



List of VFR-SUP valid on the effective date of this VFR-AMDT:

2014: 14; **2017:** 13; **2020:** 13; **2022:** 11, 18, 25, 26; **2023:** 8, 17; **2024:** 11, 12, 15; **2025:** 2, 4, 6, 7, 12, 14, 22, 25, 26, 27, 28; **2026:** 1, 3, 4, 5;

Identification number of previous VFR-AMDT: 19 FEB 26 (1)

This amendment becomes effective on 19 MAR 26. Insert the attached pages into the VFR Manual on this date.

This amendment contains:

VFR-ENR-2	List of aerodromes marked by the parachute designator;
Hosín (LKHS)	Contacts; New LK TSA84;
Kladno (LK KL)	New LK RMZ2 VODOCHODY;
Letňany (LK LT)	New LK RMZ2 VODOCHODY; Vertical limit of LK D4;
Moravská Třebová (LK MK)	Rules of operations; Fuel; Contact;
Panenský Týnec (LK PC)	New LK RMZ2 VODOCHODY;
PRAHA/Ruzyně (LK PR)	New LK RMZ2 VODOCHODY; Vertical limit of LK D4;
PRAHA/Vodochody (LK VO)	LK RMZ2 VODOCHODY; Vertical limit of LK D4;
Roudnice (LK RO)	New LK RMZ2 VODOCHODY;
Sazená (LK SZ)	New LK RMZ2 VODOCHODY;
Slaný (LK SN)	New LK RMZ2 VODOCHODY;
Soběslav (LK SO)	Contacts;
Strunkovice (LK SR)	New LK TSA84;
Tábor (LK TA)	Address;
Točná (LK TC)	Vertical limit of LK D4;
Žatec/Macerka (LK ZD)	Parachute jumping operations;
Borek (LK BO)	New LK RMZ2 VODOCHODY; Vertical limit of LK D4;
Dušníky (LK DUSN)	New LK RMZ2 VODOCHODY;
Hláška (LK HLAS)	New LK TSA83 and LK TSA84;
Horní Počaply (LK POCA)	New LK RMZ2 VODOCHODY;
Krpy (LK KRPY)	New LK RMZ2 VODOCHODY;
Písek - Krašovice (LK PISK)	New LK TSA83 and LK TSA84;

Remove following chapters

VFR-GEN-0-3 22 JAN 26 (1)
VFR-GEN-0-4 22 JAN 26 (1)
VFR-ENR-2 20 MAR 25 (1)
VFR-AD-LKHS-VOC 13 JUN 24 (1)
VFR-AD-LKHS-ADC 10 AUG 23 (1)
VFR-AD-LKKL-VOC 27 NOV 25 (1)
VFR-AD-LKLT-VOC 27 NOV 25 (1)
VFR-AD-LKMK-ADC 13 JUL 23 (2)
VFR-AD-LKMK-TEXT 11 AUG 22 (1)
VFR-AD-LKPC-VOC 25 DEC 25 (1)
VFR-AD-LKPR-VFRC 27 NOV 25 (1)
VFR-AD-LKVO-VFRC 27 NOV 25 (1)
VFR-AD-LKVO-TEXT 19 FEB 26 (1)
VFR-AD-LKRO-VOC 23 JAN 25 (1)
VFR-AD-LKSZ-VOC 14 JUL 22 (1)
VFR-AD-LKSN-VOC 14 JUL 22 (1)
VFR-AD-LKSO-ADC 05 OCT 23 (1)
VFR-AD-LKSR-VOC 20 FEB 25 (1)
VFR-AD-LKTA-ADC 19 FEB 26 (1)
VFR-AD-LKTC-VOC 30 OCT 25 (1)
VFR-AD-LKZD-VOC 20 FEB 25 (1)
VFR-SLZ-LKBORE-VOC 14 JUL 22 (1)
VFR-SLZ-LKDUSN-VOC 14 JUL 22 (1)
VFR-SLZ-LKHLAS-VOC 20 FEB 25 (1)
VFR-SLZ-LKPOCA-VOC 24 MAR 22 (1)
VFR-SLZ-LKKRPY-VOC 13 AUG 20 (1)
VFR-SLZ-LKPISK-VOC 30 OCT 25 (1)

Insert following chapters

VFR-GEN-0-3 19 MAR 26 (1)
VFR-GEN-0-4 19 MAR 26 (1)
VFR-ENR-2 19 MAR 26 (1)
VFR-AD-LKHS-VOC 19 MAR 26 (1)
VFR-AD-LKHS-ADC 19 MAR 26 (1)
VFR-AD-LKKL-VOC 19 MAR 26 (1)
VFR-AD-LKLT-VOC 19 MAR 26 (1)
VFR-AD-LKMK-ADC 19 MAR 26 (1)
VFR-AD-LKMK-TEXT 19 MAR 26 (1)
VFR-AD-LKPC-VOC 19 MAR 26 (1)
VFR-AD-LKPR-VFRC 19 MAR 26 (1)
VFR-AD-LKVO-VFRC 19 MAR 26 (1)
VFR-AD-LKVO-TEXT 19 MAR 26 (1)
VFR-AD-LKRO-VOC 19 MAR 26 (1)
VFR-AD-LKSZ-VOC 19 MAR 26 (1)
VFR-AD-LKSN-VOC 19 MAR 26 (1)
VFR-AD-LKSO-ADC 19 MAR 26 (1)
VFR-AD-LKSR-VOC 19 MAR 26 (1)
VFR-AD-LKTA-ADC 19 MAR 26 (1)
VFR-AD-LKTC-VOC 19 MAR 26 (1)
VFR-AD-LKZD-VOC 19 MAR 26 (1)
VFR-SLZ-LKBORE-VOC 19 MAR 26 (1)
VFR-SLZ-LKDUSN-VOC 19 MAR 26 (1)
VFR-SLZ-LKHLAS-VOC 19 MAR 26 (1)
VFR-SLZ-LKPOCA-VOC 19 MAR 26 (1)
VFR-SLZ-LKKRPY-VOC 19 MAR 26 (1)
VFR-SLZ-LKPISK-VOC 19 MAR 26 (1)

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

END

GEN-0-3 RECORD OF VFR MANUAL SUPPLEMENTS

Nbr/ Year	Subject	Part of VFR manual affected by this VFR-SUP	Validity period	Cancellation record
14/14	Marianske Lazne (LKMR) - AD closed	VFR-AD- LKMR	01 MAY 14 UFN	
13/17	Helicopter Nová Amerika closed	VFR-HEL-1	31 AUG 17 UFN	
13/20	Hosín (LKHS) - VFR day operation only	VFR- AD-LKHS	17 DEC 20 UFN	
11/22	Unserviceable en route obstacles marking	VFR-ENR-1	07 APR 22 UFN	
18/22	Brno - Sv. Anna (LKBV) - obstacle in vicinity of helicopter	VFR- HEL-LKBV	28 JUL 22 UFN	
25/22	Russian invasion of Ukraine	VFR-ENR-1	16 NOV 22 UFN	
26/22	Russian invasion of Ukraine	VFR-ENR-1	16 NOV 22 UFN	
8/23	Zlín (LKZL) - RWY 17R/35L (grass) closed	VFR-AD-LKTL	20 APR 23 UFN	
17/23	Olomouce (LKOL) - Wildlife in the vicinity of the airport	VFR-AD-LKOL	28 DEC 23 UFN	
11/24	Liberec Nemocnice (LKLC) - obstacles in vicinity of helicopter	VFR- HEL-LKLC	08 AUG 24 UFN	
12/24	Brno Bohunice MAIN (LKBG) - obstacles in vicinity of helicopter	VFR-HEL- LKBG	08 AUG 24 UFN	
15/24	Helicopter HEMS Praha 5 - Motol (LKPH) - obstacles in vicinity of helicopter	VFR- HEL-LKPH	31 OCT 24 UFN	
2/25	Brno Bohunice MAIN (LKBG) - obstacles in vicinity of helicopter	VFR-HEL- LKBG	20 FEB 25 UFN	
4/25	Helicopter HEMS Hradec Králové Nemocnice (LKHR) - obstacles in vicinity of helicopter	VFR-HEL- LKHR	20 FEB 25 UFN	
6/25	Helicopter HEMS Mělník (LKME) - temporary closure	VFR-HEL- LKME	20 FEB 25 UFN	
7/25	Helicopter HEMS Mladá Boleslav - Nemocnice (LKML) - temporary closure	VFR- HEL-LKML	20 FEB 25 UFN	
12/25	HEMS helicopter Brno - Černá pole (LKBP) - obstacles in vicinity of helicopter	VFR- HEL-LKBP	15 MAY 25 UFN	
14/25	PRAHA/Ruzyně (LKPR) - obstacles in vicinity of AD	VFR- AD-LKPR	12 JUN 25 UFN	
22/25	Helicopter Krnov - Nemocnice (LKKI) closed	VFR- HEL-LKKI	04 SEP 25 03 AUG 26 11:00	
25/25	Nové Město na Moravě (LKNO) - obstacles in vicinity of helicopter	VFR-HEL- LKNO	30 OCT 25 31 MAR 26 18:00	
26/25	Praha 5 - Motol (LKPH) - obstacles in vicinity of helicopter	VFR- HEL-LKPH	30 OCT 25 31 AUG 26 18:00	

GEN-0-4 CHECKLIST OF CHAPTERS

Chapter	Effective date	Chapter	Effective date
Contents		Benešov	
VFR-GEN-0-1.....	25 DEC 25 (1)	VFR-AD-LKBE-VOC.....	24 MAR 22 (1)
Record of VFR manual amendments		VFR-AD-LKBE-ADC.....	04 SEP 25 (1)
VFR-GEN-0-2.....	17 AUG 17 (1)	VFR-AD-LKBE-TEXT.....	17 APR 25 (1)
Record of VFR manual supplements		Bohuřovice	
VFR-GEN-0-3.....	19 MAR 26 (1)	VFR-AD-LKBO-VOC.....	20 FEB 25 (1)
Checklist of chapters		VFR-AD-LKBO-ADC.....	09 NOV 17 (1)
VFR-GEN-0-4.....	19 MAR 26 (1)	VFR-AD-LKBO-TEXT.....	05 DEC 19 (1)
List of hand amendments		BRNO/Tuřany	
VFR-GEN-0-5.....	01 MAY 14 (1)	VFR-AD-LKTB-VFRC.....	22 JAN 26 (1)
Introduction		VFR-AD-LKTB-ADC.....	26 DEC 24 (1)
VFR-GEN-1.....	24 MAR 22 (1)	VFR-AD-LKTB-TEXT.....	20 FEB 25 (1)
Ten tips		Broumov	
VFR-GEN-2.....	01 MAY 14 (1)	VFR-AD-LKBR-VOC.....	20 MAY 21 (1)
Abbreviations		VFR-AD-LKBR-ADC.....	07 DEC 17 (1)
VFR-GEN-3.....	11 JUL 24 (1)	VFR-AD-LKBR-TEXT.....	01 MAY 14 (1)
Symbols		Břeclav	
VFR-GEN-4.....	13 JUL 23 (2)	VFR-AD-LKBA-VOC.....	28 FEB 19 (2)
Designated authorities		VFR-AD-LKBA-ADC.....	05 NOV 20 (1)
VFR-GEN-5.....	20 MAR 25 (1)	VFR-AD-LKBA-TEXT.....	30 DEC 21 (1)
Air Traffic Services		Bubovice	
VFR-GEN-6.....	18 APR 24 (1)	VFR-AD-LKBU-VOC.....	02 NOV 23 (1)
VFR-GEN-6-ATS.....	13 JUL 23 (1)	VFR-AD-LKBU-ADC.....	02 NOV 23 (1)
Meteorological services		VFR-AD-LKBU-TEXT.....	02 NOV 23 (1)
VFR-GEN-7.....	27 NOV 25 (1)	Česká Lípa	
Aeronautical information		VFR-AD-LKCE-VOC.....	28 JAN 21 (1)
VFR-GEN-8.....	28 DEC 23 (1)	VFR-AD-LKCE-ADC.....	04 NOV 21 (1)
Search and rescue		VFR-AD-LKCE-TEXT.....	11 OCT 18 (1)
VFR-GEN-9.....	15 SEP 16 (1)	České Budějovice	
Airspace		VFR-AD-LKCS-VOC.....	20 FEB 25 (1)
VFR-ENR-1.....	23 JAN 25 (1)	VFR-AD-LKCS-ADC.....	25 DEC 25 (1)
VFR-ENR-1-AIRSPACE.....	13 JUL 23 (1)	VFR-AD-LKCS-TEXT.....	25 DEC 25 (1)
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Altimeter setting		VFR-AD-LKDK-ADC.....	22 FEB 24 (1)
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Phraseology		VFR-AD-LKFR-VOC.....	03 NOV 22 (1)
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Operational frequencies		VFR-AD-LKFR-TEXT.....	13 JUL 23 (2)
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Aerodromes and SLZ fields - general		VFR-AD-LKHB-VOC.....	06 OCT 22 (1)
VFR-AD-1.....	21 JUN 18 (1)	VFR-AD-LKHB-ADC.....	21 APR 22 (1)
		VFR-AD-LKHB-TEXT.....	16 JUN 22 (1)

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Hořice		Karlovy Vary	
VFR-AD-LKHC-VOC.....	19 FEB 26 (1)	VFR-AD-LKKV-VFRC.....	22 JAN 26 (1)
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VFR-AD-LKHC-TEXT.....	19 FEB 26 (1)	VFR-AD-LKKV-PDC.....	23 JAN 25 (1)
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VFR-AD-LKHV-TEXT.....	21 MAR 24 (1)	VFR-AD-LKKL-ADC.....	15 MAY 25 (1)
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VFR-AD-LKHS-VOC.....	19 MAR 26 (1)	Klatovy	
VFR-AD-LKHS-ADC.....	19 MAR 26 (1)	VFR-AD-LKKT-VOC.....	06 OCT 22 (1)
VFR-AD-LKHS-TEXT.....	23 JAN 25 (1)	VFR-AD-LKKT-ADC.....	05 SEP 24 (1)
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VFR-AD-LKHK-ADC.....	28 NOV 24 (1)	VFR-AD-LKKO-VOC.....	19 MAY 22 (1)
VFR-AD-LKHK-TEXT.....	19 FEB 26 (1)	VFR-AD-LKKO-ADC.....	03 DEC 20 (1)
Hranice		VFR-AD-LKKO-TEXT.....	03 DEC 20 (1)
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VFR-AD-LKHN-ADC.....	07 SEP 23 (1)	VFR-AD-LKKR-VOC.....	09 SEP 21 (1)
VFR-AD-LKHN-TEXT.....	29 DEC 22 (1)	VFR-AD-LKKR-ADC.....	22 FEB 24 (1)
Cheb		VFR-AD-LKKR-TEXT.....	21 MAR 24 (1)
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VFR-AD-LKCB-ADC.....	18 APR 24 (1)	VFR-AD-LKKM-VOC.....	07 AUG 25 (1)
VFR-AD-LKCB-TEXT.....	02 NOV 23 (1)	VFR-AD-LKKM-ADC.....	10 AUG 23 (1)
Chomutov		VFR-AD-LKKM-TEXT.....	10 AUG 23 (1)
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VFR-AD-LKCH-ADC.....	27 NOV 25 (1)	VFR-AD-LKKA-VOC.....	13 JUL 23 (2)
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VFR-AD-LKCR-ADC.....	27 FEB 20 (1)	VFR-AD-LKKY-VOC.....	22 JAN 26 (1)
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VFR-AD-LKJA-TEXT.....	13 JUL 23 (2)	VFR-AD-LKPL-ADC.....	11 JUL 24 (1)
Jičín		VFR-AD-LKPL-TEXT.....	23 APR 20 (1)
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VFR-AD-LKMR-ADC.....	01 MAY 14 (1)	VFR-AD-LKLN-ADC.....	20 FEB 25 (1)
VFR-AD-LKMR-TEXT.....	01 MAY 14 (1)	VFR-AD-LKLN-TEXT.....	20 FEB 25 (1)
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VFR-AD-LKMI-TEXT.....	25 JAN 24 (1)	VFR-AD-LKPA-TEXT.....	21 MAR 24 (1)
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VFR-AD-LKMH-ADC.....	10 JUL 25 (1)	VFR-AD-LKVO-VFRC.....	19 MAR 26 (1)
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VFR-AD-LKMO-ADC.....	20 FEB 25 (1)	Přerov	
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Nové Město		VFR-AD-LKPO-ADC.....	23 JAN 25 (1)
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VFR-AD-LKOL-VOC.....	20 MAR 25 (1)	VFR-AD-LKPM-TEXT.....	20 FEB 25 (1)
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OSTRAVA/Mošnov		VFR-AD-LKPI-ADC.....	22 FEB 24 (1)
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VFR-AD-LKMT-ADC.....	22 JAN 26 (1)	Rakovník	
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Panenský Týnec		VFR-AD-LKRR-ADC.....	05 DEC 19 (1)
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		VFR-AD-LKRY-ADC.....	19 JUL 18 (1)
		VFR-AD-LKRY-TEXT.....	19 JUL 18 (1)

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VFR-AD-LKRO-ADC.....	23 JAN 25 (1)	VFR-AD-LKTO-ADC.....	08 SEP 22 (1)
VFR-AD-LKRO-TEXT.....	23 JAN 25 (1)	VFR-AD-LKTO-TEXT.....	12 OCT 17 (2)
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VFR-AD-LKSZ-ADC.....	22 APR 21 (1)	VFR-AD-LKUL-ADC.....	07 AUG 25 (1)
VFR-AD-LKSZ-TEXT.....	21 MAR 24 (1)	VFR-AD-LKUL-TEXT.....	26 JAN 23 (1)
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Neratovice		Praha 6 - Střešovice (MIL)	
VFR-HEL-LKNR-VOC.....	19 MAR 26 (1)	VFR-HEL-LKPT-VOC.....	19 MAR 26 (1)
VFR-HEL-LKNR-ADC.....	21 APR 22 (1)	VFR-HEL-LKPT-ADC.....	08 AUG 24 (1)
Nová Amerika		Praha 8 - Bulovka	
VFR-HEL-LKNK-VOC.....	21 APR 22 (1)	VFR-HEL-LKPB-VOC.....	19 MAR 26 (1)
VFR-HEL-LKNK-ADC.....	21 APR 22 (1)	VFR-HEL-LKPB-ADC.....	24 MAR 22 (1)
Nové Město na Moravě		Prachatice	
VFR-HEL-LKNO-VOC.....	06 OCT 22 (1)	VFR-HEL-LKPG-VOC.....	20 FEB 25 (1)
VFR-HEL-LKNO-ADC.....	21 APR 22 (1)	VFR-HEL-LKPG-ADC.....	08 SEP 22 (1)
Olomouc - Nemocnice		Přední Kopanina	
VFR-HEL-LKOC-VOC.....	07 AUG 25 (1)	VFR-HEL-LKPP-VOC.....	19 MAR 26 (1)
VFR-HEL-LKOC-ADC.....	21 APR 22 (1)	VFR-HEL-LKPP-ADC.....	24 MAR 22 (1)



Chapter	Effective date
Rakovník - Nemocnice	
VFR-HEL-LKRV-VOC.....	27 NOV 25 (1)
VFR-HEL-LKRV-ADC.....	21 APR 22 (1)
Rozvadov	
VFR-HEL-LKRZ-VOC.....	24 MAR 22 (1)
VFR-HEL-LKRZ-ADC.....	24 MAR 22 (1)
Solnice - ACL	
VFR-HEL-LKSL-VOC.....	18 MAY 23 (1)
VFR-HEL-LKSL-ADC.....	24 MAR 22 (1)
Svitavy	
VFR-HEL-LKSV-VOC.....	19 MAY 22 (1)
VFR-HEL-LKSV-ADC.....	05 OCT 23 (1)
Šumperk - Nemocnice	
VFR-HEL-LKSP-VOC.....	05 SEP 24 (1)
VFR-HEL-LKSP-ADC.....	23 MAR 23 (1)
Tábor - Nemocnice	
VFR-HEL-LKTR-VOC.....	21 APR 22 (1)
VFR-HEL-LKTR-ADC.....	21 APR 22 (1)
Těchonín	
VFR-HEL-LKTH-VOC.....	15 JUN 23 (1)
VFR-HEL-LKTH-ADC.....	19 FEB 26 (1)
Trutnov	
VFR-HEL-LKTU-VOC.....	24 MAR 22 (1)
VFR-HEL-LKTU-ADC.....	24 MAR 22 (1)
Uherské Hradiště - Mařatice	
VFR-HEL-LKUH-VOC.....	25 JAN 24 (1)
VFR-HEL-LKUH-ADC.....	24 MAR 22 (1)
Ústí nad Labem - Nemocnice	
VFR-HEL-LKUS-VOC.....	07 SEP 23 (1)
VFR-HEL-LKUS-ADC.....	12 JUN 25 (1)
Ústí nad Labem - Základna HEMS	
VFR-HEL-LKUB-VOC.....	07 SEP 23 (1)
VFR-HEL-LKUB-ADC.....	21 APR 22 (1)
Vyškov - Nemocnice	
VFR-HEL-LKVN-VOC.....	07 AUG 25 (1)
VFR-HEL-LKVN-ADC.....	18 MAY 23 (1)
Zlín - Nemocnice	
VFR-HEL-LKZI-VOC.....	13 JUN 24 (1)
VFR-HEL-LKZI-ADC.....	05 OCT 23 (1)
Znojmo - Nemocnice	
VFR-HEL-LKZO-VOC.....	07 AUG 25 (1)
VFR-HEL-LKZO-ADC.....	17 APR 25 (1)

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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
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
Přerov	LKPO
Příbram	LKPM
Rokycany	LKRY
Roudnice	LKRO
Skuteč	LKSK

Aerodrome	
Strakonice	LKST
Strunkovice	LKSR
Šumperk	LKSU
Tábor	LKTA
Ústí nad Orlicí	LKUO
Zábřeh	LKZA
Žatec/Macerka	LKZD

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
Loket	49 38 11 N	015 07 31 E	13 km SW Ledec nad Sázavou
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
Švábenice	49 15 58 N	017 07 50 E	9 km E Vyškov
Tchořovice	49 25 55 N	013 47 48 E	6 km W Blatná
Vídlatá 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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LKHS Hosín

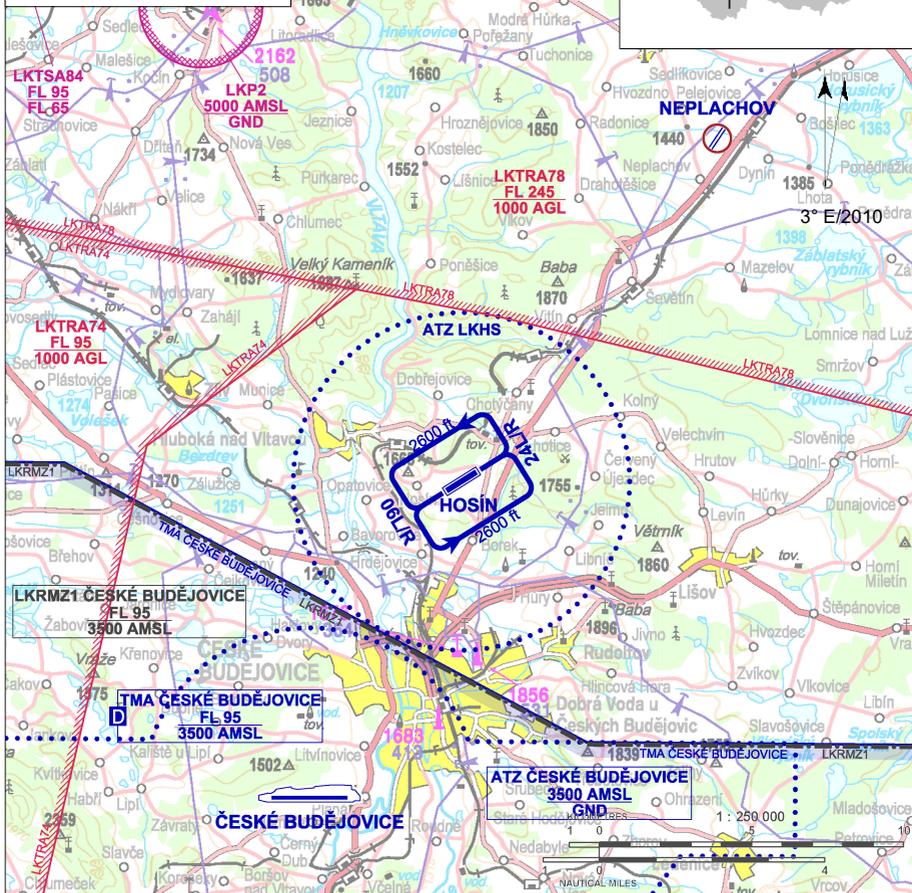
S Public domestic aerodrome

✈ VFR day/night, parachute jumping operation



Hosín RADIO
130,205

ARP: 49° 02' 24" N, 14° 29' 42" E
7,5 km N České Budějovice
ELEV: 1621 ft / 494 m
Circuit: 2600 ft / 800 m AMSL



! Noise abatement

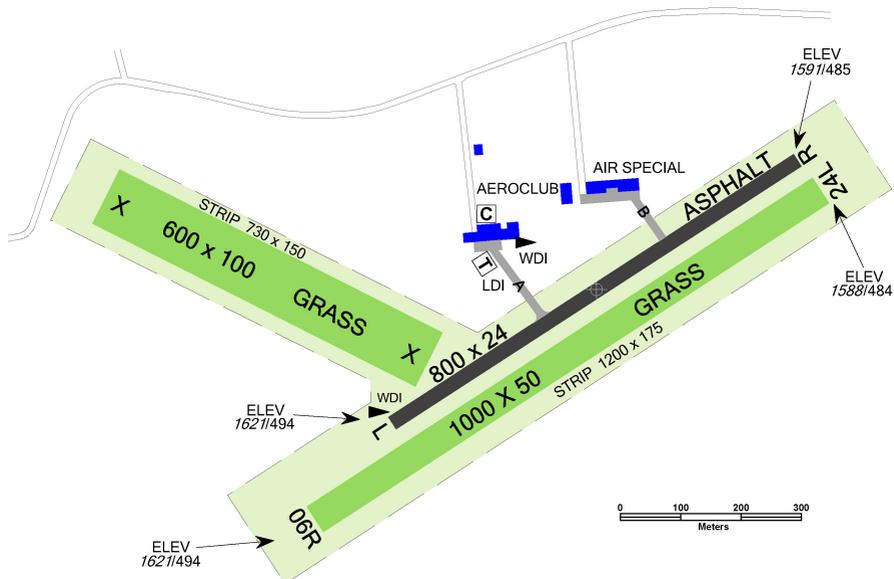
- After take off from RWY 24 turn left to avoid Hosín town. Avoid Lhotice town while landing on RWY 24.
- Avoid overflying Lhotice town after take off from RWY 06. Avoid Hosín town while landing on RWY 06.
- Flights of powered aeroplanes over surrounding towns at altitudes lower than 2600 ft/800 m AMSL are prohibited due to noise abatement.

