

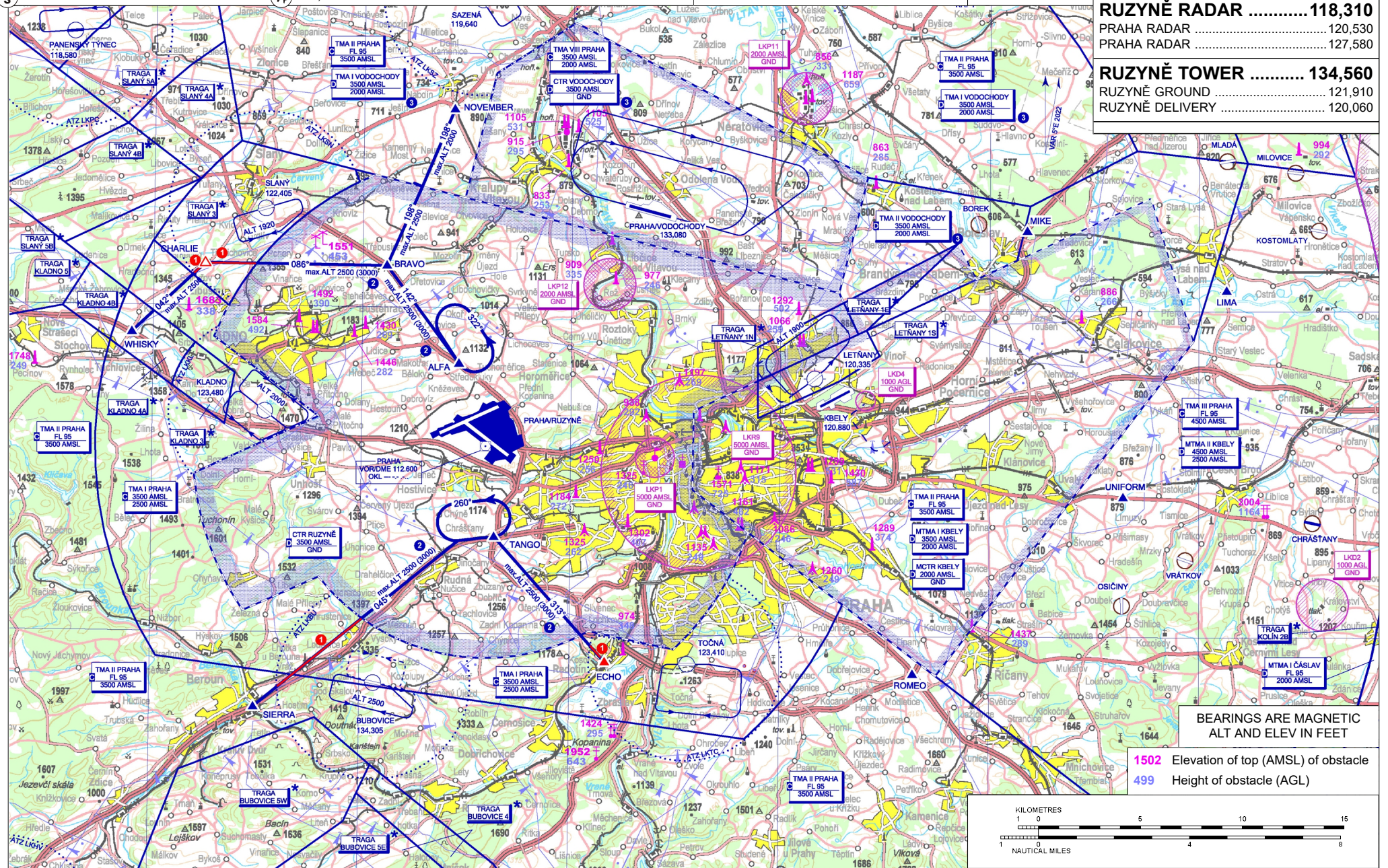
# LKPR PRAHA/Ruzyně

ARP: 50° 06' 03" N, 14° 15' 36" E  
277° GEO - 10 km Prague castle  
ELEV: 1234 ft / 376 m



RUZYNĚ ATIS .....	122,160
<b>RUZYNĚ RADAR .....</b>	<b>118,310</b>
PRAHA RADAR .....	120,530
PRAHA RADAR .....	127,580
<b>RUZYNĚ TOWER .....</b>	<b>134,560</b>
RUZYNĚ GROUND .....	121,910
RUZYNĚ DELIVERY .....	120,060

