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Hand amendments: NIL

Record this VFR-AMDT to VFR-GEN-0-2.

The following VFR-SUP have been incorporated in this VFR-AMDT and therefore cancelled:

VFR-SUP: NIL

The following NOTAMs are incorporated in this VFR-AMDT and will be cancelled by NOTAM:

NOTAM: NIL

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ENR-1 AIRSPACE OF THE CZECH REPUBLIC

1.1 Classification and constituents of airspace

1.1.1 ATS Airspace

1.1.1.1 The airspace in C.R. is divided into four classification classes C, D, E, and G in relation to the extent of ATS provided in its particular parts.

ATS airspace classified as C, D or E is controlled airspace.

Note: Controlled airspace is airspace of defined dimensions within which air traffic control service is provided in the extent corresponding to its classification. Nevertheless in the airspace of class E, the VFR flight is not subject of ATC clearance and continuous two-way communication with ATS unit is not mandatory.

Airspace classified as G is uncontrolled airspace, where only FIS and ALRS are provided to all flights.

1.1.1.2 Class C airspace is set up in:

- TMA PRAHA;
- CTA 2 PRAHA above FL 95 to FL 660.

1.1.1.3 Class D airspace is set up in:

- all CTR/MCTR and TMA/MTMA with the exception of TMA PRAHA;

1.1.1.4 Class E airspace is set up:

- outside CTR/MCTR and TMA/MTMA above 1000 ft AGL to FL 95 inclusive.

1.1.1.5 Class G airspace is set up:

- outside CTR/MCTR from ground to 1000 ft AGL;
- in TRA GA;
- in ATZ České Budějovice.

1.1.1.6 The P, R, D, TSA, TRA and TRA GA classification character is described by the tab. in art. 1.1.2.7.

1.1.1.7 Table determining the extent of services provided and requirements for VFR flights, arranged according to classes of airspace:

Class	Separation provided to VFR FLTs	ATS provided	VMC flight visibility and distance from cloud minima	Speed limitation	Radio communication requirement	Subject to an ATC clearance
C	from IFR traffic	ATC service for separation from IFR flights VFR traffic information (and traffic avoidance advice on request)	at and above FL 100 8 km flight visibility, 1500 m horizontal and 1000 ft vertical distance from clouds below FL 100 5 km flight visibility, 1500 m horizontal and 1000 ft vertical distance from clouds	250 KT IAS below FL 100 (VFR flights only)	continuous two-way	Yes
D	not provided	Traffic information between VFR and IFR flights (and traffic avoidance advice on request)	at and above FL 100 8 km flight visibility, 1500 m horizontal and 1000 ft vertical distance from cloud below FL 100 5 km flight visibility, 1500 m horizontal and 1000 ft vertical distance from cloud	250 KT IAS below FL 100	continuous two-way	Yes
E	not provided	Traffic information as far as possible.	5 km flight visibility, 1500 m horizontal and 1000 ft vertical distance from cloud	250 KT IAS	No	No
G	not provided	flight information service	above 3000 ft (900 m) AMSL 5 km flight visibility, 1500 m horizontal and 1000 ft vertical distance from cloud at and below 3000 ft (900 m) AMSL 1500 m flight visibility, clear of cloud in sight of surface, at speeds that, in prevailing visibility, will give adequate opportunity to observe other traffic or any obstacles in time to avoid collisions; or: under the circumstances when probability of meeting other traffic should be low e.g. in the area with low density of traffic.	250 KT IAS	No	No



1.1.2 Prohibited, restricted, dangerous, temporary reserved and temporary segregated areas

1.1.2.1 Detailed description of prohibited, restricted, dangerous, temporary reserved and temporary segregated areas is allocated in AIP CR, subsection ENR 5, supplemented with corresponding chart ENR 6.3, alternatively with VFRC of controlled aerodromes and with the charts in this manual, part of VFR-AD. Whenever these airspaces are published by different means, e.g. AIP/VFR SUP or NOTAM, the purpose of their establishment, the activities within and the conditions of potential use by the aviation public can divert from below mentioned general rules, but their description is inseparable part of those publications.

1.1.2.2 Prohibited area

(marked LKP + number)

Definition: An airspace of defined dimensions, above the land areas or territorial waters of a State, within which the flight of aircraft is prohibited.

Prohibited areas are being established to protect the ground objects primarily (e.g. Prague Castle, chemical plants, atomic powerplants etc...) and the entry is usually not allowed. An in-flight request for entry into the prohibited area addressed to an ATS unit is pointless. In justified or urgent cases, due to time constraints and due to the nature of the task performed, only the following flights are authorized to enter:

- a) police flights,
- b) emergency medical service flights directly related to human life rescue,
- c) search and rescue flights,
- d) flights performing firefighting activity,
- e) flights executed for the purposes of defence and security of the state.

CAA C.R. handles in advance potential other airspace users' requests for flights to this airspace in accordance with the procedure laid down.

1.1.2.3 Restricted Area

(marked LKR + number)

Definition: An airspace of defined dimensions, above the land areas or territorial waters of a State, within which the flight of aircraft is restricted in accordance with certain specified conditions.

Within FIR PRAHA the restricted areas are being established in areas with sensitive fauna, i.e. above National parks mainly. Only following flights are allowed to enter without restriction:

- a) police flights,
- b) emergency medical service flights directly related to human life rescue,
- c) search and rescue flights,
- d) flights performing firefighting activity,
- e) military aircraft flights,
- f) sailplanes flights,
- g) departures and landings of sailplanes (under the airspace administrator's approval – see AIP C.R., ENR 5.1),
- h) unmanned aircraft (under the airspace administrator's approval).

CAA C.R. handles in advance potential other airspace users' requests for flights to this airspace in accordance with the procedure laid down.

The airspace above the capital Prague represents a specific restricted area which can be entered by the following flights on the basis of ATC unit clearance (APP PRAHA or MAPP KBELY):

- a) state aircraft flights,
- b) test flights of Civil Aviation Authority and Air Navigation Services of the Czech Republic,
- c) flights of free manned balloons,
- d) flights of multiengine aircraft for special purposes (SAR, HEMS, traffic management, building industry, aerial photography, inspection of conduction),
- e) flights executing taking-offs, approaches, arrivals and departures to/from LKPR, LKKB, LKVO and LKLT.

1.1.2.4 Danger area

(marked LKD + number)

Definition: An airspace of defined dimensions within which activities dangerous to the flight of aircraft may exist at specified times.

In these areas at certain times, there may take place the activities such as gas deflation or gas handling or explosives disposal, dangerous to the flight. The pilot-in-command is fully responsible for deciding whether a flight enters such an area, but given the nature of the activities taking place in it, it is advisable to avoid this airspace.

1.1.2.5 Temporary Segregated Area

(marked LKTSA + alphanumeric characters chain)

Definition: 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.

These areas are used for a wide range of activities, mostly of a military nature and not only of a flight character, which require separation from public airspace. A typical example is shooting. As with the TRA below, the planned use of the TSA is published by means of the AUP and information on the current activation status can be requested from the relevant ATS unit. Nevertheless it should be noted that this information is valid for 15 minutes only, afterwards it is necessary to either query again or consider the space as activated. Entry to this area is prohibited during activation.

1.1.2.6 Temporary Reserved Area

(marked LKTRA + alphanumeric characters chain)

Definition: 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.

These areas are established in FIR PRAHA primarily due to the necessity to segregate military aviation activities carried out according to specific rules, from other airspace. Although the entry is prohibited during the activation, in exceptional cases (e.g. avoiding the area of adverse weather) it is possible to allow passing through, if it the relevant ATS unit issues or mediates the entry clearance in coordination with the administrator of this area. As in with the TSA above, the planned use of the TRA is published by means of the AUP and information on the current activation status can be requested from the relevant ATS unit. But also as in the case of TSA, it is necessary to note that

this information is valid for 15 minutes only and afterwards it is inevitable to either inquire again or consider the space as activated.

Temporary reserved area designated for operations of general aviation

The name of TRA GA (for example, BUBOVICE 5W) is used in open speech and marking of TRA GA on charts.

Definition: TRA GA is a specific airspace within the environment of Class D or C controlled airspaces, designated for the GA operations. It is established to facilitate the specific GA flights (see the note) to be executed from the uncontrolled aerodromes within the control zones and terminal control areas, with a lowest possible impact of the limiting requirements arising from the ATS airspace classification.

Note: For the purposes of these rules, as a "specific" flight there is considered a glider flight, an aircraft flight in the traffic circuit, etc. that would be difficult to execute or coordinate without the implementation of TRA GA in Class D and C airspaces.

Within these areas during their activation the airspace classification changes to the class G, i.e. they turn into the uncontrolled airspace inside the terminal control areas and control zones. Although the flights within them are not subject to ATC clearance, they shall be carried out in accordance with conditions laid down by the letter of agreement between the TRA GA administrator and the appropriate ATC unit. It should also be noted that at the interface, i.e. whenever a flight leaves the area towards the CTR or TMA, it is already necessary to obtain the entry clearance from the relevant ATC unit.

Note: In the past, similar areas were incorrectly called "delegated" and used by aero clubs near controlled airports.

Planned TRA GA reservation is not listed in AUP and the activation is under way of coordination between the administrator and the ATC unit in real time.

Information about TRA GA activation can be obtained at the operational frequency of the locally appropriate ATC unit, the unit providing information to known traffic or FIC PRAHA.

1.1.2.7 Table of rules for flights into P, R, D, TSA, TRA, TRA GA airspaces:

Airspace	Entry clearance request before flight	In-flight entry clearance during operating hours / time of activation		In-flight entry report during operating hours / time of activation	Publication	Airspace classification	Notes
		Requests	Issues/distributes				
P (prohibited)	YES	N/A		NO	AIP CR, ENR 5.1 or AIP SUP or NOTAM	No classification	Exceptions and different procedures are stated in the relevant publication (ENR 5.1.1.1, AIP /VFR SUP – in the text, NOTAM - line E).
R (restricted)	YES	N/A		NO	AIP CR, ENR 5.1 or AIP SUP or NOTAM	No classification	Exceptions and different procedures are stated in the relevant publication (ENR 5.1, column 3, AIP/VFR SUP – in the text, NOTAM – line E)
D (danger)	NO	NO		NO	AIP ČR, ENR 5.1 or NOTAM	Classification kept	Exceptions and different procedures are stated in the relevant publication (ENR 5.1, column 3), "Navigation warning" linked to the airspace is considered danger area notification. Possible procedures are stated in the relevant NOTAM.
TSA (temporary segregated)	NO	N/A		N/A	AIP CR, ENR 5.2 or AIP SUP or NOTAM	No classification	Exceptions and different procedures are stated in the relevant publication (ENR 5.2, column 3, AIP/VFR SUP – in the text), including long wave flying conditions (ENR 5.2.1 and ENR 5.5.4).
TRA (temporary reserved)	NO	Pilot	Appropriate ATSP	NO	AIP CR, ENR 5.2 or AIP SUP or NOTAM	No classification (classification kept when approved crossing)	Exceptions and different procedures are stated in the relevant publication (ENR 5.2, column 3, AIP/VFR SUP – in the text, NOTAM – line E)
TRA GA (temporary reserved for GA)	NO	NO		YES (only for RMZ)	AIP ČR, ENR 5.5 or AIP SUP	Class "G"	In case TRA GA is not RMZ, entry report is not required. Radio contact establishment procedures when entering ATZ remain intact - see AIP CR, ENR 1.2, VFR manual, VFR-ENR-2.

1.2 Use of airspace

Note: Airspace management in the CR is described in AIP CR, ENR 1.1.9.

1.2.1 Airspace allocation is published in a daily Airspace Use Plan - AUP.

The AUP is published before 1400 UTC to cover the 24 hours' time period between 0600 UTC the next day to 0600 UTC the day after.

Any modification of planned use of the airspace comparing to AUP will be promulgated through the Updated Airspace Use Plan (UUP) not later than 1 hour before planned changes become effective. When needed, more than one UUP can be promulgated within the validity period of the current AUP.

AUP and its updates UUP is available on the internet address: aup.rlp.cz

1.2.2 Information about current activation of temporary segregated area (TSA) and temporary reserved area (TRA), and restricted area (R) that are manageable by Airspace management cell (AMC) Praha is any time available in FIC Praha and in other ATS units (see VFR-ENR-2.3.5).

1.2.3 Activation times of AMC manageable areas are defined as follows:

- a) Published hours - cover the maximum possible activation time; they are published in AIP CR, subsection ENR 5 in the Remarks column.
- b) Planned hours - published in the AUP; they are within the published hours.
- c) Real Activation Time - is the actual period of use of the area known from the area user who performs the activity; it is within the planned hours published in AUP.

1.3 Requirements for communications and SSR transponder

1.3.1 Radio mandatory zone (RMZ)

1.3.1.1 Radio mandatory zone (RMZ) means an airspace of defined dimensions wherein the carriage and operation of radio equipment is mandatory.

1.3.1.2 VFR flights operating in parts of Classes E or G airspace and IFR flights operating in parts of Class G airspace designated as a radio mandatory zone (RMZ) by the competent authority shall maintain continuous air-ground voice communication watch and establish two-way communication, as necessary, on the appropriate communication channel, unless in compliance with alternative provisions prescribed for that particular airspace by the air navigation services provider.

1.3.1.3 Before entering a radio mandatory zone, an initial call containing the designation of the station being called, call sign, type of aircraft, position, level, the intentions of the flight and other information as prescribed by the competent authority, shall be made by pilots on the appropriate communication channel.

1.3.2 Transponder mandatory zone (TMZ)

1.3.2.1 Transponder mandatory zone (TMZ) means an airspace of defined dimensions wherein the carriage and operation of pressure-altitude reporting transponders is mandatory.

1.3.2.2 All flights operating in airspace designated by the competent authority as a transponder mandatory zone (TMZ) shall carry and operate SSR transponders capable of operating on Modes A and C or on Mode S, unless in compliance with alternative provisions prescribed for that particular airspace by the air navigation services provider.

- 1.3.3 Airspaces designated as radio mandatory zone and/or transponder mandatory zone is duly promulgated in the AIP CR.

Chapter end

ENR-2 VISUAL FLIGHT RULES

2.1 Basic rules of flight execution

Note: It's inevitable to be aware of the fact that the pilot-in-command of an aircraft shall, whether manipulating the controls or not, be responsible for the execution of the flight in accordance with the rules of the air, except that the pilot-in-command may depart from these rules in circumstances that render such departure absolutely necessary in the interests of safety.

2.1.1 Pre-flight briefing

Before beginning a flight, the pilot-in-command of an aircraft shall become familiar with all available information appropriate to the intended operation. Pre-flight action for flights away from the vicinity of an aerodrome, and for all IFR flights, shall include a careful study of available current weather reports and forecasts, taking into consideration fuel requirements and an alternative course of action if the flight cannot be completed as planned.

Particularly before commencing a VFR flight to/from controlled aerodrome or intending to enter controlled airspace, in which the flight becomes a subject to ATC clearance (i.e. to the airspace classes C, D, see chapter "Airspace of the CR"), the flight crew shall become familiar with corresponding flight procedures and local conditions of VFR operations published by means of this manual, resp. AIP CR.

2.1.2 Surface movement

In case of danger of collision between two aircraft taxiing on the movement area of an aerodrome the following shall apply:

- a) when two aircraft are approaching head on, or approximately so, each shall stop or where practicable alter its course to the right so as to keep well clear;
- b) when two aircraft are on a converging course, the one which has the other on its right shall give way;
- c) an aircraft which is being overtaken by another aircraft shall have the right-of-way and the overtaking aircraft shall keep well clear of the other aircraft.
- d) unless otherwise approved by aerodrome control tower, an aircraft taxiing on the manoeuvring area shall stop and hold at all runway-holding positions unless an explicit clearance to enter or cross the runway has been issued by the aerodrome control tower

2.1.3 Taking off

An aircraft taxiing on the manoeuvring area of an aerodrome shall give way to aircraft taking off or about to take off

2.1.4 After departure

Except when necessary for take-off or landing or except by permission issued by the Civil Aviation Authority, a VFR flight shall not be flown:

- a) over congested area of cities, towns or settlements or over an open-air assembly of persons at a height less than 300 m (1000 ft) above the highest obstacle within a radius of 600 m from the aircraft, unless at such a height as will permit, in the event of an emergency arising, a landing to be made without hazard to persons or property on the surface.

- b) elsewhere than specified in a) at a height less than 150 m (500 ft) above the ground or water. Except where otherwise indicated in ATC clearance, VFR flights at levels above 5000 ft above mean sea level, shall be conducted at a flight level appropriate to the track as specified in the tables of cruising levels.

Note: Pilot of single-engine aircraft should fly in such a way that in the case of engine failure could land on a suitable surface.

2.1.5 Avoidance of collisions

The pilot shall constantly monitor airspace in the vicinity of aircraft, regardless of class of airspace in which the aircraft is operating. An aircraft shall not be operated in such proximity to other aircraft as to create a collision hazard.

2.1.6 Right-of-way

The aircraft that has the right-of-way shall maintain its heading and speed. An aircraft that is obliged by the following rules to keep out of the way of another shall avoid passing over, under or in front of the other, unless it passes well clear and takes into account the effect of aircraft wake turbulence.

2.1.7 Approaching head-on

When two aircraft are approaching head-on or approximately so and there is danger of collision, each shall alter its heading to the right.

2.1.8 Converging

When two aircraft are converging at approximately the same level, the aircraft that has the other on its right shall give way, except as follows:

- a) power-driven heavier-than-air aircraft shall give way to airships, gliders and balloons;
- b) airships shall give way to gliders and balloons;
- c) gliders shall give way to balloons;
- d) power-driven aircraft shall give way to aircraft which are seen to be towing other aircraft or objects.

2.1.9 Overtaking

An overtaking aircraft is an aircraft that approaches another from the rear on a line forming an angle of less than 70 degrees with the plane of symmetry of the latter. An aircraft that is being overtaken has the right-of-way and the overtaking aircraft, whether climbing, descending or in horizontal flight, shall keep out of the way of the other aircraft by altering its heading to the right, until it is entirely past and clear. A sailplane overtaking another sailplane may alter its course to the right or to the left.

2.1.10 Landing

An aircraft in flight or operating on the ground shall give way to aircraft landing or in the final stages of an approach to land. When two or more heavier-than-air aircraft are approaching an aerodrome for the purpose of landing, aircraft at the higher level shall give way to aircraft at the lower level, but the latter shall not take advantage of this rule to cut in front of another which is in the final stages of an approach to land, or to overtake that aircraft. Nevertheless, power-driven heavier-than-air aircraft shall give way to gliders. An aircraft that is aware that another is compelled to land shall give way to that aircraft.

If pilot does not receive taxi instructions before landing at the aerodrome where aerodrome ATC service is provided, he can leave RWY using nearest serviceable TWY. After leaving RWY he may continue to taxi only if he obtains taxi clearance from TWR. When leaving the RWY pilot-in-command is not allowed to taxi back track on the RWY.

2.2 Conditions of VFR flight operations

2.2.1 Meteorological conditions

2.2.1.1 Except when operating as a special VFR flight, execution of what is bound to control zone, VFR flights shall be conducted so that the aircraft is flown in conditions of visibility and distance from clouds equal to or greater than those specified in chapter "Airspace of the Czech Republic" in this Manual.

2.2.1.2 Flights within Class G airspace at flight visibility lower than 5 km but to not less than 1500 m can be executed at speed of 140 kts IAS and less that, in prevailing visibility, will give adequate opportunity to observe other traffic or any obstacles in time to avoid collisions, and in circumstances in which the probability of encounters with other traffic would normally be low, e.g. in areas of low volume traffic and for aerial work at low levels.

Helicopters flights may be permitted to operate in less than 1500 m, but not less than 800 m flight visibility, if manoeuvred at a speed that will give adequate opportunity to observe other traffic or any obstacles in time to avoid collision.

2.2.1.3 With the exception when no permission has been received from ATC unit, VFR flights shall not take off or land at an aerodrome within a control zone, or enter aerodrome traffic pattern or aerodrome traffic zone:

- a) when the ceiling is less than 1500 ft (450 m), or
- b) when ground visibility is less than 5 km.

Note: The value of ceiling 1500 ft (450 m) is derived from the lowest height above ground or water, in which the VFR flight should be conducted (see paragraph 2.1.5 "After departure"). When flying in control zone (which is in all cases airspace of Class D in the CR), the pilot shall always simultaneously comply with the prescribed VMC conditions, as shown in chapter "Airspace of the Czech Republic" in this manual. I. e. for example if the traffic pattern is flown in height 1000 ft (300 m), the height of cloud base shall not be less than 2000 ft (600 m).

