

1 LOCAL TRAFFIC REGULATIONS AND RESTRICTIONS

1.1 General

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

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

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

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

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

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

2 ADDITIONAL INFORMATION

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

3 CHARGES FOR AERODROMES

3.1 Landing charges

Ultralight aircraft	380,00
Aircraft up to 2 t	500,00
Per each additional initiated tonne MTOW	350,00
Extension of AD operating time by 30 minutes	800,00

3.2 Parking charges

Per day	400,00
---------	--------

First three hours of parking free of charge.

3.3 Charges for passenger service

Passenger	180,00
-----------	--------

3.4 Other

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

————— Chapter end —————

Intentionally left blank