

ARP

50° 06'03"N  
014° 15'36"E

RUZYŇ TWR

134,560  
121,500

RUZYŇ GROUND  
RUZYŇ DELIVERY

121,910  
120,060

AD ELEV

1234 ft / 376 m

AERODROME CHART - ICAO

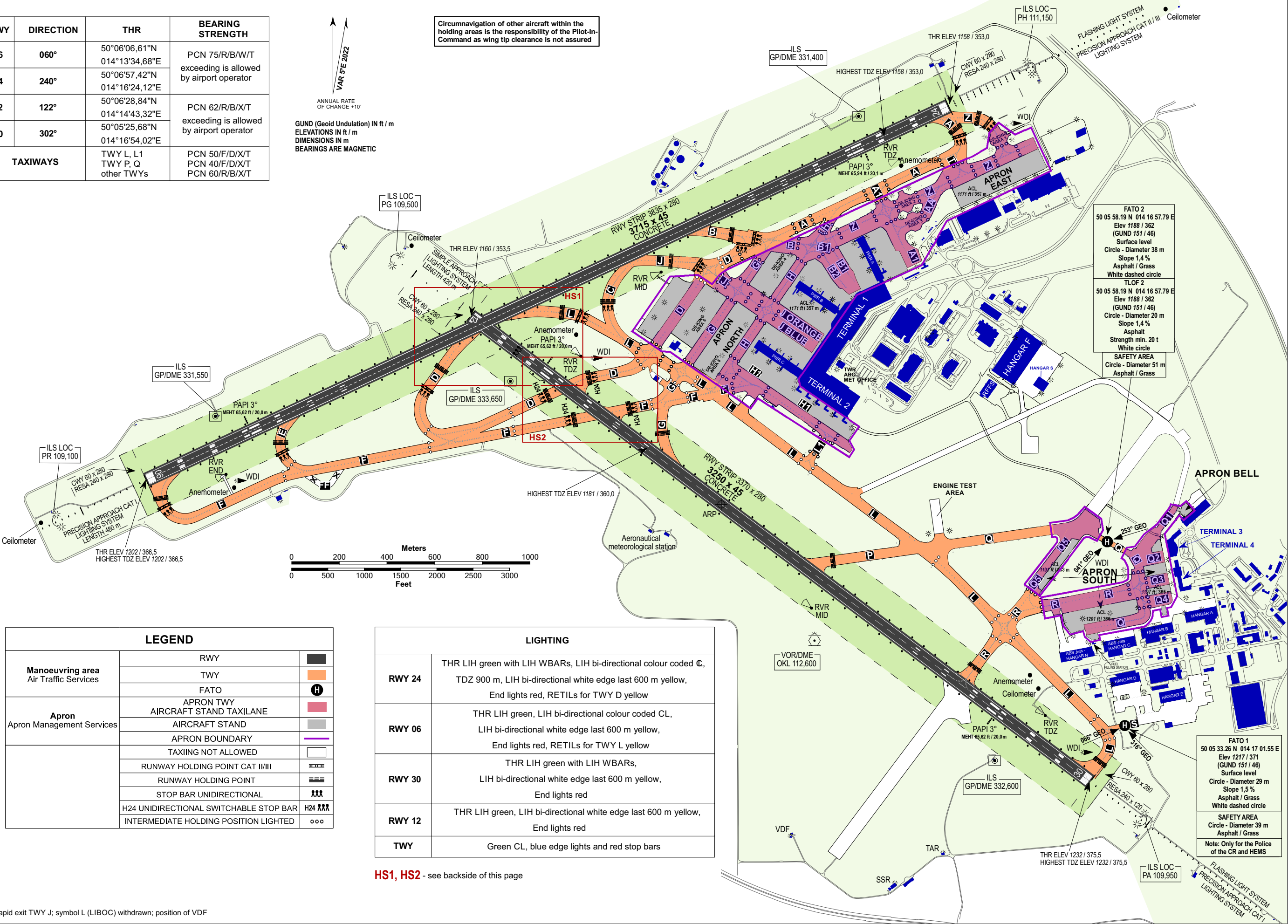
PRAHA/Ruzyně

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



LEGEND		
Manoeuvring area Air Traffic Services	RWY	
	TWY	
	FATO	
Apron Apron Management Services	APRON TWY	
	AIRCRAFT STAND TAXILANE	
	AIRCRAFT STAND	
	APRON BOUNDARY	
	TAXIING NOT ALLOWED	
	RUNWAY HOLDING POINT CAT I/II/III	
	RUNWAY HOLDING POINT	
	STOP BAR UNIDIRECTIONAL	
	H24 UNIDIRECTIONAL SWITCHABLE STOP BAR	
	INTERMEDIATE HOLDING POSITION LIGHTED	