2.2.1.4 Special VFR flights may be authorised to operate within a control zone, subject to an ATC clearance. Except when permitted by the competent authority for helicopters in special cases such as, but not exclusively medical flights, police flights, search and rescue operations and flights related to fire-fighting, the following additional conditions shall be applied:

- a) these special VFR flights may only be performed on a day unless otherwise authorised by the competent authority;
- b) by the pilot:
 - 1) clear of cloud and with the surface in sight;
 - 2) the flight visibility is not less than 1 500 m or for helicopters not less than 800 m;
 - 3) at speed of 140 kts IAS or less to give adequate opportunity to observe other traffic and any obstacles in time to avoid collision; and
- c) the ATC unit shall not issue a clearance to an aircraft for a special VFR flight to take off or land at an aerodrome in a control zone or to enter an aerodrome

traffic circuit or aerodrome traffic zone if the reported meteorological conditions at that aerodrome are worse than the following minima:

- 1) the ground visibility is less than 1 500 m or for helicopters less than 800 m;
- 2) the ceiling is less than 180 m (600 ft).

Note: Daytime and minimum ground visibility requirements for special VFR flights stated above shall not apply to helicopter air ambulance (HEMS) and the flights of the Police of the CR. The pilot is solely responsible for compliance with operational requirements and minima.

Note: Special VFR flight shall meet the conditions for two-way communication with appropriate ATC unit.

Note: Ground visibility is the visibility measured by an accredited observer on the ground and transmitted to the aircraft on the operational frequency or on the ATIS broadcast. Ground visibility may be lower than the flight visibility observed by the pilots and is always relevant to the issue of ATC clearance.

2.2.1.5 VFR flights of aircraft not equipped for IFR or pilot has no rating for IFR flights, shall be operated so that continuous visual ground contact is maintained. Flights above clouds shall be conducted so that the aircraft is flown in conditions when cloud amount is not greater than 4/8 and aircraft is able to navigate by visual reference.

2.2.1.6 In the case of radar assistance in the form of recommended headings to special VFR flight, the pilot is responsible for avoiding collision with terrain and obstructions and he is obliged:

- a) to adhere to meteorological conditions that shall not be worse than specified for special VFR flight
- b) to inform immediately the appropriate ATS unit when meteorological conditions do not fulfill VMC.

2.2.2 Conditions for conducting VFR flights above FL95

VFR flights within Praha FIR up to FL 95 including may be also conducted outside ATS routes. International VFR flights up to FL 95 may enter/exit Praha FIR outside ATS routes. VFR flights above FL 95 may be conducted only in compliance with Free Route Flight Planning procedures (FRA) published in Route Availability Document (RAD) (see AIP ENR 1.3.4). In the CR, flights above FL 95 operate in airspace of Class C, where the separation from IFR flights is ensured. For this reason, ATC may assign to VFR flight cruising level from table of cruising levels for IFR flights.

VFR flights shall not be operated above FL 195, with the exception as stated below, or unless authorised by the Civil Aviation Authority.

2.2.2.1 VFR flights above FL 195

En-route VFR flights will not be permitted to operate above FL 195.

VFR flights above FL 195 up to and including FL 285 shall operate:

- a) within temporary segregated area or restricted area, or
- b) in accordance with the authorisation and conditions issued by Air Navigation Services of the Czech Republic or directly by ACC Praha.

VFR flights above FL 285 shall operate within temporary segregated area or restricted area only.

Additional procedures and conditions of the airspace use may be established together with the decision about allocation of temporary segregated area or restricted area.

2.3 Conditions stemmed from ATS procedures

2.3.1 Flight planning

Note: The appropriate chapter of this manual is dedicated to the process and advises for flight plan filling and its submission to ATS units.

- 2.3.1.1 For VFR flight plan submitted for flight to/from abroad up to FL 95 pilot shall indicate in field 18 of FPL point or border of FIR LKAA and geographical place or the direction and distance from geographical place in FIR Praha and in all cases estimated elapsed time to Praha FIR boundary.

Examples:

EET/OKG-0050

EET/LKAA 0050-5 km S KVILDA

2.3.2 Reports of Departure

- 2.3.2.1 When the departure is executed from the aerodrome where no ATS unit (TWR or AFIS) has been established or outside of OPS HR of such unit, with the aim to enable alerting service provision according to Annex 11, Ch. 5 the pilot of the aircraft executing VFR flight with filed flight plan is obliged to pass the report of departure on to FIC or to the nearest suitable ATS unit:

- a) via radio telephony as soon as possible after departure or
- b) via telephone as soon as possible after departure by means of a person commissioned by the pilot (e.g. a unit providing information to known traffic) or
- c) via telephone prior to take off, if the procedures in letter a) or b) are not feasible, but not earlier than 10 minutes before reported time of departure provided the time of departure will be met.

Note 1: Telephonic report of departure before take off is allowed to be submitted to FIC Praha or to the Central ARO Praha only.

Note 2: If from any reason the time of departure changes after the report of departure has been sent, pilot is obliged to notify the ATS unit addressed with the former report immediately.

If the pilot does not report departure as indicated, the alerting service related to filed flight plan will not be provided and the flight will be considered as a flight without filed flight plan.

- 2.3.2.2 Report of departure shall contain:

- aircraft identification
- aerodrome or operational point of departure
- aerodrome or operational point of arrival
- time of departure

Phraseology to be used for report of departure:

"... (call sign) DEPARTURE FROM ... (aerodrome or operational point of departure) TO ... (aerodrome or operational point of arrival) AT ... (time - when reported after departure) / MEETING ... (time - when reported before take-off)".

2.3.2.3 In accordance with ICAO Doc 4444, Ch. 11 the ATS unit serving to the aerodrome of departure (see AIP CR, section GEN 3) is responsible for consequent distribution of DEP message. Whenever the DEP message is not delivered to appropriate ATS unit, pilots of aircraft executing VFR flights with filed flight plans arriving to aerodromes of destination within FIR Praha will be requested to report ETA.

2.3.3 When the VFR flight is conducted to/from controlled aerodrome and within controlled airspace, except for class E airspace, it becomes a subject to ATC clearance, i.e. a controlled flight.

An ATC clearance is issued through the submission of a flight plan to an air traffic control unit.

2.3.3.1 When intending to enter CTR/TMA (or CTA class C alternatively), the pilot of uncontrolled flight is obliged to ask the locally appropriate ATC unit (i.e. TWR, ACC or APP if a separate unit established) for the entry clearance, in advance prescribed either by AIP C.R. (article ENR 1.2.1.10 and local procedures in relevant AIP AD subsections), either by this Manual (article 2.3.4.1 and local procedures in relevant VFR-AD part).

Note: With regards to the radio and surveillance coverage as well as the extent and capacity of services provided by FIC, it is necessary to bear in mind the fact that the pilot of uncontrolled flight is responsible for a timely establishment of radio communication with the locally appropriate ATC unit (i.e. TWR, ACC or APP if a separate unit established) to be able to obtain the entry clearance into its area of responsibility in a way to prevent an unauthorised penetration of airspace.

Note: Before entry to CTR/TMA the flights maintaining communication with FIC Praha are usually not instructed to change the frequency and to establish the communication with a unit providing control service within this airspace. The pilot is obliged to terminate the communication with FIC Praha and to establish the communication with subsequent unit on the appropriate channel or frequency in due time.

2.3.4 An ATC clearance based on handover of information about flight

Pilots, who have not submitted FPL and need obtain an ATC clearance to enter airspace Class D or to depart from or arrive to the aerodrome where ATC is provided, shall request ATC clearance based on information about flight, passed on by radio or via telephone to the relevant ATS unit.

Note: This provision can be applied also to ATC clearances for parachute jumps from the airspace of the class C.

2.3.4.1 Handover of information about VFR flight

Unless otherwise stated in AIP ČR part AD, information about VFR flight shall be handed over on frequency or via telephone to the appropriate ATS unit while requesting ATC clearance at least 3 minutes prior to enter CTR or TMA when arriving to, or commencement of taxi or lift-off from FATO when departing from controlled aerodrome or place within CTR.

Information handed over by pilot

a) VFR departures

- aircraft identification
- type of aircraft *
- stand number or place of parking position or other aerodrome or place in CTR(as appropriate)

- destination aerodrome or place of arrival *
 - exit point from CTR or area of activity in CTR and required level (as appropriate)
 - confirmation of current ATIS information with QNH read back
- b) VFR arrivals and transits
- aircraft identification
 - type of aircraft *
 - departure aerodrome or place of departure *
 - destination aerodrome or place of arrival or area of activity in CTR (as appropriate) *
 - present position and level of the flight
 - requested entry point into CTR
 - exit point from CTR (for transiting aircraft)*
 - confirmation of current ATIS information with QNH read back

** Marked data are not handed over if flight plan has been submitted.*

2.3.5 Information about current use of TSA/TRA

The received information about current use of TSA or TRA obtained on the pilot's request is valid for 15 minutes. As soon as this time limit is up the pilot must either ask for updated information or consider the area activated.

2.3.6 Reports of Arrival.

On a VFR flight for which a flight plan has been submitted the pilot shall report the time of arrival at an uncontrolled aerodrome to FIC Praha or an appropriate ATC unit.

When communication facilities at the arrival aerodrome are known to be inadequate and alternate arrangements for the handling of arrival reports on the ground are not available, immediately prior to landing, when the aircraft is in the traffic circuit and a safe landing is expected, the pilot can transmit via radiotelephony to FIC or an appropriate ATC unit a message comparable to a report of arrival stating the estimated time of landing.

Note 1: A handover of information about VFR flight in accordance with AIP ENR 1.2.1.10 is also considered as a submission of the flight plan for the part of the flight in which the air traffic control service is provided. That abbreviated flight plan submitted in-flight by radiotelephony applies to flights from/to/across CTR and TMA of civil airports, however, it does not replace the flight plan, whose submission before the flight is required by art. AIP ENR 1.2.4.3.2 when planned to operate at night.

Note 2: Whenever an arrival report is required, failure to comply with these provisions may cause serious disruption in the air traffic services and incur great expense in carrying out unnecessary search and rescue operations.

2.3.6.1 Report of Arrival shall contain:

- aircraft identification
- departure aerodrome or operational point of departure
- destination aerodrome or operational point of destination (only if landed on alternate aerodrome)
- arrival aerodrome or operational point of arrival
- time of landing

- 2.3.6.2 The following phrase is to be used for the in-flight transmission of the arrival report immediately prior to landing:
- ... (call sign) FROM ... (aerodrome or operational point of departure) [TO ... (aerodrome or operational point of destination if landed at an alternate)] LANDING AT ... (aerodrome or operational point of arrival) WILL BE AT ... (time)
- 2.3.6.3 Report of arrival is not required if the pilot of VFR flight operating within the airspace of class G and E, or in the airspace of class C and D at or below 1000 ft (300 m) AGL reports to FIC or to an appropriate ATC unit during the flight that the flight plan is being closed. Consequently within airspace of class G and E there is no alerting service provided to such flight in relation to its flight plan. Within the controlled airspace ATS corresponding to the airspace classification are provided until the pilot reports leaving the controlled airspace.
- Phraseology to be used:
- ... (call sign) CLOSING MY FLIGHT PLAN
- 2.3.6.4 Glider off-field landing Arrival Report
- See paragraph 2.8.3.
- 2.3.7 VFR flights from abroad
- Pilots of VFR flights arriving from abroad are requested to establish communication with the appropriate ATS unit before entering the FIR Praha.
- 2.3.8 Restriction on training VFR flights
- Training VFR flights at controlled aerodromes or in the vicinity of such aerodromes may be restricted due to higher density of traffic. It is recommended that the pilot-in-command or an aircraft operator coordinates details of such activity with relevant ATC unit before planning.
- 2.4 Operation on and in the vicinity of an aerodrome
- Note: An aircraft operating in the vicinity of an aerodrome includes but is not limited to aircraft entering or leaving an aerodrome traffic circuit.*
- An aircraft operated on or in the vicinity of an aerodrome shall, whether or not within control zone or an aerodrome traffic zone:
- observe other aerodrome traffic for the purpose of avoiding collision;
 - conform with or avoid the pattern of traffic formed by other aircraft in operation;
 - follow published procedures and within the control zone comply with ATC instructions;
 - except for balloons, make all turns to the left, when approaching for a landing and after taking off, unless otherwise indicated, or instructed by ATC;
 - except for balloons, land and take off into the wind unless safety, the runway configuration, or air traffic considerations determine that a different direction is preferable.
- 2.4.1 Operation on uncontrolled aerodromes and within Aerodrome Traffic Zone (ATZ)
- 2.4.1.1 Uncontrolled aerodrome is an aerodrome at which ATC is not provided.
- Note: Information about the aerodrome concerned is allocated in section AD of this manual, resp. in AIP CR, section AD (AFIS aerodrome with published IFR arrival and*

departure procedures). Information about current status of the uncontrolled aerodrome is provided by the operator of that aerodrome.

Uncontrolled aerodrome is either:

- a) AFIS aerodrome, where AFIS to known traffic is provided or
- b) Aerodrome without ATS (i.e. provision of neither ATC nor AFIS is available), where the information of limited extent are provided.

Note 1: However at one aerodrome there can be ATS provided by ATC unit, which provides ATC, FIS and ALRS on one side, and AFIS unit providing AFIS and ALRS only.

Note 2: For AFIS aerodromes a non-precision instrument approach procedure can be published.

- 2.4.1.2 Aerodrome traffic zone (ATZ) is an airspace of defined dimensions established around an aerodrome for the protection of aerodrome traffic.

Aerodrome traffic zone is set up around aerodromes with no ATC service provided. It is defined by the circle (or part of) with the radius of 3 NM (5,5 km) from the reference point of the aerodrome and by the altitude of 4 000 ft (1 200 m), unless otherwise defined by CAA. When ATZ is penetrated vertically or horizontally by:

- a) a controlled airspace class C or D,
- b) TRA/TSA
 - 1) planned in AUP, and/or
 - 2) activated in AUP planned area when AFIS provided in ATZ,
- c) or other temporary reserved area published in AIP SUP or NOTAM, or
- d) prohibited area,

the ATZ is bounded by these airspaces.

- 2.4.1.3 Procedures applied

Note: Below mentioned procedures are adequately applied even during performance of flights on SLZ fields.

- a) The aircraft arriving at an uncontrolled aerodrome or departing from such an aerodrome shall comply with the published pattern of aerodrome traffic circuit, unless otherwise advised by the AFIS unit or by the unit providing information to known traffic.

Where no pattern of an aerodrome traffic circuit is known, an aircraft shall make all turns to the left when approaching for a landing or after taking off.

- b) When arriving at an uncontrolled aerodrome or departing from such an aerodrome the aircraft shall use runway as follows:

- 1) within aerodrome operational hours:
 - according to information received from an AFIS unit or from a unit Providing information to known traffic;

Note: Pilot shall ask the AFIS unit or Providing information to known traffic for the acceptance to use different runway, if he/she cannot comply with the indicated runway in use. If circumstances allow, pilot of the aircraft in emergency shall advise his/her intention to use other runway than runway in use.

- 2) outside aerodrome operational hours:
 - into the wind unless safety or runway configuration determines that a different direction is preferable; and/or

- according to the previous coordination with the aerodrome operator; and/or
 - according to information published in this Manual or in AIP CR, section AD.
- c) A pilot of the aircraft not equipped with radio set when intending to arrive at an uncontrolled aerodrome or depart from such an aerodrome, shall coordinate his/her arrival or departure with the AFIS unit, unit Providing information to known traffic or the aerodrome operator in advance.
- d) VFR flights which flight crew members require communication in English language, must be executed to the aerodromes, where by means of the VFR Manual or the AIP C.R., the appropriate provider of AFIS / information to known traffic publish the fact that the AFIS / providing information to known traffic is available in English language, and during the operational hours when they are provided.

The communication with the unit providing AFIS / information to known traffic and within the ATZ is practicable in Czech language exclusively if the English language and the operational hours, when it is at the disposal to the flight crews is not published among the supplementary information to the appropriate aerodrome and its ATZ by means of the VFR Manual or the AIP C.R.

Note: When communicating in other than Czech language or outside the operational hours, when it is available according to the supplementary information published for the appropriate aerodrome, the aircraft is taken as not equipped with radio set and obliged to keep the relevant procedures.

- e) Establishing of the radio contact with AFIS unit or Providing information to known traffic unit is compulsory for an aircraft equipped with radio set, operating on an uncontrolled aerodrome and/or within an ATZ, when commencing taxiing and/or prior entering an ATZ.

Irrespective of the fact whether AFIS or Providing information to known traffic is provided, the aircraft equipped with radio set when operating on an uncontrolled aerodrome and within an ATZ shall report on the frequency assigned and published for the individual aerodrome its:

- position,
- altitude and
- intended flight or ground activity in the way and within the scope listed below.

Other aircraft operating on an uncontrolled aerodrome or within an ATZ, have to be listening to the appropriate frequency and shall use this information to avoid collisions. The aircraft shall report:

1) Departing aircraft:

- commencement of taxiing and activity after departure;
- intention to cross or backtrack the runway (including inactive);
- entering the runway;
- take-off run or take-off, turn after departure or direction of flight;

Note: Pilots of helicopters, departing from the stand and pilots of gliders on take-off position of the runway, report ready for departure only.

- position of leaving the aerodrome traffic circuit;

- position of leaving an ATZ;
- 2) Arriving aircraft:
 - aerodrome of departure (if it is not the same as the aerodrome of destination)
 - the position of the aircraft prior entering an ATZ;
 - intended position of entry to the aerodrome traffic circuit;
 - downwind position;
 - base leg;

Note: If requested by an AFIS unit or by a unit providing information to known traffic, pilots shall omit downwind and base leg position reports or shall report other positions. Downwind and base leg positions are not reported when an aircraft is making straight-in approach.

- final;
- missed approach (next circuit);
- intention to cross or backtrack the runway (including inactive);
- vacating the runway in the night, or if there is another known traffic on the final;
- 3) The aircraft transiting an ATZ:
 - position and altitude of intended entry to an ATZ and exit from an ATZ; or
 - distance, geographic direction from an aerodrome, track and altitude to be flown within an ATZ.
- 4) Aircraft arriving to SLZ field which is located inside the aerodrome ATZ shall when entering this ATZ:
 - report the intended activity related to the arrival on the SLZ field on a frequency of an appropriate AFIS unit or Providing information to known traffic.

Note: The frequency used at SLZ fields serves for mutual communication among traffic participants at those fields and information corresponding to AFIS or Providing information to known traffic cannot be expected.

- f) A pilot of the aircraft conducting night flight, flight training to obtain pilot license for the airplanes and helicopters in the framework of local operations, airdrops or glider launch on an uncontrolled aerodrome is allowed to do so, only provided that AFIS or the information to known traffic is provided at the aerodrome and within respective ATZ. The provision about night flights is not applied to air rescue service and flights of state aircraft.
- g) A pilot of the aircraft and/or person in charge of air show and/or air competition on an uncontrolled aerodrome is allowed to do so, only on condition that AFIS or Providing information to known traffic is provided at the aerodrome and within respective ATZ.
- h) A pilot of the aircraft and/or person in charge when intending to conduct local activity at an uncontrolled aerodrome shall coordinate such an operation with the AFIS unit or unit Providing information to known traffic or the aerodrome operator in advance.
- i) A pilot of the aircraft and/or person in charge executing flight operation from another site inside the ATZ or infringing the ATZ or passing through the ATZ

within operational hours of an aerodrome, shall coordinate his/her intended activity with the AFIS unit or unit Providing information to known traffic or with the aerodrome operator in advance, unless otherwise stated in the appropriate letter of agreement.

2.4.1.4 Announcement of Arrival and Departure on an uncontrolled aerodrome.

- a) Pilot of the aircraft (with exception of hang-glider or para-glider), departing from an uncontrolled aerodrome or arrives at an uncontrolled aerodrome within operational hours of an aerodrome, shall announce to the AFIS unit or to the unit providing information to known traffic, by radiotelephony or personally:
- the registration mark of the aircraft,
 - time of take-off (in case of departures) / time of landing (in case of arrivals),
 - name of pilot in command and
 - total number of persons on the board.

This announcement does not substitute Report of Departure or Report of Arrival on a flight for which FPL has been submitted (see para 2.3.5).