LKHS Hosín



Hosín RADIO
130,205

RWY	Magnetic direction	RWY dimensions	Strength	TORA	TODA	ASDA	LDA
06R	058°	1000 x 50	5700 kg / 0.5 MPa	1000	1100	1000	1000
24L	238°	1000 x 50	5700 kg / 0.5 MPa	1000	1100	1000	1000
06L	058°	800 x 24	PCN 5/F/B/Y/U	800	900	800	800
24R	238°	800 x 24	PCN 5/F/B/Y/U	800	1100	800	800



15 APR - 15 OCT
SAT, SUN, HOL 0700 - 1400
otherwise O/R



AVGAS 100LL, BA 98



TOTAL 100 D



O/R, limited



O/R, limited



České Budějovice, Hluboká nad Vltavou,
28 beds at the aerodrome



15 APR - 15 OCT
MON - SUN 0800 - 2000



bus, taxi, public transport - bus line No 2
(Borek) 2 km, No 134 (Hosín) 1 km



Aeroklub České Budějovice, z.s.

letišťe Hosín, 373 41 Hluboká nad Vltavou,
☎ +420 387 220 716, ✉ +420 387 220 846,
aeroklub@letiste-hosin.cz, www.letiste-hosin.cz

Pavína Anderlová - aerodrome manager

☎ +420 777 271 751

Pavel Pígl - head of air traffic ☎ +420 731 410 600

Providing information to known traffic

☎ +420 705 917 102

Customs and immigration clearance: NIL

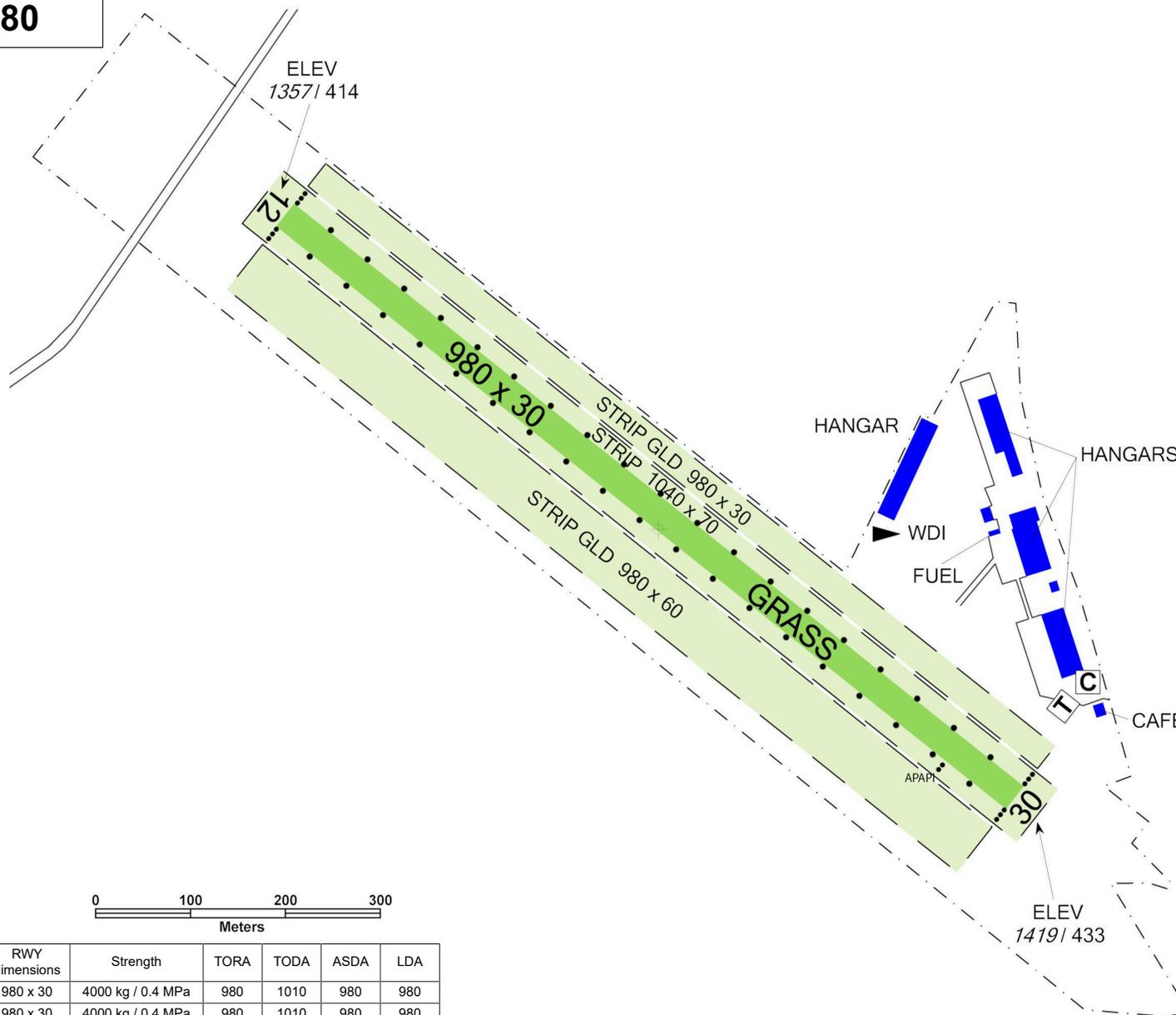
Carry out taxiing only along RWY and paved TWY or according to instructions of officer of service Providing information to known traffic.



LKKL Kladno



Kladno RADIO
123,480



- BLUE SKY AIRPORT s.r.o.**
Letiště Kladno, Velká Dobrá
580, 273 61 Velká Dobrá,
☎ +420 737 225 558,
info@bsa-group.cz,
www.letiste-kladno.cz
Head of air traffic - ☎ +420 737 225 558
Kladno Handling - ☎ +420 736 150 777
- 15 APR - 15 OCT
SAT, SUN, HOL 0800-1500
otherwise O/R
- aviation petrol AVGAS, JET A1 on request
- Aeroshell, TOTAL
- short-term hangar and parking of aircraft possible
- AVIATEX s.r.o., CZ.CAO 003 (contractually)
- Kladno, Praha
- Velká Dobrá fast food, Kladno, Praha
- possible transport to/from Prague subway

Customs and immigration clearance: NIL

Grass strips BRG 300/120 right and left of RWY 12/30 for glider operation are part of the aerodrome area.

Taxi only along RWY or according to instructions of service Providing information to known traffic.

RWY	Magnetic direction	RWY dimensions	Strength	TORA	TODA	ASDA	LDA
12	124°	980 x 30	4000 kg / 0.4 MPa	980	1010	980	980
30	304°	980 x 30	4000 kg / 0.4 MPa	980	1010	980	980

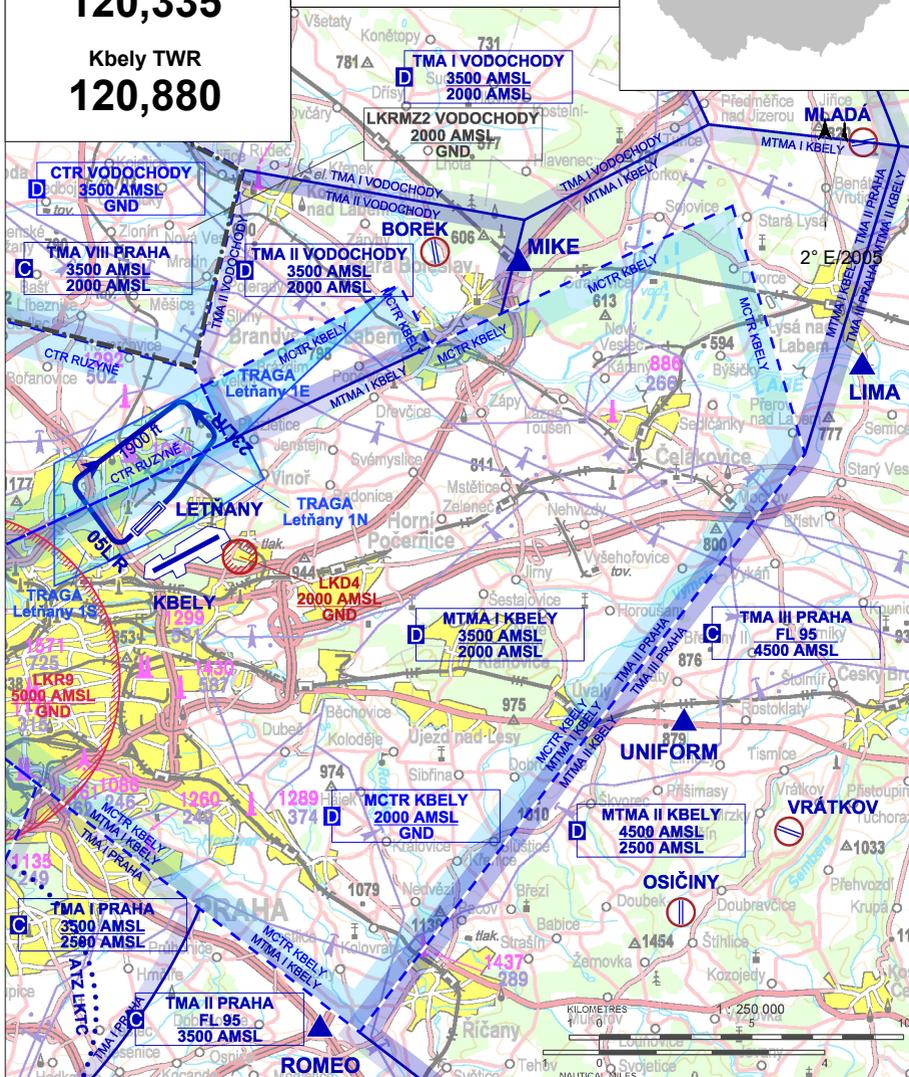
LKLT Letňany

§ Public domestic aerodrome / Private international aerodrome ✈ VFR day



Letňany RADIO
120,335
 Kbely TWR
120,880

ARP: 50° 07' 53" N, 14° 31' 32" E
 7 km NE Praha - centrum
ELEV: 912 ft / 278 m
Circuit: 1900 ft / 580 m AMSL



LKLT Letňany



Letňany RADIO

120,335

Kbely TWR

120,880

RWY	Magnetic direction	RWY dimensions	Strength	TORA	TODA	ASDA	LDA
05L	044°	860 x 23	5700 kg / 0.4 MPa	1000	1030	1030	860
23R	224°	860 x 23	5700 kg / 0.4 MPa	860	1000	1000	860
05R	046°	800 x 25	5700 kg / 0.4 MPa	920	950	920	800
23L	226°	800 x 25	5700 kg / 0.4 MPa	800	920	800	800



Letiště Praha Letňany, s.r.o.

Hůlkova 1075/35, 197 00 Praha 9,
info@letnany-airport.cz

Providing information to known traffic Letňany unit

☎ +420 286 581 340

Robert Skribuckij (director of the aerodrome)
skribuckij@letnany-airport.cz

Head of Providing information to known traffic Letňany unit

☎ +420 725 912 020, info@letnany-airport.cz

Handling ☎ +420 702 185 744

Customs and immigration clearance: O/R (in writing, e-mail, fax),
MON - FRI 24 HR in advance, otherwise 48 HR in advance. Application form available at the aerodrome operator or on the aerodrome website

The thresholds of RWYs 05L and 05R are shifted behind the road. The road must be overflown during take-off and landing in minimum altitude 15 m from the lowest part of aeroplane or towed object.

Parallel operation on RWY 05L/23R or RWY 05R/23L is strictly forbidden.

Crossing of RWY 06/24 LKKB axis subject to MTWR Kbely approval.



01 MAY - 01 OCT

MON-SUN: 0700 - 1700 UTC

02 OCT - 30 APR

MON-SUN: 0800 - 1600 UTC

otherwise O/R HO

For further information see "Additional information."



AVGAS 100 LL, Natural BA 95 MOGAS,
JET-A1, AKI93



TOTAL 100 D, Aeroshell 15W50, Aeroshell Sportplus 4



O/R



NIL



hotels in Prague



Refreshment at the AD



subway line C - Letňany, buses of public transport



LKMK Moravská Třebová

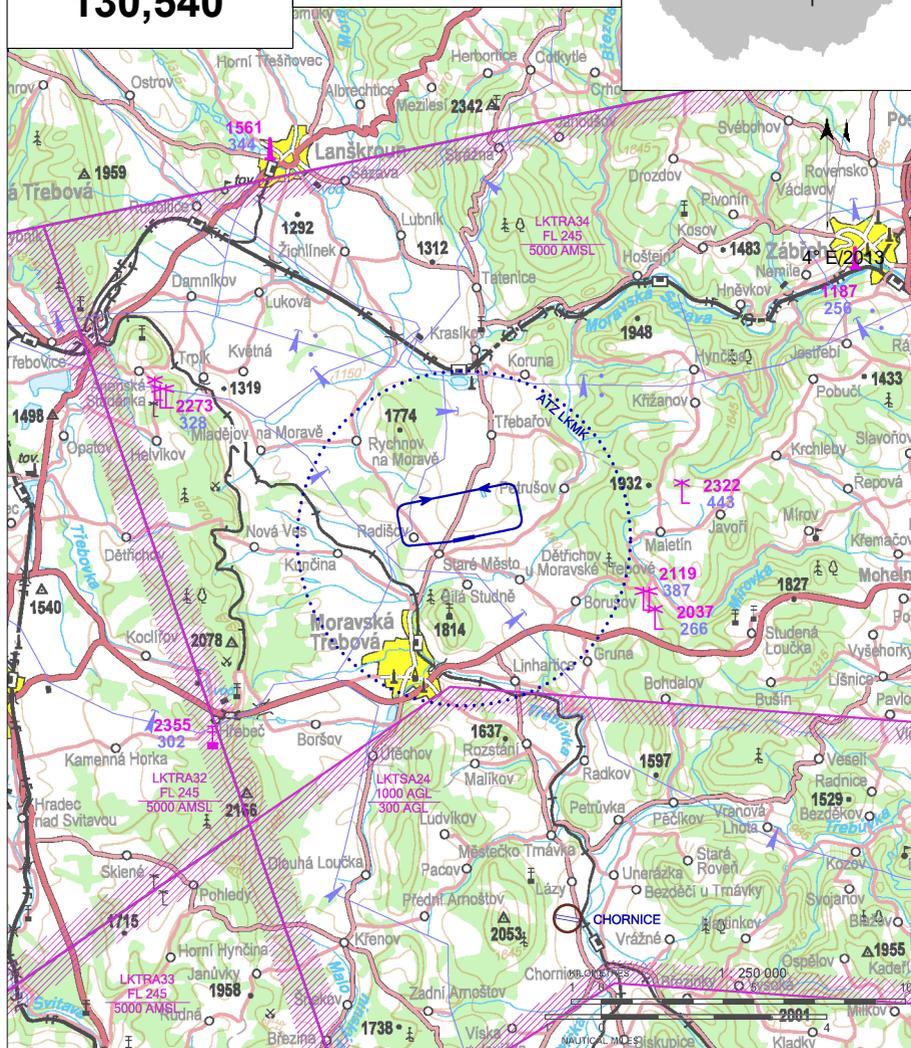
§ Public domestic aerodrome

✈ VFR day, parachute jumping operation



Třebová RADIO
130,540

ARP: 49° 47' 54" N, 16° 41' 16" E
4.7 km NNE Moravská Třebová
ELEV: 1322 ft / 403 m
Circuit: 2300 ft / 700 m AMSL



After take off from RWY 26 turn right outside build-up area of the village.

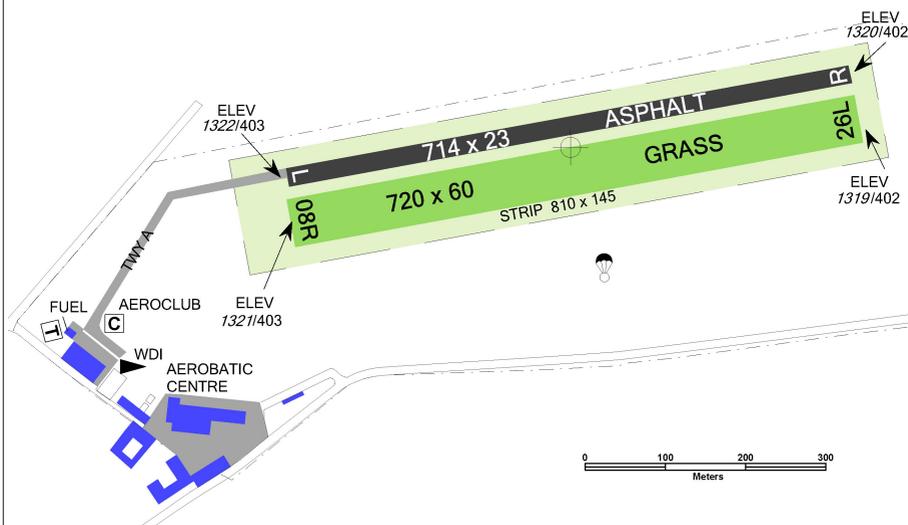
Arrivals from south carry out outside build-up area of the village in compliance with Providing information to known traffic instructions or to crosswind or final turns of given RWYs.

LKMK Moravská Třebová



Třebová RADIO
130,540

RWY	Magnetic direction	RWY dimensions	Strength	TORA	TODA	ASDA	LDA
08L	078°	714 x 23	5700 kg / 0.7 MPa	714	744	714	714
26R	258°	714 x 23	5700 kg / 0.7 MPa	714	774	714	714
08R	078°	720 x 60	5700 kg / 0.7 MPa	720	750	720	720
26L	258°	720 x 60	5700 kg / 0.7 MPa	720	780	720	720



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



Self-service with TWIN TRANS cards,
AVGAS 100LL, NATURAL 95, without card
during operating hours, otherwise HO or
O/R



TOTAL AERO 100, 100D, M100, DM
15W50



O/R, limited



O/R, service centre of AEROENGINE



25 persons at AD, otherwise hotels in the
town Moravská Třebová
reservation is required



Aerobistro, open daily
☎ +420 461 312 347



bus, taxi



Aeroklub Moravská Třebová z.s.

letišťe, 569 32 Staré Město, ☎ +420 461 311 328,
lkmk@lkmk.com

Ing. Pavel Řeřicha - aeroclub chairman

☎ +420 461 311 328, ☎ +420 777 188 413

Jan Vopat - head of air traffic ☎ +420 608 516 285,
vlp@lkmk.com

Aeroengine a.s. ☎ +420 461 312 310,

☎ +420 461 312 536, info@aeroengine.cz

Customs and immigration clearance: NIL

At departure and arrival the roads on the western and
eastern side of the aerodrome shall be overflown at
minimum height 15 m. Pay attention to the persons
and vehicles moving on these roads.



1 LOCAL TRAFFIC REGULATIONS AND RESTRICTIONS

- 1.1 Snow is not cleaned up.
- 1.2 The traffic circuits
 - 1.2.1 Carry out the traffic circuits only to the north, unless otherwise specified.
 - 1.2.2 The traffic circuit altitude is 2300 ft/700 m AMSL.
 - 1.2.3 After take off from RWY 26 turn right outside build-up area of the village.
 - 1.2.4 Arrivals from south carry out outside build-up area of the village in compliance with Providing information to known traffic instructions or to crosswind or final turns of given RWYs.
- 1.3 Operation without two-way radio communication is prohibited.
- 1.4 Pilots-in-command are obliged to request information about current AD conditions, particularly after heavy rain, haymaking and in winter via AD operator or head of air traffic.
- 1.5 At departure and arrival the roads on the western and eastern side of the aerodrome shall be overflown at minimum height 15 m. Pay attention to the persons and vehicles moving on these roads.
- 1.6 The grass areas are waterlogged after rains.
- 1.7 In season of heymaking grass RWY and taxi strips are maintained mowed. There is tall vegetation on other areas of aerodrome.