Public international aerodrome IFR, VFR



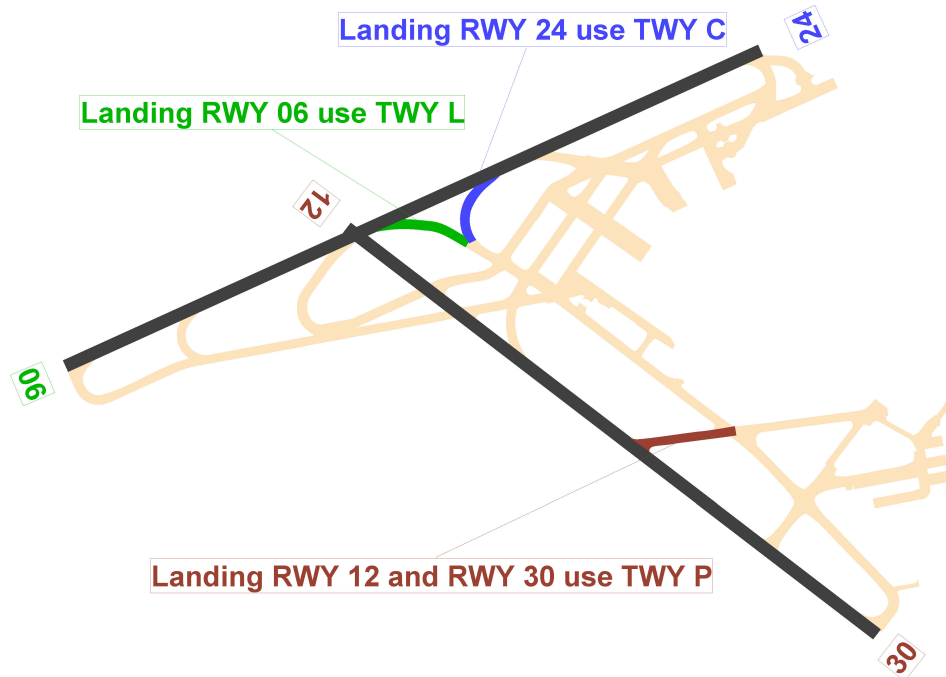
BEARINGS ARE MAGNETIC  
ALT AND ELEV IN FEET

1502 Elevation of top (AMSL) of obstacle  
499 Height of obstacle (AGL)



DESIGNATION	LOCATION	COORDINATES	
ECHO	Radotín (railway station)	49° 59' 10" N 014° 21' 41" E	Entry / exit
NOVEMBER	Velvary (silo)	50° 16' 06" N 014° 14' 21" E	Entry / exit
SIERRA	Beroun (motorway bridge)	49° 57' 42" N 014° 04' 58" E	Entry / exit
WHISKY	Kačice (motorway flyover)	50° 09' 10" N 013° 58' 59" E	Entry / exit
ALFA	Petrol station	50° 08' 17" N 014° 14' 38" E	
BRAVO	Railway flyover	50° 11' 16" N 014° 11' 09" E	
CHARLIE	Castle	50° 11' 18" N 014° 02' 28" E	
TANGO	Motorway interchange	50° 02' 59" N 014° 16' 22" E	

ARRIVAL ROUTES	WAYPOINT SEQUENCE
NOVEMBER 2	NOVEMBER - BRAVO - ALFA
WHISKY 2	WHISKY - CHARLIE - BRAVO - ALFA
SIERRA 2	SIERRA - TANGO
ECHO 2	ECHO - TANGO
DEPARTURE ROUTES	WAYPOINT SEQUENCE
NOVEMBER 2	ALFA - BRAVO - NOVEMBER
WHISKY 2	ALFA - BRAVO - CHARLIE - WHISKY
SIERRA 2	TANGO - SIERRA
ECHO 2	TANGO - ECHO



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 FREQ 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 FREQ 123,030.