- b) During the local flight activity pilot announces only time of the first departure and time of the last landing at series of flights held within one day, on condition that the aircraft returns each time to the same place, period between succeeding flights does not overreach 30 minutes, name of pilot in command and/or total number of persons on the board is not changed.

2.4.2 Operation on controlled aerodromes and within Control Zone (CTR)

2.4.2.1 Descriptions of distinctive procedures for execution of VFR flights at particular controlled aerodromes are allocated in AIP CR, section AD, or subsection ENR 1.2.

2.4.3 Operation within TRA GA and on the interface with the neighbouring airspace

The activation of TRA GA detaches its airspace from the neighbouring Class D or C controlled airspace, deactivating TRA GA cancels the detachment.

Airspace conditions and rules of the air are applied as for the class G airspace within the activated TRA GA. Where TRA GA adjoins vertically an ATS airspace of another class, flights at a common level would comply with requirements of, and be given services applicable to, the Class G airspace.

Whenever a flight enters a class D or C airspace from the TRA GA, the same rules are addressed as for any other uncontrolled flight entering the above mentioned controlled airspace - the condition shall apply regardless of the fact whether the flight is overflying through the TRA GA or departing from an aerodrome within its boundaries, unless otherwise instructed by the appropriate ATC unit.

As a result of the traffic situation progress the locally appropriate ATC unit may, at any time, require the immediate termination or restraint of activity or the deactivation of TRA GA.

If the TRA GA is designated as RMZ and if not otherwise instructed by the local ATC unit, the flight inside that airspace is obliged to establish and maintain the radio communication with a specified unit (see AIP ČR, ENR 5.5).

2.5 Night VFR flights

Note: In the CR, the VFR flight by day can be executed in the time from beginning of civil morning twilight till the end of civil twilight. Night VFR flight is considered the flight executed at night. Night is the period between the end of civil twilight (TE) and



the beginning of civil morning twilight (TB). Civil twilight ends in the evening when the centre of sun disc is 6 degrees below horizon and civil morning twilight begins in the morning when the centre of sun disc is 6 degrees below horizon. Tables of the civil morning twilight and twilight for 50° N and 15° E are listed in AIP CR, GEN 2.7.

TE and TB for a particular aerodrome can be calculated by subtracting 4 minutes per each degree of longitude for AD located on the east, adding 4 minutes per each degree of longitude for AD located on the west from the 15th meridian.

2.5.1 Division according to type of activities

Night VFR flights are classified into aerodrome flights and en-route flights. Flights in vicinity of aerodrome are considered to be aerodrome flights. All other night VFR flights are considered to be en-route flights.

Note: Aircraft is in vicinity of aerodrome when it is in, is entering or leaving an aerodrome traffic circuit. For purposes of night VFR flight, flight in CTR and ATZ is considered a flight in vicinity of an aerodrome.

2.5.2 General conditions for conducting of night VFR flights

Night VFR flights shall be conducted according to following general conditions:

- when practicable, aircraft with submitted FPL shall maintain two-way radio communication at appropriate ATS frequency;
- all aircraft conducting enroute flight shall be equipped and have operational SSR Mode A and C or Mode S transponder;
- prescribed minima in following table 2 shall be maintained:

Flight classification		Minimum flight height	Minimum lowest layer of clouds	Minimum visibility	Minimum cloud distance
Aerodrome		1300 ft AGL	2300 ft AGL	flight and ground 5 km	1,5 km horizontal, 1000 ft vertical
	circuits	1000 ft AAL/AGL*	2000 ft AAL/ AGL*		
En-route		2000 ft AGL	3000 ft AGL	flight 8 km	
Aeronautical Rescue Service	flights below 1000 ft AGL	500 ft AGL and 600 m from obstacles or if the landing site is sufficiently lit 150 ft AGL or above an obstacle in the area of HEMS intervention	1500 ft AGL (1 pilot)	flight and ground 3 km (1 pilot)	clear of clouds in sight of surface (lights on ground)
	flights above 1000 ft AGL		1000 ft AGL (2 pilots)	flight and ground 2,5 km (2 pilots)	
	flights above 1000 ft AGL		1000 ft above flight height	flight 5 km	1,5 km horizontal, 1000 ft vertical

2.5.3 Operational conditions

2.5.3.1 Aerodrome flights at night-time

- For aerodrome night VFR flights conducted from controlled aerodrome the aircraft operator or pilot shall provide information on the flight and that activity shall be negotiated with relevant ATS unit in advance.

- b) For aerodrome night VFR flights conducted from uncontrolled aerodrome the operator or pilot shall submit plan of activities to the relevant AFIS unit or to the unit Providing information to known traffic. In the plan of activities there shall be given number and type of aircraft, nature of activity, description of area of activity, maximum level of the flight, time of beginning and termination of activities.
- c) Minimum level of the flight of aerodrome night VFR flights shall be 1300 ft AGL and 1000 ft AAL on the aerodrome traffic circuit.

2.5.3.2 En-route flights

Note: All flights except flights in vicinity of aerodrome are considered to be en-route flights.

- a) For VFR en-route flights at night, a flight plan shall be submitted before the flight.
- b) En-route flights shall be planned and conducted so that they are flown at a height of 2000 ft AGL or more, except for take-off, landing and necessary climb and descent. Helicopters of aeronautical rescue service shall maintain at least 500 ft AGL at a horizontal distance 600 m from obstacles. On the place of intervention the height shall be at least 150 ft AGL or above an obstacle provided the landing site is sufficiently lit.
- c) Take-off and landing of en-route flights can be conducted only at aerodromes approved for night operations. Helicopters of aeronautical rescue service can lift-off and land elsewhere than at approved aerodromes and heliports provided they are equipped in accordance with JAR-OPS 3.
- d) For night VFR en-route flights an alternate airport shall be designated.
- e) For en-route flights the aircraft shall have navigational reserve of fuel and oil as for an IFR flight.
- f) Aircraft shall have at least one certified and operational built-in radio navigation aid (ADF, VOR, GPS).
- g) For every en-route flight into class C and D airspace ATC clearance shall be obtained and during flight the aircraft shall maintain radio contact with appropriate ATC unit.
- h) At aerodromes of departure, destination and at alternate aerodromes ATC/AFIS or Providing information to known traffic shall be provided in times of departure or arrival of aircraft. Such services or Providing information at these aerodromes can be discontinued only after all en-route flights have been terminated.

2.5.4 Aerodromes

All aerodromes approved for night VFR flights are listed in AIP CR section AD or in this manual, part AD.

2.5.5 Additional provisions for operation of free manned balloons

2.5.5.1 Balloon equipment with anticollision lights

Anticollision lights shall be designed so as to be hinged bellow the balloon basket and located so that a white light flashes at the distance of 5 m from the basket and a red light flashes at the distance of another 5 m. There can be two white lights, provided that the second white light flashes at the distance of another 5 m bellow the red light. The red light and the white light(s) shall flash in opposite frequency, i.e. when the white light(s) is (are) illuminated the red light is to be turned off and vice versa. The frequency of flashes shall not be less than 40 and greater than 100 per minute.



The minimum intensity of the lights is 20 candles.

The anticollision lights shall be turned on during all the night flight time.

2.5.5.2 Operation of instrument equipment during landing of the balloon

Since the moment when the pilot has initiated landing, but not higher than 100 m/300 ft AGL, the required instrument equipment of the balloon including anticollision lights can be turned off and located in the basket.

2.5.5.3 Night landing of the balloon

Balloons may land in daytime only. Night landing is forbidden due to safety reasons. If a balloon lands in night time it is considered as an incident that is to be reported according to Chapter 4 of the L 13 requirements.

2.6 Performing of the parachute jumping flights

2.6.1 Performing and publishing of the parachute jumping (PJE)

2.6.1.1 Aerodromes marked by the parachute designator

For aerodromes listed in table 2.6.3, the parachute designator means a navigation warning of parachute jumping performed within the ATZ horizontal limits from GND to upper limit of the class E airspace (even above the ATZ upper limit). The navigation warning is effective year round from SR till SS. The parachute designator is also on the aeronautical chart - ICAO 1:500 000. AFIS or Providing information to known traffic shall be ensured during the execution of parachute flights and jumping at the aerodrome or in the horizontal borders of the appropriate ATZ. Information about parachute activity shall be provided to other pilots of aircraft flying with in ATZ or entering ATZ. The aerodrome operator or person responsible for executing of parachute jumping at the aerodrome shall report by phone commencement of parachute jumping at least 20 minutes in advance and immediately its termination or suspension longer than 1 hour to the appropriate ATS unit or FIC Praha as applicable.

2.6.1.2 Aerodromes not marked by the parachute designator

For parachute jumping at aerodromes, which are not listed in the table 2.6.3 and which are not marked by the parachute designator on the aeronautical chart - ICAO 1:500 000, publication of navigation warning by NOTAM is required. Publication of NOTAM does not acquit the aerodrome operator of duty to report commencement and termination of parachute jumping according to 2.6.1.1. AFIS or Providing information to known traffic shall be provided during parachute jumping. Information about parachute activity shall be provided to another pilots of aircraft flying in ATZ or entering to ATZ.


2.6.1.3 Validity of the NOTAM with the navigation warning is limited to time period of the operation, horizontal limits (not exceeding the ATZ) and height (not exceeding the class E airspace upper limit).

2.6.1.4 The parachute jumping out of the ATZ horizontal limits or parachute jumping performed from SS till SR shall only be performed after the restricted area has been segregated and published by a NOTAM.

2.6.1.5 The aerodrome operator may request publishing of a restricted area for parachute exercises where a navigation warning is usually required. This rule is also applicable for aerodromes marked by the parachute designator.

- 2.6.1.6 A navigation warning or a restricted area for parachute exercises is published for the class G and E airspace only. When parachute jumping is to be performed from levels in class D or C airspace, with the previous or following descent through class E and G airspace, a restricted area or a navigation warning for class E and G airspace only is published, and any activity performed within class D or C airspace shall be cleared by the appropriate ATC unit.
- 2.6.1.7 Responsibility for submitting of all the information required for publishing of a navigation warning by the International NOTAM office (NOF) (for contacts see VFR-GEN 8.2) remains with the aerodrome operator or person entrusted by the aerodrome operator responsible for executing of parachute jumping. Requests for segregation of restricted area shall be submitted to the Airspace Management Cell (AMC) (see AIP CR ENR 1.1.9 for contact) by the aircraft operator or the aerodrome operator respectively (see 2.6.1.5). Proposals for restricted area NOTAM publication are prepared and submitted by the AMC. Requirements for submitting of AIS data for publication, including the appropriate form, are available in regulation L-15, appendix N.
- 2.6.1.8 Planning and consecutive executing of parachute activity shall be coordinated and approved by the aerodrome operator.
- 2.6.2 Responsibilities of the pilot-in-command of aircraft performing parachute jumping flights towards the ATS
- 2.6.2.1 Parachute jumping within the class C and class D airspace
- The pilot-in-command of the aircraft intending to carry out a parachute jumping flight in a class C or D airspace is obliged to obtain an air traffic control clearance from the appropriate ATC unit. In case of an issued clearance, the pilot-in-command has to report commencement and termination of the parachute jumping to the appropriate ATC unit, if not stated otherwise by the unit.
 - In the Sector Čechy the clearance to climb to Class C airspace can be asked for on the operational frequency of the FIC Praha and further it is necessary to proceed in accordance with the information received.
 - If not otherwise instructed by the appropriate ATS unit, within the Class C or Class D airspace the parachute aircraft must keep inside of the ATZ horizontal limits (i.e. the radius 3 NM from the ARP) or the horizontal limits of the temporary restricted area reserved for PJE and published for the Class G and Class E airspace by means of NOTAM.
- 2.6.2.2 Parachute jumping within the class E airspace
- The pilot-in-command of the aircraft intending to carry out a parachute jumping flight in a class E airspace shall report commencement of parachute jumping at least 5 minutes in advance either by telephone to the unit providing ATS in area concerned or on the assigned radio frequency. Termination of the parachute jumping shall be reported immediately in the same way.
 - Besides the obligation resulting from art. 2.6.2.2 a), the pilot-in-command is responsible for reporting before each airdrop start and about its termination to the appropriate ATS unit or unit Providing information to known traffic. This responsibility is applied identically to airdrop execution within the temporary restricted area reserved for PJE.
 - If it is executable (radio contact with uncontrolled VFR flights), pilots-in-command of aircraft flying to parachute activity area or its vicinity within class E airspace will be provided by information about this activity in additional 5 minutes

after termination of the activity via FIS based on report according to provision 2.6.2.2 a).

- 2.6.2.3 An appropriate AFIS or Providing information to known traffic unit can carry out the pilot-in-command responsibilities set in provisions 2.6.2.1 a) and 2.6.2.2 a) and subsequently inform the pilot-in-command. If this information is not passed on, pilot-in-command shall consider these responsibilities as not performed.
- 2.6.3 List of aerodromes marked by the parachute designer 


Aerodrome	
Česká Lípa	LKCE
Frýdlant	LKFR
Hořovice	LKHV
Hosín	LKHS
Hradec Králové	LKHK
Hranice	LKHN
Jaroměř	LKJA
Jičín	LKJC
Jihlava	LKJI
Jindřichův Hradec	LKJH
Klatovy	LKKT
Kolín	LKKO
Krnov	LKKR
Kroměříž	LKKM
Liberec	LKLB
Mikulovice	LKMI
Mladá Boleslav	LKMB
Moravská Třebová	LKMK
Most	LKMO
Nové Město	LKNM
Olomouc	LKOL
Plzeň/Líně	LKLN
Prostějov	LKPJ
Příbram	LKPM
Rokycany	LKRY

Aerodrome	
Roudnice	LKRO
Skuteč	LKSK
Strakonice	LKST
Strunkovice	LKSR
Šumperk	LKSU
Tábor	LKTA
Ústí nad Orlicí	LKUO
Zábřeh	LKZA

2.7 Performing take-offs of parachute and hang gliders using tow winch in the airspace of the CR

2.7.1 Performing and publishing take-offs of tow winch parachute and hang gliders (hereinafter "tow winch PG/HG take-offs")

2.7.1.1 PGZ (paragliding zone - area for tow winch PG/HG)

The symbol of "paragliding parachute"  listed in table 2.7.2 is identifying PGZ as a navigation warning for performance of tow winch PG/HG take-offs in boundaries defined by PGZ. The area of PGZ is defined horizontally by a circle with radius 1 NM and vertically from GND to 4000 ft AMSL. This navigation warning is valid from TB to TE all year round. PGZ with the symbol of "paragliding parachute" is shown also on ICAO 1:500 000 map. Person responsible for performance of tow winch PG/HG take-offs is obliged to report by phone the commencement of the activity at least 20 minutes in advance and termination or suspension longer than 1 hour without delay to appropriate ATS unit or FIC Praha as applicable.


2.7.1.2 Areas not marked by "paragliding parachute" symbol

On areas, which are not listed in table 2.7.2, except aerodromes, tow winch PG/HG take-offs can be performed only after publishing "navigation warning" via NOTAM. Publishing of this NOTAM does not remove the obligation to report the commencement, suspension or termination of the activity according to 2.7.1.1.

2.7.1.3 Aerodrome

In time of performance of tow winch PG/HG take-offs on aerodrome, the AFIS service or Providing information to known traffic shall be provided, where on its frequency the pilots can receive information about performed activities. Person responsible for performance of tow winch PG/HG take-offs is obliged to report by phone the commencement of the activity at least 20 minutes in advance and immediately the termination or suspension longer than 1 hour to the appropriate ATS unit or FIC Praha as applicable.

2.7.1.4 Navigation warning for tow winch PG/HG take-offs is a notice to pilots flying through the area especially on the existence of towing rope of a winch PG/HG in the whole vertical extent of published navigation warning.

- 2.7.1.5 Navigation warning for tow winch PG/HG take-offs can be published only for airspace of class G and E. Activity extending into airspace of class D and C is subject to clearance of particular ATC unit.
- 2.7.1.6 The tow winch operator, or authorised person responsible for performed activity, is responsible for submitting the request for publishing "navigation warning" NOTAM to NOTAM office (NOF), for contact see VFR-GEN-8.
- 2.7.1.7 Performance of tow winch PG/HG take-offs on aerodrome or in ATZ, or extending into the ATZ, shall be coordinated with AFIS unit, the unit providing information to known traffic or the aerodrome operator before its commencement, unless otherwise stated in appropriate coordination agreement.
- 2.7.2 List of PGZ 

PGZ	Lat	Long	Location
Borotice	48 50 52 N	016 14 07 E	12 km E Znojmo
Černiv	50 26 47 N	014 02 31 E	7 km NW Budyně nad Ohří
Hradčany	50 37 10 N	014 43 58 E	5 km S Mimoň
Koclířov	49 46 02 N	016 30 57 E	3 km NE Svitavy
Malý Pěčín	49 06 18 N	015 28 26 E	3 km NE Dačice
Niva	49 24 57 N	016 50 42 E	15 km NE Blansko
Radkovice u Budče	49 05 40 N	015 38 08 E	9 km NE Jemnice
Tchořovice	49 25 55 N	013 47 48 E	6 km W Blatná
Třeboň	48 59 25 N	014 45 07 E	1 km SW Třeboň
Vidlatá Seč	49 49 54 N	016 12 34 E	10 km SW Litomyšl
Všechov	49 26 18 N	014 37 17 E	4 km NW Tábor

2.8 Performing of the glider flights

2.8.1 Soaring in a thermal

2.8.1.1 Soaring in a common thermal

- Pilots soaring in common thermal shall keep the same sense of turn and safe separation.
- The direction of turn is determined by the pilot who has initiated the circling.
- The below turning pilot is obliged to keep visual contact with the glider turning in front of him at the same level or higher.
- The glider pilot, who is not able to meet here mentioned conditions during centering, is obliged to leave the common thermal.
- The pilot of a glider climbing faster than that one higher, shall arrange his flight the way he doesn't lose it from his sight and concurrently is obliged to maintain the separation which doesn't cause a collision hazard.

2.8.1.2 Soaring in two thermals

Gliders soaring in two thermals must follow the trajectories which are not intersecting and the safe distance must be observed between them.

2.8.2 Slope soaring

- a) Gliders must soar in a safe distance from the slope and at safe height.
- b) Gliders must soar along the ridge and make all turns away from the ridge.
- c) The pilot with his right side to the ridge takes precedence over that with his left side to the ridge. When two gliders are approaching head-on or approximately head-on the glider with its left side to the ridge must give way by heading to the right.
- d) Faster flying glider pilot must overtake the slower one the way the overtaking glider would be always farther from the slope than the overtaken one. The overtaken glider always takes precedence over the overtaking one.

Note: For a particular location where the slope soaring is executed, the special directives can be adopted, adjusting the local principles of slope soaring. The pilots have to get familiar with these directives.

2.8.3 Glider off-field landing Arrival Report

2.8.3.1 Report of Arrival of glider which has landed outside an aerodrome must be forwarded when flight plan for this flight had been submitted or when pilot announced his/her decision to land outside an aerodrome on ATS frequency.

2.8.3.2 In case that the pilot announced off-field landing on TWR, APP (if a separate unit established), ACC, Providing information to know traffic, AFIS or FIC Praha frequency, he/she must forward Arrival Report to the same unit.

2.8.3.3 In case that the pilot of glider intends to land outside an aerodrome and place of landing is situated in an CTR, this decision must be forwarded on frequency of appropriate TWR.

2.8.3.4 Announcement about decision of the pilot of glider to land outside an aerodrome shall include identification of the glider and intended landing site specified by position, assessed distance and direction to a known position or by coordinates. Pilot may to establish a term till when he/she forwards the report of arrival. If this term is not established, ATS units proceed in accordance with Chapter 5 of the ICAO Annex 11.

2.8.3.5 Phraseology to be used:

POSITION (position), LANDING / GOING TO LAND TO TERRAIN AT (location of an intended landing place if known) [WILL CONFIRM LANDING BY TELEPHONE WITHIN (number) MINUTES]

2.8.4 Rescue parachutes equipment of gliders

In the C.R. the pilots and other persons on board of glider or powered glider are obliged to be equipped with rescue parachute during all flights above 1.000 ft (300m) AGL, during all flights using thermals or performing elements of aerobatics. It is recommended to use the parachutes during all glider flights.

2.9 Unmanned systems activities

Activity of unmanned systems is subject to Appendix X of aviation regulation L 2.