2 ADDITIONAL INFORMATION

- 2.1 Providing information to known traffic in English on request in advance.
- 2.2 Over the aerodrome and in its vicinity aerobatic training on aeroplanes and gliders.
- 2.3 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).
- 2.4 Training flights shall be coordinated with the AD LKMK operator. According to §31 article 2 of the aviation law nr. 49/1997 coll. as amended.
- 2.5 Standing and parking near fuel and on manipulation area in front of aeroclub hangar is prohibited!
- 2.6 Perform preheating and engine test runs on grass area farther away from stands.
- 2.7 Aircraft L-13SW is not permitted to taxi on asphalt TWY (damages gravel drainage strips). For take-offs and landings on asphalt RWY use entrys and exits at the ends of RWY. Taxiing on grass area.
- 2.8 The area of AD is bounded by bordering signs behind which are the drainage ditches.

3 CHARGES FOR AERODROMES

3.1 Landing charges

Ultralight aircraft	100,00
Aircraft up to 600 kg of MTOW	100,00
Aircraft up to 2 tonnes of MTOW	200,00
Aircraft over 2 tonnes of MTOW	300,00

3.2 Parking charges

NIL

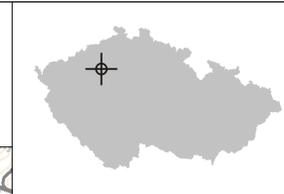
3.3 Charges for passenger service

NIL

Chapter end

LKPC Panenský Týnec

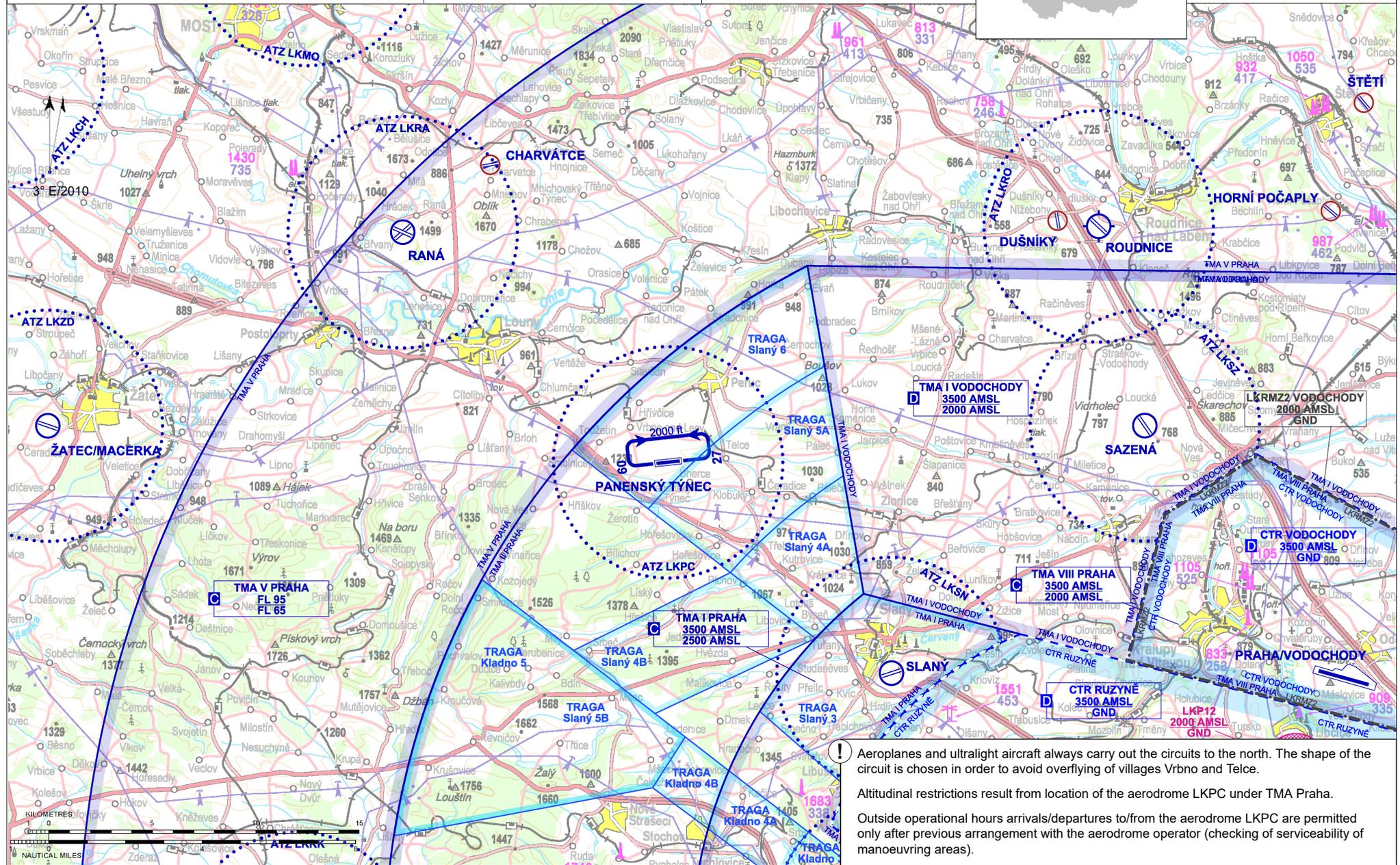
ARP: 50° 18' 23" N, 13° 56' 06" E
 1,5 km NE Panenský Týnec
 ELEV: 1207 ft / 368 m
 Circuit: 2000 ft / 610 m AMSL



Týnec RADIO
118,580

Public domestic aerodrome

VFR day, parachute jumping operation



! Aeroplanes and ultralight aircraft always carry out the circuits to the north. The shape of the circuit is chosen in order to avoid overflying of villages Vrbno and Telce.

Altitudinal restrictions result from location of the aerodrome LKPC under TMA Praha.

Outside operational hours arrivals/departures to/from the aerodrome LKPC are permitted only after previous arrangement with the aerodrome operator (checking of serviceability of manoeuvring areas).

LKPC Panenský Týnec



Týnec RADIO
118,580



Aeroklub Panenský Týnec, z.s.

Telce 37, 440 01 Peruc - Louny,
aeroklubtynec@seznam.cz

Jaroslav Buřič - ☎ +420 606 633 350, CZ
Antonín Burger - ☎ +420 606 636 653, CZ, GER
Milan Vacík - ☎ +420 725 408 709,
milan.vacik@gmail.com, CZ, EN



15 APR - 15 OCT
SAT, SUN, HOL 0800 - 1500



AVGAS 100LL



TOTAL D100



NIL



NIL



6 places - after prior arrangement



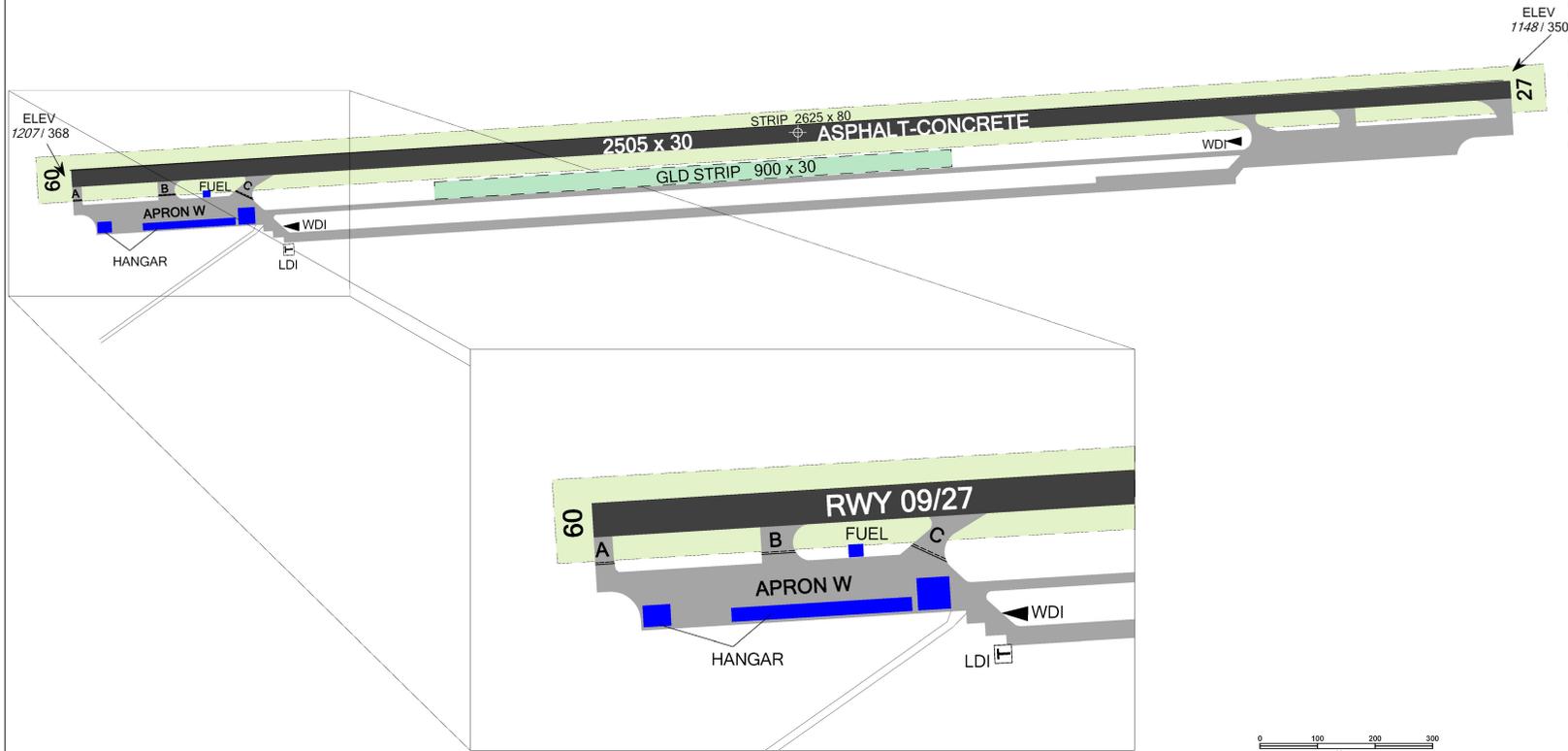
guesthouse "Na pile" - 2 km



bus - Panenský Týnec - dist. 2 km

Customs and immigration clearance: NIL

Taxi only on TWY A, B and C and on RWY 09/27. Other paved and grass parts of the aerodrome are unserviceable.



RWY	Magnetic direction	RWY dimensions	Strength	TORA	TODA	ASDA	LDA
09	084°	2505 x 30	PCN 22/F/C/X/T	2505	2565	2505	2505
27	264°	2505 x 30	PCN 22/F/C/X/T	2505	2565	2505	2505

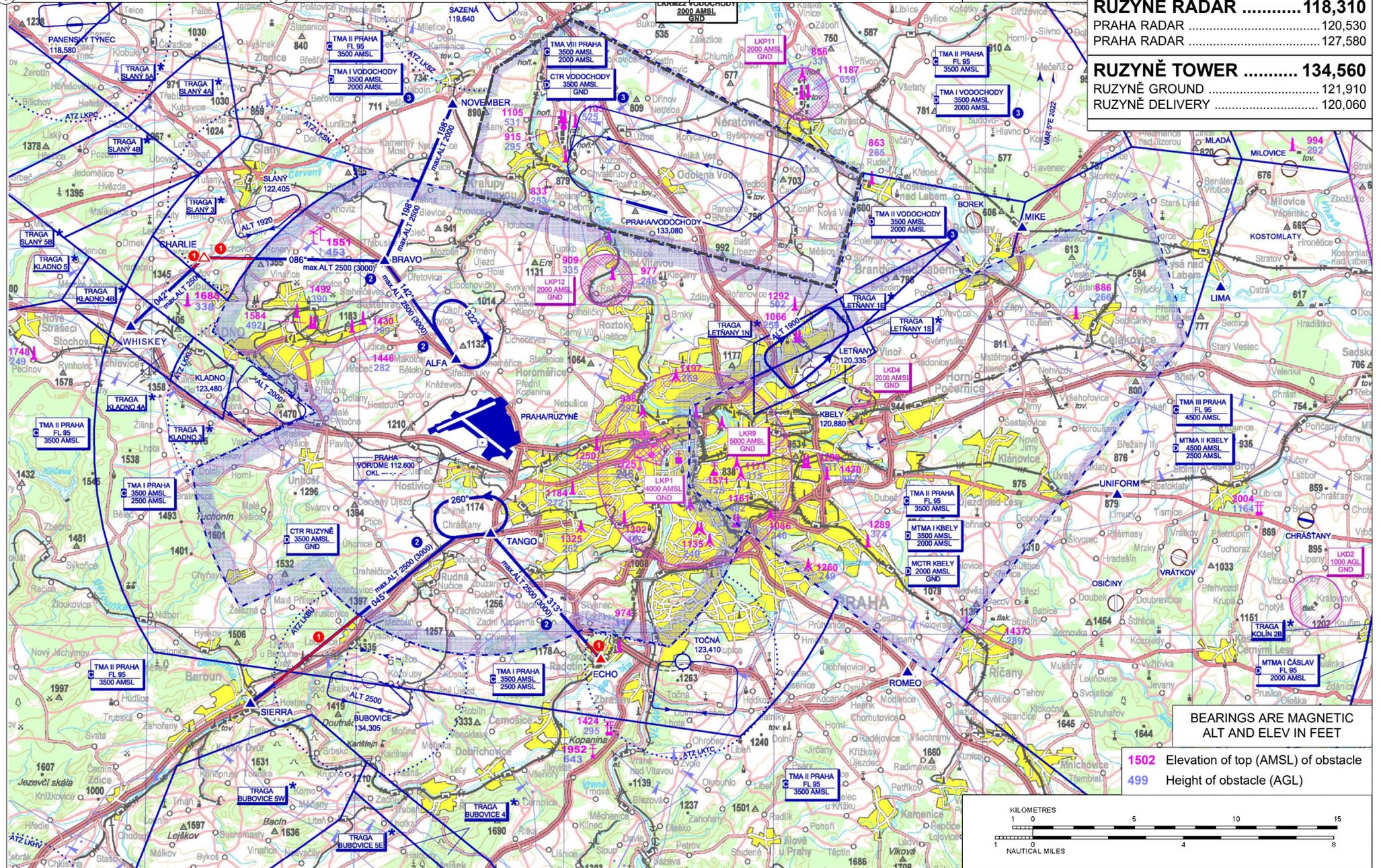
LKPR PRAHA/Ruzyně

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



RUZYŇĚ ATIS	122,160
RUZYŇĚ RADAR	118,310
PRAHA RADAR	120,530
PRAHA RADAR	127,580
RUZYŇĚ TOWER	134,560
RUZYŇĚ GROUND	121,910
RUZYŇĚ DELIVERY	120,060

Public international aerodrome IFR, VFR

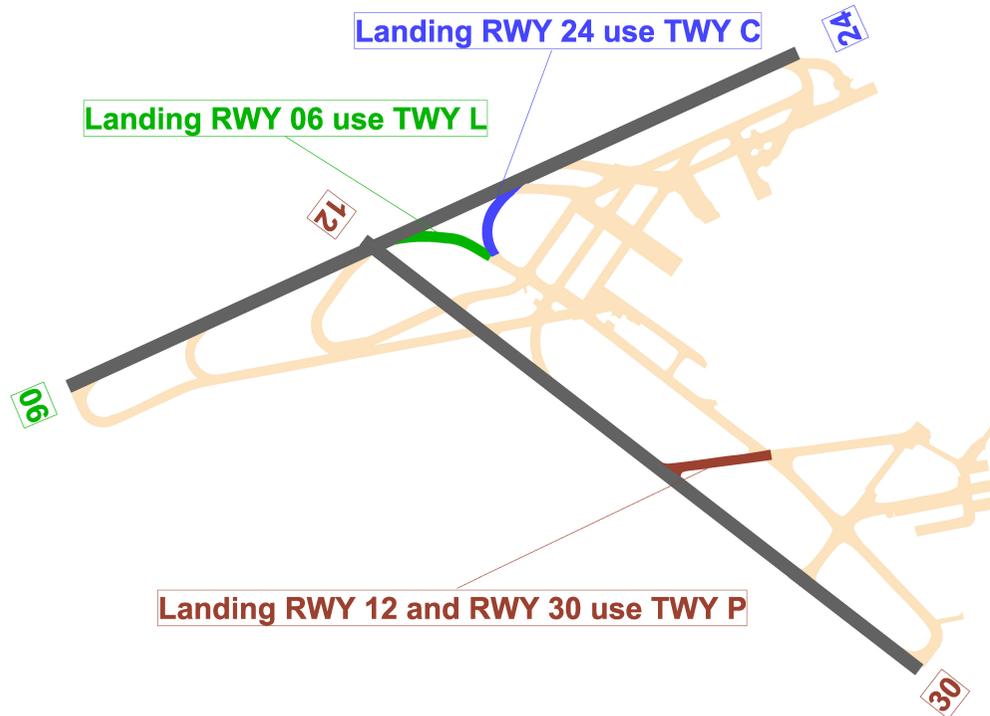


BEARINGS ARE MAGNETIC
ALT AND ELEV IN FEET

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

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

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



3 Activation rules for CTR/TMA VODOCHODY and TMA VIII PRAHA

TMA VIII PRAHA is effective only if CTR and TMA II Vodochody is not active. Information about status of CTR and TMA II Vodochody is broadcasted on FREQ 123,030.

Outside of activation time TMA I Vodochody the area expires and the airspace classification is changed to class E. Information about status of TMA I Vodochody is broadcasted on FREQ 123,030.

LKVO PRAHA/Vodochody

ARP: 50° 13' 00" N, 14° 23' 44" E
2 km SW from Odolena Voda
ELEV: 919 ft / 280 m

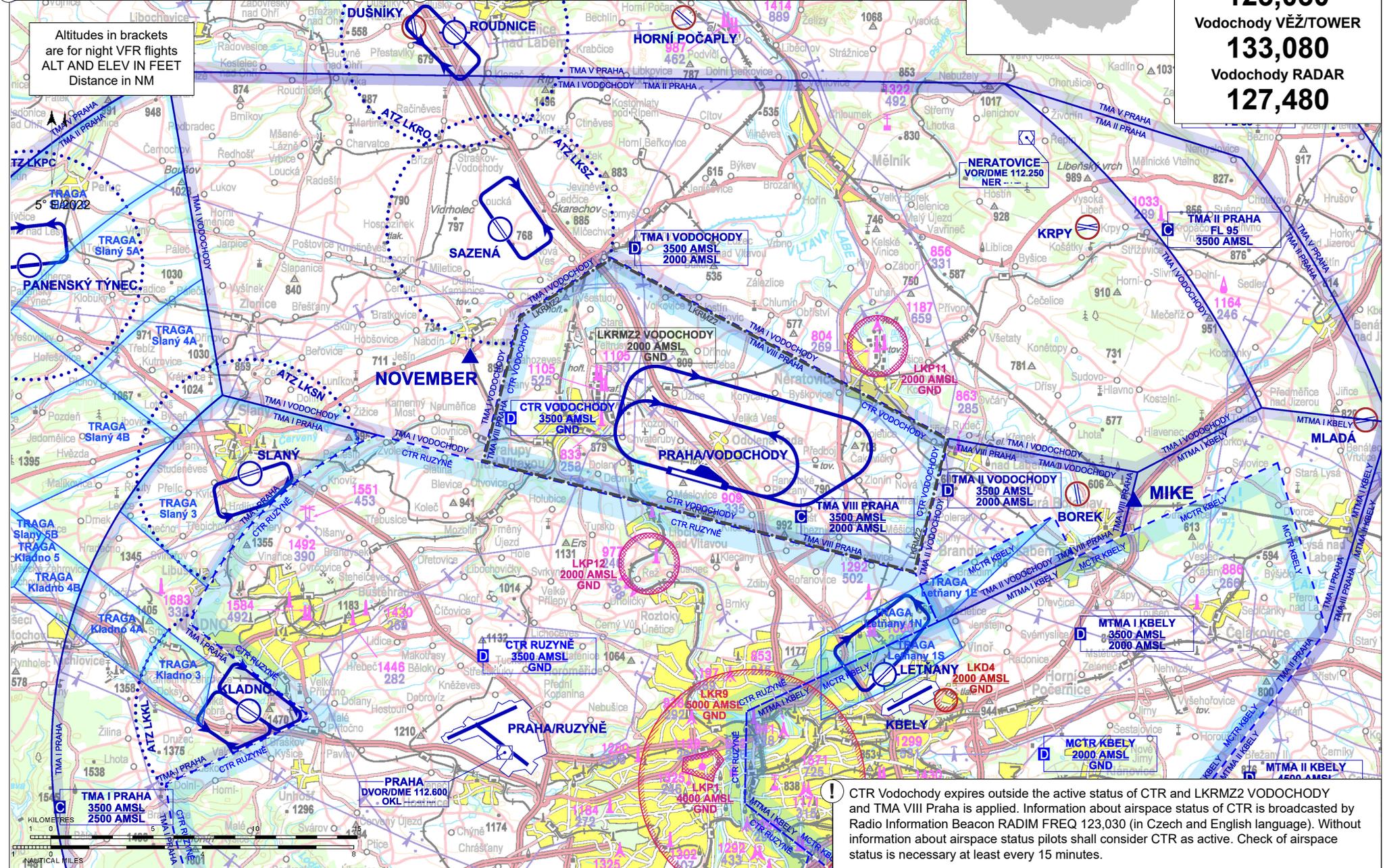


Vodochody RADIM
123,030
Vodochody VĚŽ/TOWER
133,080
Vodochody RADAR
127,480

Private international aerodrome

IFR, VFR

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



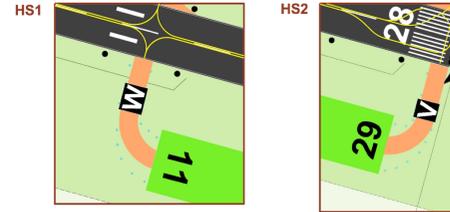
CTR Vodochody expires outside the active status of CTR and LKRMZ2 VODOCHODY and TMA VIII Praha is applied. Information about airspace status of CTR is broadcasted by Radio Information Beacon RADIM FREQ 123,030 (in Czech and English language). Without information about airspace status pilots shall consider CTR as active. Check of airspace status is necessary at least every 15 minutes.

