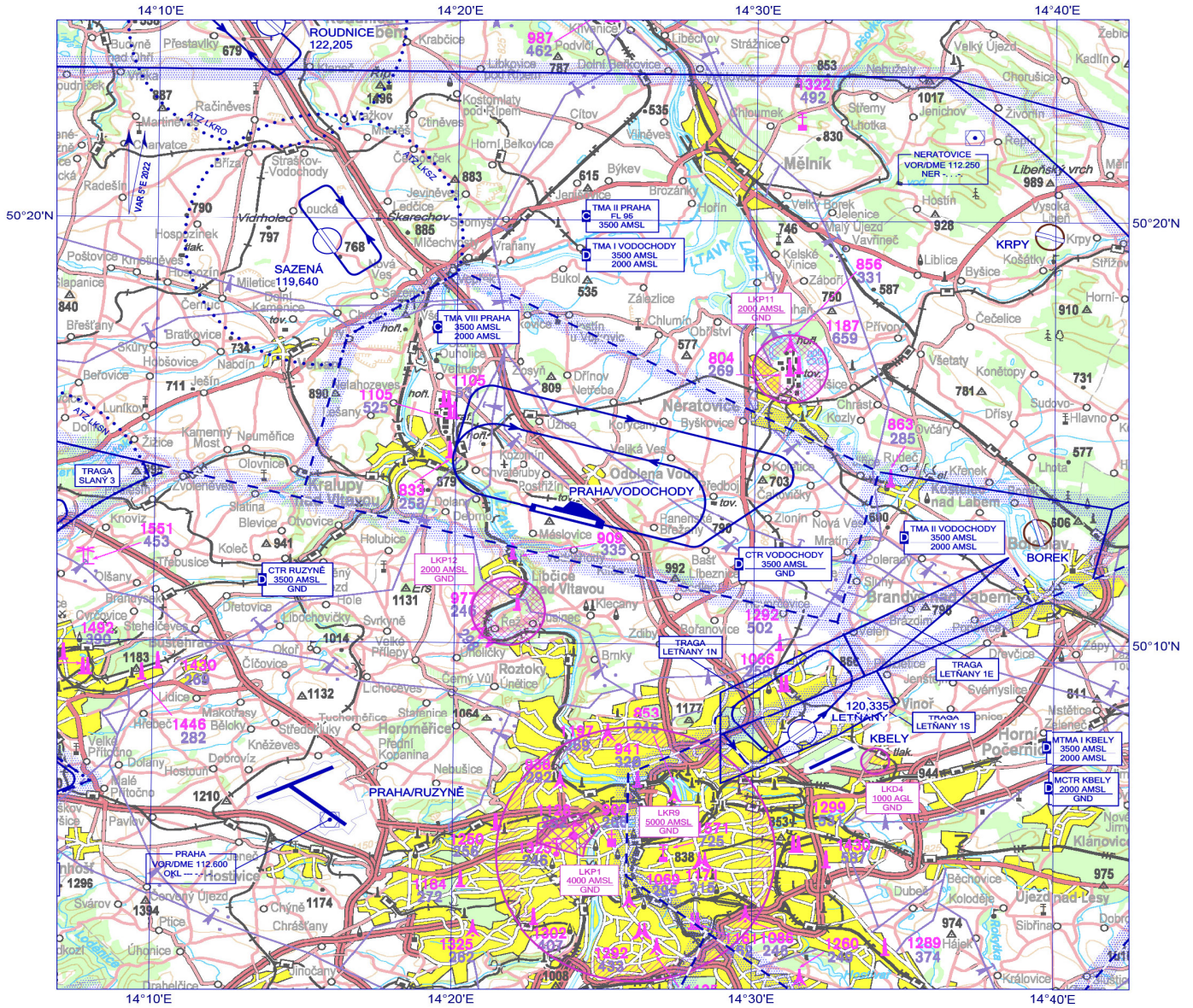
change: horizontal and vertical limits of LKP1

AD ELEV 919 ft / 280 m

VFR Arrivals and Departures Chart
PRAHA/VODOCHODY

BEARINGS ARE MAGNETIC
ALT AND ELEV IN FEET
DISTANCES ARE IN NM

VODOCHODY TOWER	133.080
VODOCHODY RADAR	127.480
VODOCHODY RADIM	123.030
EMERGENCY FREQ	121.500



change: horizontal and vertical limits of LKP1

1502 Elevation of Top (AMSL) of obstacle
499 Height of Obstacle (AGL)