2.10 Non-standard operational situations (Unusual/Emergency Situations)



The procedures used by ATS units when providing assistance during bellow stated situations are taken into consideration in following rules. The rules are not dogmatic, particular situation has to be regarded when searching for optimal solution. If the crew is in doubts about present position it's necessary to keep calm at first and to think straight – it is important to report the situation in time, to pay attention to controlling the aircraft and holding awareness of surrounding airspace and potential traffic. The basic assumption of being provided with the assistance is the radio station on board.

2.10.1 Loss of orientation/Strayed aircraft

2.10.1.1 The aircraft is recommended to:

- a) Establish the radio connection with appropriate ATS unit, or, if it is not feasible, to climb to higher level, if meteorological conditions allow, where a reliable radio and surveillance systems coverage can be ensured.
- b) Report the loss of orientation to the ATS unit together with the:
 - Last known position,
 - Present heading,
 - Speed and
 - Level.

The ATS unit verifies VMC with the crew.

When the aircraft is equipped with a serviceable SSR transponder, depending on suitability and gravity the appropriate ATS unit assigns a discrete code or the code A7700 or asks for "SQUAWK IDENT" alternatively. Therefore the position information based on surveillance systems identification is announced to the crew.

When the aircraft is not equipped with a serviceable SSR transponder, the appropriate ATS unit is able to inform it about magnetic track to the ground station or the magnetic bearing from the ground station (i.e. at what direction from the ground station is the aircraft located).

- c) Assess the amount of fuel and estimated endurance, and to communicate a decision, whether the crew's intention is to continue in accordance with planned route or towards the nearest convenient aerodrome and possibly ask for details about the aerodrome.
- d) Bear in mind in case of navigational assistance by FIC (contrary to ATC unit) the recommended tracks are provided only. The pilot-in command is responsible for the operation of the aircraft, including VMC during VFR flight; nevertheless progress of the flight will be monitored, whenever practicable.

2.10.2 Loss of VMC

2.10.2.1 The aircraft is recommended to:

- a) Establish the radio connection with appropriate ATS unit, or, if it is not feasible, to climb to higher level, if meteorological conditions allow, where a reliable radio and surveillance systems coverage can be ensured.
- b) Report the loss of VMC expecting the ATS unit will:
 - Assign a discrete code or the code A7700 or asks for "SQUAWK IDENT" alternatively, depending on suitability and gravity, and verify the visual contact with terrain.
 - Pass the current QNH value, verify the level and if identified bellow the ATCSMA, the aircraft will be recommended, depending on its position, to climb up to this altitude.

- Inform the crew about the weather conditions and expected progress from available sources (meteorological radar, satellite etc.), about location of nearest appropriate (e.g. controlled) aerodrome or sport flying equipment area.
- c) Bear in mind in case of loss of orientation the FIC (contrary to ATC unit) provides the recommended tracks only. The pilot-in command is responsible for the operation of the aircraft, including VMC during VFR flight, nevertheless its progress will be monitored, if practicable.
- d) Report, as soon as the VMC are restored and the crew is able to resume own navigation, this fact to ATS unit providing navigational assistance and to communicate a decision about further intentions regarding the flight execution.

2.10.3 Rules for operation and communication of aircraft involved in an intervention

2.10.3.1 Aircraft engaged in aeronautical activities directly related to rescue of life, environmental protection, imminent threat prevention or flights to ensure safety of persons, property or public order or training supporting such activities (hereinafter referred to as "intervention"), shall use the frequency channel 135,460 for communication and coordination in order to avoid collisions at the intervention site.

2.10.3.2 These activities include, in particular, HEMS flights, firefighting service, evacuation of persons in case of natural disasters and mass accidents, search for missing persons or other flights of similar nature.

2.10.3.3 Using frequency channel 135,460 does not take priority over, or replace, frequency channels that are compulsorily used in on-going search and rescue operations or in an intervention in parts of the airspace requiring a continuous two-way radio connection of the aircraft with a ground station.

Note: The search and rescue service in terms of L12 national regulation is further described in GEN 9 of the VFR Manual and GEN 3.6 of AIP CR.

Note: Airspace parts specification, related procedures and instructions for radio communication between the aircraft and the ground station can be found in relevant chapters of the VFR Manual.

2.10.3.4 Rules for the use of the above mentioned frequency channel at the site of intervention:

Any aircraft arriving in the area of intervention where operation of other intercepting aircraft is reasonably foreseeable or already observed shall use blind transmission to report its position and information about executed or intended aeronautical activity.

The aircraft already operating at the intervention site must respond reporting its position, information about activity that it's carrying out, or report its next intended activity at the intervention site. Aircraft already operating on the site must communicate with each other to coordinate their activities and avoid collisions.

In exceptional cases, for reasons of special consideration, state aircraft do not have the obligation to report its position and intentions, should it be in the public interest necessary for fulfillment of tasks ensuring security of the state.

In special cases, a ground station operator may enter communication with aircraft or unmanned aircraft operators on the site to prevent collisions of the participating aircraft or coordination of aeronautical activities on the intervention site.

Entering the communication of aircraft on the intervention site shall only be done if the conditions stated by the applicable legislation are met, which means that the used ground station must be approved by the Civil Aviation Authority for use in civil aviation

and Individual License for ground station to use frequencies must be issued by the Czech Telecommunication Office and the operator of the station must have General certificate for radio operator.

Chapter end

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ENR-3 ALTIMETER SETTING PROCEDURES

3.1 General

These procedures apply to all flights. Exceptions and conditions may be determined by appropriate ATS unit.

Procedures describe the method for providing adequate vertical separation between aircraft and for providing required terrain clearance during all phases of a flight. This method is based on the following provisions:

3.1.1 Transition altitude (TA)

Transition altitude is the altitude at or below which the vertical position of an aircraft is controlled by reference to altitudes. The transition altitude within all FIR is 5000 ft (1500 m) AMSL, except as stated below.

Outside TMA in mountainous areas where terrain exceeds 4000 ft (1200 m) AMSL, the transition altitude for all VFR flights and for IFR flights outside ATS routes is increased to an altitude identical to the height 1000 ft (300 m) AGL.

3.1.2 Transition level (TL)

Transition level is the lowest flight level available for use, located at least 1000 ft (300 m) above the transition altitude.

3.1.3 Transition layer

The airspace between the transition level and the transition altitude is called the transition layer. En-route horizontal flight is not permitted within the transition layer except especially approved activities (see AIP CR ENR 1.7.2.1). Minimum depth of transition layer is set to 1000 ft (300 m) in accordance with ICAO Doc. 7030/5.

3.2 References to the vertical position

3.2.1 The vertical position of aircraft shall be expressed in terms of:

- a) flight levels for flight at or above the transition level;
- b) altitudes for flight at or below transition altitude;
- c) heights above the ground for en-route flight up to 1000 ft (300 m) above the ground;

3.2.2 While passing through the transition layer, vertical position shall be expressed in terms of:

- a) flight levels when climbing; and
- b) altitude when descending.

3.3 The change in reference from altitude to flight levels and vice versa

The change in reference from altitude to flight levels and vice versa is made:

- a) at the transition altitude when climbing; and
- b) at the transition level when descending.

3.4 Description of altimeter setting region and procedures for pilots

3.4.1 During flight at or below the transition altitude the following pressure shall be set on altimeters for the areas listed below:

- Within the CTR - QNH of the applicable controlled aerodrome

- Within the TMA or below the TMA - QNH of the specified aerodrome
- Within the ATZ whose upper limit or its part is identical with lower limit of TMA - QNH of the specified aerodrome
- Within the ATZ laying completely or partially below a TMA, but without a direct border with the TMA - QNH of the applicable uncontrolled aerodrome* otherwise QNH of the specified aerodrome
- In other ATZ - QNH of the applicable uncontrolled aerodrome* otherwise regional QNH
- In other cases - regional QNH

"QNH of the specified aerodrome" for the purpose of TMA is:

- TMA Brno - QNH LKTB
- TMA České Budějovice - QNH LKCS
- TMA Karlovy Vary - QNH LKKV
- TMA Ostrava - QNH LKMT
- TMA Praha - QNH LKPR
- TMA Vodochody - QNH LKVO
- MTMA Čáslav - QNH LKCV
- MTMA Kbely - QNH LKKB
- MTMA Náměšř - QNH LKNA
- MTMA Pardubice - QNH LKPD

In case of more overlapping TMAs, pilot flying below such TMAs shall use the QNH of the lowest TMA.

** Note: if the "AFIS" or the "information to known traffic" units are operational.*

The airspace area below the TMA lower limit defined by AMSL is depicted in the "TMA with lower limit defined by AMSL" chart.

- 3.4.2 Information on the aerodrome QNH, temperature and transition level in TMA is provided in ATIS broadcasts or transmitted by the appropriate ATS unit. Regional QNH is provided in MET broadcasts and is available on request from the ATS units.
- 3.4.3 QNH values are given in hectopascals. QNH in millimetres Hg is provided on request. Minimum flight altitudes are published in appropriate charts.
- 3.4.4 VFR flights up to an altitude of 5000 ft (1500 m) AMSL or up to a height 1000 ft (300 m) AGL, if this level exceeds 5000 ft (1500 m) AMSL, shall set the altimeter to the QNH in accordance with paragraph 3.4.1.
- 3.5 Flight planning
- Levels at which a flight is to be conducted shall be specified in a flight plan:
- a) flight levels for flight at or above the lowest usable flight level or above transition altitude;
 - b) altitudes for flight at transition altitude or below;
 - c) abbreviation VFR for uncontrolled VFR flights.
- 3.6 Procedures in controlled airspace
- 3.6.1 If a VFR flight within controlled airspace is cleared by ATC to an altitude which the pilot finds unacceptable he/she shall request an alternative altitude. If such a request is not

received ATC will consider that the clearance has been accepted and will be complied with.

3.6.2 Vertical separations

Vertical separation from IFR flights is provided within controlled airspace Class C by assignment of different levels. ATC unit may clear VFR flight to level which is specified for IFR flight.

3.7 Table of cruising levels

All en-route VFR flights shall be operated in VFR cruising levels corresponding to the flown track according to table of cruising levels stated below. However ATC unit providing service in controlled airspace may also assign level that is specified for IFR flights.

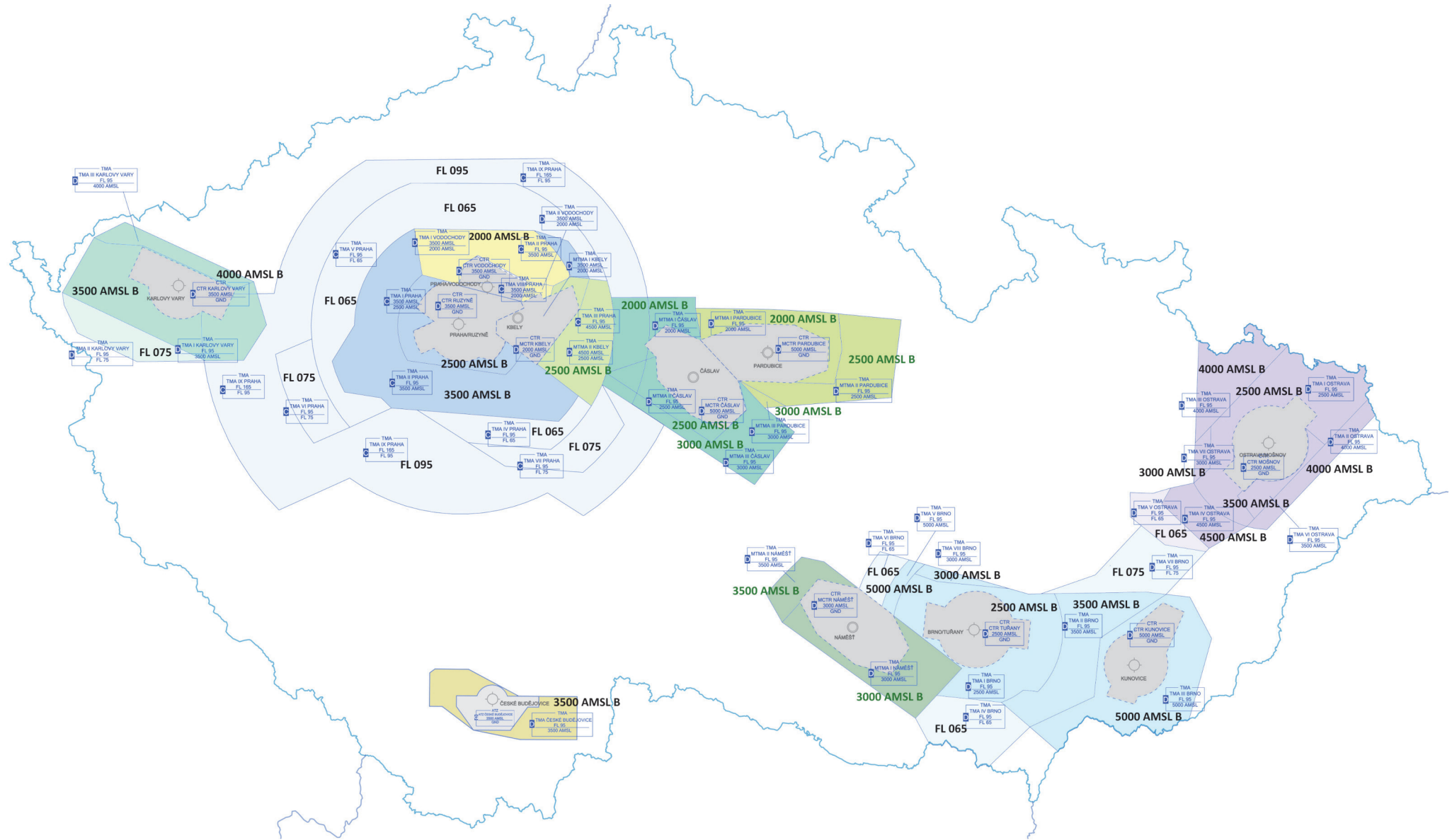
Table of cruising levels											
Magnetic track											
from 000° to 179°						from 180° to 359°					
IFR			VFR			IFR			VFR		
FL	m	ft	FL	m	ft	FL	m	ft	FL	m	ft
-	900	3000	-	1050	3500	-	1200	4000	-	1350	4500
50	1500	5000	55	1700	5500	60	1850	6000	65	2000	6500
70	2150	7000	75	2300	7500	80	2450	8000	85	2600	8500
90	2750	9000	95	2900	9500	100	3050	10000	105	3200	10500
110	3050	11000	115	3500	11500	120	3650	12000	125	3800	12500
130	3950	13000	135	4100	13500	140	4250	14000	145	4400	14500
150	4550	15000	155	4700	15500	160	4900	16000	165	5050	16500
170	5200	17000	175	5350	17500	180	5500	18000	185	5650	18500
190	5800	19000	-	-	-	-	-	-	-	-	-

3.8 Transition levels according to the current QNH

QNH in hPa	Transition level
≥ 1051	50
1014-1050	60
978-1013	70
≤ 977	80

Chapter end

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1 LOCAL TRAFFIC REGULATIONS AND RESTRICTIONS

- 1.1 RWY 24L/06R could be unserviceable after prolonged rains.
- 1.2 Snow clearance on RWY is not provided.
- 1.3 Carry out taxiing only along RWY and paved TWY or according to instructions of officer of service Providing information to known traffic.
- 1.4 The traffic circuit altitude is 2600 ft/800 m AMSL.
- 1.5 Noise abatement
 - 1.5.1 After take off from RWY 24 turn left to avoid Hosín town.
Avoid Lhotice town while landing on RWY 24.
 - 1.5.2 Avoid overflying Lhotice town after take off from RWY 06.
Avoid Hosín town while landing on RWY 06.
 - 1.5.3 Flights of powered aeroplanes over surrounding towns at altitudes lower than 2600 ft/800 m AMSL are prohibited due to noise abatement.
- 1.6 Operation of RC club (ACFT kites makers) in the vicinity of the north-west end of the closed grass RWY. Operation of ACFT kites is signalled by hoisting a yellow flag in the area of the kite airfield.

2 ADDITIONAL INFORMATION

- 2.1 Outside operational hours arrivals are allowed by prior agreement with the aerodrome operator only (check of movement area serviceability).
- 2.2 Arrival/departure of an aircraft with length greater than or equal to 9 m or with maximum fuselage width greater than 2 m is permitted only by prior agreement with the aerodrome operator (to arrange rescue and firefighting services).
- 2.3 Providing information to known traffic in Czech and English.

3 CHARGES FOR AERODROMES

3.1 Landing charges

Per aeroplane up to 700 kg MTOW	70,00
Per aeroplane from 701 kg to 1000 kg MTOW	120,00
Per aeroplane from 1001 kg to 2000 kg MTOW	230,00
Per aeroplane from 2001 kg to 3000 kg MTOW	320,00
Per aeroplane from 3001 kg to 4000 kg MTOW	400,00
Per aeroplane from 4001 kg to 5000 kg MTOW	580,00
Per aeroplane over 5001 kg MTOW	1200,00

3.2 Parking charges

Per each initiated hour	20,00
-------------------------	-------

First hour free of charge

3.3 Charges for passenger service

NIL

Chapter end

LKKV Karlovy Vary

ARP: 50° 12' 11" N, 12° 54' 54" E
4,5 km SE Karlovy Vary
ELEV: 1989 ft / 606 m

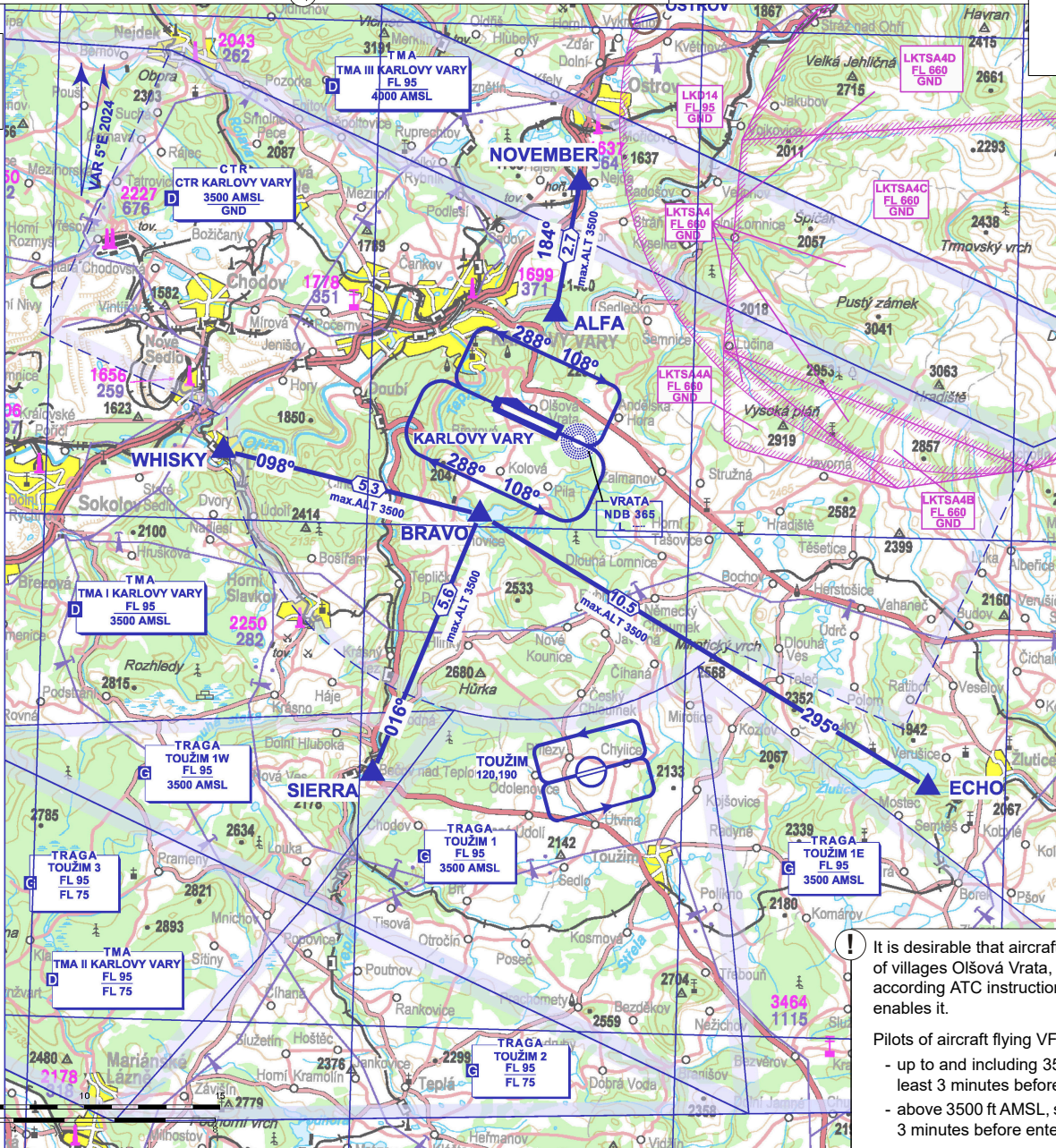


Karlovy Vary ATIS
127,640
Vary VĚŽ/TOWER
121,230
PRAHA RADAR
118,650
124,050

Public international aerodrome

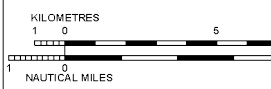
IFR, VFR

Altitudes in brackets are for night VFR flights
ALT AND ELEV IN FEET
Distance in NM



It is desirable that aircraft flying along the traffic circuit do not overfly the populated areas of villages Olšová Vrata, Kolová and Pila if practicable, and follow aerodrome traffic circuits according ATC instructions depicted on AD 2-LKKV-VFRC whenever the aircraft performance enables it.