LKVO PRAHA/Vodochody



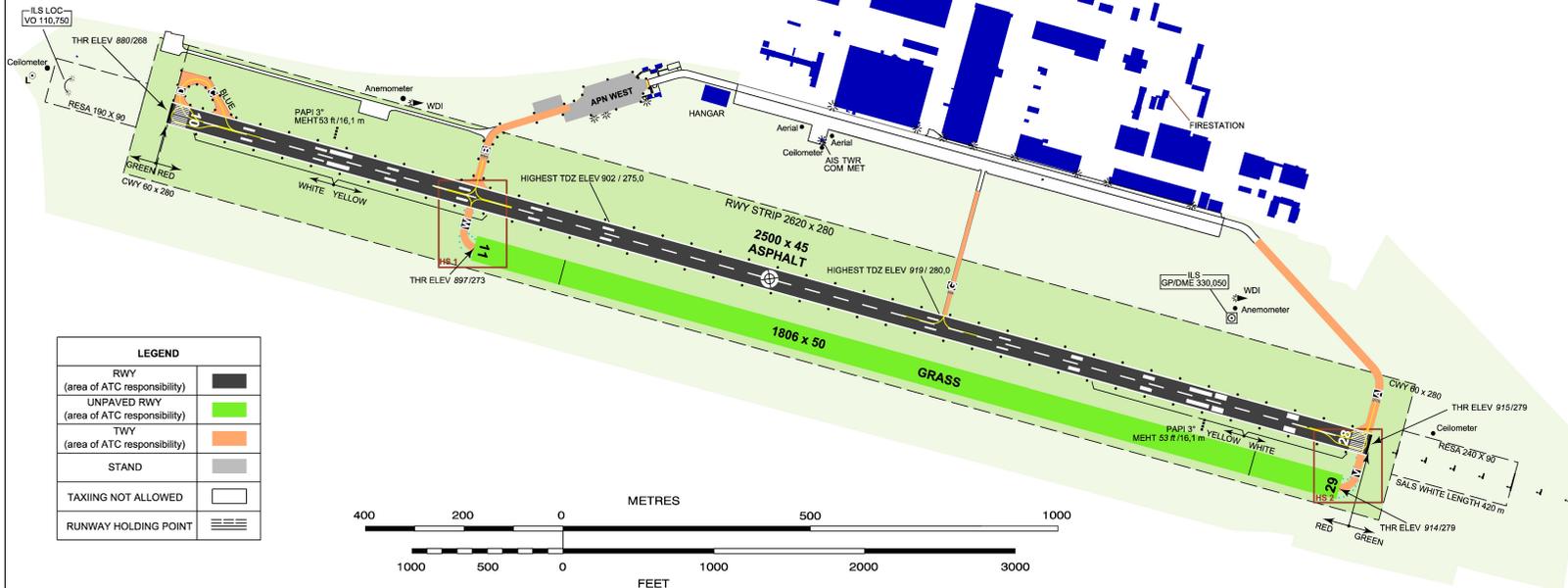
Vodochody VĚŽ/TOWER
133,080

↑
VAR '26 2022
ANNUAL RATE OF CHANGE -4y
ELEVATIONS IN # / m
DIMENSIONS IN m
BEARINGS ARE MAGNETIC



Landing on RWY 29
Possible runway 10/28 incursion
After landing on RWY 29 do not vacate on TWY W unless otherwise instructed by ATC

Landing on RWY 11
Possible runway 10/28 incursion
After landing on RWY 11 do not vacate on TWY V unless otherwise instructed by ATC



LEGEND	
RWY (area of ATC responsibility)	
UNPAVED RWY (area of ATC responsibility)	
TWY (area of ATC responsibility)	
STAND	
TAXIING NOT ALLOWED	
RUNWAY HOLDING POINT	



RWY	Magnetic direction	RWY dimensions	Strength	TORA	TODA	ASDA	LDA
10	100°	2500 x 45	PCN 22/F/B/X/T	2500	2560	2500	2500
28	280°	2500 x 45	PCN 22/F/B/X/T	2500	2560	2500	2500
11	100°	1806 x 50	5700 kg / 1,25 MPa	1806	1866	1806	1806
29	280°	1806 x 50	5700 kg / 1,25 MPa	1806	1866	1806	1806



AERO Vodochody AEROSPACE a.s.
U Letiště 374, 250 70 Odolena Voda, Dolíněk, ☎ +420 731 135 187, handling@aero.cz, AFTN: LKVOZPZX, AFTN: LKVOZTZX

Handling - Flight and services request - ☎ +420 731 135 187
ATC, TWR - ☎ +420 255 762 615
Meteo, Briefing - ☎ +420 255 762 609
AD Administration - ☎ +420 770 318 199
Rescue and fire fighting service - ☎ +420 255 763 200

- MON - FRI 0630 - 1400 (0530 - 1300)
- Jet A-1, AVGAS 100 LL
- NIL
- NIL
- NIL
- NIL (hotels in Prague)
- Snack bar at time of air traffic, light meals.
- public transport - bus stop Odolena Voda - závod (factory)
train station Ůžice - 3 km from aerodrome

Customs and immigration clearance:
Customs and immigration clearance outside "Schengen" countries is provided on working days O/R 24 HR in advance. Ask min 48 HR in advance for flights on weekends and public holidays. Visas are not granted.

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 LKRMZ2 VODOCHODY 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.vodochody-airport.cz/en>

Chapter end



LKRO Roudnice



Public domestic aerodrome / Private international aerodrome

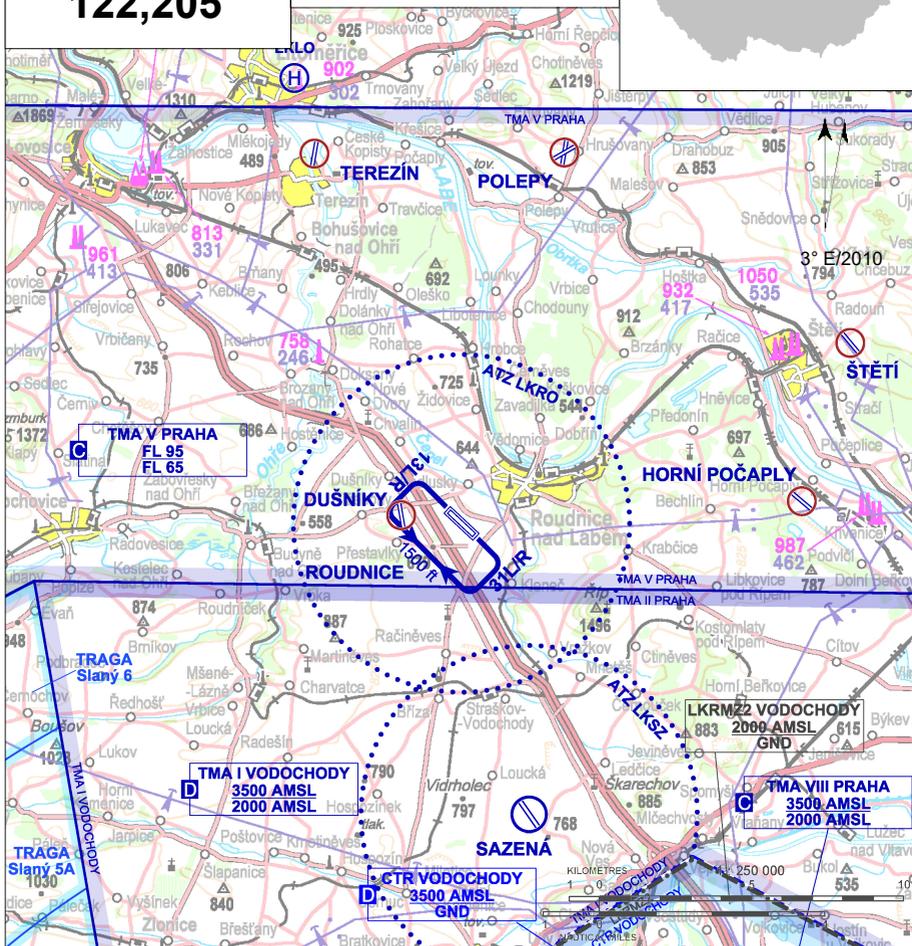


VFR day/night, parachute jumping operation



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.

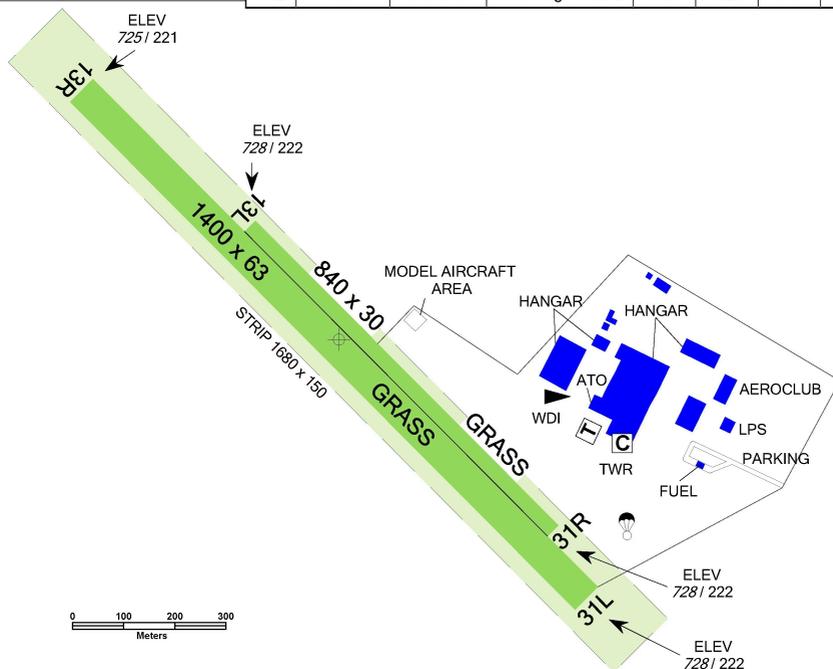
Flights in ATZ only up to 2200 LT. After this time only en-route flights (arrivals and departures) are allowed.

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.



LKSZ Sazená

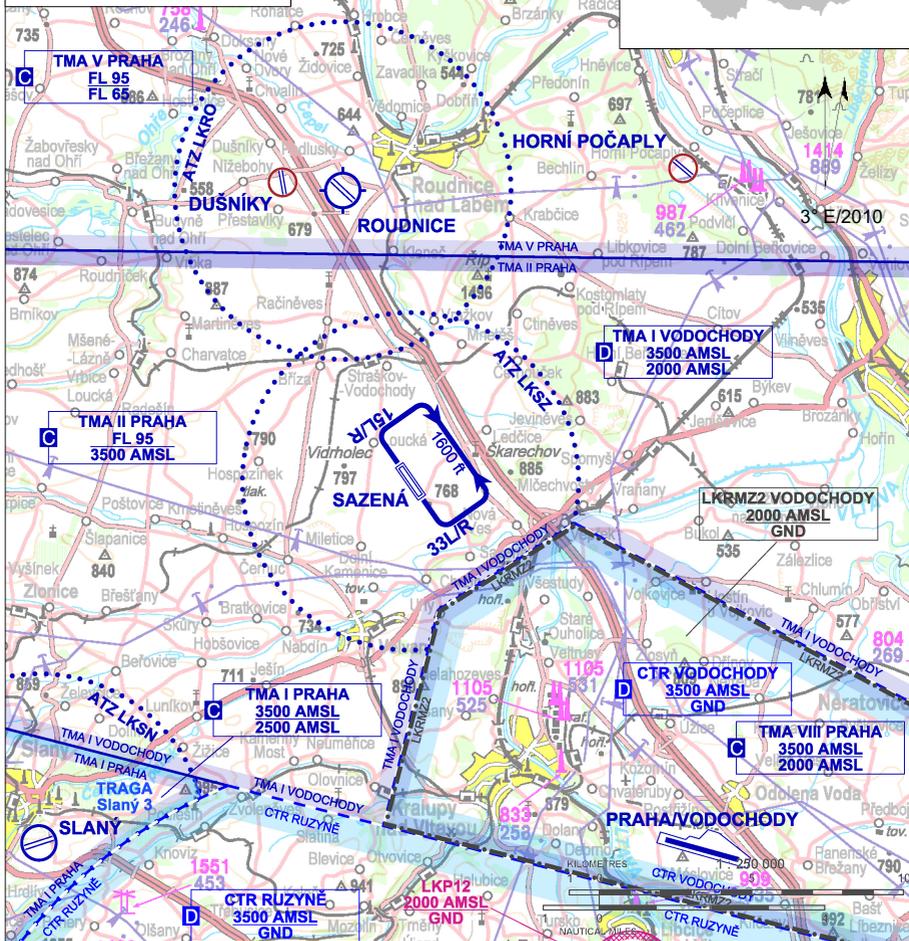
S Public domestic aerodrome

X VFR day/night, parachute jumping operation



Sazená RADIO
119,640

ARP: 50° 19' 29" N, 14° 15' 32" E
6 km NNE Velvary; 8,9 km
NNW Kralupy nad Vltavou
ELEV: 765 ft / 233 m
Circuit: 1600 ft / 488 m AMSL



! AD is located under TMA Vodochody. In operational hours of AD PRAHA/Vodochody MAX altitude in ATZ LKSZ without co-ordination is 2000 ft AMSL. Arrivals and departures shall be carried out with regard to the vicinity of CTR Vodochody.

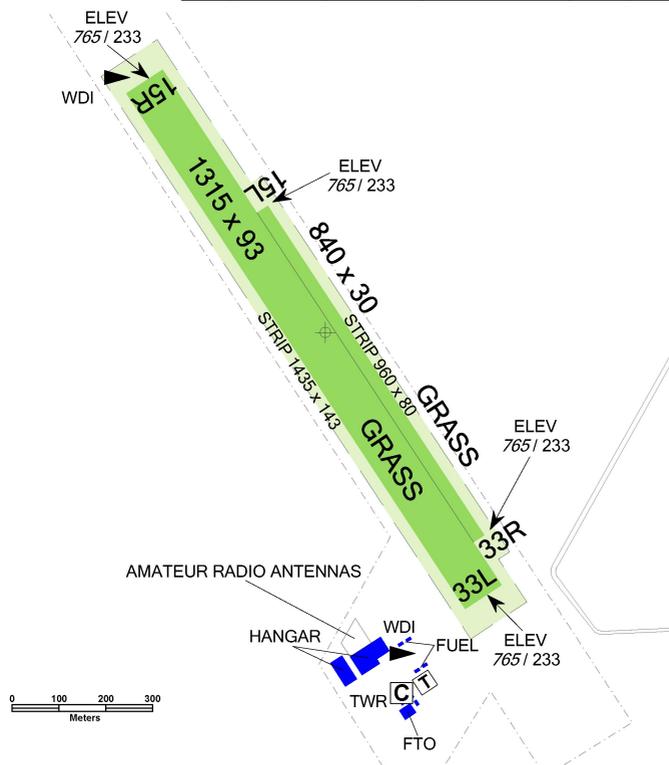
By reason of noise abatement the arrivals, departure and traffic circuits of aeroplanes (including sporting flying equipment) have to be carried out to avoid villages Sazená, Loucká and Ledčice.

LKSZ Sazená



Sazená RADIO
119,640

RWY	Magnetic direction	RWY dimensions	Strength	TORA	TODA	ASDA	LDA
33L	325°	1315 x 93	5700 kg / 0.7 MPa	1315	1375	1315	1315
15R	145°	1315 x 93	5700 kg / 0.7 MPa	1315	1375	1315	1315
33R	325°	840 x 30	5700 kg / 0.7 MPa	840	900	840	840
15L	145°	840 x 30	5700 kg / 0.7 MPa	840	900	840	840



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



BA95



TOTAL AERO D100



O/R, limited



NIL



hotels in Kralupy nad Vltavou; at the aerodrome - limited, by prior arrangement



NIL



bus - Ledčice cross-road (3 km), train - railway station Nové Ouholice (6 km)



Aeroklub Kralupy nad Vltavou, z.s.

28. října č. 92, 278 01 Kralupy nad Vltavou,

☎ +420 315 761 135, lksz@seznam.cz

Jan Šimon - the head of aeronautical operation

☎ +420 603 866 458, EN

Lukáš Fiala - chairman of aeroklub ☎ +420 602 441 829

Customs and immigration clearance: NIL

RWY 15L/33R is equipped for night traffic operation by runway edge lights. Usage: on request.



LKSN Slaný

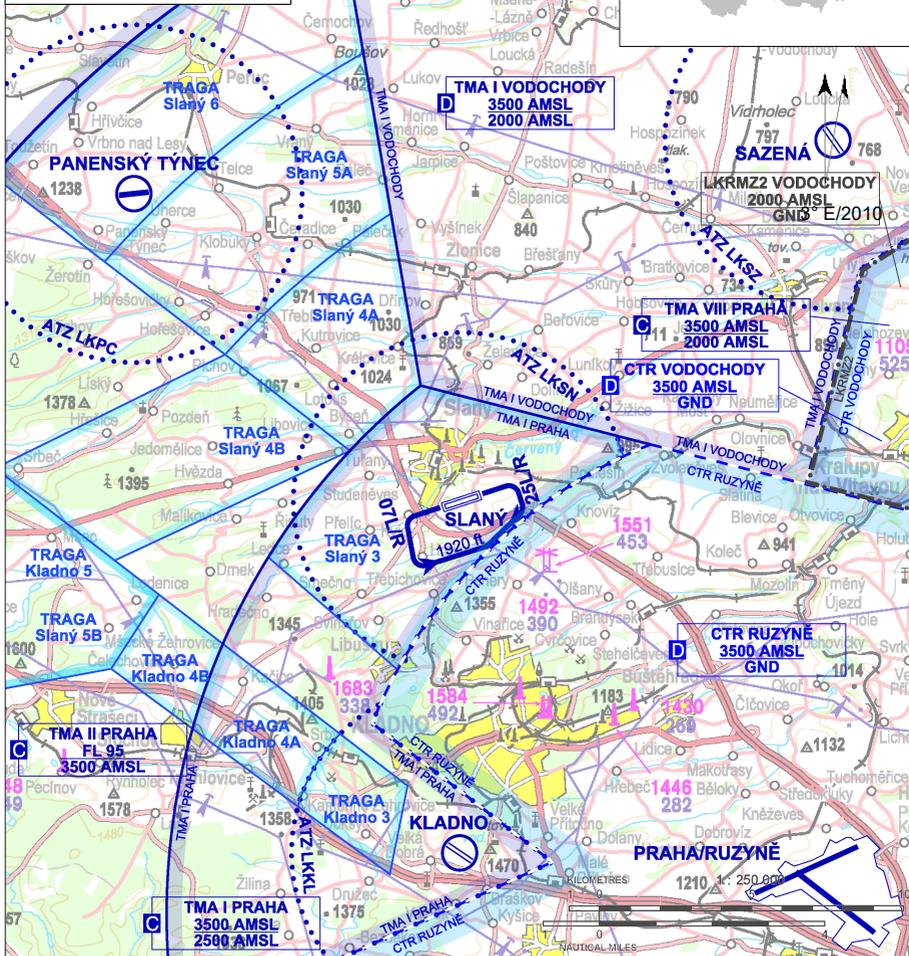
§ Public domestic aerodrome

✈ VFR day



Slaný RADIO
122,405

ARP: 50° 13' 00" N, 14° 05' 19" E
1,3 km from the town
Slaný, GEO 180°
ELEV: 1079 ft / 329 m
Circuit: 1920 ft / 580 m AMSL



Avoid overflying of built-up area of the city and surrounding villages during take-off and landing.

CTR Ruzyně is located 2 km south of AD Slaný.

AD circuits shall be carried out to the south only, to avoid CTR Ruzyně.

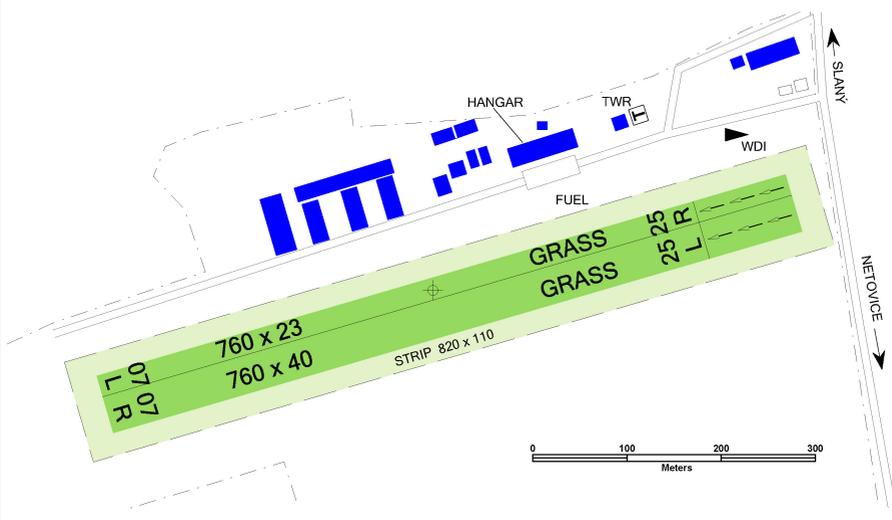
AD Slaný is located under TMA I Praha. MAX height above AD is 1000 ft/300 m AAL.

LKSN Slaný



Slaný RADIO
122,405

RWY	Magnetic direction	RWY dimensions	Strength	TORA	TODA	ASDA	LDA
07L	072°	760 x 23	5700 kg / 0.4 MPa	660	690	760	760
25R	252°	760 x 23	5700 kg / 0.4 MPa	760	790	760	660
07R	072°	760 x 40	5700 kg / 0.4 MPa	660	690	760	760
25L	252°	760 x 40	5700 kg / 0.4 MPa	760	790	760	660



Aeroklub Slaný z.s.

P.O. Box 84, 274 01 Slaný,

+420 312 315 326, akslany@volny.cz

Michal Kratochvíl ☎ +420 777 604 687

Luděk Crha ☎ +420 605 235 522, ludekcrha@volny.cz,
EN

Kateřina Vojtová ☎ +420 736 779 937, akslany@volny.cz



15 APR - 15 OCT
SAT, SUN, HOL 0700 - 1400
otherwise 24 HR O/R



AVGAS 100, Natural 95 O/R



TOTAL AD 100, Castrol 10W-40 4T



O/R, limited



NIL



NIL



restaurant in Slaný



train: railway station Slaný suburb, DIST 1,3 km,
bus: bus stop by hotel Praha, DIST 1,2 km

Customs and immigration clearance: NIL

Before landing on RWY 25L/R the minimum height above road must be 20 m (60 ft). THR of RWY 25L/R is permanently shifted by 100 m for this reason. Permanently shifted threshold of RWY 25L/R is designated by threshold marks and flags. Landing distance available (LDA) is 660 m. RWY 25L/R is without restrictions for take-offs and that is in original take off distance available (TODA) 790 m. During the operational hours the landing T sign is marked out on the left of the RWY in use.



LKSO Soběslav

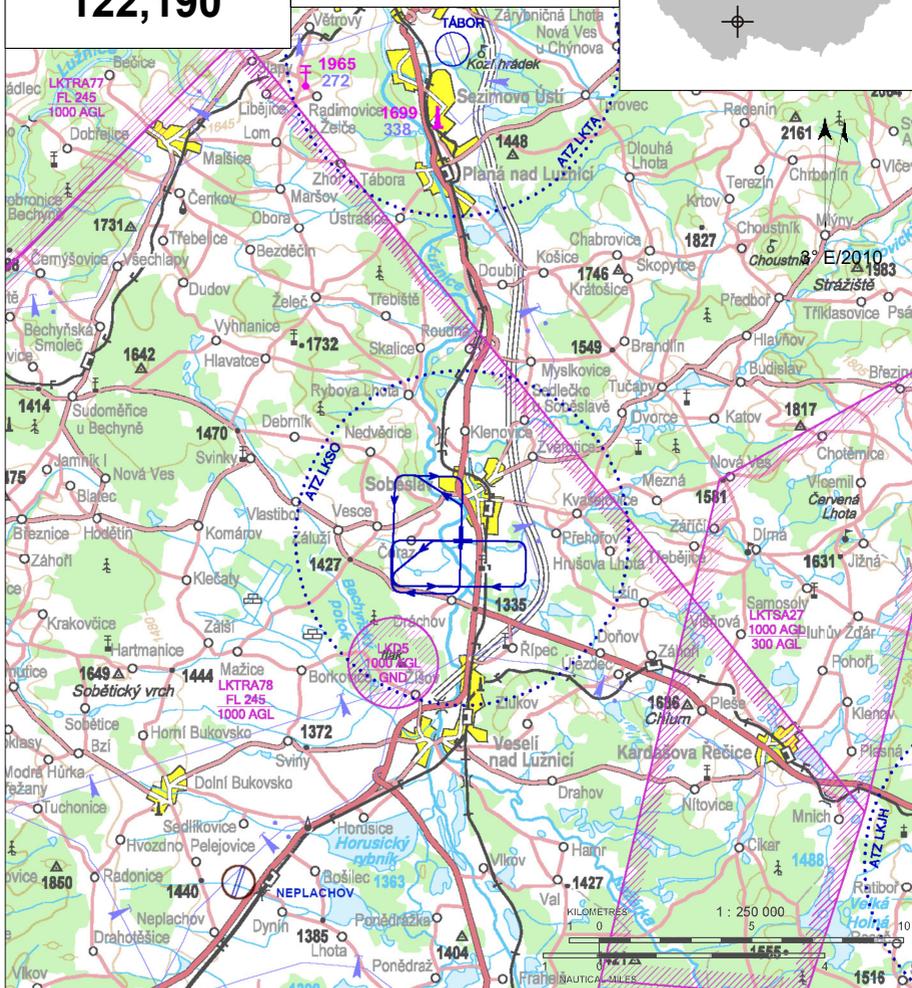
§ Public domestic aerodrome

✈ VFR day, parachute jumping operation



Soběslav RADIO
122,190

ARP: 49° 14' 48" N, 14° 42' 49" E
1,5 km SSW Soběslav
ELEV: 1335 ft / 407 m
Circuit: 2300 ft / 701 m AMSL



During landing caution advised due to obstacles. There is presence of high trees.