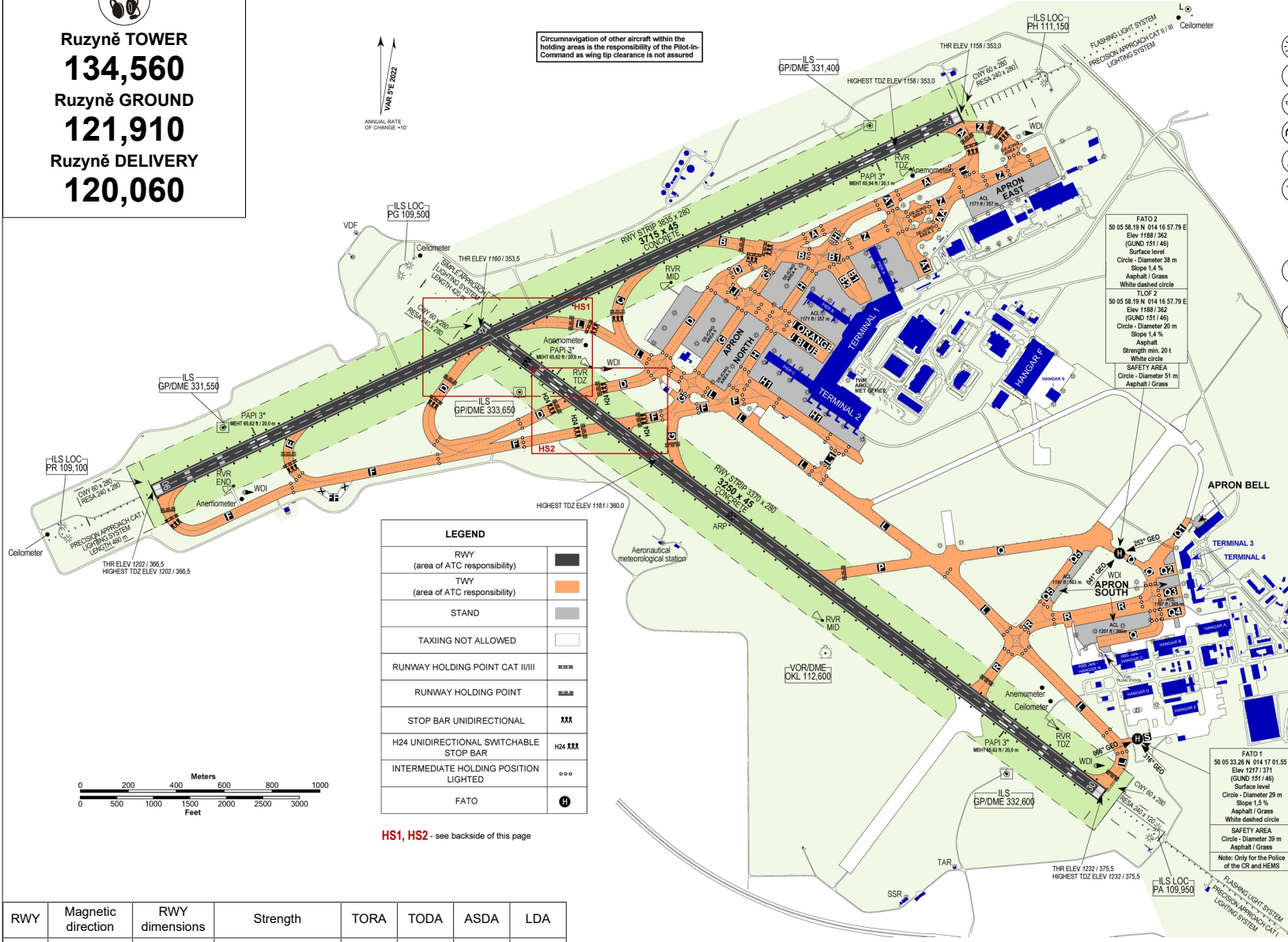
# LKPR PRAHA/Ruzyně



**Ruzyně TOWER**  
**134,560**  
**Ruzyně GROUND**  
**121,910**  
**Ruzyně DELIVERY**  
**120,060**

VAR FE 2022  
 ANNUAL RATE  
 OF CHANGE +10'