- Pilots of aircraft flying VFR at levels:
- up to and including 3500 ft AMSL, shall establish radio contact with VARY TWR 121,230 at least 3 minutes before entering CTR,
 - above 3500 ft AMSL, shall establish radio contact with PRAHA RADAR 118,650 MHz at least 3 minutes before entering TMA,



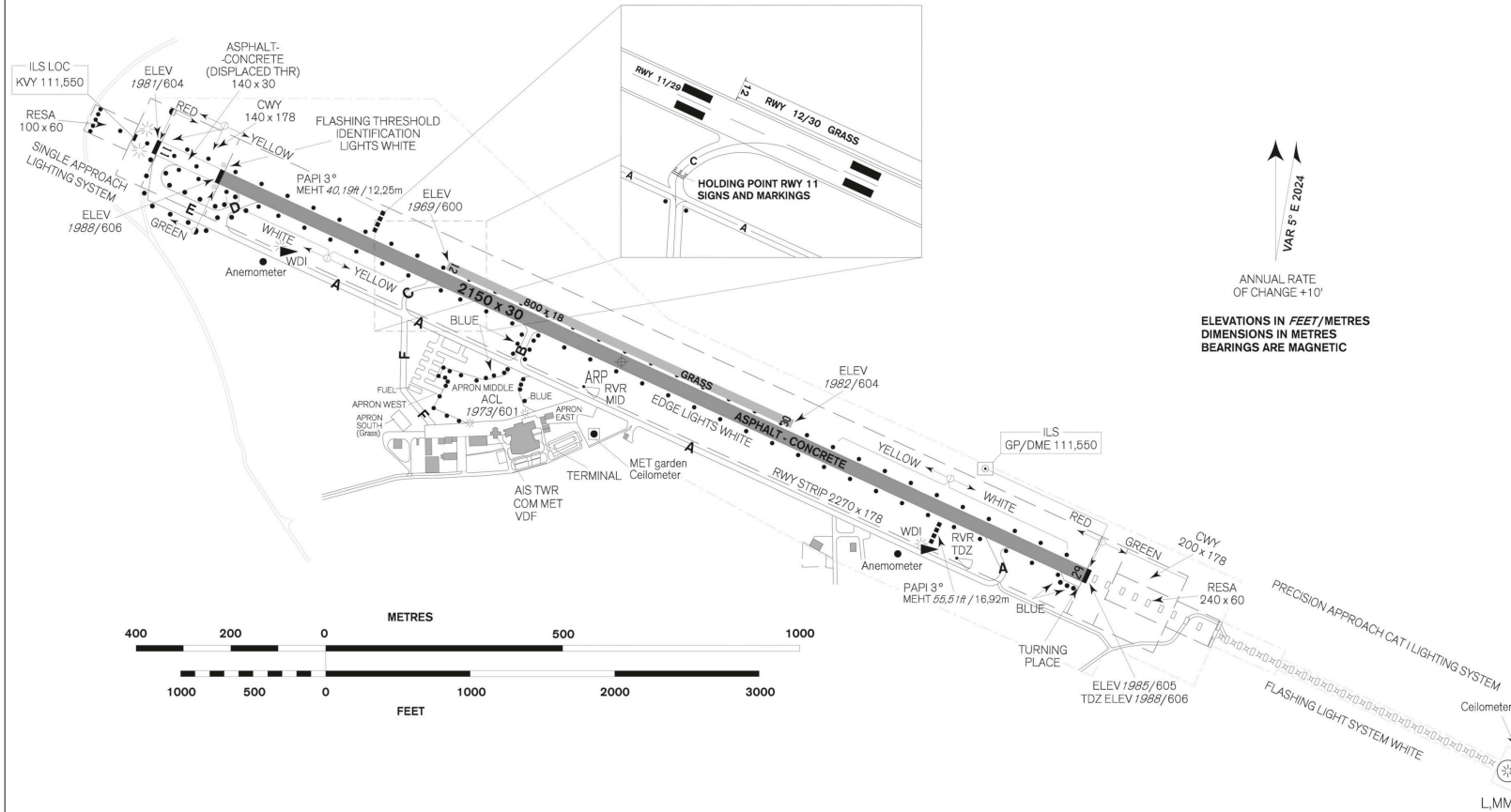
DESIGNATION	LOCATION	COORDINATES	
ALFA	Hotel Hubertus parking lot	50° 14' 16" N 012° 55' 40" E	Holding
BRAVO	Stanovice (north bank of the dam)	50° 10' 15" N 012° 53' 30" E	Holding
ECHO	Žlutice (dam)	50° 05' 03" N 013° 07' 36" E	Entry / exit
NOVEMBER	Pond Velká Nejda	50° 16' 54" N 012° 56' 19" E	Entry / exit
SIERRA	Bečov	50° 05' 02" N 012° 50' 24" E	Entry / exit
WHISKY	Loket	50° 11' 22" N 012° 45' 29" E	Entry / exit

ARRIVAL ROUTES	WAYPOINT SEQUENCE
NOVEMBER 1	NOVEMBER - ALFA
ECHO 1	ECHO - BRAVO
SIERRA 1	SIERRA - BRAVO
WHISKY 1	WHISKY - BRAVO
DEPARTURE ROUTES	WAYPOINT SEQUENCE
NOVEMBER 1	After departure from RWY 11 - Left turn DCT NOVEMBER After departure from RWY 29 - Right turn DCT NOVEMBER
ECHO 1	After departure from RWY 11 - Right turn DCT ECHO After departure from RWY 29 - Left turn DCT ECHO
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

LKKV Karlovy Vary



Vary VĚŽ/TOWER
121,230



Airport Karlovy Vary
K Letišti 132, 360 01 Karlovy Vary, ☎ +420 353 360 636, handling@airport-k-vary.cz, SITA: KLVCZXH
operator, handling - ☎ +420 353 360 611
director - ☎ +420 353 360 610
handling for diversions - ☎ +420 731 195 004
rescue and fire-fighting service unit - ☎ +420 353 360 614
Security unit (H24) - ☎ +420 353 360 618
traffic controller (winter maintenance) - ☎ +420 731 195 016

⌚ In period of Central European Summer Time validity (summer season) MON - SUN (0600 - 1700) (UTC)
In period of Central European Time validity (winter season) MON - SUN 0700 - 1500 (UTC)

⛽ JET A1, AVGAS 100 LL
⚙️ Total AERO D 100, Total AERO D 80, Total AERO DM 15W50

🚗 Available on request at AD operator - ☎ +420 353 360 611

🛑 NIL
🏠 In the city.

✂️ Fast food in public terminal, snack bar in departure area of terminal - available only during check-in of scheduled and chartered flights.

🚗 Municipal traffic, taxi, private carrier.

Customs and immigration clearance: As AD Administration.

In case of aircraft instructed by TWR to taxi to holding point RWY 29 via TWY A is not able to depart from RWY 29 from intersection A, pilot-in-command shall advise that to TWR prior commencing taxi.

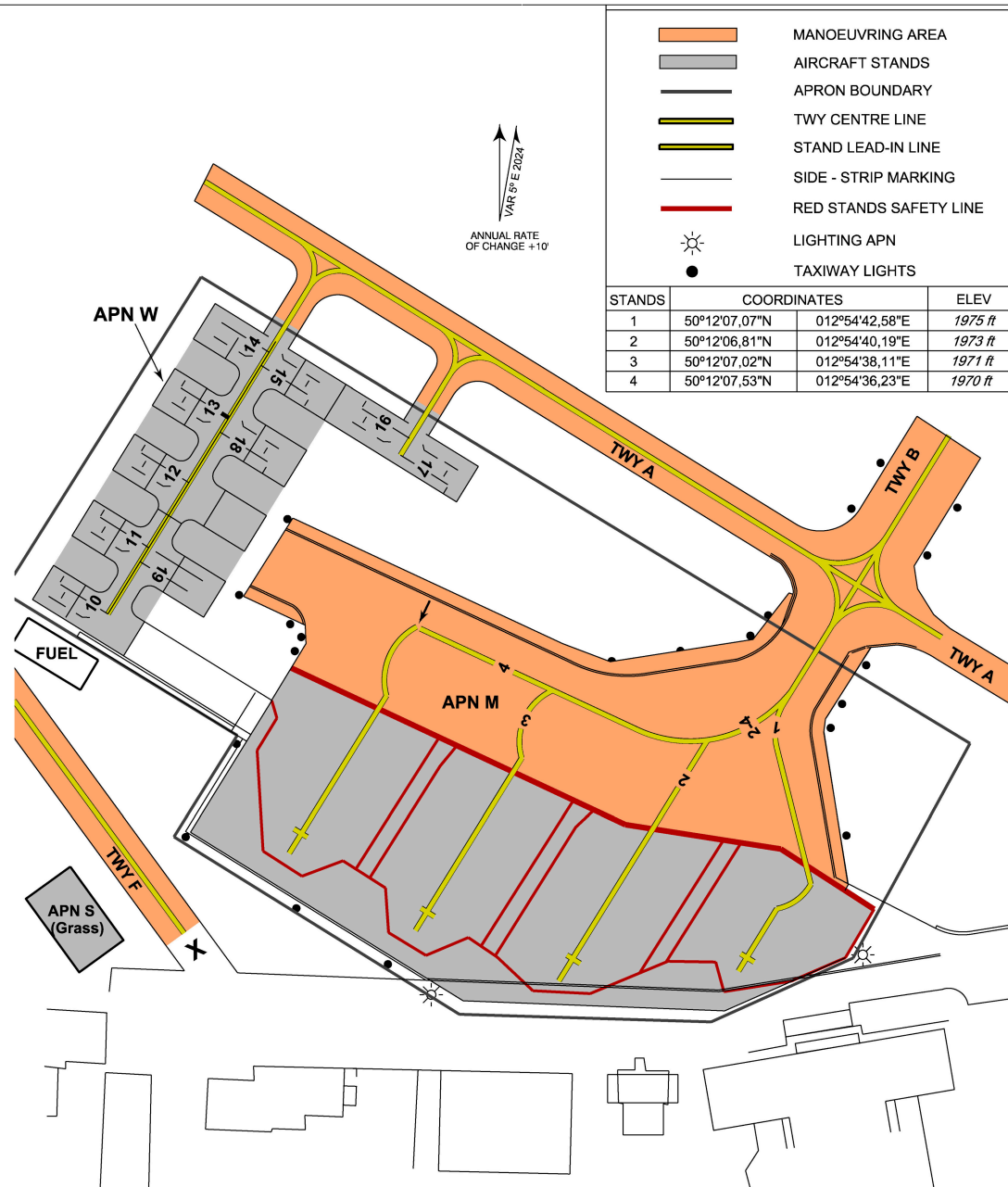
When taxiing to RWY 12/30 pilot has to stop on marked holding positions and request clearance for crossing RWY 11/29.

When taxiing from RWY 12/30 to the apron the pilot has to request clearance before crossing RWY 11/29.

RWY	Magnetic direction	RWY dimensions	Strength	TORA	TODA	ASDA	LDA
29	288°	2150 x 30	PCN 54/F/A/X/T	2010	2150	2010	2010
11	108°	2150 x 30	PCN 54/F/A/X/T	2150	2350	2150	2010
30	288°	800 x 18	5600 kg / 0.7 MPa	800	800	800	800
12	108°	800 x 18	5600 kg / 0.7 MPa	800	800	800	800

LKKV Karlovy Vary

Parking / Docking Chart



LKMO Most

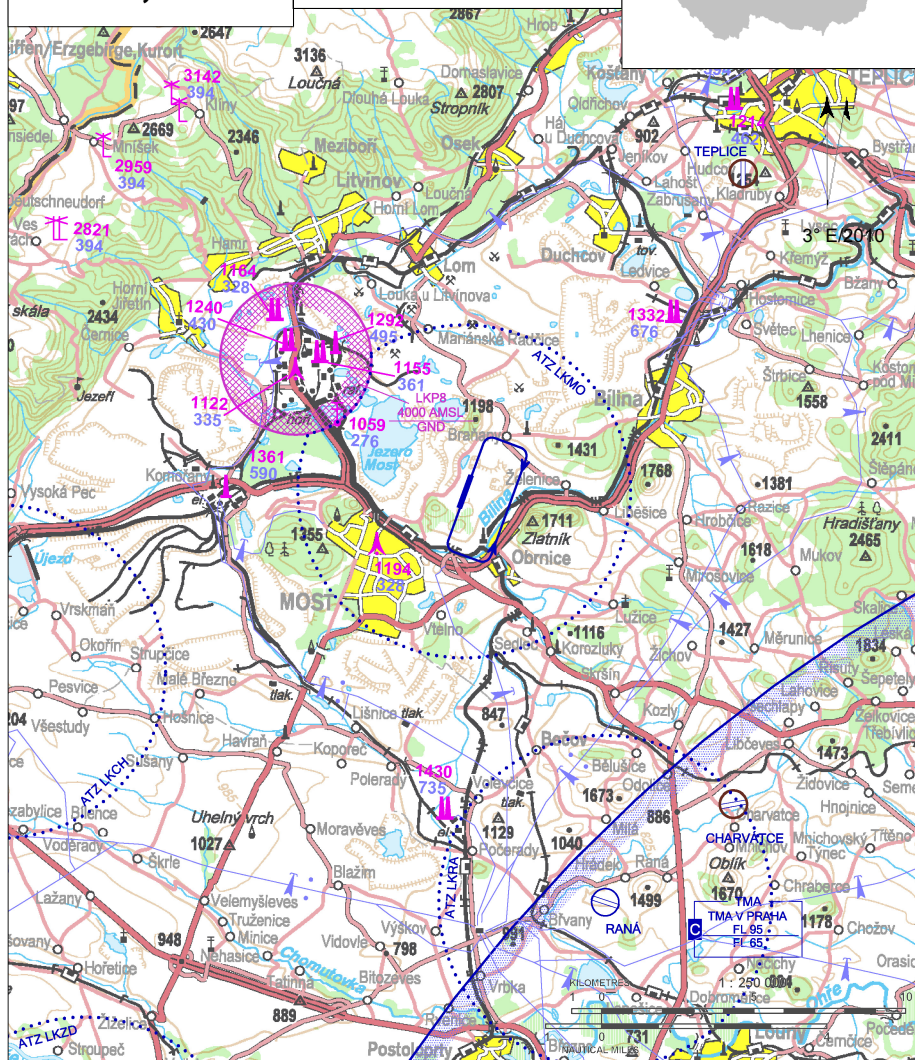
S Public domestic aerodrome

X VFR day/night, parachute jumping operation day/night



Most RADIO
118,760

ARP: 50° 31' 30" N, 13° 40' 59" E
3,5 km NNE from the centre of the town Most
ELEV: 1086 ft / 331 m
Circuit: 2060 ft / 625 m AMSL



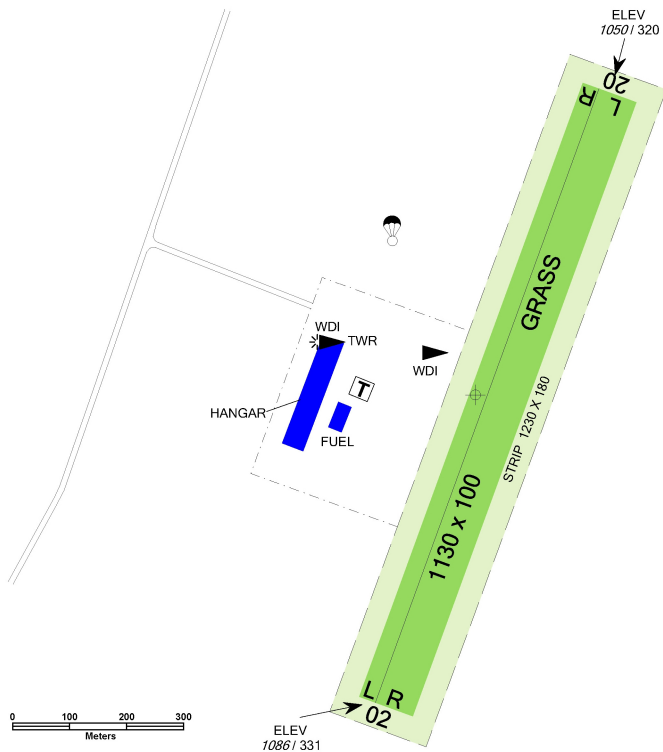
! There is located a prohibited area LKP8 4 km NW from the aerodrome.