Noise abatement procedures

- After departure from RWY 36 in safe height turn left to avoid town Soběslav.
- After departure from RWY 18 avoid village Dráčov.
- After departure from RWY 26 avoid village Čeraz to the left.

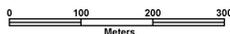
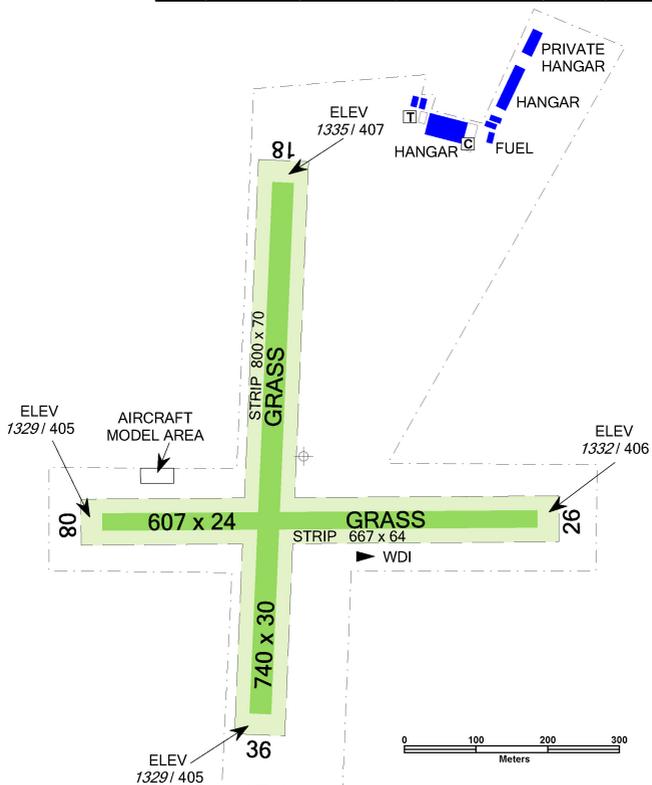


LKSO Soběslav



Soběslav RADIO
122,190

RWY	Magnetic direction	RWY dimensions	Strength	TORA	TODA	ASDA	LDA
18	182°	740 x 30	5700 kg / 0.4 MPa	740	770	740	740
36	002°	740 x 30	5700 kg / 0.4 MPa	740	770	740	740
08	084°	607 x 24	5700 kg / 0.4 MPa	607	637	607	607
26	264°	607 x 24	5700 kg / 0.4 MPa	607	637	607	607



Aeroklub Soběslav, z.s.

P.O. Box 15, 392 01 Soběslav,
☎ +420 602 396 275,
aeroklub.sobeslav@seznam.cz

Lukáš Kaisler - head of air traffic ☎/📠 +420 731 808 965
Ing. Radim Vadász - deputy of head of air traffic
☎ +420 721 203 171
Ing. Radovan Fára - chairman of aeroclub
☎ +420 737 257 580
Pavel Ondřej, DiS - deputy chairman of aeroclub
☎ +420 777 103 769

Customs and immigration clearance: NIL



15 APR - 15 OCT
SAT, SUN, HOL 0630 - 1330
otherwise O/R



AVGAS 100 LL, NATURAL 95



TOTAL AERO D100



O/R, limited



O/R, limited



Soběslav



NIL



bus, train



LKSR Strunkovice

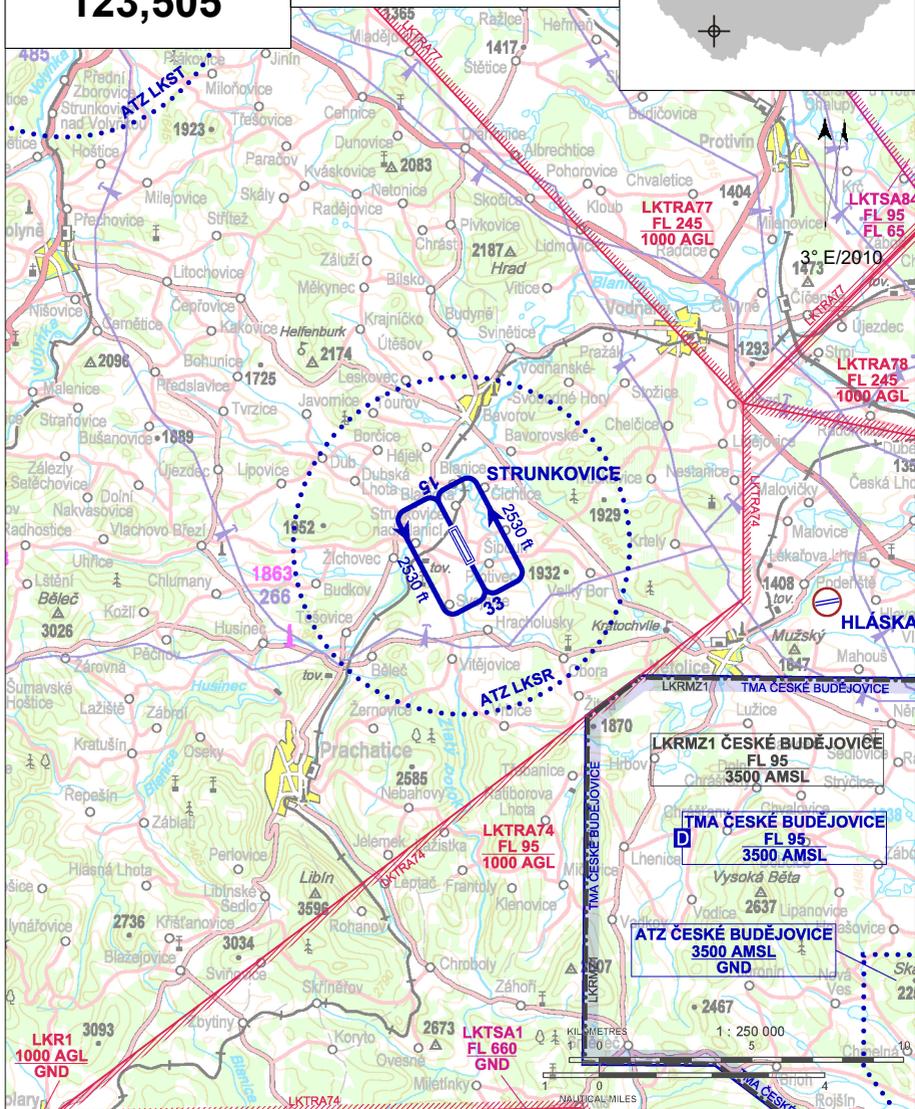
Public domestic aerodrome

VFR day, parachute jumping operation



Strunkovice RADIO
123,505

ARP: 49° 04' 57" N, 14° 04' 33" E
9,5 km NE Prachatic
ELEV: 1565 ft / 477 m
Circuit: 2530 ft / 771 m AMSL



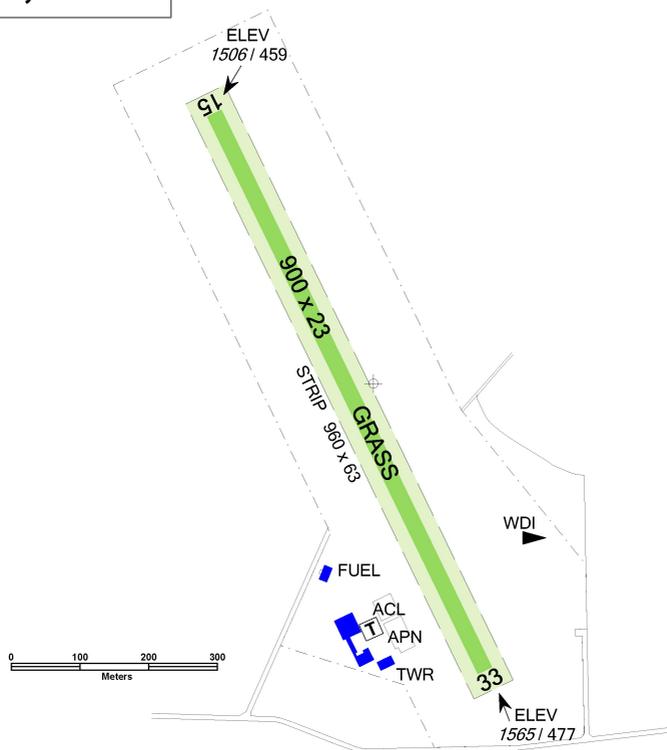
! The minimum height of aeroplanes above the village Strunkovice is 1000 ft / 300 m AGL.

LKSR Strunkovice



Strunkovice RADIO
123,505

RWY	Magnetic direction	RWY dimensions	Strength	TORA	TODA	ASDA	LDA
15	152°	900 x 23	5700 kg / 0.4 MPa	900	930	900	900
33	332°	900 x 23	5700 kg / 0.4 MPa	900	930	900	900



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



NATURAL BA 95



MOBIL RACING 4T - 15w-50



O/R, limited



NIL



28 persons, ☎ +420 603 283 116



snack bar - during operational hours



train: Strunkovice nad Blanicí (1,2 km)
bus: Strunkovice nad Blanicí (1,5 km)
taxi: Prachatice (12 km), Vodňany (13 km)



Aeroklub Prachatice z.s.
Strunkovice nad Blanicí 278, 384 26 Strunkovice
nad Blanicí, ☎ +420 388 327 124 (SAT, SUN
0600-1600) , akpt@seznam.cz

Customs and immigration clearance: NIL



LKTA Tábor

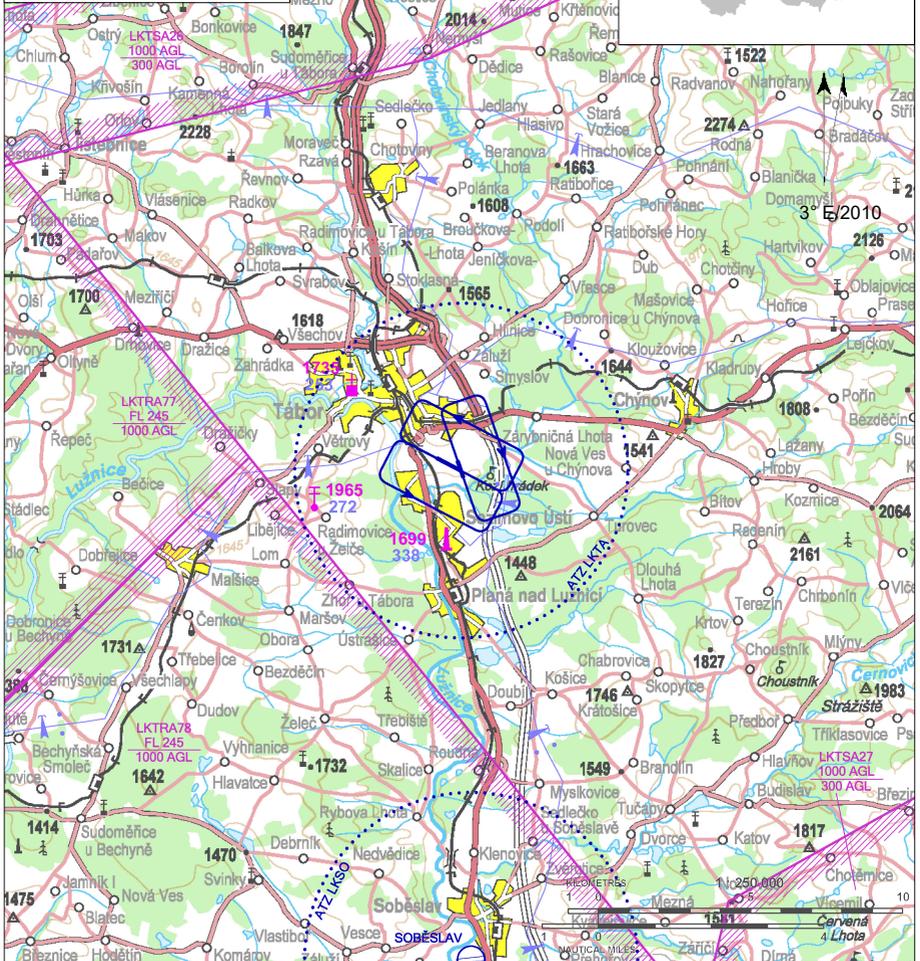
S Public domestic aerodrome

✈ VFR day/night, parachute jumping operation



Tábor RADIO
122,610

ARP: 49° 23' 28" N, 14° 42' 30" E
3 km SE Tábor
ELEV: 1440 ft / 439 m
Circuit: 2460 ft / 750 m AMSL



! The roads near the threshold of RWY 11 shall be flown over at a minimum height of 15 m from the lowest part of the aircraft or towed object during take-off and landing.

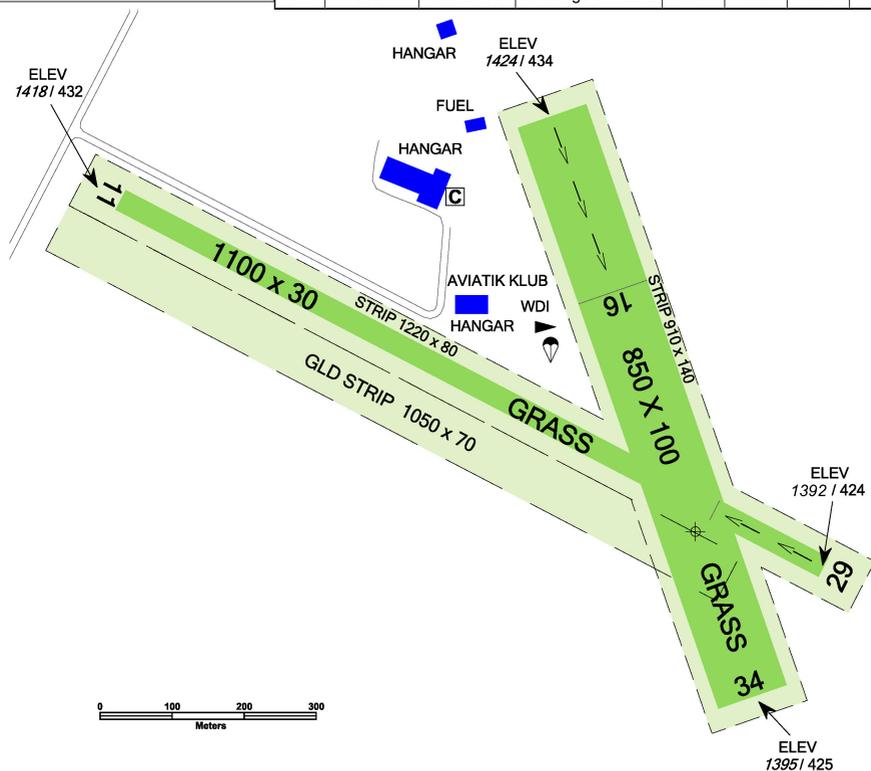
Usability of the aerodrome only VFR/day. VFR/night only after previous agreement with the aerodrome operator.

LKTA Tábor



Tábor RADIO
122,610

RWY	Magnetic direction	RWY dimensions	Strength	TORA	TODA	ASDA	LDA
11	113°	1100 x 30	5700 kg / 0.4 MPa	930	1160	930	1100
29	293°	1100 x 30	5700 kg / 0.4 MPa	1100	1100	1100	930
16	156°	850 x 100	5700 kg / 0.4 MPa	850	850	850	
34	336°	850 x 100	5700 kg / 0.4 MPa	630	880	630	850



15 APR - 15 OCT
SAT, SUN, HOL 0700-1400, otherwise O/R



AVGAS 100 LL, NATURAL BA 95



AEROSHELL 100/100 W AD, TOTAL D
100, SAE-15W 40



O/R, limited



O/R, limited



Tábor, Sezimovo Ústí,
6 beds at the aerodrome - O/R



NIL



public transport - bus lines No 10, 11, 14,
50, taxi



Aeroklub Tábor

Měšice 477, 391 56 Tábor,

+420 381 263 264, info@aktabor.cz

Jiří Lískovec - head of air traffic +420 606 106 422,

+420 739 275 750

Stanislav Jirmus - deputy of head of air traffic

+420 602 722 422

Customs and immigration clearance: NIL

Only take-offs are permitted on RWY 16.



LKTC Točná

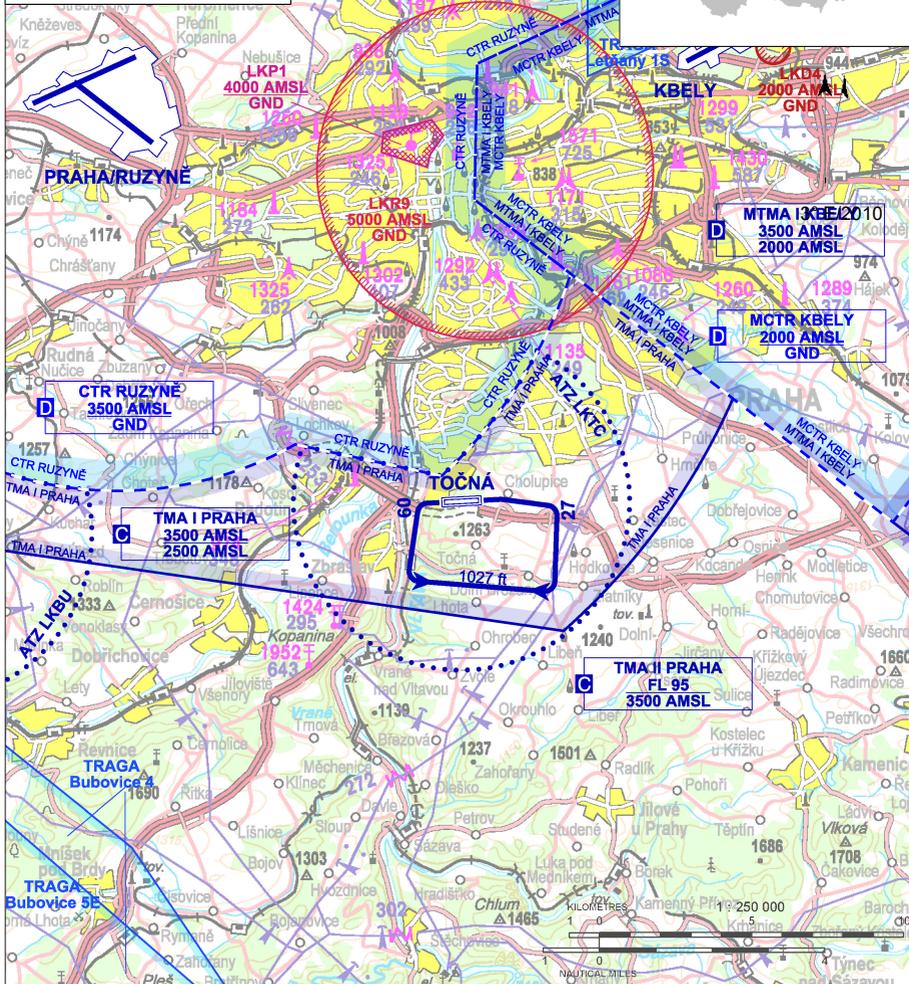
§ Private international aerodrome

✈ VFR day



Točná RADIO
123,410

ARP: 49° 59' 07" N, 14° 25' 32" E
9 km S Praha
ELEV: 1027 ft / 313 m



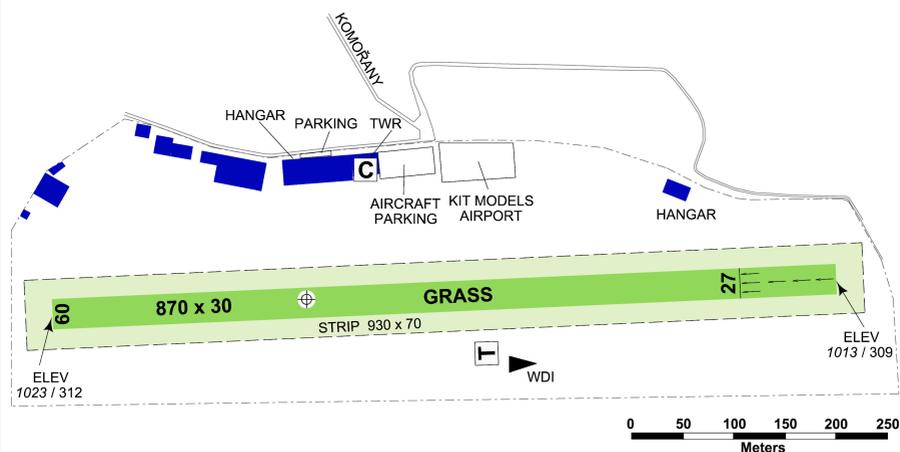
! ATZ is restricted horizontally by CTR Ruzyně and vertically by lower limit of TMA I Praha (2500 ft AMSL on QNH of LKPR).
Aeroplanes arriving to RWY 09 can fly only outside of CTR Ruzyně, or can request clearance for entry to the CTR on FREQ Ruzyně Radar 118,310.

LKTC Točná



Točná RADIO
123,410

RWY	Magnetic direction	RWY dimensions	Strength	TORA	TODA	ASDA	LDA
09	087°	870 x 30	5700 kg / 0.4 MPa	790	820	870	870
27	267°	870 x 30	5700 kg / 0.4 MPa	870	900	870	790



Letecké Muzeum Točná, s.r.o.
Radlická 2, 150 00 Praha 5, airport@tocna.cz,
www.tocna.cz

Providing information to known traffic

☎ +420 724 443 882

Customs and immigration clearance: NIL

Aircraft model air field in close vicinity of RWY.
Movement of unmanned systems above the aerodrome is coordinated during operation at the aerodrome. Be careful.