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



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	
INTERMEDIATE HOLDING POSITION LIGHTED	
FATO	

HS1, HS2 - see backside of this page

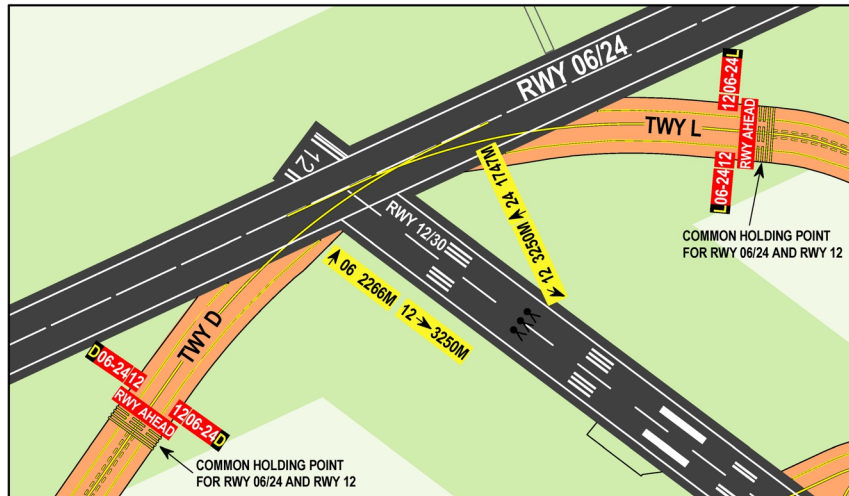
RWY	Magnetic direction	RWY dimensions	Strength	TORA	TODA	ASDA	LDA
06	060°	3715 x 45	PCN 75/R/B/W/T	3715	3775	3715	3715
24	240°	3715 x 45	PCN 75/R/B/W/T	3715	3775	3715	3715
12	122°	3250 x 45	PCN 62/R/B/X/T	3250	3310	3250	3250
30	302°	3250 x 45	PCN 62/R/B/X/T	3250	3310	3250	3250

- Letiště Praha, a.s.**  
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- H 24
- Turbo Fuel JET A-1, AVGAS 100 LL
- NIL
- O/R
- O/R
- Holiday Inn Prague Airport, Ramada Airport Hotel Prague, Courtyard by Marriott Prague Airport. Accommodation service of travel agencies in buildings of terminals 1, 2 and 3.
- Restaurant in buildings of terminal 1, 2 and 3.
- Rent a car, public transport, taxi including taxi minibuses, regular transport by bus and individual transport by car.

Customs and immigration clearance: H 24  
 After landing on RWY 06/24 vacation via RWY 12 is prohibited unless otherwise stated by ATC. There is prohibited taxiing of aircraft to RWY 12 along RWY 06/24 with exemption of the segment between TWY L and TWY D.

**RWY 06/24 IN USE**

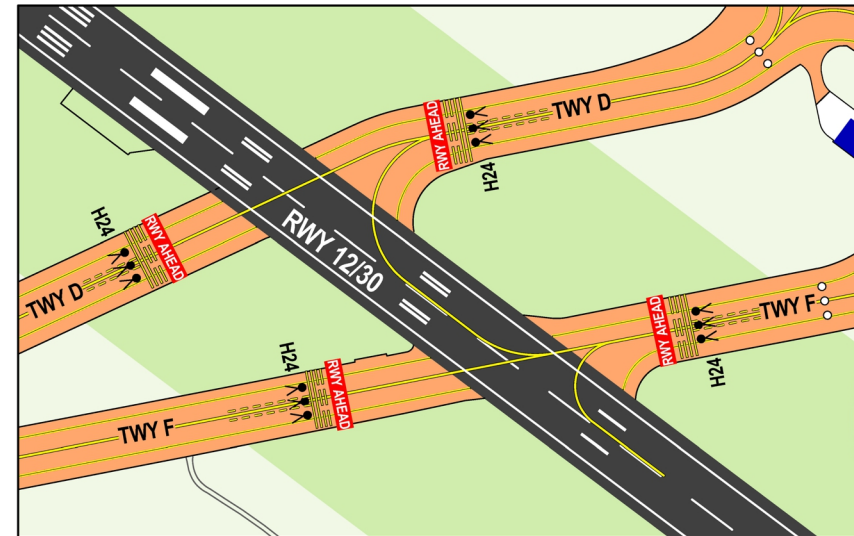
Possible misidentification of TWY D, RWY 12 AND TWY L.  
 After landing on RWY 06/24 do not vacate via RWY 12 unless explicitly instructed by ATC to do so.