LKMO Most



Most RADIO
118,760

RWY	Magnetic direction	RWY dimensions	Strength	TORA	TODA	ASDA	LDA
02L	018°	1130 x 30	5700 kg / 0.5 MPa	1130	1190	1130	1130
20R	198°	1130 x 30	5700 kg / 0.5 MPa	1130	1190	1130	1130
02R	018°	1130 x 70	5700 kg / 0.5 MPa	1130	1190	1130	1130
20L	198°	1130 x 70	5700 kg / 0.5 MPa	1130	1190	1130	1130



15 APR - 15 OCT
SAT, SUN, HOL 0700 - 1500
otherwise O/R



aviation petrol 100 LL



NIL



O/R, limited



O/R, limited



25 persons at the aerodrome, otherwise hotels in the town Most



NIL



taxi



Aeroklub Most

letišťe, 434 01 Most, ☎ +420 722 440 920,
letistemost@letistemost.cz

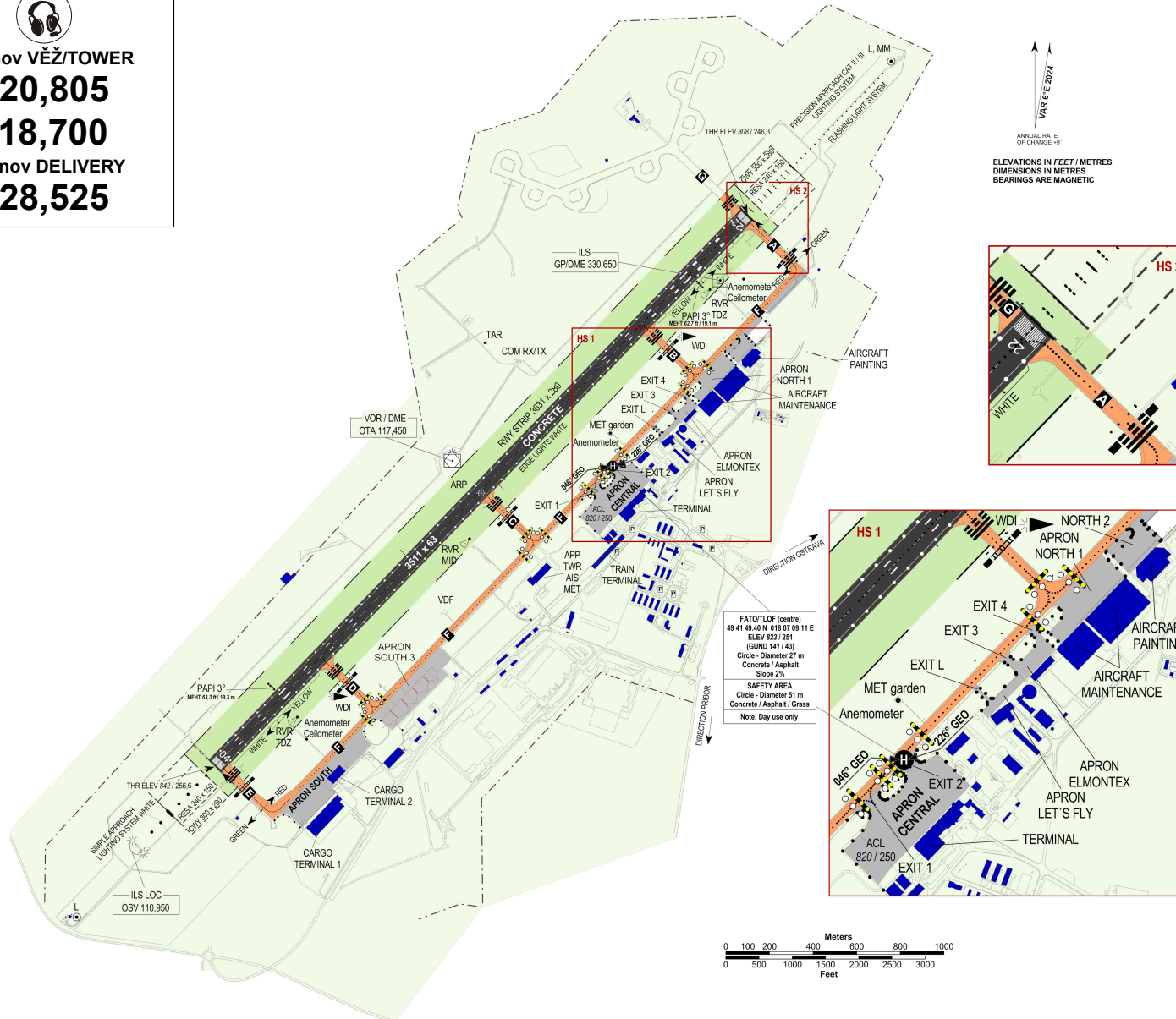
Václav Pecka ☎ +420 603 328 736

Customs and immigration clearance: NIL

LKMT OSTRAVA/Mošnov



Mošnov VĚŽ/TOWER
120,805
118,700
Mošnov DELIVERY
128,525



Airport Ostrava Ltd.
 742 51 Mošnov, č.p. 401,
 ☎ +420 597 471 137,
 ☎ +420 597 471 122,
 ☎ +420 597 471 121,
 operation@airport-ostrava.cz,
 handling@airport-ostrava.cz,
 AFTN: LKMTYDYX,
 SITA: OSRCZ7X, SITA: OSRCZKO

Letiště Ostrava, a.s. (Handling agent for all flights) - ☎ +420 597 471 137,
 ☎ +420 597 471 121,
 handling@airport-ostrava.cz,
 SITA: OSRCZ7X (FREQ: 131,430, call sign OSTRAVA HANDLING)
 Eurojet (Handling agent for private and business flights) - ☎ +420 233 343 362,
 ☎ +420 233 343 102,
 ops@eurojet-service.com,
 SITA: PRGOOCR

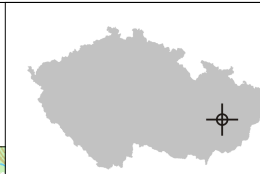
- H24
- Jet A-1, AVGAS 100 LL
- on request
- own hangar only limited, otherwise according to possibility of hangar of JOB-AIR Technic, a.s. ☎ +420 556 789 111,
☎ +420 556 789 122,
jobair@jobair.cz Hangar space for GA aircraft - Hangar ELMONTEX a.s. ☎ +420 702 209 570,
operation@elmontex.cz
- Minor repairs only, limited Maintenance of aircraft is provided by company : JOB-AIR Technic, a.s., International aerodrome Ostrava, Gen. Fajtlta 370, 742 51 Mošnov, ☎ +420 556 789 111,
☎ +420 556 789 122, jobair@jobair.cz ELMONTEX, a.s. repair services and maintenance of GA aircraft carried out by ELMONTEX a.s., ☎ +420 725 808 310,
operation@elmontex.cz
- Hotels in Kopřivnice, Ostrava and Nový Jičín
- Fast-food and coffee house with limited opening hours
- City bus No. 333, train, taxi and public transport, car rent
- Customs and immigration clearance: H24

RWY	Magnetic direction	RWY dimensions	Strength	TORA	TODA	ASDA	LDA
04	040°	3511 x 63	PCN 50/R/B/W/T	3511	3811	3511	3511
22	220°	3511 x 63	PCN 50/R/B/W/T	3511	3811	3511	3511

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LKPO Přerov

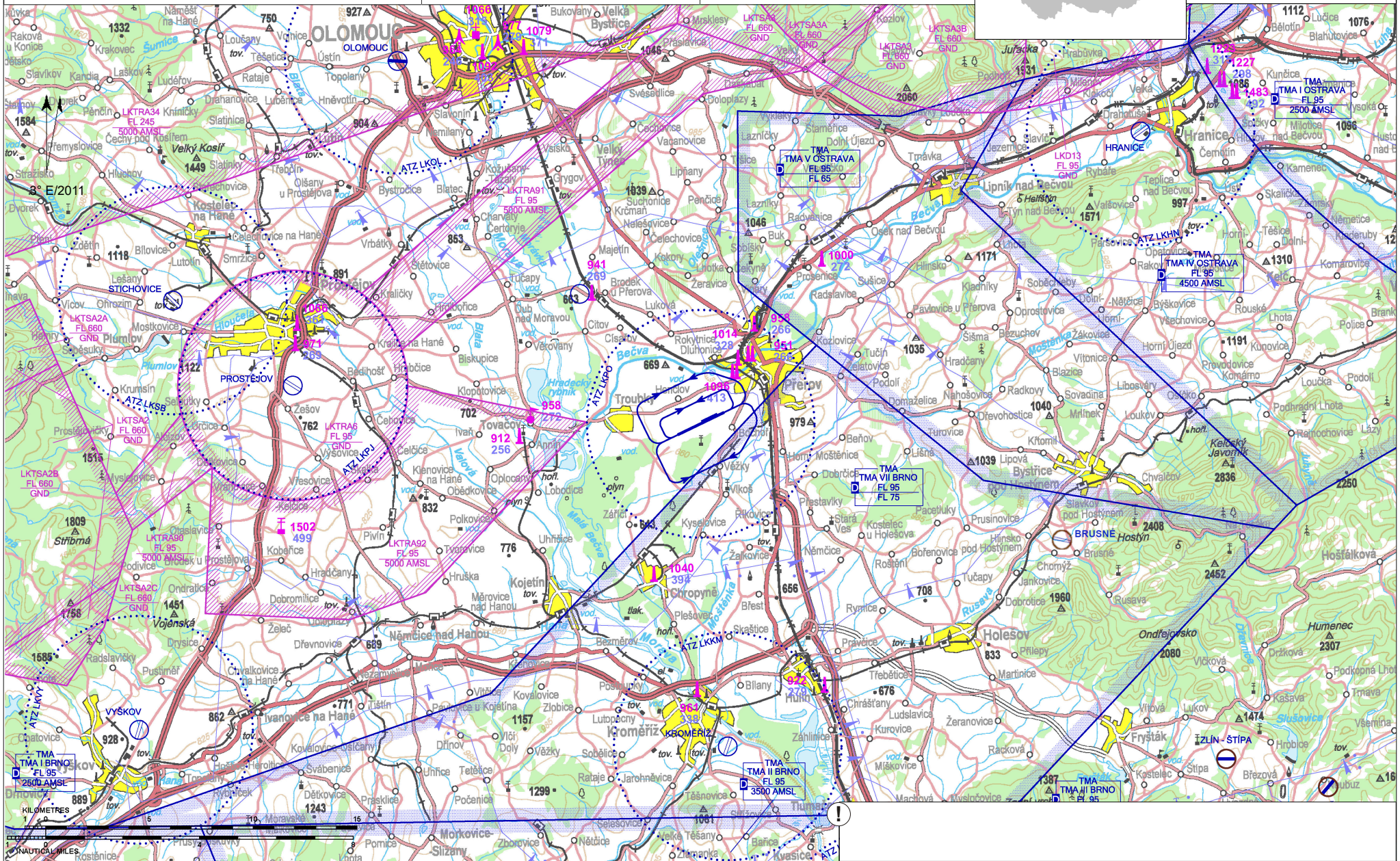
ARP: 49° 25' 33" N, 17° 24' 17" E
 4,5 km SW from the centre of town
ELEV: 676 ft / 206 m
Circuit: 1640 ft / 500 m AMSL



PRĚROV RADIO
127,780

Private international aerodrome

VFR day, VFR night (only for helicopters)



LKPO Přerov

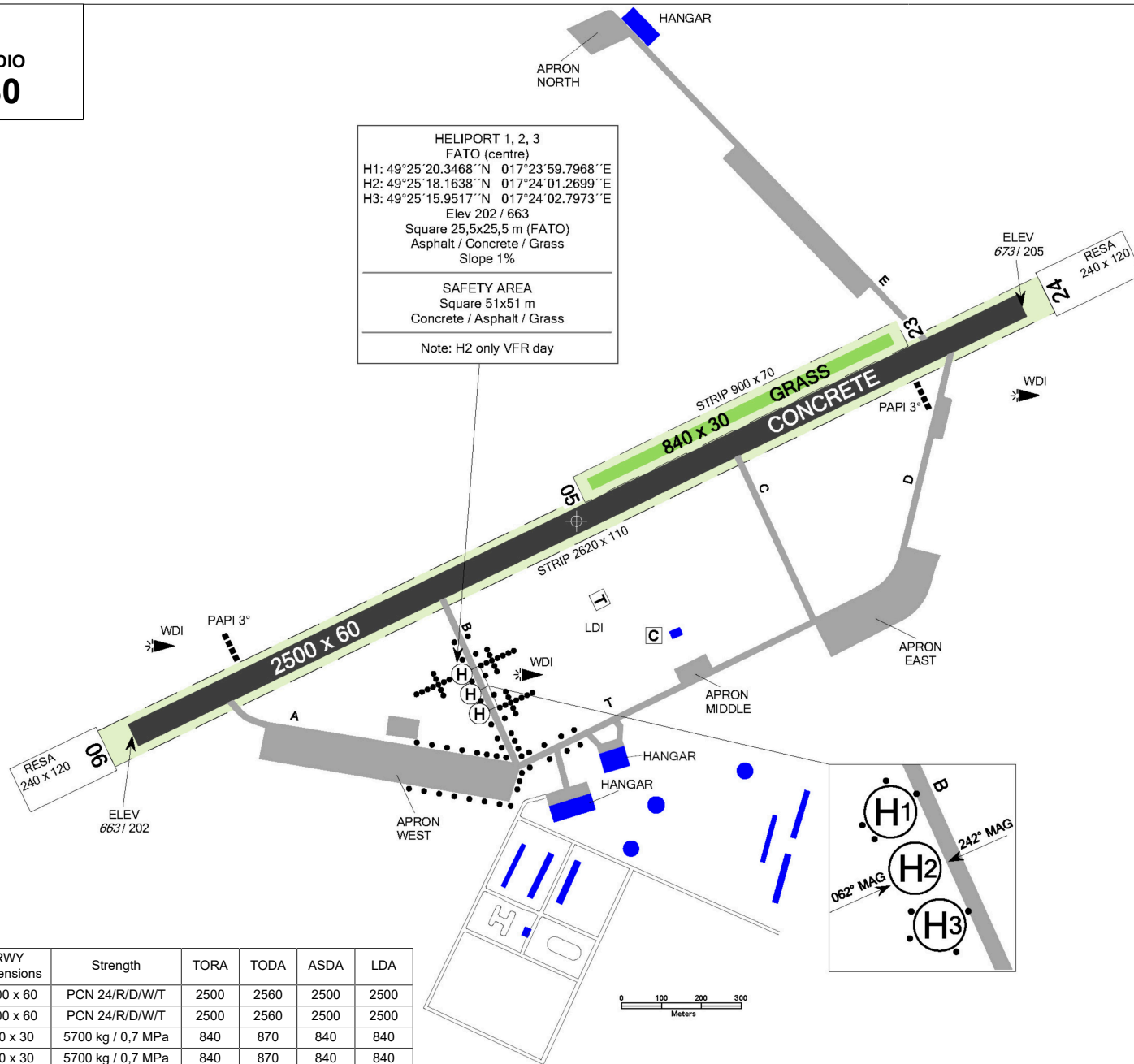


PŘEROV RADIO
127,780

HELIPORT 1, 2, 3
FATO (centre)
H1: 49°25'20.3468"N 017°23'59.7968"E
H2: 49°25'18.1638"N 017°24'01.2699"E
H3: 49°25'15.9517"N 017°24'02.7973"E
Elev 202 / 663
Square 25,5x25,5 m (FATO)
Asphalt / Concrete / Grass
Slope 1%

SAFETY AREA
Square 51x51 m
Concrete / Asphalt / Grass

Note: H2 only VFR day



RWY	Magnetic direction	RWY dimensions	Strength	TORA	TODA	ASDA	LDA
06	062°	2500 x 60	PCN 24/R/D/W/T	2500	2560	2500	2500
24	242°	2500 x 60	PCN 24/R/D/W/T	2500	2560	2500	2500
05	062°	840 x 30	5700 kg / 0,7 MPa	840	870	840	840
23	242°	840 x 30	5700 kg / 0,7 MPa	840	870	840	840



LOM PRAHA s.p.
letišťe Přerov, Na Letišti 406/147,
750 02 Bochoř

RADIO unit - ☎ +420 580 580 160,
☎ +420 702 206 754,
provoz.lkpo@lompraha.cz
Ing. Monika Vaculíková (head for civil
aviation) - ☎ +420 702 209 592,
monika.vaculikova@lompraha.cz



O/R
In case of arrivals/departures outside of the
Schengen Area 48 HR O/R SAT, SUN, HOL.



JET A-1 on request 24 HR in advance



Shell W100, Shell mineral, Aeroshell 100,
W15W50, TOTAL 100, D100



limited
L-410, L-200, Z-42, Z-43, Z-142, Z-143,
Z-242, Z-126 to Z-726, ZLIN 50 series,
Bucker Bu 131/Aero C-104/C.A.S.A. 1.131./
T-131PA, Bucker Bu 133/T-133PA, Bucker
Bu 181/Z 181/Z 281/Z 381, CESSNA Single
Engine Piston Series, CIRRUS SR20, SR22,
SR22T, Pilatus P.2-05/06, XtremeAir XA41
and XA42, on request 24HR in advance



Hotels Přerov, Olomouc, Prostějov, Zlín



Towns Přerov, Olomouc



Taxi

Customs and immigration clearance:
Customs clearance: On written request 24
HR in advance. Immigration clearance: On
written request 24 HR in advance, 48 HR in
advance in case of SAT, SUN, HOL.

Parallel operation (simultaneous take-off or
landing) on RWY 06/24 (concrete) and RWY
05/23 (grass) is not allowed.

1 LOCAL TRAFFIC REGULATIONS AND RESTRICTIONS

- 1.1 Aerodrome Přerov (LKPO) is international private aerodrome. All flight activities at Přerov Airport require the prior approval of the airport operator. The pilot in command must always request written consent from the airport operator prior to the flight by filling the online form available on the homepage of the airport website www.prerov-airport.cz.
- 1.2 The following flight activities may be performed at Přerov Airport:
- commercial air transport (flights for the needs of the Czech Armed Forces)
 - aerial works
 - test flights
 - operation of gliders and balloons
 - flights on own account
 - recreational and sport flights
 - training flights
 - PJE activity
- 1.3 Conditions for arrivals and departures
- 1.3.1 For domestic flight in FIR PRAHA it is necessary to apply at least 2 hours in advance. For international flights it is necessary to apply 24 hours in advance on working days and 48 hours in advance on non-working days. It does not apply to ACR and other entities operating at the airport, which have concluded valid contracts or agreements with the airport operator.
- 1.4 Local traffic regulation
- 1.4.1 With exception of take offs and landings minimum altitude for flights in all area of ATZ Přerov is 1640 ft / 500 m AMSL.
- 1.4.2 The flights over town Přerov are possible only in exceptional cases at minimum altitude 2400 ft / 730 m AMSL.
- 1.4.3 For powered aircraft in altitude 1640 ft / 500 m AMSL, traffic circuits to the north:
- RWY 06 mainly left wide
 - RWY 24 mainly right wide
 - RWY 05 mainly left tight
 - RWY 23 mainly right tight
- Parallel operation (simultaneous take-off or landing) on RWY 06/24 (concrete) and RWY 05/23 (grass) is not allowed.
- 1.4.4 For helicopters, traffic circuits to the south:
- RWY 06 mainly right
 - RWY 24 mainly left
- Parallel take-off is allowed from H1 and H3 heliports or H1, H2 and H3 separately. Traffic on RWY 06/24, 05/23 and on heliports is independent with regard to helicopter traffic. TWY B shall be used while heliports H1, H2, and H3 are in use with regard to helicopter traffic.

- 1.4.5 Jet aircraft operation on request 24 HR in advance, respecting the conditions set by the aerodrome operator.
- 1.4.6 Heliports H1, H2, and H3
- Designated for helicopters under VFR day/night conditions
 - VFR day: H1, H2, and H3 in direction 06/24
 - VFR night: H1 in direction 06/24, H3 in direction 24
 - Magnetic direction 062°, 242°
 - Dimensions: FATO 25,5 x 25,5 m, TLOF 13 m diameter, safety area 51 x 51 m
 - Surface: FATO (concrete/asphalt/grass), TLOF (concrete), safety area (concrete/asphalt/grass)
- 1.4.7 Other air traffic rules are specified in the Airport Regulations of Přerov Airport and in the valid Coordination Agreements concluded with aircraft operators operating at the airport.

2 ADDITIONAL INFORMATION

- 2.1 Providing information to known traffic in Czech and English language.
- 2.2 Ensuring fire category 2. Increase of fire category on request.
- 2.3 Snow clearance of movement area is provided in limited extent on request.
- 2.4 Aerodrome is equipped with PAPI.

3 CHARGES FOR AERODROMES

Charges and services are listed in valid price list on the website: www.prerov-airport.cz. The fees for the ACR and other entities operating at the airport are specified in the concluded contracts and agreements.

In case the aircraft operator does not pay landing and other charges in time and right amount, the aircraft operator shall pay to aerodrome operator a contractual fine amounting 0,05 % of the amount payable per each day (including day initiated).

Chapter end



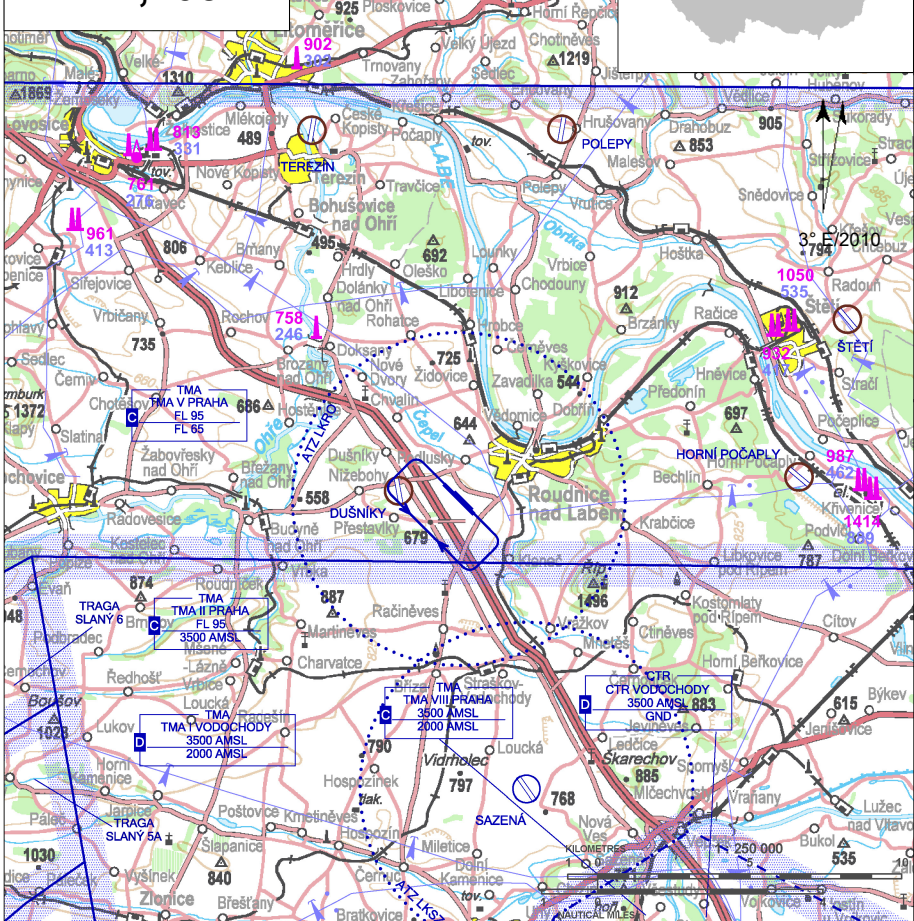
LKRO Roudnice

S Public domestic aerodrome / Private international aerodrome **X** VFR day/night, parachute jumping operation



Roudnice RADIO
122,205

ARP: 50° 24' 38" N, 14° 13' 34" E
2 km SW Roudnice nad Labem
ELEV: 728 ft / 222 m
Circuit: 1500 ft / 457 m AMSL



! The traffic circuit altitude is 1500 ft / 457 m AMSL.