O/R



NIL



Mobile JET II



Available



NIL



Praha



NIL



taxi, bus 1 km Komořany



LKZD Žatec/Macerka

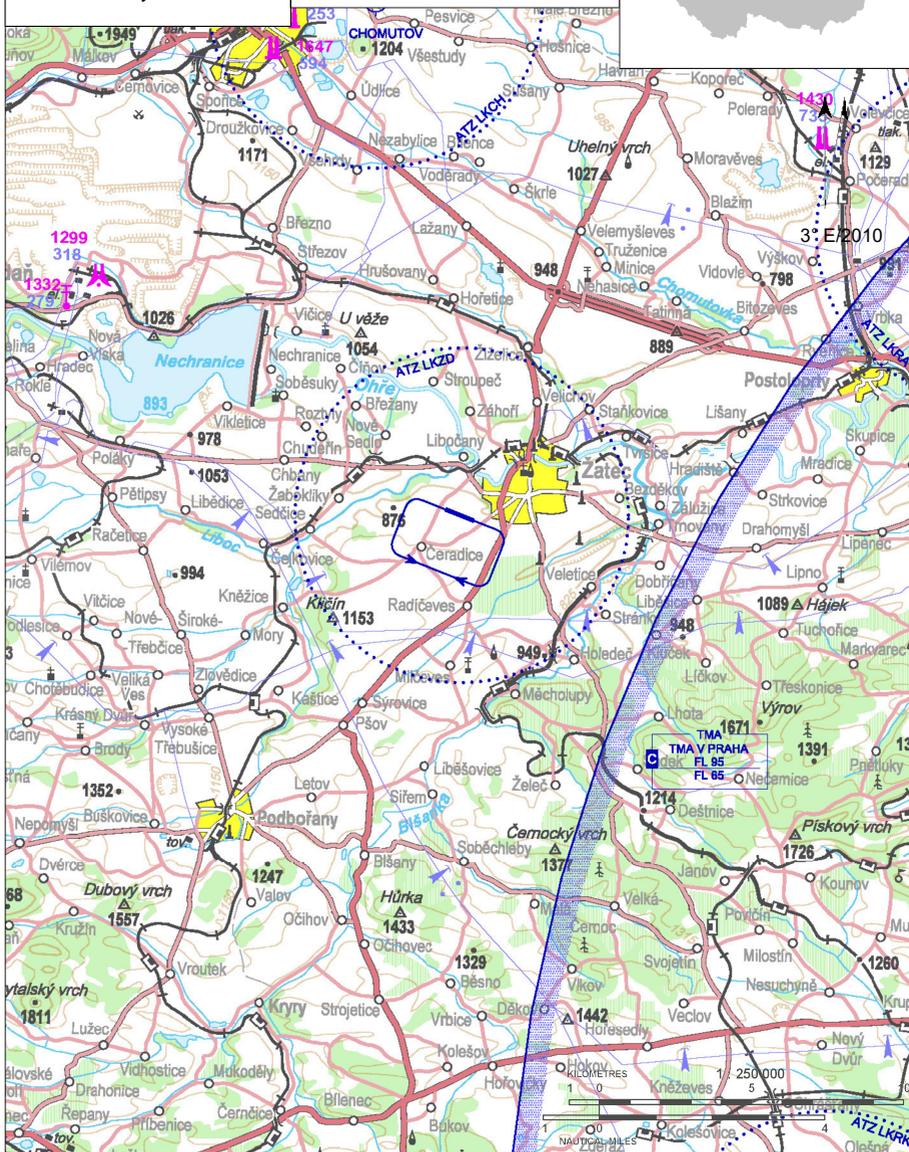
§ Private domestic aerodrome

✈ VFR day, parachute jumping operation



Žatec RADIO
122,810

ARP: 50° 19' 03" N, 13° 30' 46" E
2,6 km GEO 235°
from centre of Žatec
ELEV: 883 ft / 269 m
Circuit: 1900 ft / 580 m

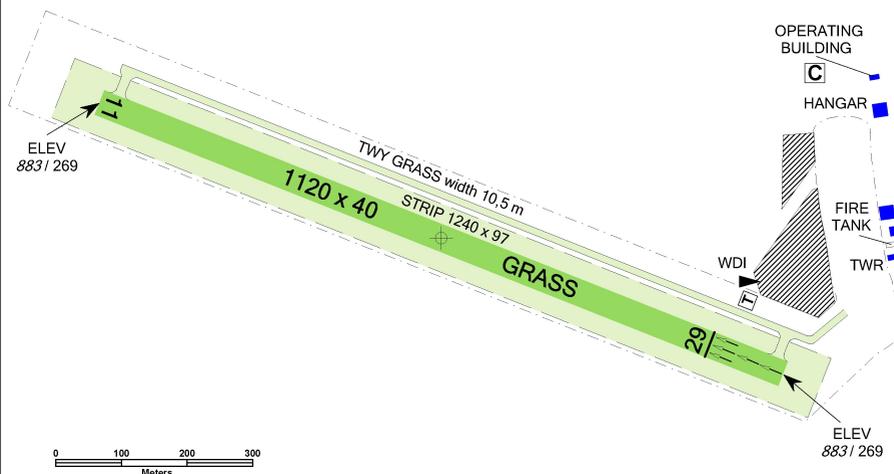


LKZD Žatec/Macerka



Žatec RADIO
122,810

RWY	Magnetic direction	RWY dimensions	Strength	TORA	TODA	ASDA	LDA
29	289°	1120 x 40	6500 kg / 0.44 MPa	1120	1180	1120	1000
11	109°	1120 x 40	6500 kg / 0.44 MPa	1000	1060	1120	1120



Klub Letecké amatérské asociace CS v Žatci, spolek
Podměstí 2173, 438 01 Žatec

Providing information to known traffic

☎ +420 777 242 031

Ing. Jiří Zingroš (head of air traffic) ☎ +420 603 424 145

Jiří Kettner (club chairman) ☎ +420 721 685 548

Ing. Zdeněk Koniček (head of the unit providing information to known traffic) ☎ +420 606 374 153

🕒 NIL

📱 NIL

📧 NIL

🚗 After agreement with the head of air traffic

🔧 NIL

🏠 NIL

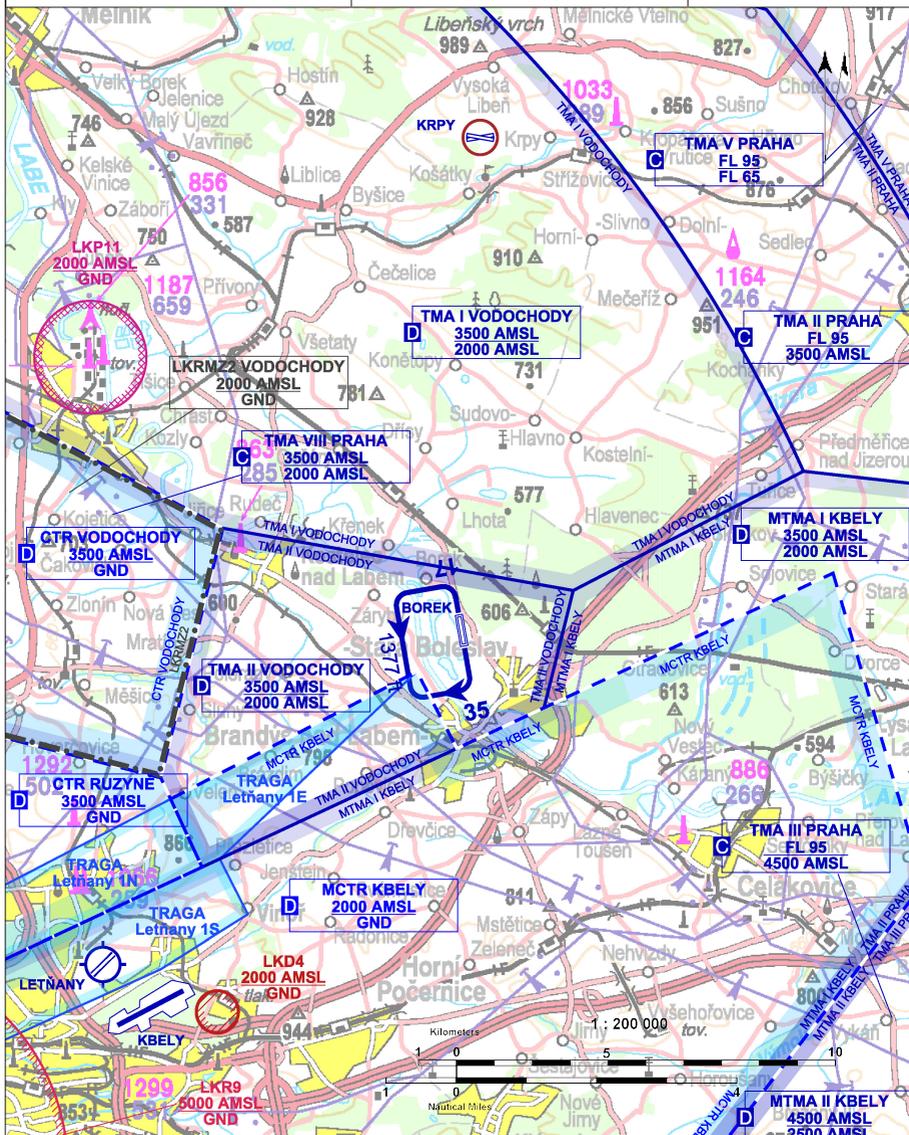
🚗 in town, taxi 6 min

🚌 BUS - stop Čeradická, 5 min

Customs and immigration clearance: NIL



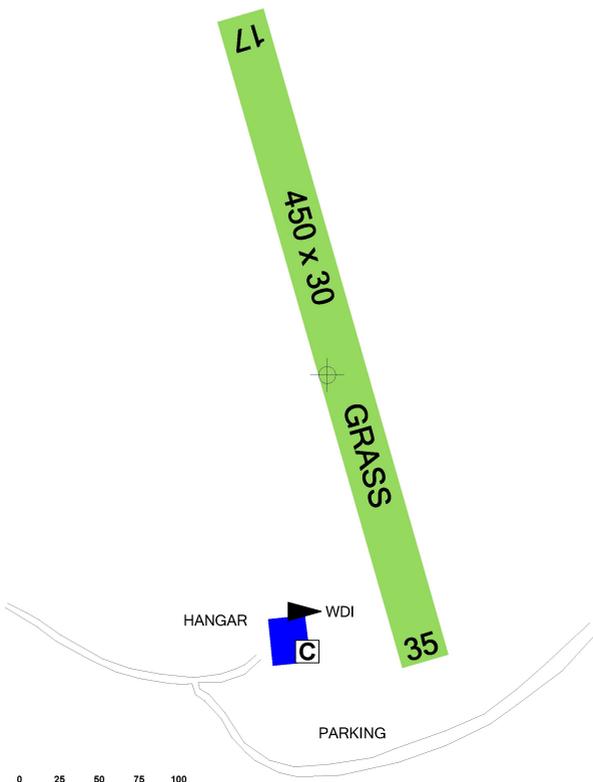
 BOREK RADIO 118,740	Private SLZ field	 
	ARP: 50° 12' 39" N, 14° 39' 27" E ELEV: 557 ft / 170 m	



Do not overfly Borek after take-off.

MCTR Kbely is 2,5 km SE from the sport flying equipment field. The filed is situated under TMA VIII Praha and TMA II Vodochody.

 **BOREK**
RADIO 118,740



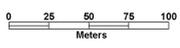
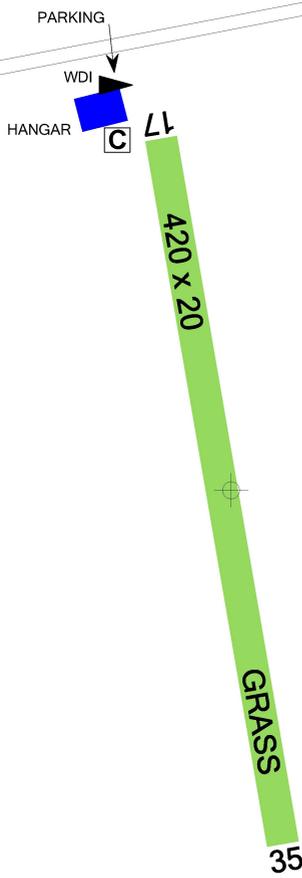
	Year-round
	NIL
	NIL
	NIL
	NIL
	NIL
	NIL
	NIL

 **Brandýskostaroboleslavský Aeroklub**
Konětopy 66, 277 14

Antonín Vinický (deputy of the operator)
☎ +420 775 147 031, vinicky@quick.cz

Possible occurrence of wild boars in winter months.
An electric fence is stretched around the area from October to March.

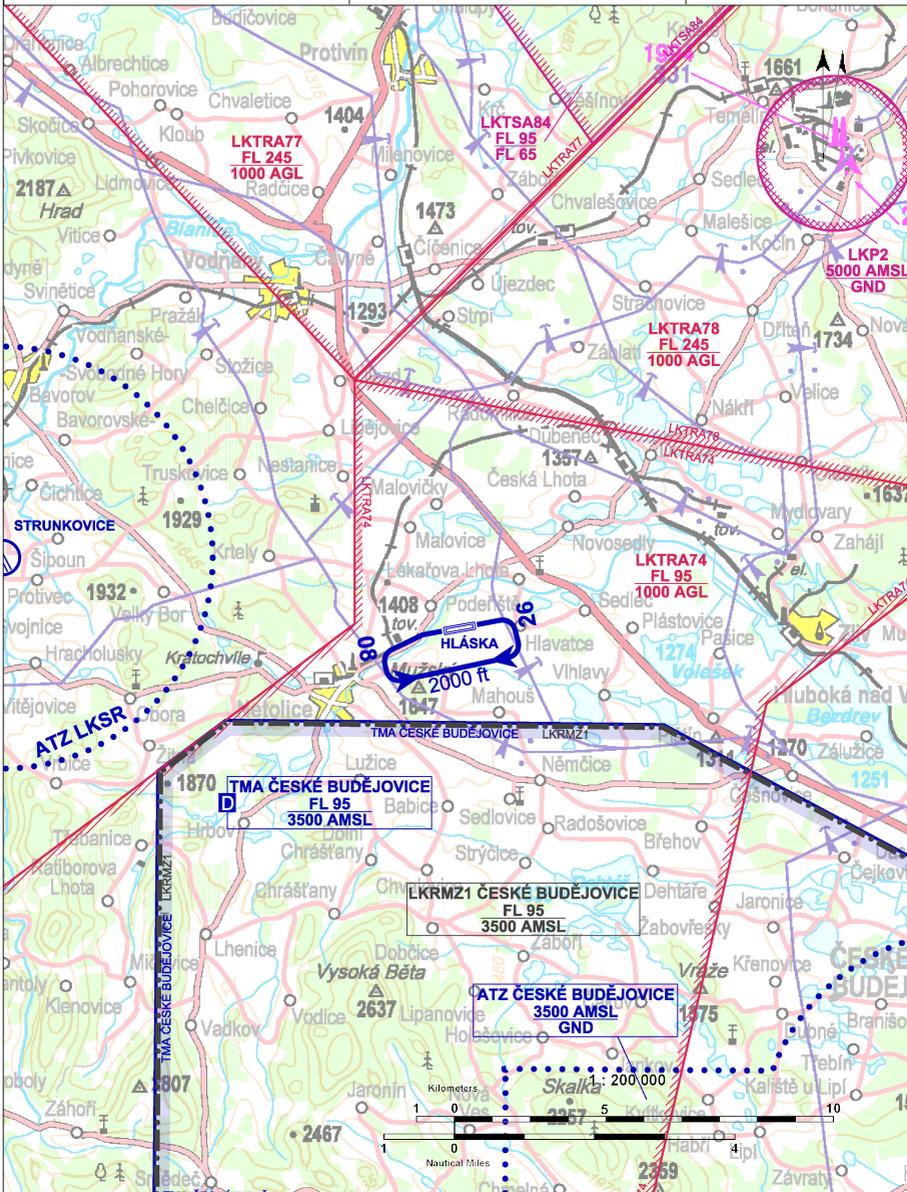
 **DUŠNÍKY**
RADIO 125,830
 Group frequency



	Year-round
	NIL
	NIL
	NIL
	NIL
	NIL
	NIL
	NIL

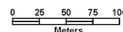
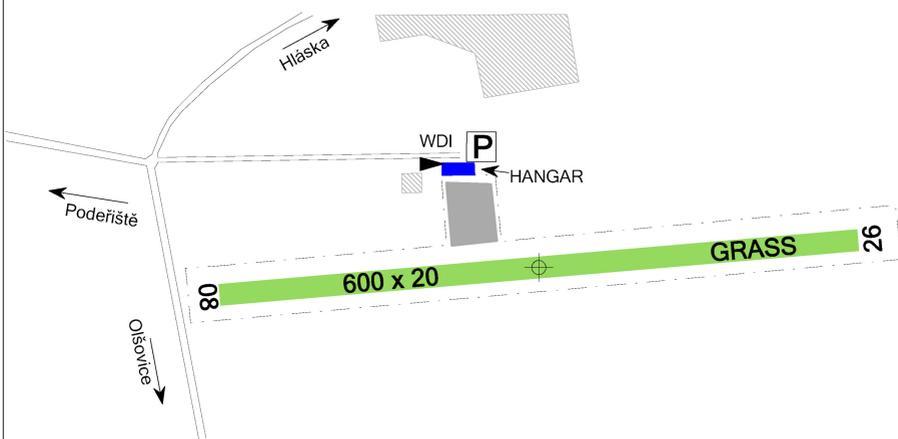
 **Václav Krbec**
 Dušníky 37, 413 01 Roudnice nad Labem,
 ☎ +420 602 313 164, vkrbec@gmail.com

 HLÁŠKA RADIO Group frequency	<h2>125,830</h2>	Private SLZ field	 



! SLZ field is located below LKTR74.

 **HLÁŠKA**
RADIO 125,830
 Group frequency



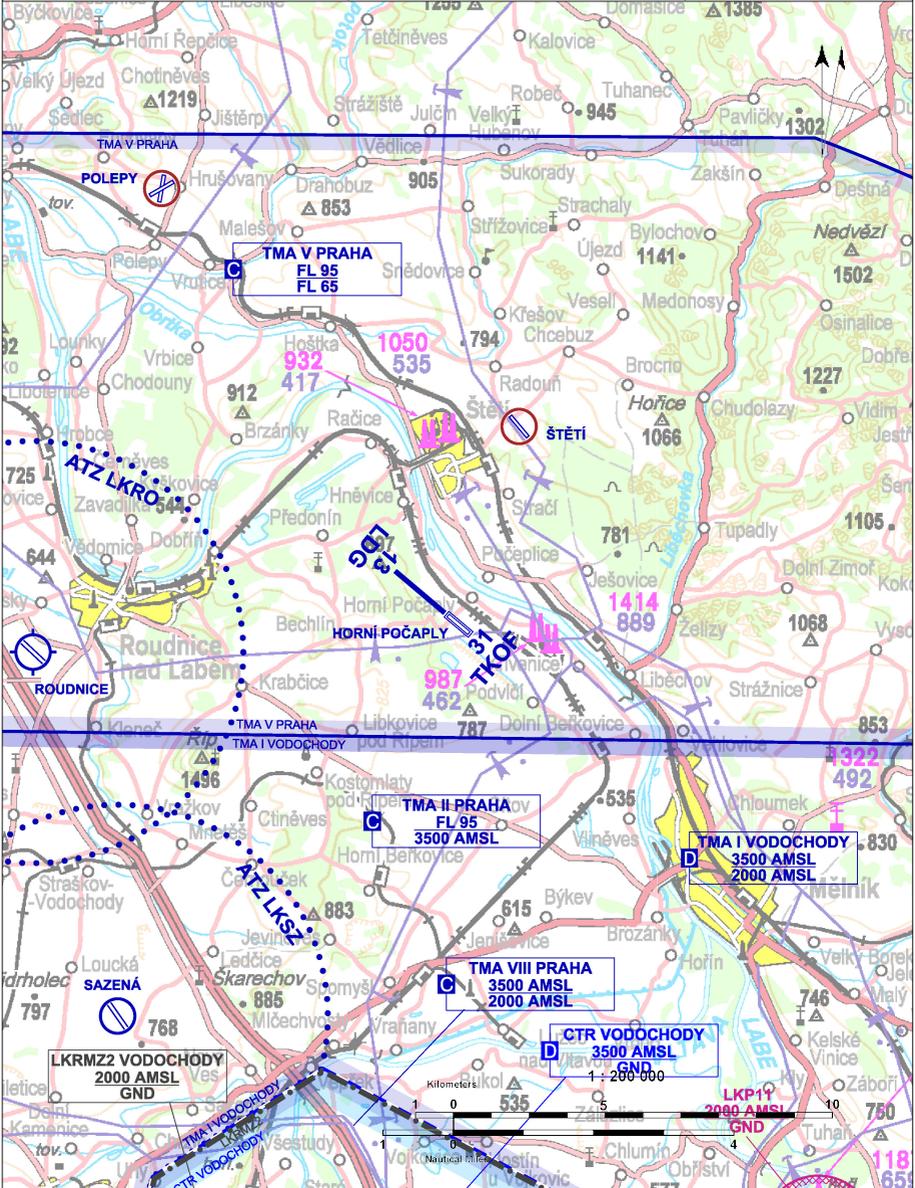
	Year-round
	NIL
	NIL
	NIL
	NIL
	NIL
	NIL
	NIL

 **Václav Schreiber**
 Hláška 9, 384 11 Olšovice, ☎ +420 724 504 422,
 schreiber.stil@tiscali.cz

Kateřina Koublová (deputy of the operator)
 ☎ +420 724 060 012, koublovakaterina@gmail.com

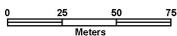
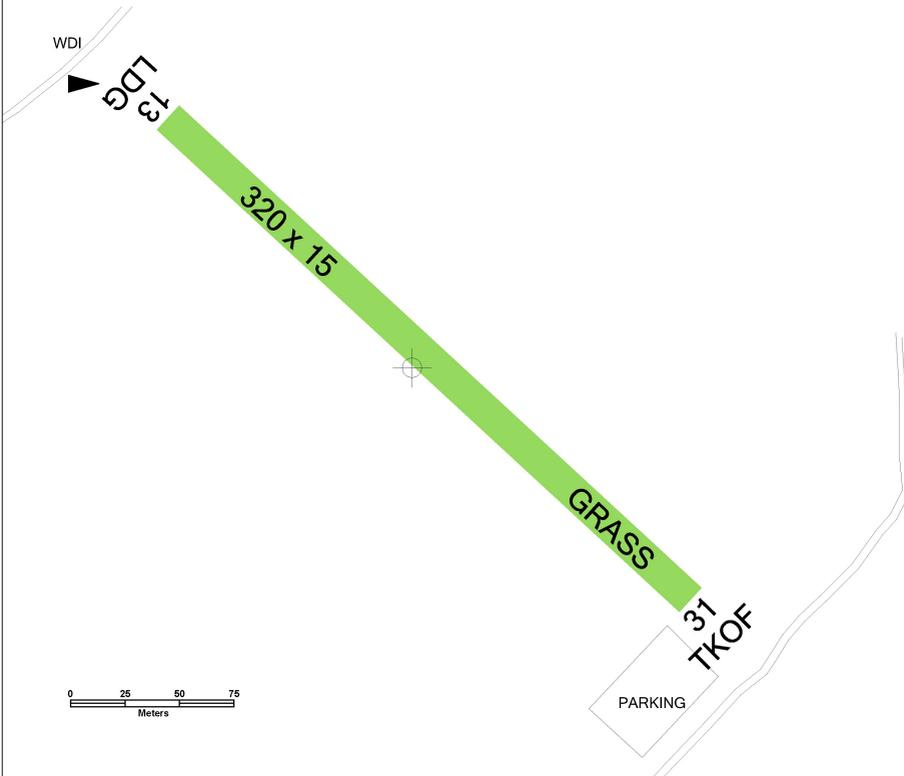
Horní Počaply

 POČAPLY RADIO Group frequency	125,830	Private SLZ field	 
		ARP: 50° 25' 05" N, 14° 23' 03" E ELEV: 524 ft / 160 m	



! Elevated power line at height approx. 30 m above ground at 300 m from the end of the RWY.