**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.



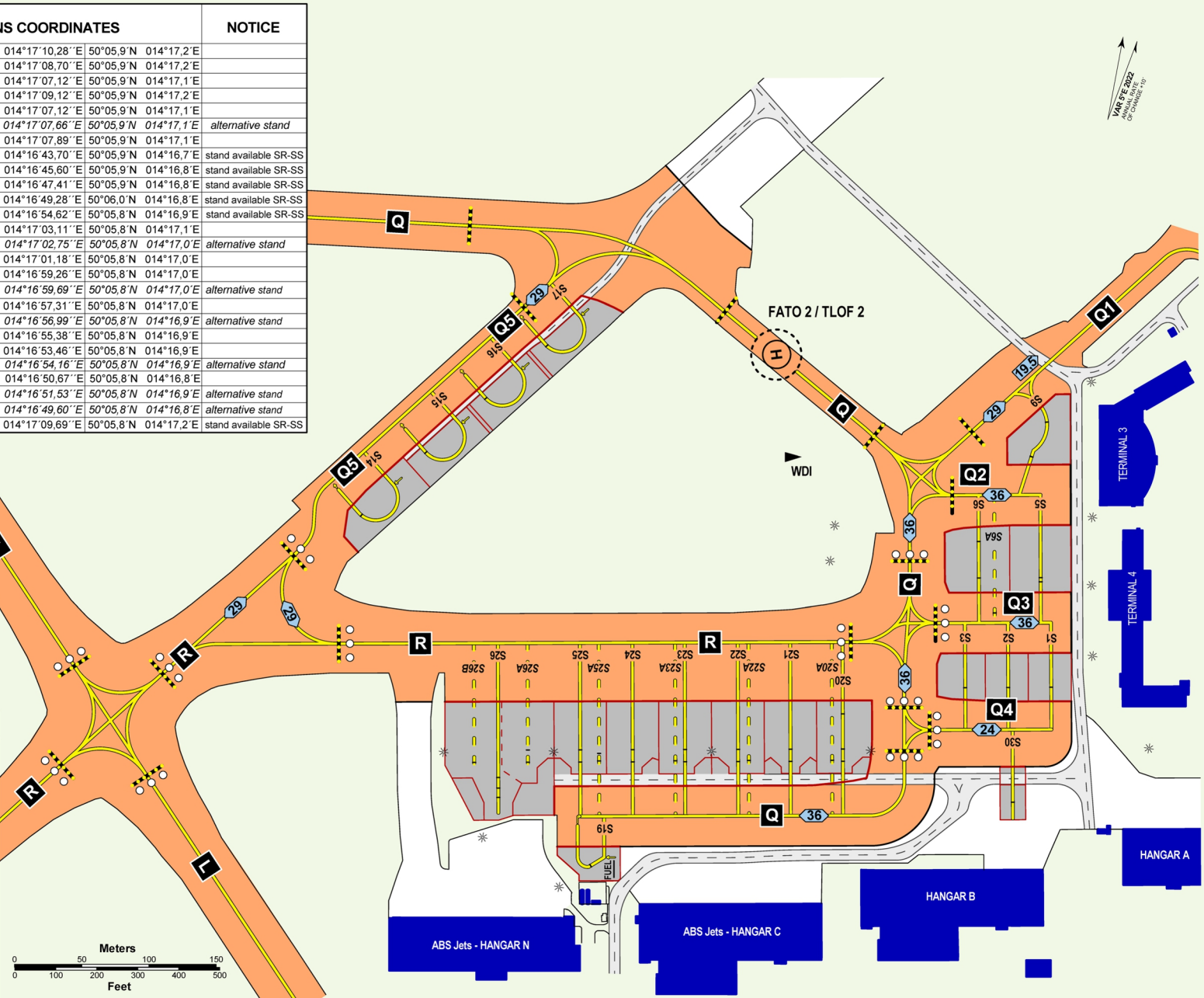
**HS2**

# LKPR PRAHA/Ruzyně

## Parking / Docking Chart - APRON SOUTH

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 (TAXING NOT ALLOWED)	
SERVICE ROAD	
TWY CENTRE LINE	
STAND LEAD-IN LINE	
ALTERNATIVE STAND LEAD-IN LINE	
AIRCRAFT STAND SAFETY LINE	
AIRCRAFT STAND / ALTER. STAND	
INTERMEDIATE HOLDING POSITION LIGHTED	
INTERMEDIATE HOLDING POSITION	
RUNWAY HOLDING POINT	
WINGSPAN LIMITATION (m)	
MAST	



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