Avoid villages Dušníky and Kleneč in distance at least 1 km from the village center at arrival and departure. Flights over Roudnice nad Labem below altitudes 2500 ft / 830 m AGL are prohibited due to noise abatement.

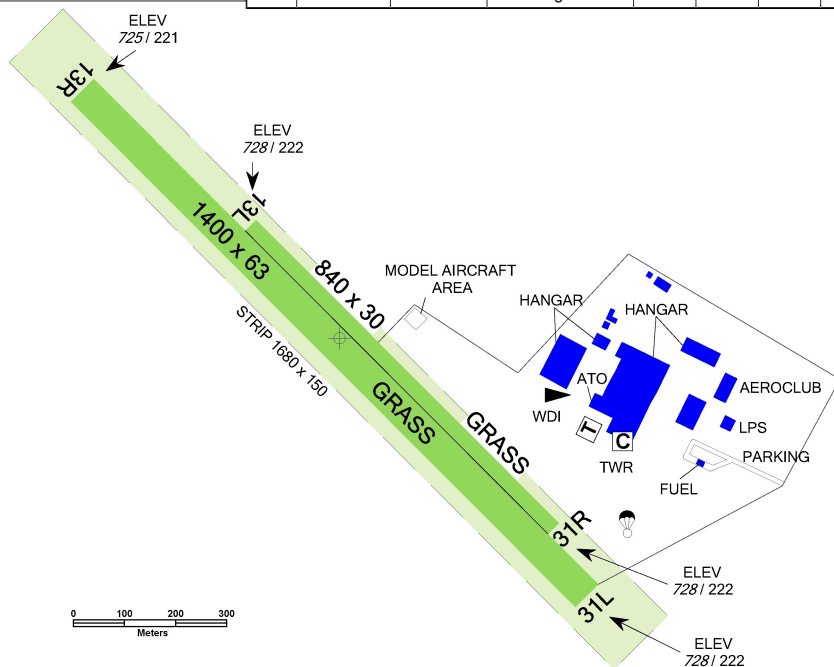
Flights in ATZ only up to 2200 LT. After this time only en-route flights (arrivals and departures) are allowed.

LKRO Roudnice



Roudnice RADIO
122,205

RWY	Magnetic direction	RWY dimensions	Strength	TORA	TODA	ASDA	LDA
31L	313°	1400 x 63	10000 kg / 1 MPa	1400	1540	1400	1400
13R	133°	1400 x 63	10000 kg / 1 MPa	1400	1540	1400	1400
31R	313°	840 x 30	10000 kg / 1 MPa	840	1400	840	840
13L	133°	840 x 30	10000 kg / 1 MPa	840	1120	840	840



01 MAY - 01 OCT
MON-SUN 0700-1700UTC
02 OCT - 30 APR
MON-SUN 0800UTC-SS
otherwise O/R

AVGAS 100LL, JET A1 - during operational hours (only with excise tax included)
NATURAL BA 95 (MOGAS) - H24 self-service (cash / payment card)

D100/W100, AeroShell 15W50, AeroShell Sportplus4

O/R

O/R - LPS, s.r.o. - helicopters - Robinson

O/R, a hostel for 20 persons at AD

Roudnice nad Labem

bus, train - railway station Roudnice nad Labem



Aeroklub MEMORIAL AIR SHOW Roudnice n.L. z.s.

Žižkova 3389, 413 01 Roudnice nad Labem,
info@aeroklubroudnice.cz

Providing information to known traffic

+420 416 831 618, radiokro@gmail.com

Bohumil Švec (Head of air traffic / aerodrome manager)

+420 605 454 306, spravce@aeroklubroudnice.cz, EN

Customs and immigration clearance: O/R, 24 HR in advance, Application form with the airport operator. Visas are not granted.

Requirements for switching on RWY and TWY lights for single arrivals and departures on request on

+420 605 454 306.



1 LOCAL TRAFFIC REGULATIONS AND RESTRICTIONS

1.1 All users of LKRO are obliged to familiarise themselves with the LKRO Airport Rules before using the airport; these rules are available in their current form on the website: www.roudnice-airport.cz

1.2 Flights outside the operating hours of the Providing information to known traffic unit at Roudnice.

Arrivals and departures before and after the published operating hours of Roudnice are permitted only after filling in the online form at www.roudnice-airport.cz. Landings (except emergency and safety landings) without the appropriate permission outside the operating hours are considered a violation of the flight rules.

1.3 The traffic circuits

- RWY 13 right hand
- RWY 31 left hand

The traffic circuit altitude is 1500 ft / 457 m AMSL.

Pilots are requested to strictly follow the circuit flight path and the circuit altitude - see VFR-AD-LKRO-VOC.

1.4 Snow clearance is not provided.

1.5 Noise abatement procedures

1.5.1 Avoid villages Dušníky and Kleneč in distance at least 1 km from the village center at arrival and departure. Flights over Roudnice nad Labem below altitudes 2500 ft / 830 m AGL are prohibited due to noise abatement.

1.5.2 Flights in ATZ only up to 2200 LT. After this time only en-route flights (arrivals and departures) are allowed.

1.6 Arrivals of aircraft without two-way radio communication are possible only after a previous agreement with AD operator.

1.7 Arrival/departure of an aircraft with total length greater than or equal to 9 m or with maximum fuselage width greater than 2 m is permitted only by prior agreement with the aerodrome operator (to arrange rescue and firefighting services).

1.8 Taxiing allowed only on RWY.

1.9 Requirements for switching on RWY and TWY lights for single arrivals and departures on request on ☎ +420 605 454 306.

2 ADDITIONAL INFORMATION

2.1 Providing information to known traffic in English language O/R 24HR in advance.

2.2 Customs and immigration clearance

2.2.1 The request shall be submitted to AD operator at least 48 HR in advance and shall include following information:

- date of flight,

- estimated time of arrival - departure in UTC,
- AD of departure or AD of arrival,
- registration mark and ACFT type,
- MTOW.

Furthermore name and surname, date of birth and nationality of all persons on a board are required. A person will not be checked out without this information. Requests with above mentioned information shall be sent to e-mail odbaveni@aeroklubroudnice.cz. The application form is available on www.aeroklubroudnice.cz.

- 2.3 An operation of aeroplane kits is possible northeast from RWY 31/13.
- 2.4 In selected months, the end of operating hours is limited by civil twilight if it occurs earlier than the published operating hours. Operating hours may also be adjusted by NOTAM.

3 CHARGES FOR AERODROMES

3.1 Landing charges

Ultralight aircraft	100,00
Aircraft up to 1 t of MTOW	150,00
Aircraft up to 2 t of MTOW	250,00

The rates are with the value added tax.

3.2 Parking charges

Per day	250,00
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First three hours free of charge




3.3 Charges for passenger service

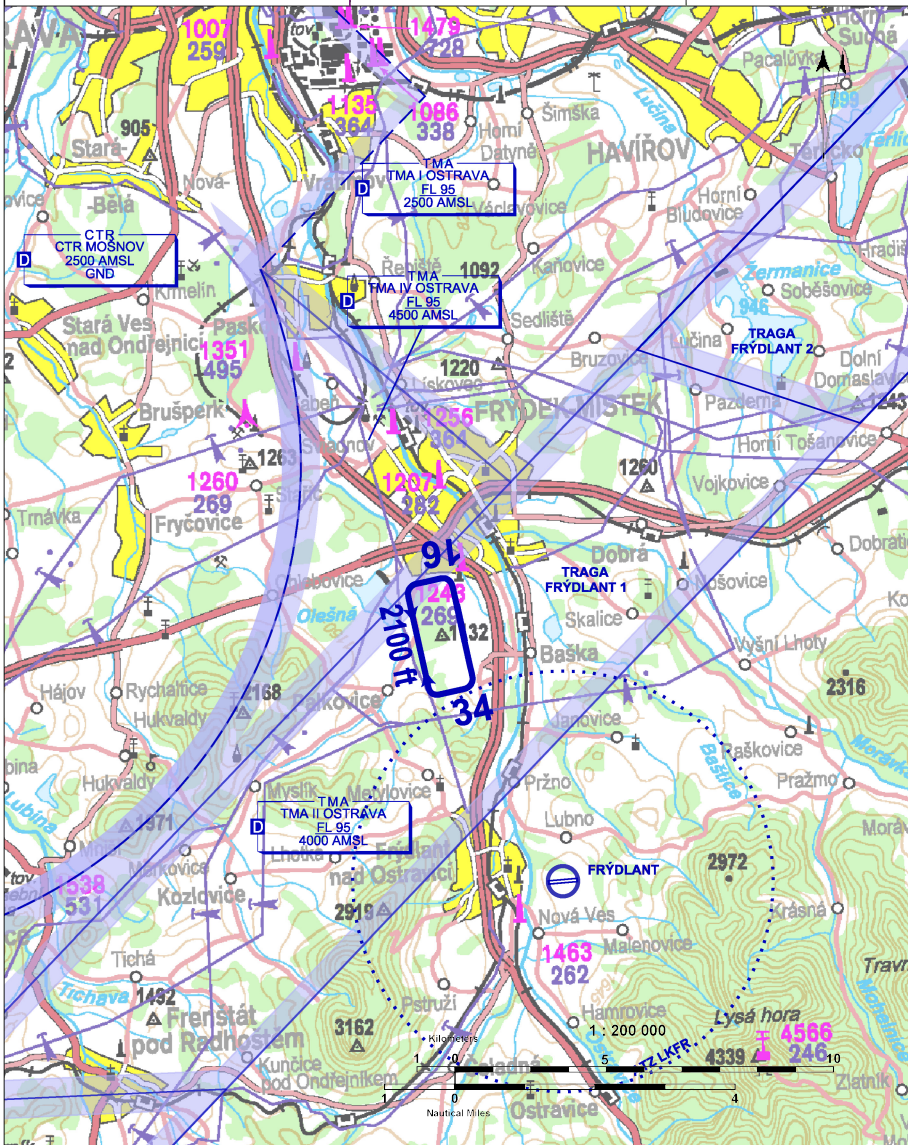
Passenger	50,00
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3.4 Other

Other charges, RWY lighting prices, fuel, hangarage and other information are listed on the website: www.roudnice-airport.cz

————— Chapter end —————

 MÍSTEK RADIO 122,590	Public SLZ field	 
	ARP: 49° 39' 07" N, 18° 20' 46" E ELEV: 1073 ft / 327 m	



! Public SLZ field. Elevated power line 200 m in front of the THR RWY 34. Do not overfly built-up area at height lower than 1000 ft / 300 m AGL. CTR Mošnov 5 km W from the field. Attention daily operation of modellers (listening at Radio freq).

MÍSTEK
RADIO

122,590

Podbeskydský aviatický klub z.s. Frýdek-Místek
 Palkovická 1465, 738 01 Frýdek Místek,
 ☎ +420 702 239 068, letiste.pakfm@volny.cz

Dariusz Cymerys (deputy of the operator)
 ☎ +420 702 239 068, ☎ +420 607 789 637,
 darek.cymerys@silesnet.cz

www.pakfm.estranky.cz

According to VFR day rules.
Snow removal is not provided.

NIL. Outside the field: 2 km - Frýdek-Místek

Aeroshell Sport Plus 4

Not possible. Possibility of mooring near the hangar.

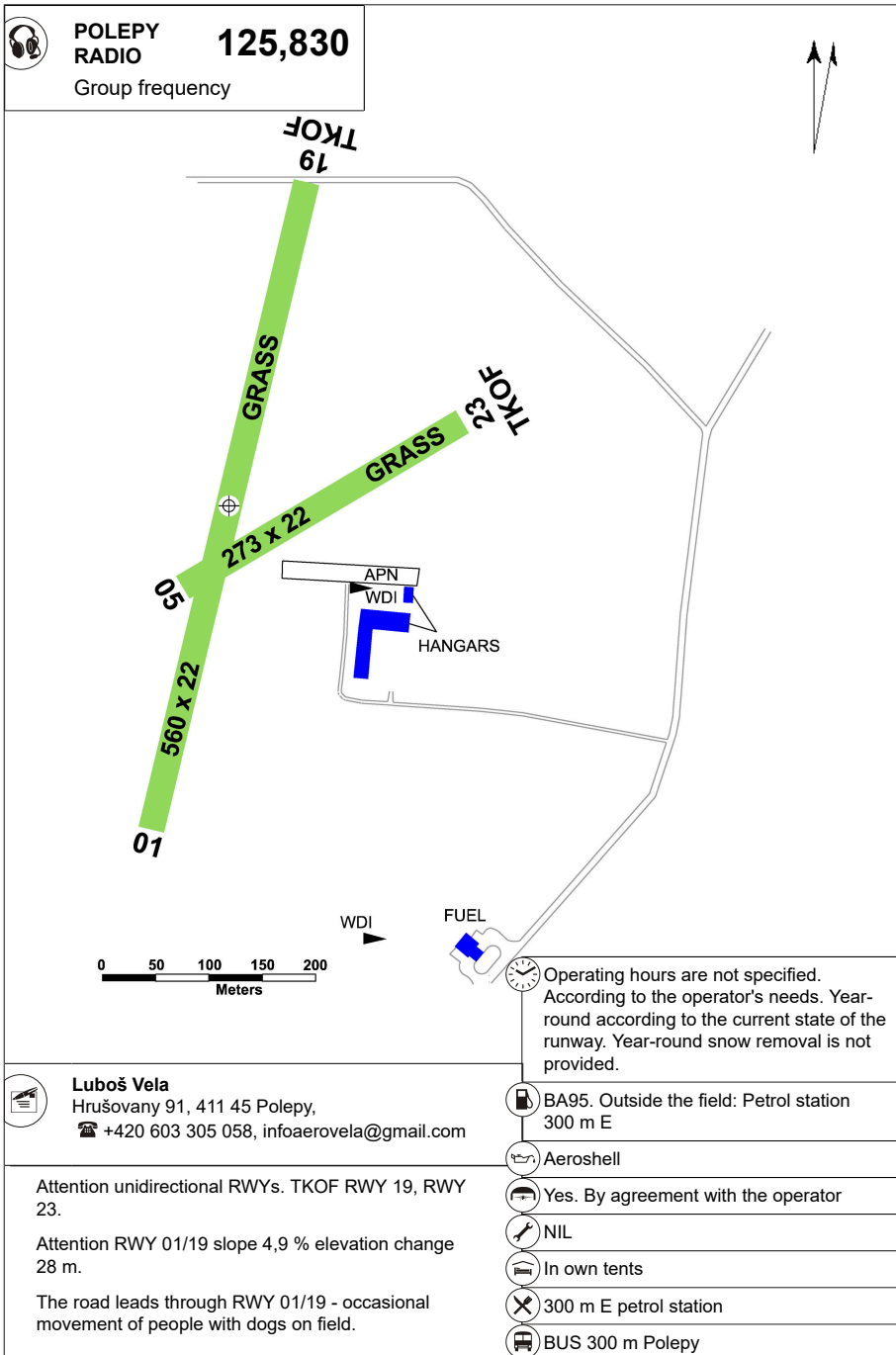
NIL

Penzion Glogar - Místek 1,8km NE.
Ranch na Hranici - Kunčičky 1,7km W.

Restaurace u Janka - Místek 1,8km N.
Restaurace Pohoda - Kunčičky 500m E.

Public Bus - Letná station, after walk 1,7km.
Shared bikes Nextbike.

Meters



POLEPY RADIO
125,830
 Group frequency

Luboš Vela
 Hrušovany 91, 411 45 Polepy,
 +420 603 305 058, infoaerovela@gmail.com

Attention unidirectional RWYs. TKOF RWY 19, RWY 23.
 Attention RWY 01/19 slope 4,9 % elevation change 28 m.
 The road leads through RWY 01/19 - occasional movement of people with dogs on field.

Operating hours are not specified. According to the operator's needs. Year-round according to the current state of the runway. Year-round snow removal is not provided.

BA95. Outside the field: Petrol station 300 m E

Aeroshell

Yes. By agreement with the operator

NIL

In own tents

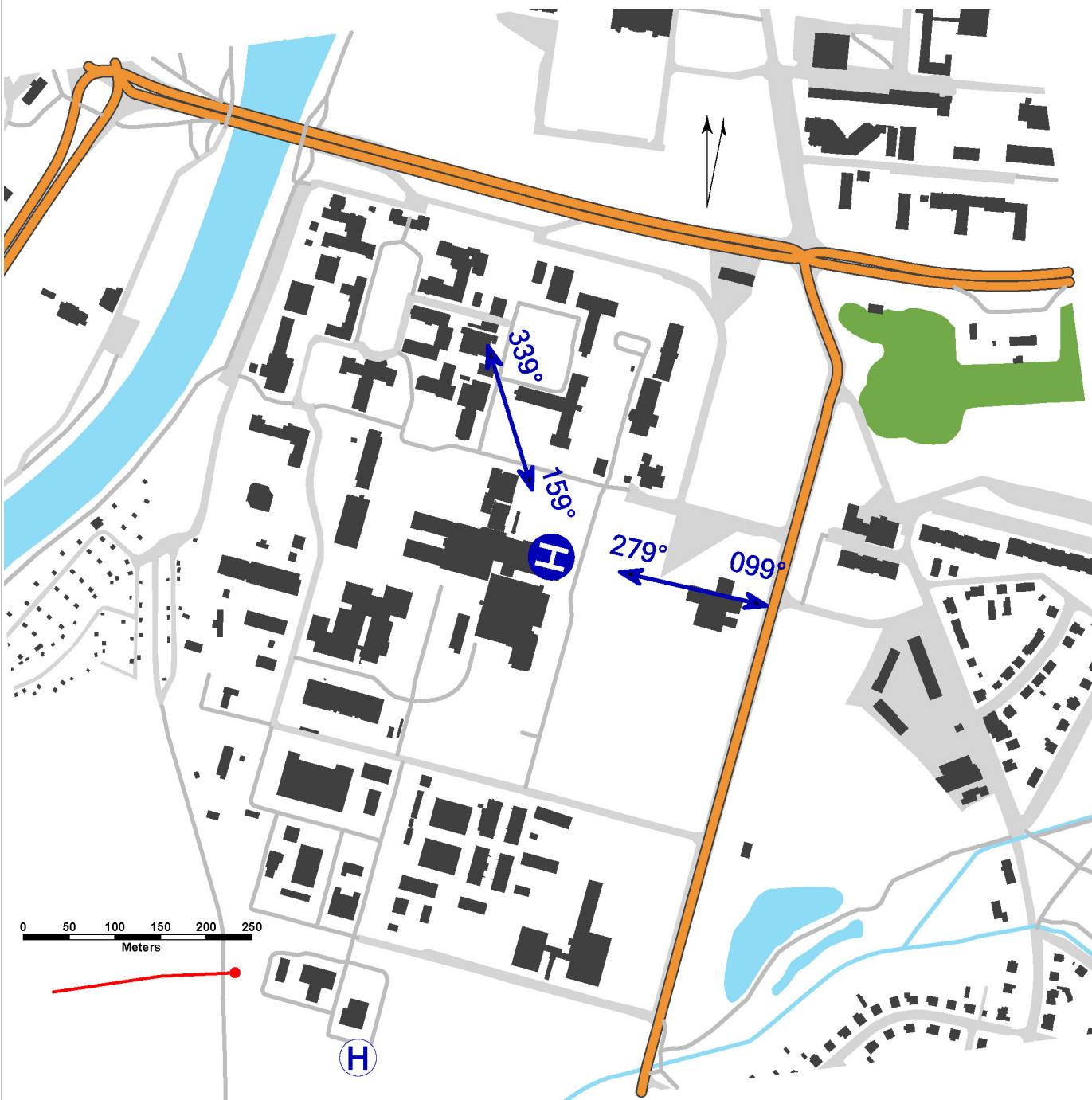
300 m E petrol station

BUS 300 m Polepy

LKHR - Hradec Králové - Nemocnice

elevated HEMS heliport
 value „D“ – 13 m
 FATO – circle diameter 19,5 m, concrete, strength 3500 kg / 0,4 MPa
 SA – circle diameter 26 m
 TLOF – circle diameter 19,5 m, concrete, strength 3500 kg / 0,4 MPa