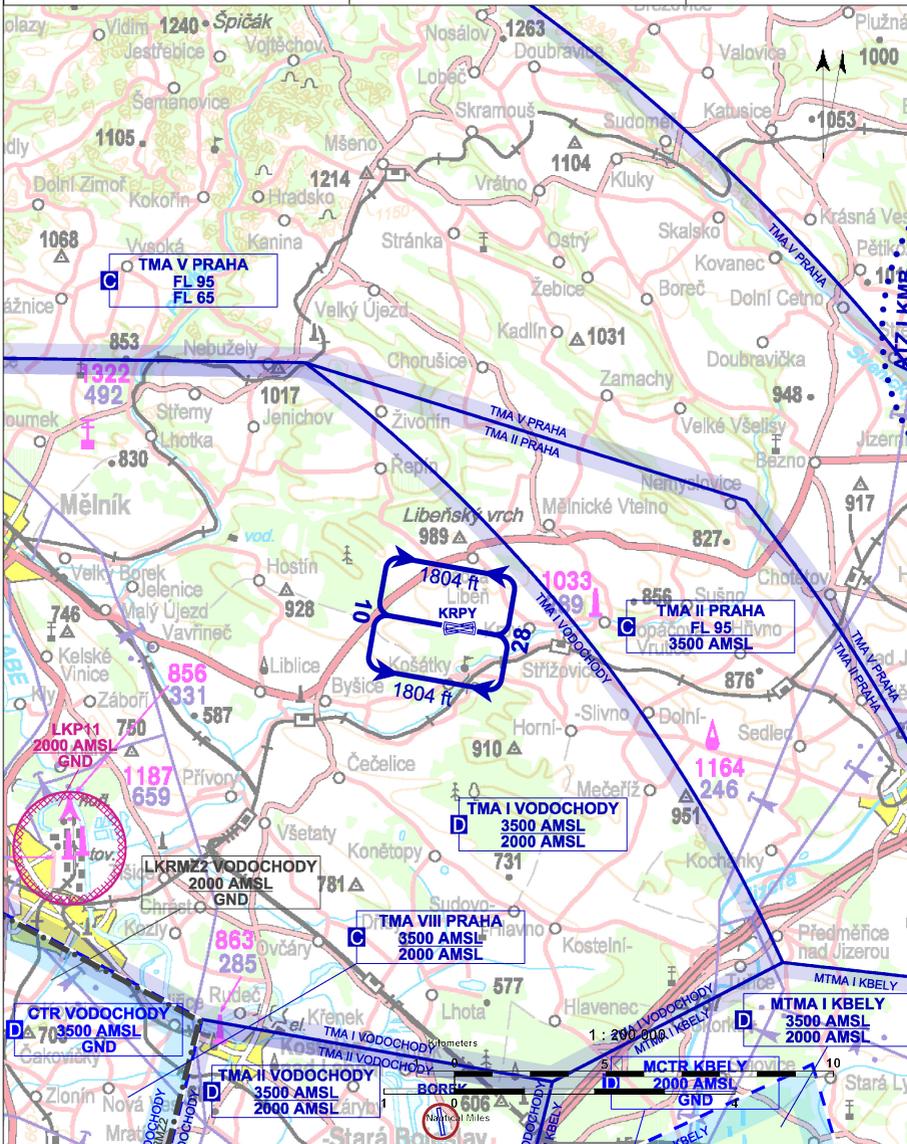
 **POČAPLY RADIO** **125,830**
Group frequency



	Year-round
	NIL
	NIL
	NIL
	NIL
	NIL
	NIL
	NIL

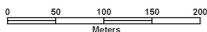
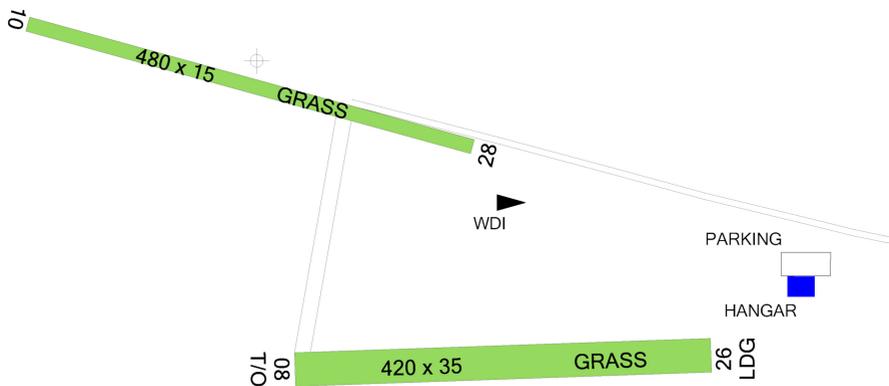
 **Ladislav Kuchař**
Horní Počaply 33, 277 03 Horní Počaply,
☎ +420 603 202 417, kuchar.ladislav@seznam.cz

 KRPY RADIO 125,830 Group frequency	Private SLZ field	 
	ARP: 50° 19' 39" N, 14° 39' 49" E ELEV: 803 ft / 245 m	



! Beware of turbulence on RWY 08/26 in case of west wind. Do not fly over Krpy village. After take-off from RWY 10, yaw left/right to avoid Krpy village. The field is located under TMA I Vodochody. Aircraft model operation in south area.

 **KRPY RADIO 125,830**
Group frequency



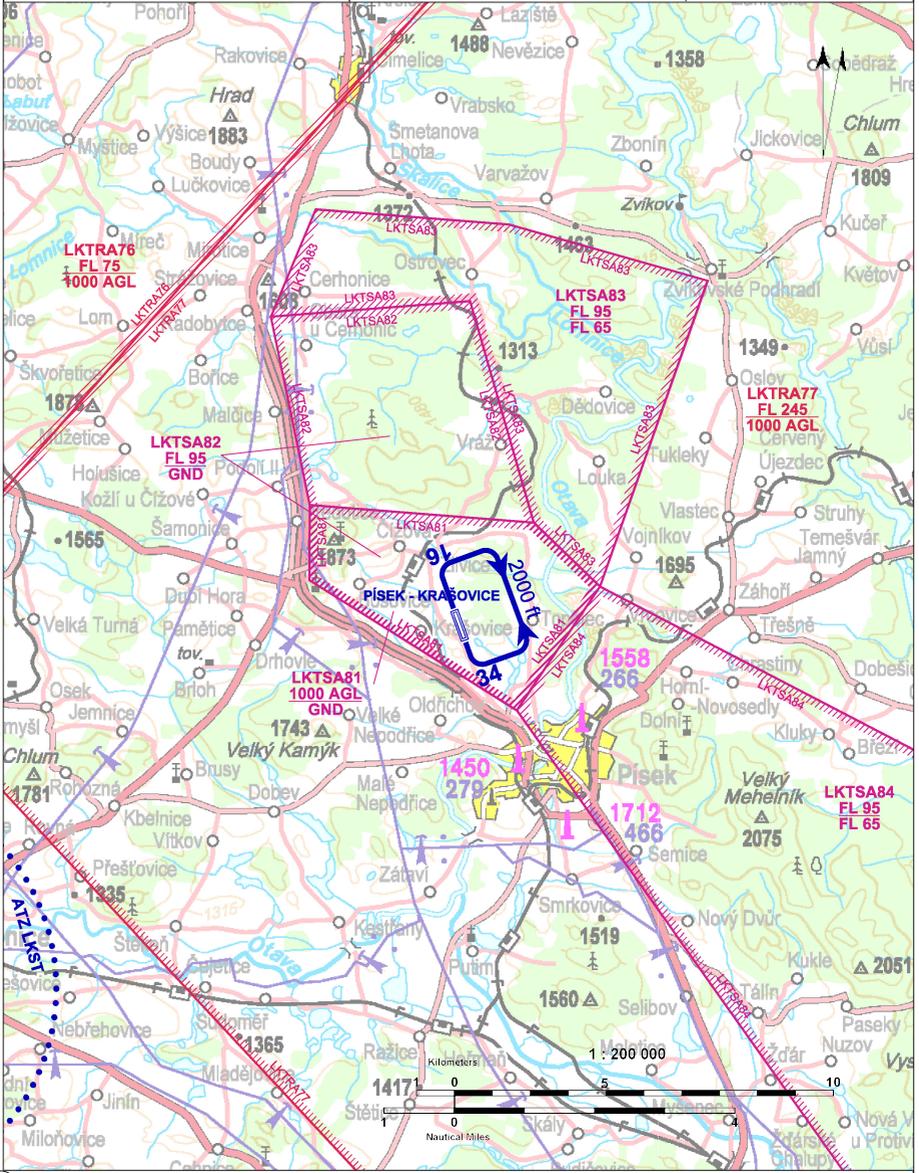
	Year-round
	NIL
	NIL
	NIL
	NIL
	NIL
	NIL
	NIL

 **JARMES, s.r.o.**
Krpy 13, 294 79 Kropáčova Vrutice

Petr Měšťák  +420 602 796 722, mestak@jarmes.com

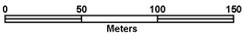
Písek - Krašovice

 PISEK RADIO 119,415	Private SLZ field	 
	ARP: 49° 20' 22" N, 14° 06' 50" E ELEV: 1351 ft / 412 m	



! Do not overfly villages Krašovice and Čížová in a height lower than 1000 ft / 300 m AGL. The field is situated under the area LKTRA77 Milevsko.

 **PÍSEK**
RADIO **119,415**



	Year-round
	O/R
	O/R
	O/R
	NIL
	NIL
	NIL
	NIL

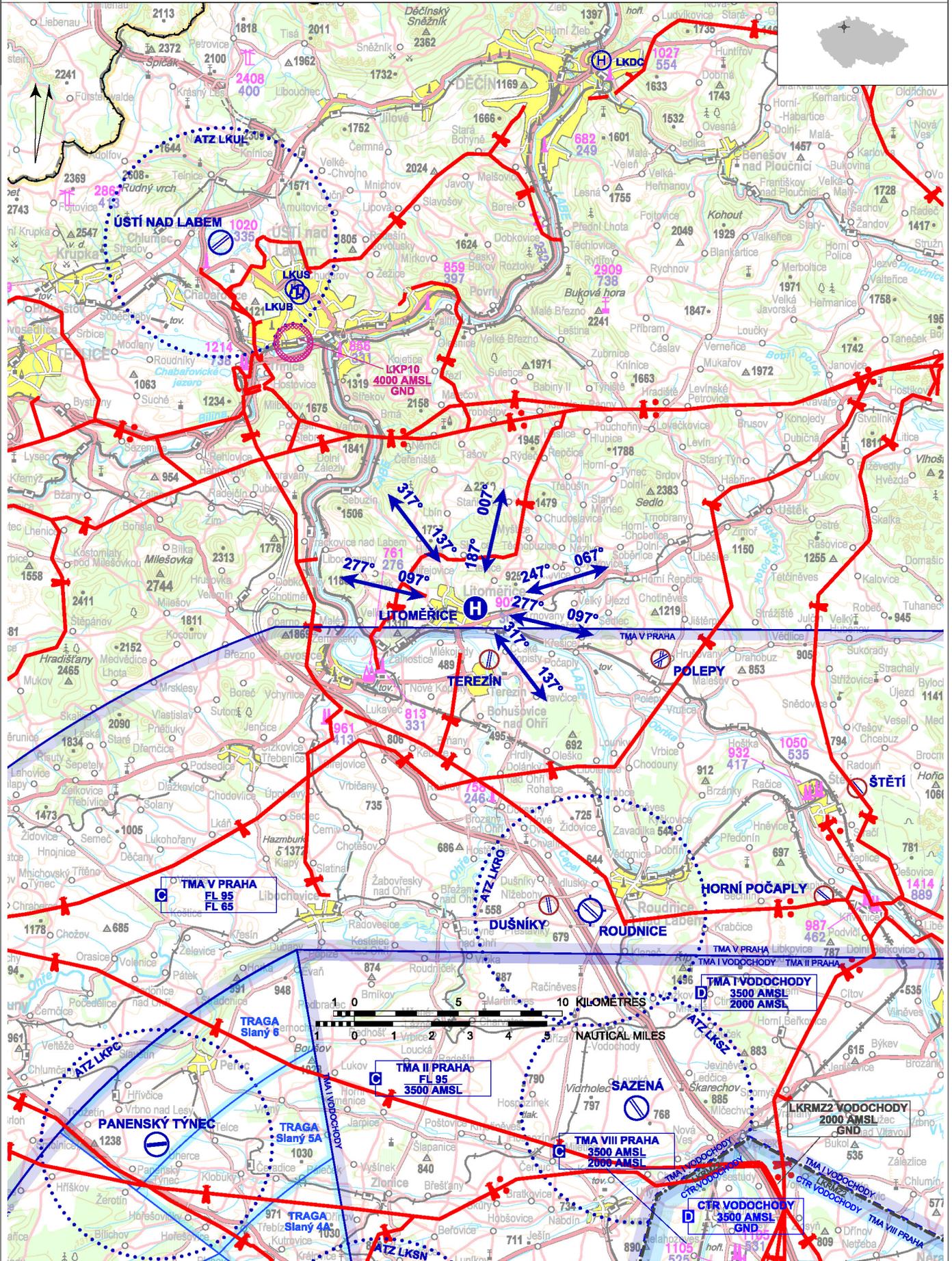
 **Primoco UAV SE**
 Výpadová 1563/29f, 153 00 Praha 5,
 airport@primoco.com
 Ladislav Semetkovský (deputy of the operator)
 +420 603 469 606, semetkovsky@primoco.com

LKLO - Litoměřice

Private domestic heliport HEMS

VFR day

50 32 30,27 N, 014 08 45,95 E POS: 1,5 km NE Litoměřice city center ELEV: 617 ft / 189 m



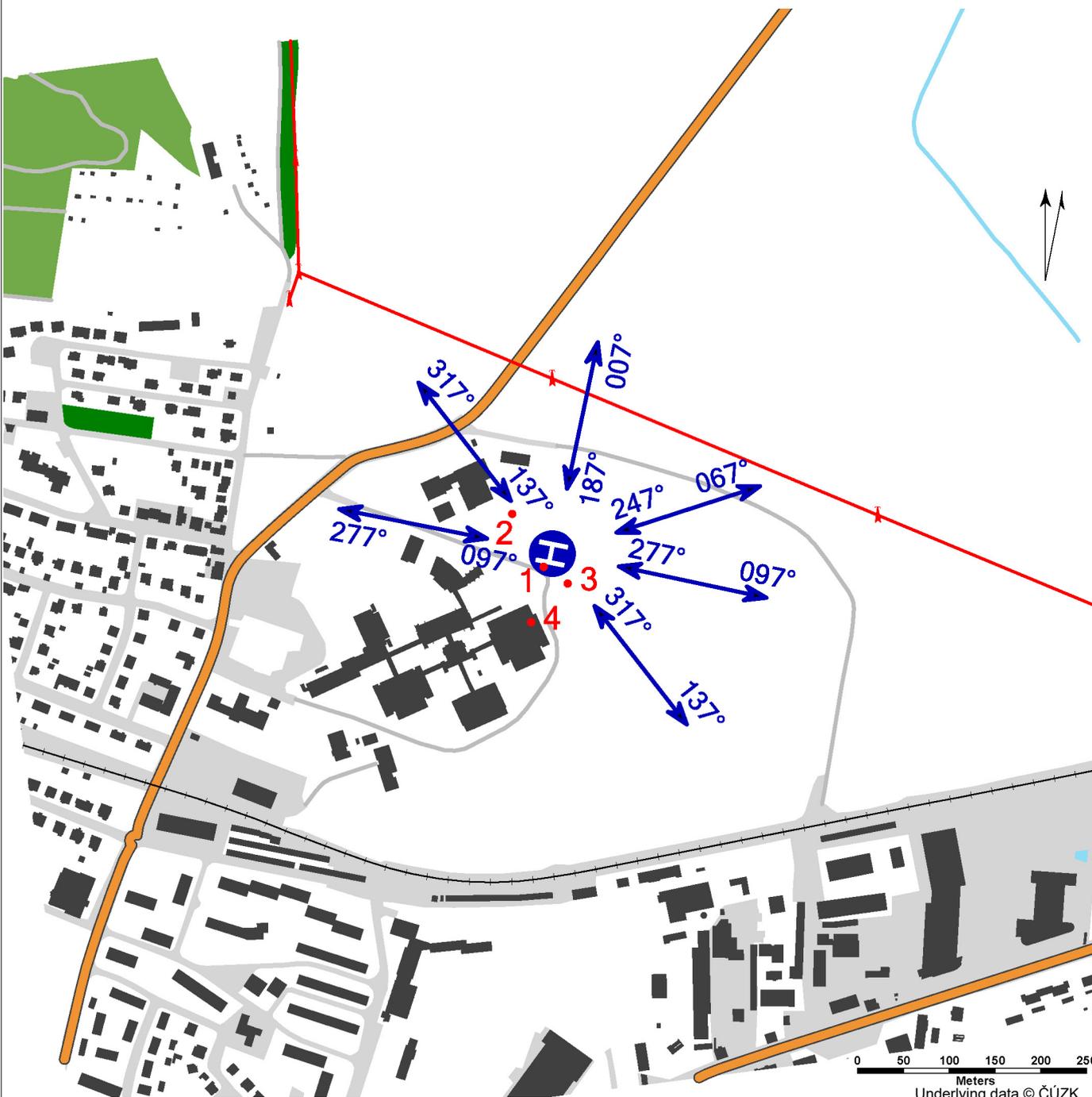
! Only HEMS flights allowed.

LKLO - Litoměřice

surface-level HEMS heliport
 value „D“ - 17 m (limitedly 19 m)
 FATO – circle diameter 26 m, grass
 SA – circle diameter 44 m, grass
 TLOF – circle diameter 10 m, bitumen, strength
 5400 kg / 0,4 MPa (limitedly 6400 kg / 0,4 MPa)

WDI (80 m SSW)
 FATO: perimeter markings FATO, designation
 markings
 TLOF: perimeter markings TLOF

1	green fence	50 32 29,77 N 014 08 45,48 E	626 ft / 191 m	NIL
2	tree	50 32 31,64 N 014 08 43,70 E	669 ft / 204 m	NIL
3	tree	50 32 29,18 N 014 08 46,83 E	652 ft / 199 m	NIL
4	building G	50 32 27,78 N 014 08 44,82 E	719 ft / 219 m	NIL



0 50 100 150 200 250
 Meters
 Underlying data © ČÚZK

	Approach:	Take-offs:
VFR day	137°, 277°, 247°, 317°, 097°, 187°	067°, 137°, 277°, 007°, 317°, 097°
VFR night	NIL	NIL

Nemocnice Litoměřice, a.s.
 Žitenická 2084, 412 01 Litoměřice -
 Předměstí
 Martin Bukvář (responsible person of operator)
 ☎ +420 416 723 796, martin.bukvar@kzcr.cz
 PBX ☎ +420 416 723 111

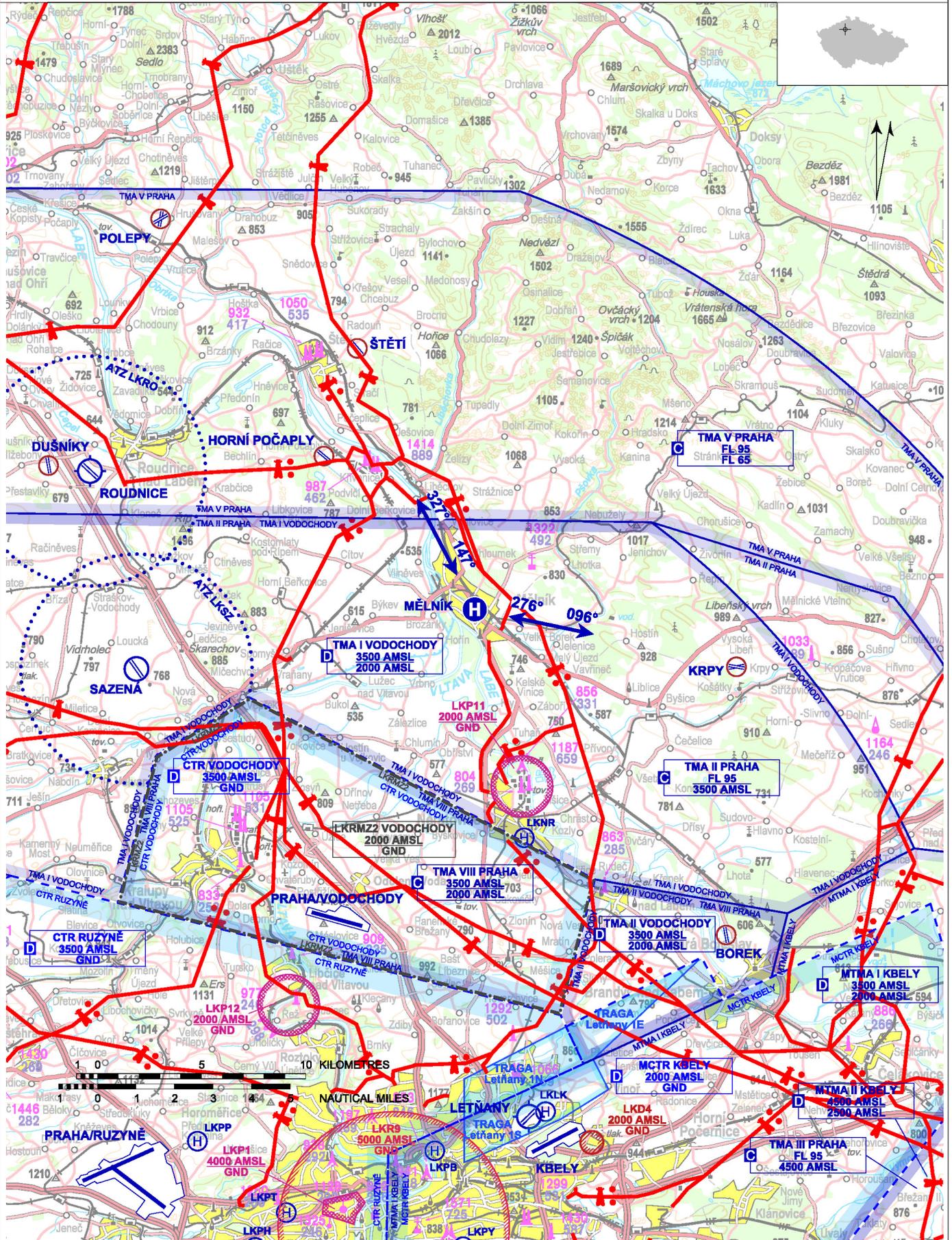
- 🕒 HX
 - 🚒 NIL
 - 🚑 NIL
 - 🚒 NIL
 - 🚒 NIL
- Rescue and fire service: NIL

LKME - Mělník

Private domestic heliport HEMS

VFR day/night

50 21 06,65 N, 014 29 12,62 E POS: 1 km E Mělník city center ELEV: 557 ft / 170 m



LKME - Mělník

surface-level HEMS heliport
 value „D“ – 17 m (limitedly 19 m)
 FATO – square 26 x 26 m, grass
 SA – circle diameter 44 m, grass
 TLOF – square 15 x 15 m, puzzle pavement
 platform, strength 6400 kg / 0,4 MPa

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

1	building	50 21 05,23 N 014 29 12,02 E	614 ft / 187 m	night marking
2	training tower	50 21 06,52 N 014 29 10,53 E	597 ft / 182 m	night marking