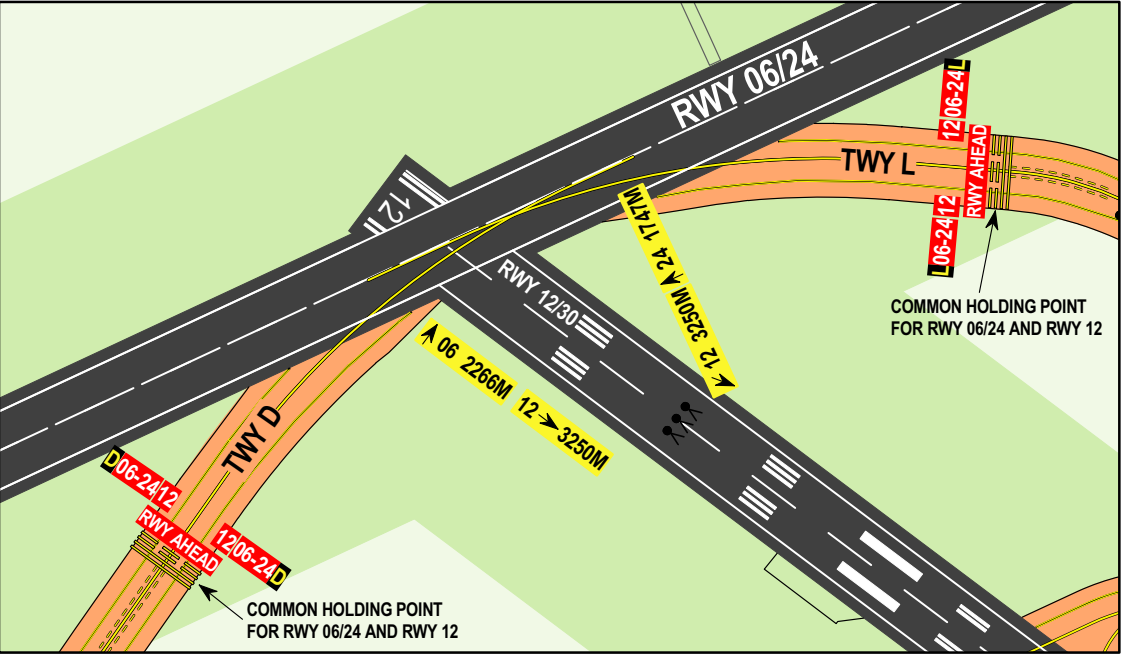
LIGHTING	
RWY 24	THR LIH green with LIH WBARS, LIH bi-directional colour coded CL, TDZ 900 m, LIH bi-directional white edge last 600 m yellow, End lights red, RETILs for TWY D yellow
RWY 06	THR LIH green, LIH bi-directional colour coded CL, LIH bi-directional white edge last 600 m yellow, End lights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

HS1, HS2 - see backside of this page

change: new rapid exit TWY J; symbol L (LIBOC) withdrawn; position of VDF

RWY 06/24 IN USE

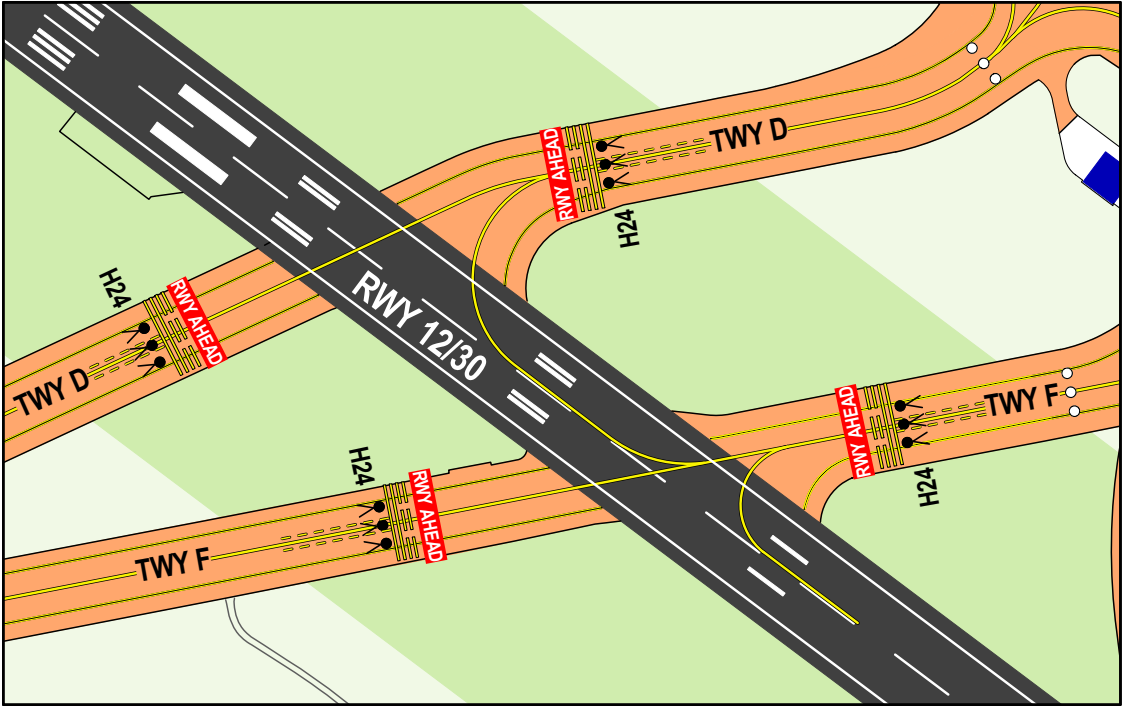
Possible misidentification of TWY D, RWY 12 AND TWY L.  
After landing on RWY 06/24 do not vacate via RWY 12 unless explicitly instructed by ATC to do so.



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