

## 1 LOCAL TRAFFIC REGULATIONS AND RESTRICTIONS

- 1.1 AD is a private international aerodrome and may be used for transport, test, check, instruction and training flights.
- 1.2 Pilot-in-command is obliged to request permission for using of the aerodrome from the aerodrome operator before flight.
- 1.2.1 Permission for individual flights must be requested from handling. See contacts for telephone and e-mail.
- 1.3 If ATC Vodochody do not specify otherwise from operational reasons, the traffic circuits are carried out north from RWY:  
RWY 28, 29 - right traffic circuit, RWY 10, 11 - left traffic circuit.
- 1.4 RWY 28, 29 - traffic circuit to the right:  
Carry out crosswind turn after passing village Chvateruby, continue between chemical production site (on the left side) and liquid gas tanks (on the right side). Carry out down wind turn after passing liquid gas tanks (on the right side) to downwind north of town Odolena Voda. Carry out base turn in front of village Predboj, carry out final turn between villages Bast and Panenské Brezany.
- 1.5 RWY 10, 11 - traffic circuit to the left:  
Carry out crosswind turn in front of village Bast to the downwind turn abeam village Predboj to downwind north of town Odolena Voda. Carry out base turn after passing village Uzice between chemical production site (on the right side) and liquid gas tanks (on the left side). Carry out final turn after passing village Chvateruby (on the left side).
- 1.6 VFR traffic circuit for aircraft with wingspan up to 36 m  
*(only right traffic circuit from RWY 28, this traffic circuit is only for training flights)*  
Carry out crosswind turn after passing village Chvateruby continue between chemical production site (on the left side) and liquid gas tanks (on the right side). Carry out downwind turn after passing village Uzice (on the right side). Carry out base turn after passing village Kojetice (on the right side), continue west of villages Cakovický and Zlonín. Abeam village Zlonín descend to 2000 ft AMSL to final turn between villages Bast and Panenské Brezany.
- 1.7 When landing on / departing from RWY 10/28 no aircraft shall be on TWY V or TWY W.
- 1.8 The grass RWY 11/29 shall not be used at night.
- 1.9 After landing on RWY 11/29, the pilot is obliged to remain on the RWY until cleared to enter TWY V or TWY W.
- 1.10 Guidance and parking of aircraft on the apron
- 1.10.1 TWR always informs the pilot-in-command of the assigned stand on the APN WEST.
- 1.10.2 The aircraft may taxi to its assigned stand by the pilot-in-command independently and, or with the marshaller guidance. When aircraft of code letter B and C are being parked, marshaller guidance is always provided.

- 1.10.3 If the marshaller guidance is provided, the pilot-in-command is obliged to follow the instructions of the marshaller while taxiing on APN WEST and when entering the assigned stand. The pilot-in-command is obliged to report the marshaller in sight. If the marshaller is not in sight, the pilot-in-command shall not taxi on APN WEST.
- 1.10.4 The apron marshaller guidance for aircraft leaving the stand will be provided on request only and the pilot-in-command shall assume full responsibility for avoiding collision with other aircraft, vehicles, persons or objects. When aircraft of code letter B and C is leaving the apron, marshaller guidance is always provided.
- 1.10.5 If the marshaller guidance is not provided, the pilot-in-command shall assume full responsibility for avoiding collision with other aircraft, vehicles, persons or objects when taxiing on the APN WEST and when entering/exiting to/from the stand.
- 1.10.6 In case of operational need, an alternative method of aircraft standing may be used. The marshaller guides the aircraft to maintain a minimum safety distance. When this method of aircraft standing is used the marshaller instructions have priority over the horizontal marking and the pilot-in-command must strictly follow his instructions.
- 1.11 Training flights
- 1.11.1 Due to flight tests at the aerodrome, the training flights must take into consideration possible delay according to ATS instructions. TWR Vodochody can at any time delay, interrupt or terminate a training flight within CTR/TMA Vodochody respecting flight test needs.
- 1.12 The other flights
- 1.12.1 Due to flight tests at the aerodrome, the pilots carrying out planned flight into areas of ATS Vodochody responsibility or to/from the aerodrome Vodochody must take into consideration possible delay according to ATS instructions. TWR Vodochody can at any time order interruption of the flight or leaving CTR/TMA Vodochody respecting flight test needs.

## 2 ADDITIONAL INFORMATION

- 2.1 CTR Vodochody expires outside the active status of CTR and TMA VIII Praha is applied. Information about airspace status of CTR is broadcasted by Radio Information Beacon RADIM FREQ 123,030 (in Czech and English language). Without information about airspace status pilots shall consider CTR as active. Check of airspace status is necessary at least every 15 minutes.

## 3 CHARGES FOR AERODROMES

*Charges are listed in the airport operator's current price list published on the AERO Vodochody AEROSPACE a.s. website: <https://www.aero.cz/en/airport/>*

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Chapter end

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