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.

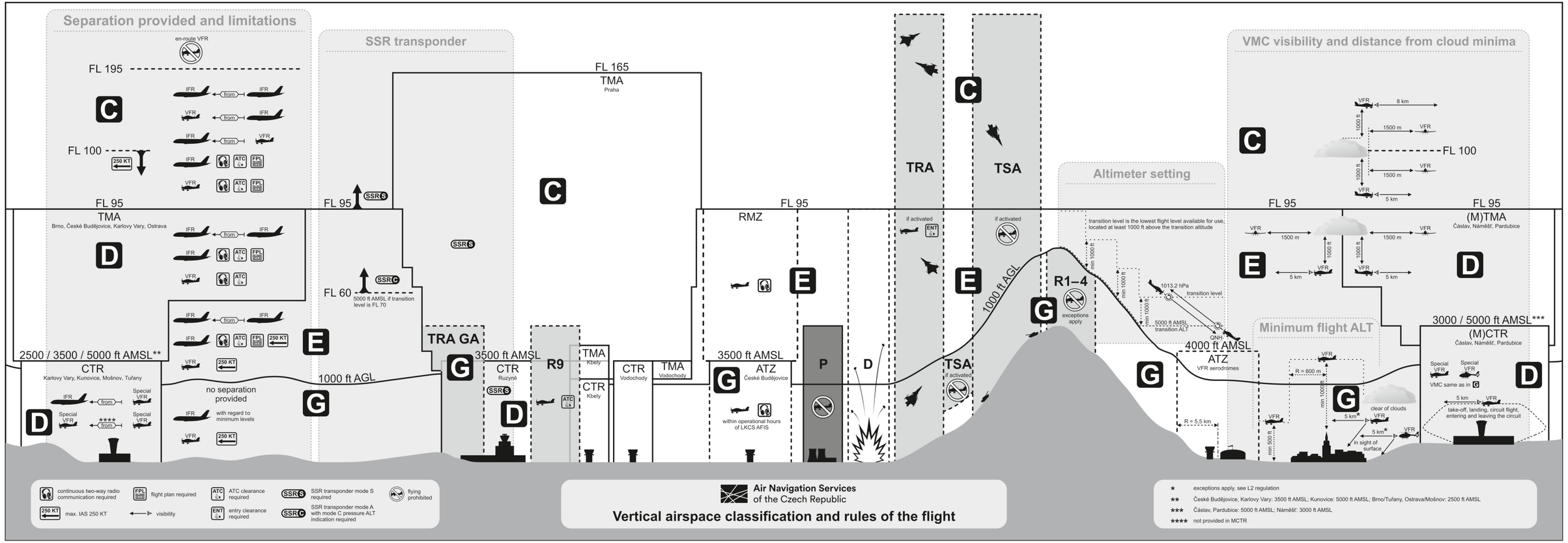
1.3.2 Transponder mandatory zone (TMZ)

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


Separation provided and limitations
en-route VFR
FL 195
C
FL 100
250 KT
FL 95
TMA
Brno, České Budějovice, Karlovy Vary, Ostrava
D
2500 / 3500 / 5000 ft AMSL**
CTR
Karlovy Vary, Kunovice, Mošnov, Tuřany
no separation provided
with regard to minimum levels
SSR transponder
FL 165
TMA
Praha
FL 95
FL 60
5000 ft AMSL if transition level is FL 70
TRA GA
1000 ft AGL
3500 ft AMSL
CTR
Ruzyně
R9
TMA
Kbely
CTR
Kbely
CTR
Vodochody
TMA
Vodochody
RMZ
3500 ft AMSL
ATZ
České Budějovice
within operational hours of LKCS AFIS
P
D
TRA
TSA
if activated
Altimeter setting
transition level is the lowest flight level available for use located at least 1000 ft above the transition altitude
1013,2 hPa
transition level
5000 ft AMSL transition ALT
QNH
R1–4
exceptions apply
4000 ft AMSL
ATZ
VFR aerodromes
Minimum flight ALT
VMC visibility and distance from cloud minima
8 km
1500 m
5 km
FL 100
FL 95
(M)TMA
Čáslav, Náměšť, Pardubice
3000 / 5000 ft AMSL***
(M)CTR
Čáslav, Náměšť, Pardubice
R = 600 m
R = 5,5 km
clear of clouds
in sight of surface
take-off, landing, circuit flight, entering and leaving the circuit
VMC same as in C
continuous two-way radio communication required
flight plan required
ATC clearance required
SSR transponder mode S required
flying prohibited
max. IAS 250 KT
visibility
entry clearance required
SSR transponder mode A with mode C pressure ALT indication required
Air Navigation Services of the Czech Republic
Vertical airspace classification and rules of the flight
★ exceptions apply, see L2 regulation
★★ České Budějovice, Karlovy Vary: 3500 ft AMSL; Kunovice: 5000 ft AMSL; Brno/Tuřany, Ostrava/Mošnov: 2500 ft AMSL
★★★ Čáslav, Pardubice: 5000 ft AMSL; Náměšť: 3000 ft AMSL
★★★★ not provided in MCTR