WDI (50 m S)
 FATO: designation markings
 TLOF: perimeter markings TLOF



Underlying data © ČÚZK

	Approach:	Take-offs:
VFR day	099°, 339°	159°, 279°
VFR night	NIL	NIL

Fakultní nemocnice Hradec Králové
 Sokolská 581, 500 03 Hradec Králové,
 ☎ +420 495 832 525
 Ing. Pavel Zeiner (responsible person of the operator) ☎ +420 776 177 754, zeiner@fnhk.cz
 PBX ☎ +420 495 831 111

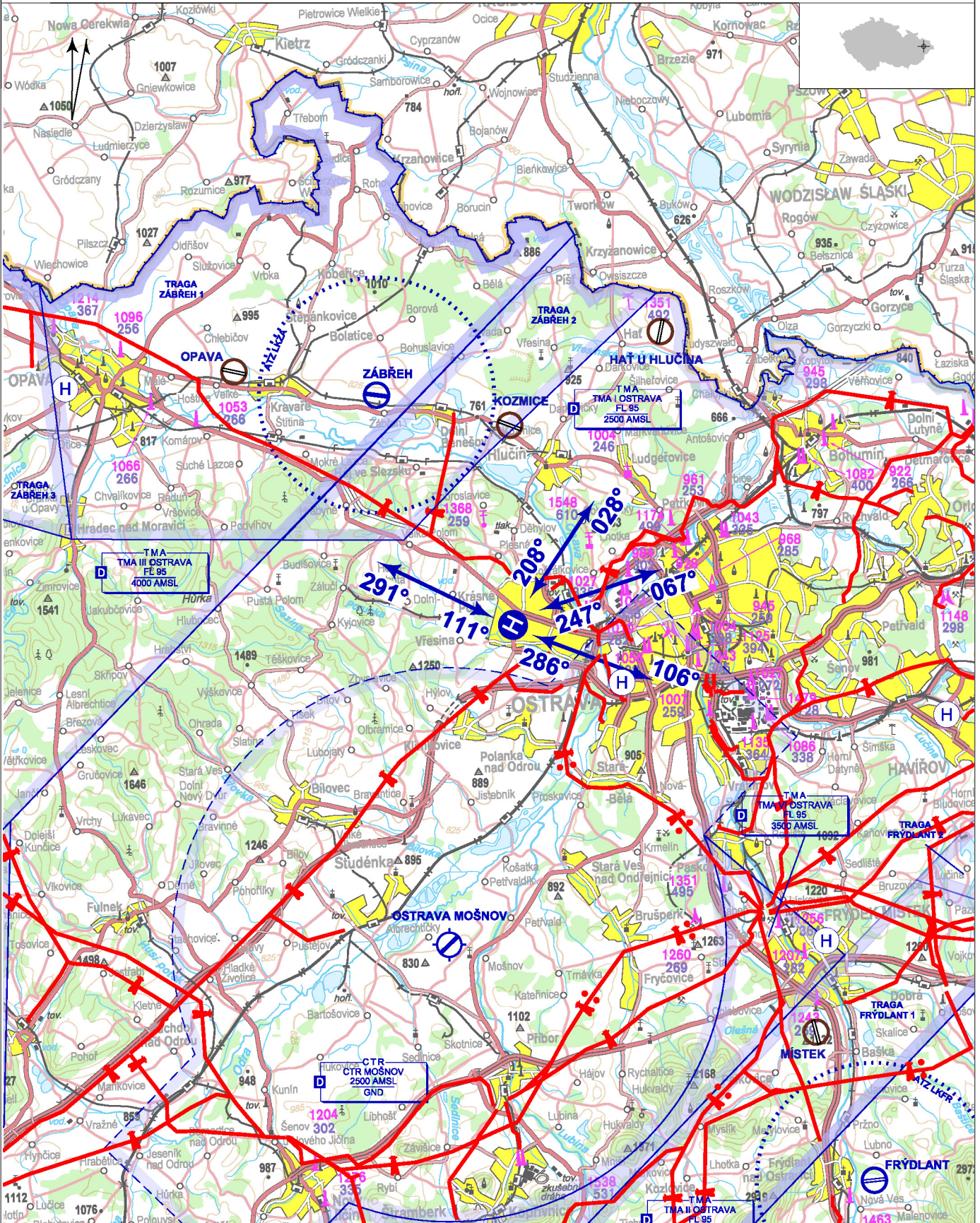
- 🕒 HX
- 📶 NIL
- 📶 NIL
- 📶 NIL
- 🚒 Rescue and fire service: Cat H1

LKOP - Ostrava - Nemocnice

Private domestic heliport HEMS

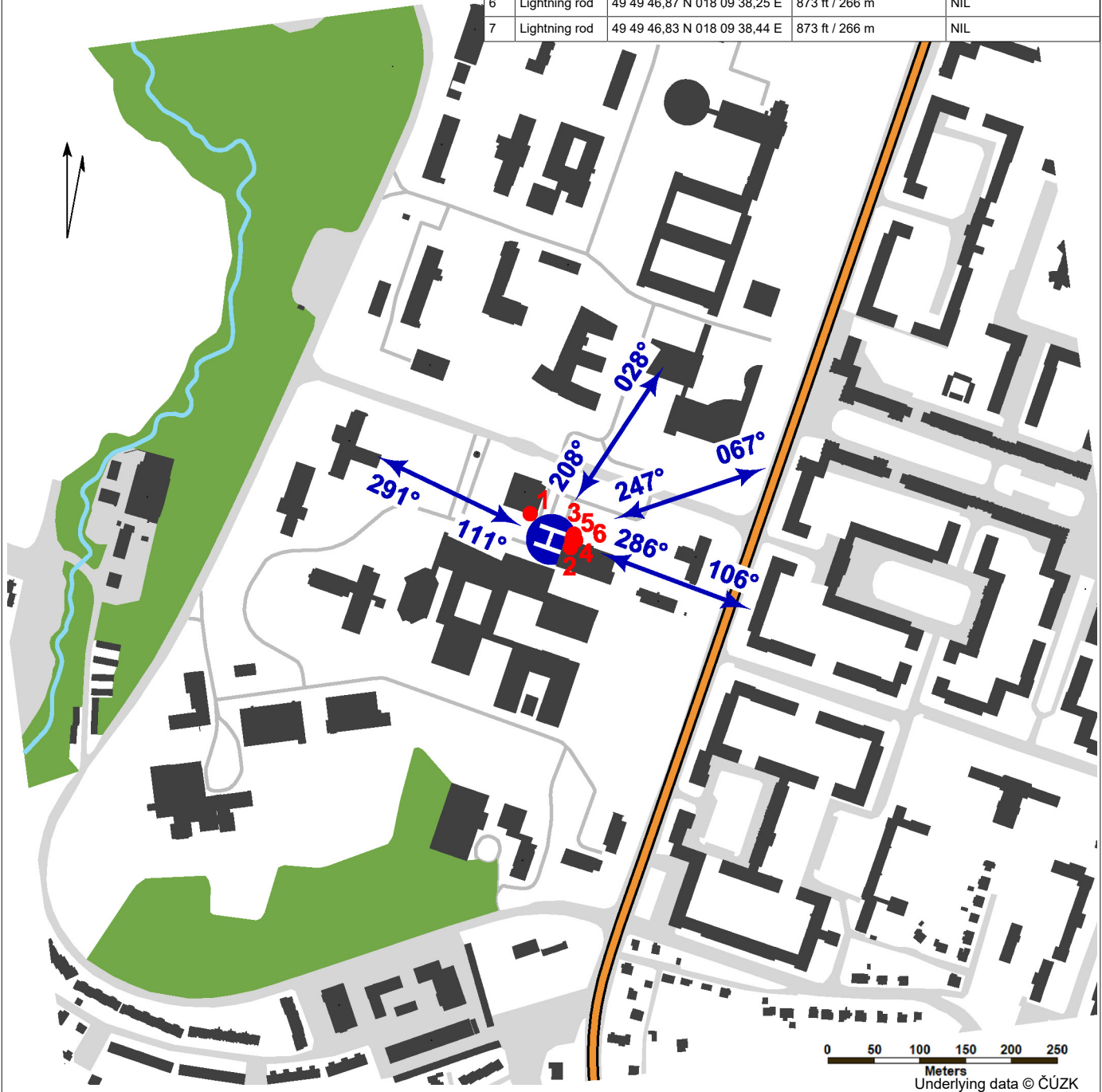
VFR day/night

49 49 46,91 N, 018 09 37,12 E POS: 8,8 km W Ostrava city center ELEV: 866 ft / 264 m



LKOP - Ostrava - Nemocnice

Surface level HEMS heliport value „D“ - 17 m FATO/TLOF – circle diameter 26 m, concrete, strength 5700 kg / 0,55 MPa SA – circle diameter 34,7 m			WDI (70 m NNW) FATO: designation markings TLOF: perimeter markings TLOF	
1	Lightning rod	49 49 47,84 N 018 09 36,01 E	728 ft / 222 m	NIL
2	Ladder	49 49 46,58 N 018 09 38,15 E	876 ft / 267 m	NIL
3	Air conditioning	49 49 46,86 N 018 09 38,33 E	869 ft / 265 m	NIL
4	Lightning rod	49 49 47,05 N 018 09 38,36 E	869 ft / 265 m	NIL
5	Lightning rod	49 49 46,96 N 018 09 38,30 E	869 ft / 265 m	NIL
6	Lightning rod	49 49 46,87 N 018 09 38,25 E	873 ft / 266 m	NIL
7	Lightning rod	49 49 46,83 N 018 09 38,44 E	873 ft / 266 m	NIL



Fakultní nemocnice Ostrava
17. listopadu 1790/5, 708 00 Ostrava -
Poruba

Security control room ☎ +420 597 373 333,
☎ +420 735 150 150
Central technical control room section
☎ +420 597 375 555, ☎ +420 723 432 839
PBX ☎ +420 597 371 111, ☎ +420 738 141 111
Ing. Marek Veselý (responsible person of operator)
☎ +420 724 453 911, marek.vesely@fno.cz

	Approach:	Take-offs:
VFR day	111°, 208°, 247°, 286°	028°, 067°, 106°, 291°
VFR night	247°	067°

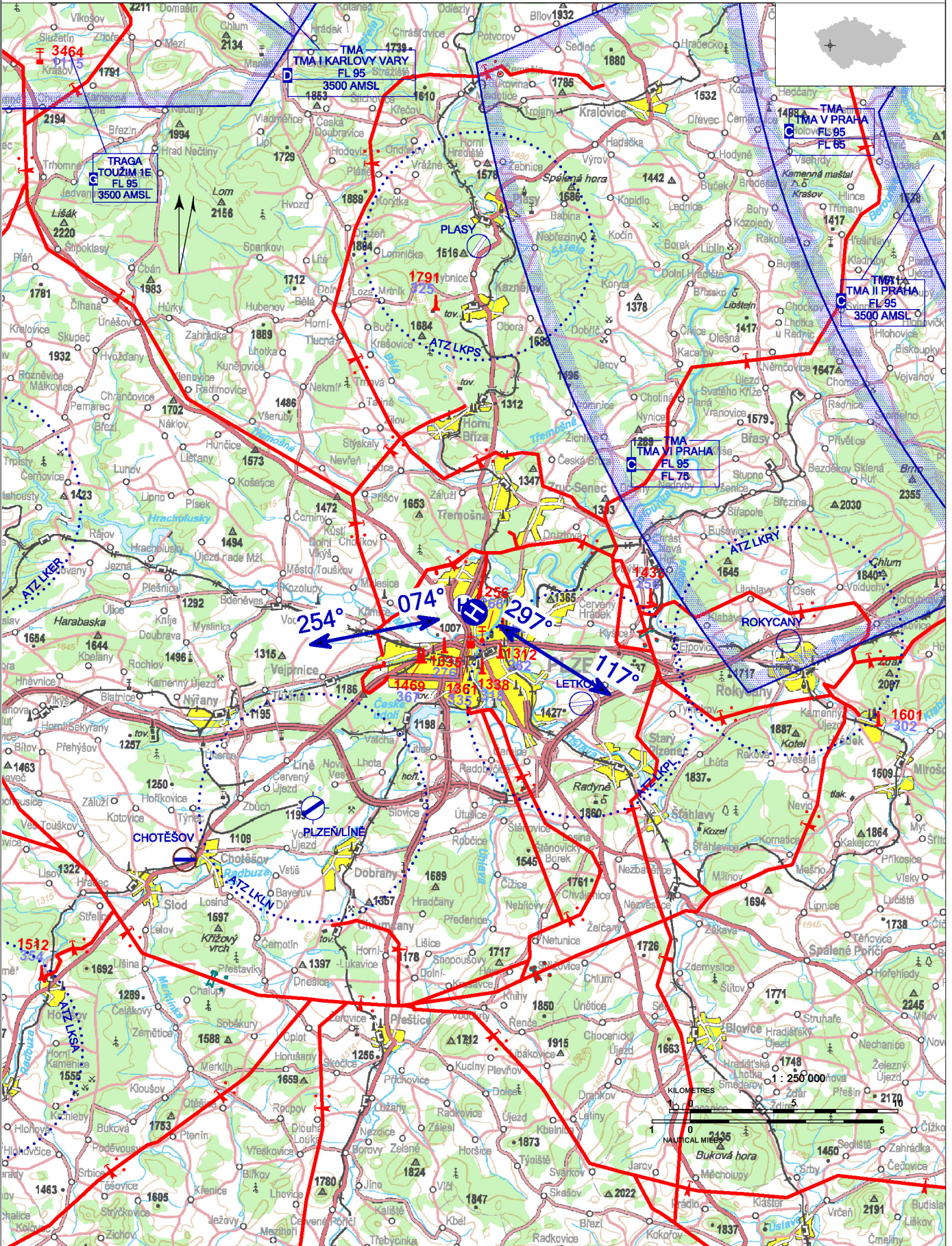
- 🕒 HX
 - 🚒 NIL
 - 🚑 NIL
 - 🚒 NIL
- Rescue and fire service: Cat 2

LKPZ - Pižeň - MAIN

Private domestic heliport HEMS

VFR day/night

49 45 42,68 N, 013 22 44,61 E POS: 1,6 km N Pižeň city center ELEV: 1105 ft / 337 m



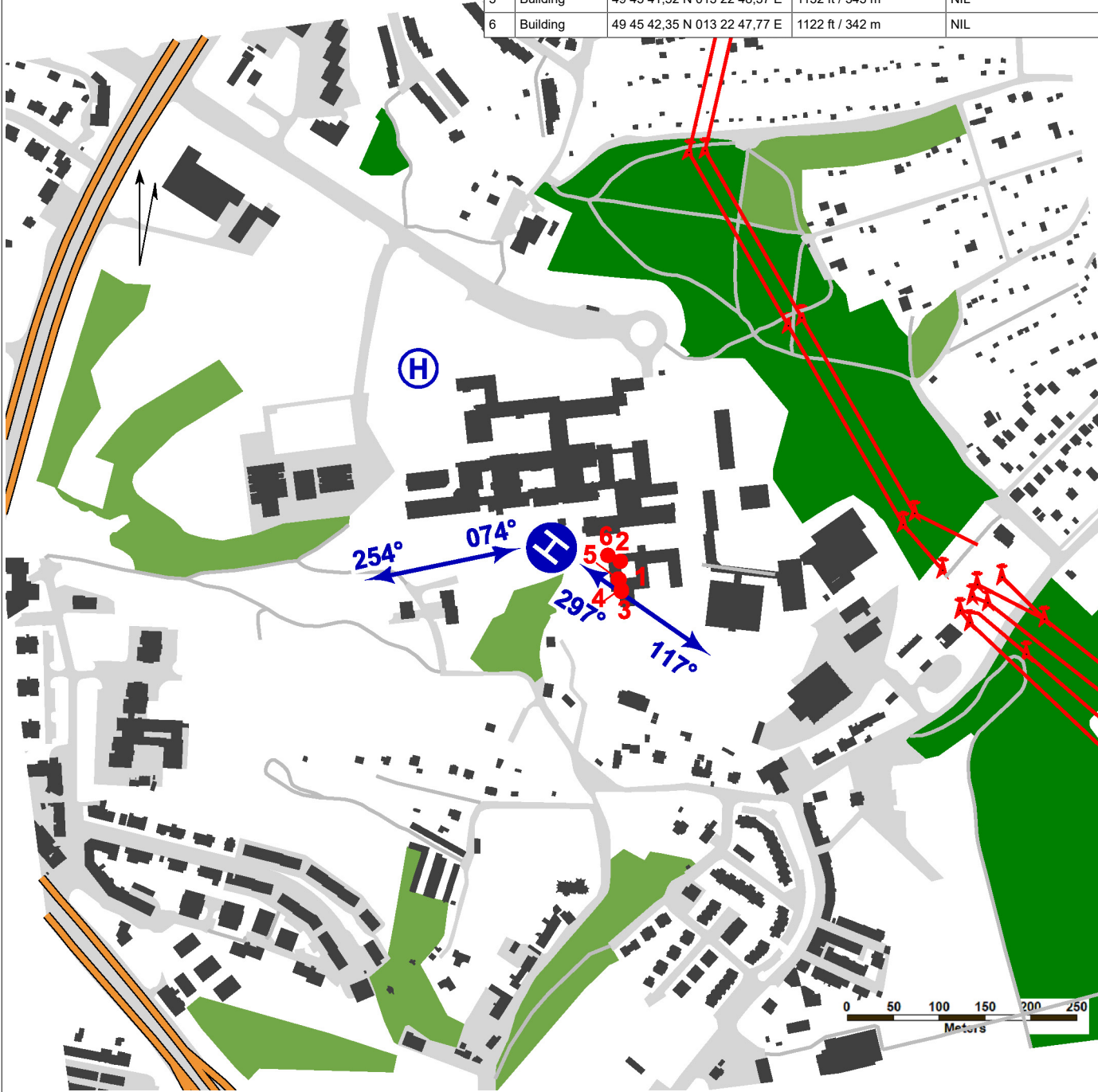
Only HEMS flights allowed.
 Descent gradient 1000 ft/1 NM.
 Lighting system control is provided locally from the control room (phone: +420 377 103 159 or +420 725 986 041).

LKPZ - Plzeň - MAIN

elevated HEMS heliport
 value „D” - 19 m
 FATO – circle diameter 28,3 m, concrete, strength 6400 kg / 0,4 MPa
 SA – circle diameter 37,7 m
 TLOF – circle diameter 28,3 m, concrete, strength 6400 kg / 0,4 MPa

WDI (30 m NNE)
 FATO: designation markings
 TLOF: perimeter markings/lighting TLOF
 A-PAPI: 9,3°
 ALS: shortened, length 25 m
 heliport beacon

1	Building	49 45 41,50 N 013 22 48,41 E	1133 ft / 346 m	Night marking
2	Building	49 45 42,15 N 013 22 48,46 E	1133 ft / 346 m	Night marking
3	Ventilation	49 45 41,09 N 013 22 48,55 E	1136 ft / 347 m	NIL
4	Building	49 45 42,12 N 013 22 48,42 E	1132 ft / 346 m	NIL
5	Building	49 45 41,52 N 013 22 48,37 E	1132 ft / 345 m	NIL
6	Building	49 45 42,35 N 013 22 47,77 E	1122 ft / 342 m	NIL



Underlying data © ČÚZK

Fakultní nemocnice Plzeň
 Edvarda Beneše 1128/13, 301 00 Plzeň - Jižní Předměstí

Ondřej Bicek (responsible person of operator)
 ☎ +420 723 187 617, biceko@fnplzen.cz
 PBX ☎ +420 377 103 111
 operational-technical deputy ☎ +420 377 402 500
 dispatching (lighting system control)
 ☎ +420 377 103 159, ☎ +420 725 986 041

	Approach:	Take-offs:
VFR day	297°, 074°	117°, 254°
VFR night	297°	117°, 254°

- HX
 - NIL
 - NIL
 - NIL
- Rescue and fire service: Cat H2