

1 LOCAL TRAFFIC REGULATIONS AND RESTRICTIONS

- 1.1 In the winter season snow clearance of movement areas and RWY marking is not provided.
- 1.2 Movement areas may be unserviceable in winter season and after prolonged rains.
- 1.3 Traffic circuits:
 - 1.3.1 Aeroplanes and sporting flying equipment
 - RWY 13 - right hand
 - RWY 31 - left hand
 - 1.3.1.1 The traffic circuit altitude is 2800 ft / 850 m.
 - 1.3.1.2 Minimal traffic altitude in the final turn is 2150 ft / 650 m.
 - 1.3.2 Gliders
 - 1.3.2.1 RWY 13, 31 - right hand and left hand
 - 1.3.2.2 Minimal traffic altitude in the final turn is 2000 ft / 600 m.
- 1.4 After taking off from RWY 31 at the safe altitude turn to the course 300° in the direction from Křižanov village. The crosswind turn is to be turned at the altitude at least 2300 ft / 700 m. Comply with distance at least 300 m abeam of the built-up area of villages Křižanov and Kozlov. The base turn is to be begun at the altitude at least 2300 ft / 700 m. Comply with distance at least 300 m abeam of the built-up area of villages Ořečov and Ronov.
- 1.5 After taking off from RWY 13 turn the crosswind turn to the right at the altitude at least 2300 ft / 700 m. Comply with distance at least 300 m abeam of the built-up area of villages Ořečov and Ronov. The base turn is to be begun at the altitude at least 2300 ft / 700 m. Comply with distance at least 300 m abeam of the built-up area of villages Kozlov and Křižanov.
- 1.6 During the flight on the traffic circuit avoid all built-up areas in horizontal distance at least 300 m. Especially villages Křižanov, Ořečov, Ronov, Kozlov, Sviny, Březejc and Kadolec are concerned.
- 1.7 The NW part of ATZ is penetrated by the temporary segregated area LK TSA21 with vertical limits from 300 ft AGL to 1000 ft AGL. At the time of LK TSA21 activation, the ATZ AD LKKA is reduced by the intersection with this area.
- 1.8 Outside operational hours arrivals and departures are approved by prior arrangement with aerodrome operator only (check on the serviceability of movement area).
- 1.9 An arrival of aircraft without two-way communication is possible by agreement with the aerodrome operator only.
- 1.10 If the winds from different directions are stronger than 10 kt the turbulence can be expected behind natural obstacles when taking-off and landing from/on RWY 13 and 31.
- 1.11 The road in the vicinity of THR RWY 31 shall be overflown due to safety at least 15 m from the lowest part of the aircraft or towed object.

2 ADDITIONAL INFORMATION

2.1 Providing information to know traffic only in Czech language.

3 CHARGES FOR AERODROMES

3.1 Landing charges

Ultralight aircraft and aircraft up to 500 kg MTOW	50,00
Aircraft over 500 kg MTOW	100,00

3.2 Parking charges

Per hour and tonne of MTOW	10,00
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3.3 Charges for passenger service

NIL

Chapter end