Underlying data © ČÚZK

 **Zdravotnická záchraná služba Středočeského kraje, příspěvková organizace**
 Bezručova 3409, 276 01 Mělník
 Bc. Roman Chochola (responsible person of the operator) ☎ +420 731 137 066, roman.chochola@zachranka.cz
 PBX ☎ +420 315 625 540
 dispatching (lighting control) ☎ +420 315 623 191, ☎ +420 315 623 197

	Approach:	Take-offs:
VFR day	147°, 276°	096°, 327°
VFR night	147°	096°, 327°

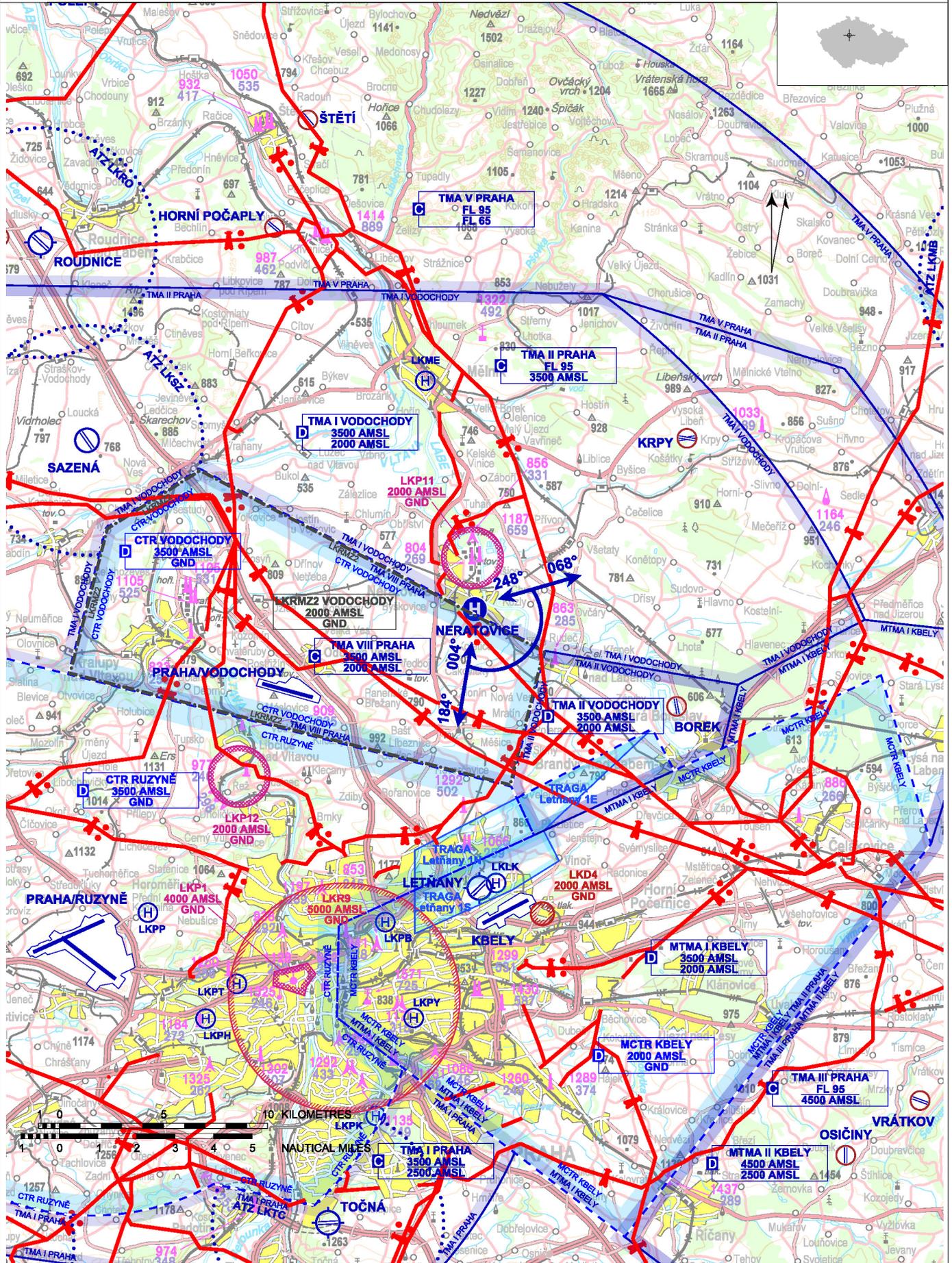
-  HX
 -  NIL
 -  NIL
 -  NIL
- Rescue and fire service: NIL

LKNR - Neratovice

Private domestic heliport HEMS

VFR day

50 15 09,46 N, 014 31 16,39 E POS: 0,8 km S Neratovice city center ELEV: 558 ft / 170 m



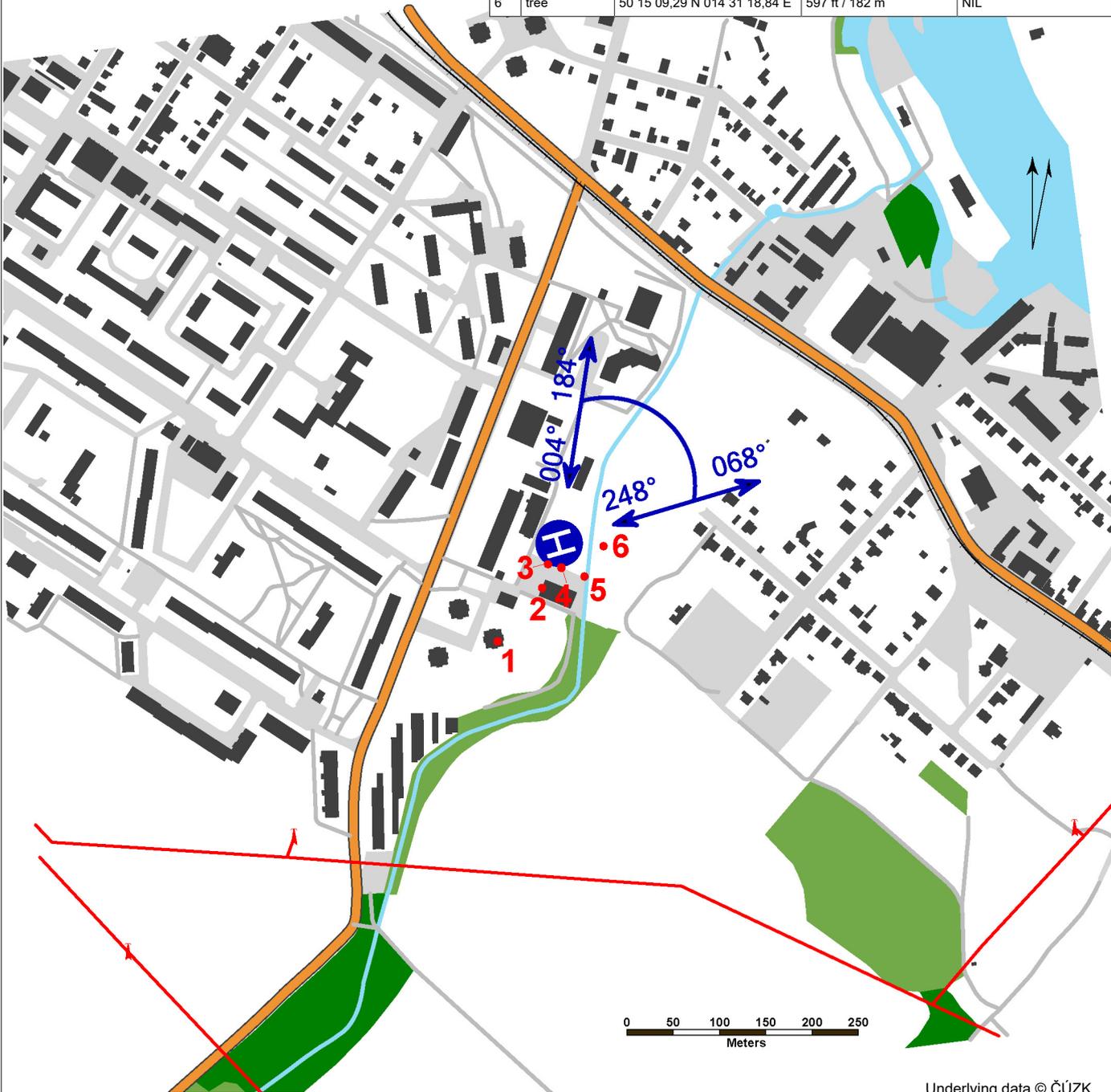
! Only HEMS flights allowed.

LKNR - Neratovice

surface-level HEMS heliport
 value „D“ - 17 m
 FATO – square 26 x 26 m, grass
 SA – square 44 x 44 m, grass
 TLOF – square 10 x 10 m, bitumen, strength 3500 kg / 0,4 MPa

WDI (30 m ENE)
 FATO: perimeter markings FATO, designation markings
 TLOF: perimeter markings TLOF

1	building	50 15 05,91 N 014 31 13,10 E	722 ft / 220 m	NIL
2	warehouse	50 15 07,81 N 014 31 15,50 E	594 ft / 181 m	NIL
3	tree	50 15 08,66 N 014 31 15,82 E	607 ft / 185 m	NIL
4	tree	50 15 08,53 N 014 31 16,55 E	587 ft / 179 m	NIL
5	tree	50 15 08,22 N 014 31 17,81 E	620 ft / 189 m	NIL
6	tree	50 15 09,29 N 014 31 18,84 E	597 ft / 182 m	NIL



Underlying data © ČÚZK

	Approach:	Take-offs:
VFR day	from 004° to 248° NIL	from 068° to 184° NIL
VFR night	NIL	NIL

Město Neratovice
 Kojetická 1028, 277 11 Neratovice
 Lenka Hrodková (responsible person of operator) ☎ +420 315 650 328, lenka.hrodkova@neratovice.cz
 PBX ☎ +420 315 682 741

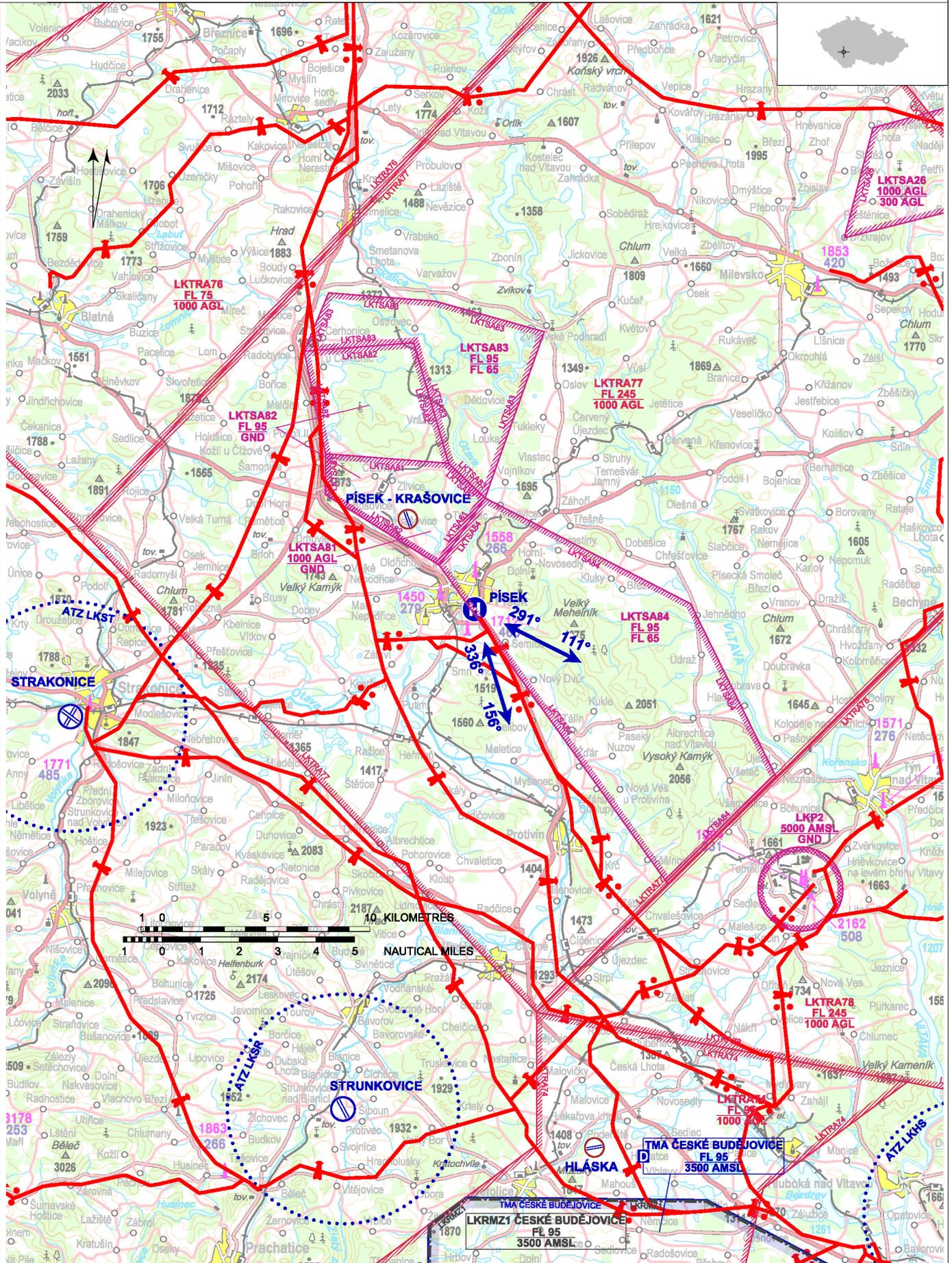
- 🕒 HX
- 🚰 NIL
- 🚒 NIL
- 🚒 NIL
- 🚒 NIL
- 🚒 Rescue and fire service: NIL

LKPF - Písek

Private domestic heliport HEMS

VFR day

49 18 02,14 N, 014 09 31,72 E POS: 1,2 km SE Písek town center ELEV: 1266 ft / 386 m



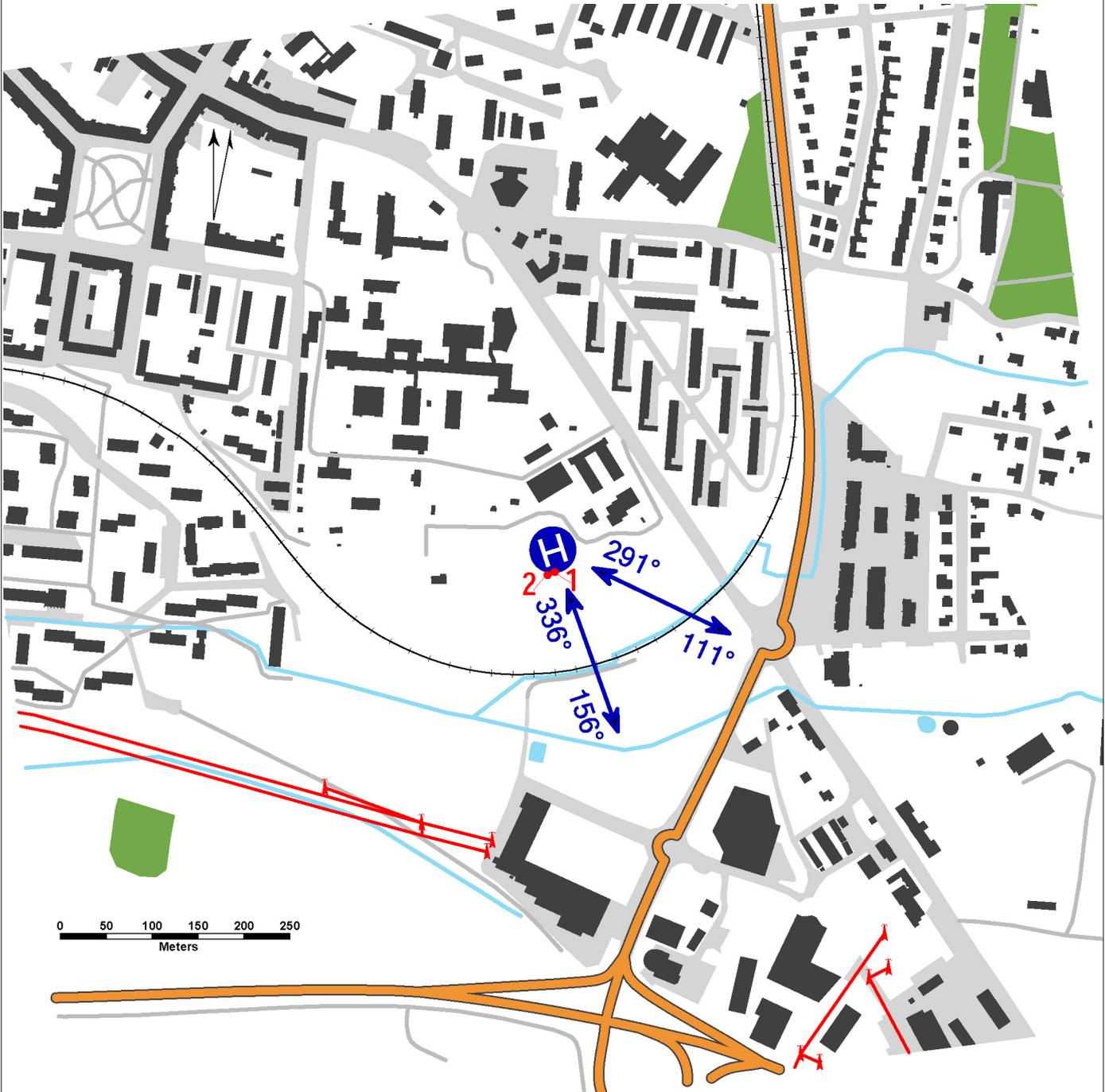
ⓘ Only HEMS flights permitted.

LKPF - Písek

surface-level HEMS heliport
 value „D“ - 19 m
 FATO - circle diameter 28,3 m, grass
 SA - circle diameter 38 m, grass
 TLOF - square 12 x 12 m, concrete, strength 6400 kg / 0,4 MPa

WDI (70 m ENE)
 FATO: perimeter marking FATO, recognition marking
 TLOF: perimeter marking TLOF

1	tree	49 18 01,33 N 014 09 31,79 E	1286 ft / 392 m	NIL
2	tree	49 18 01,22 N 014 09 31,42 E	1286 ft / 392 m	NIL



Underlying data © ČÚZK

	Approach:	Take-offs:
VFR day	291°, 336°	111°, 156°
VFR night	NIL	NIL

Nemocnice Písek, a.s.
 Karla Čapka 589, Budějovické Předměstí,
 397 01 Písek

Dušan Vašek (responsible person of the operator)
 ☎ +420 778 884 838, dvasek@nempisek.cz
 Switchboard ☎ +420 382 772 111

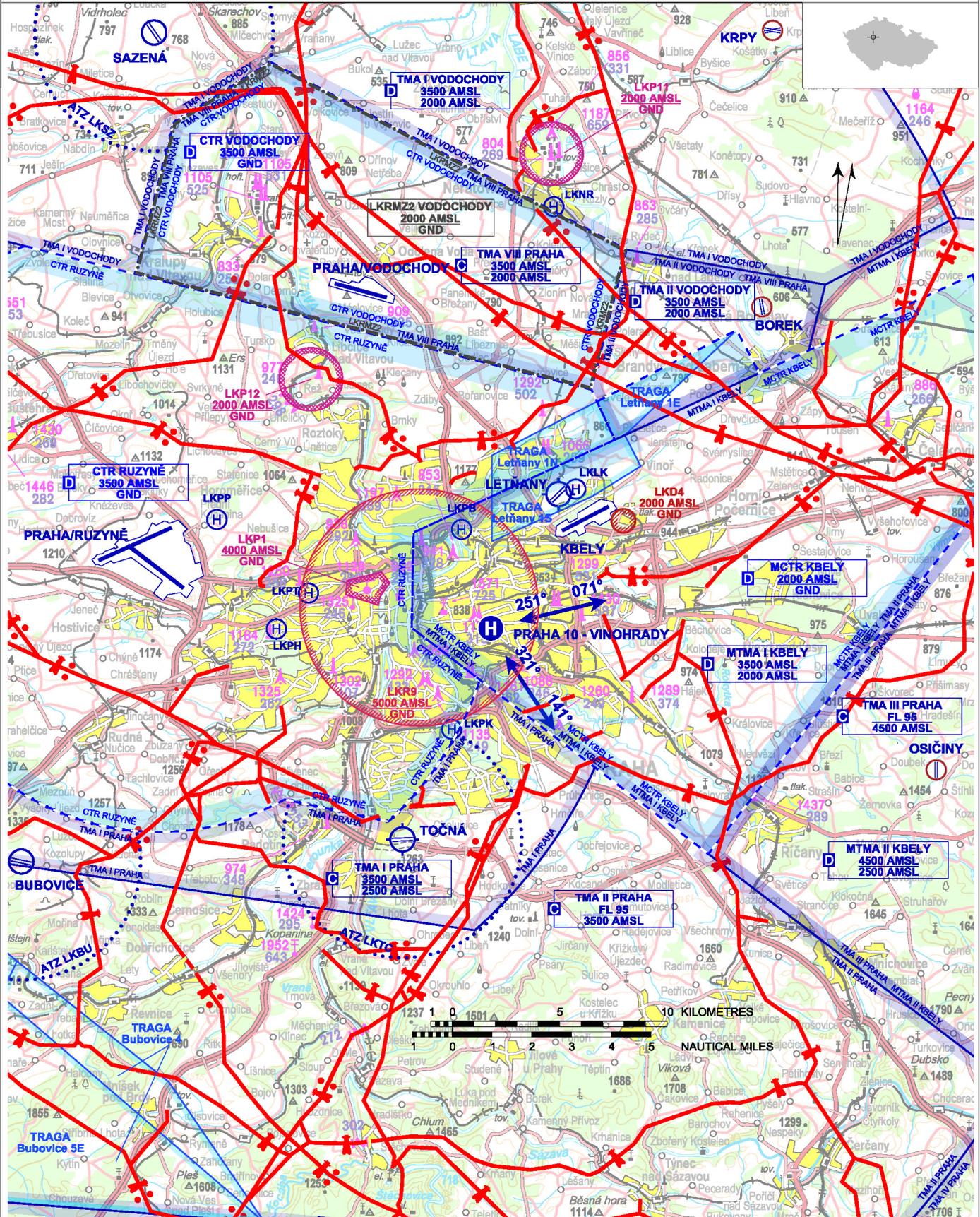
- 🕒 HX
- 🚰 NIL
- 🚰 NIL
- 🚰 NIL
- 🚰 NIL
- 🚒 Rescue and fire service: NIL

LKPY - Praha 10 - Vinohrady

Private domestic heliport HEMS

VFR day/night

50 04 28,64 N, 014 28 55,28 E POS: 4,5 km ESE Praha city center ELEV: 781 ft / 238 m



! Only HEMS flights allowed.
 Heliport lighting system control is provided locally from the dispatching (telephone +420 267 162 237) or by remote radio control from the helicopter deck (by keying FREQ 135,460):
 3x within 5 seconds - intensity 10%
 5x within 5 seconds - intensity 30%
 7x within 5 seconds - intensity 100%
 All lights turn off automatically 15 minutes after the radio remote control command.

LKPY - Praha 10 - Vinohrady

surface-level HEMS heliport
 value „D“ - 19 m
 FATO – square 28,3 x 28,3 m, grass
 SA – square 37,7 x 37,7 m, grass
 TLOF – square 10 x 10 m, concrete, strength 6400 kg/0,5 MPa

WDI (30 m NW)
 FATO: perimeter markings/lighting FATO, designation markings
 TLOF: perimeter markings/lighting TLOF
 ALS: shortened, length 25 m
 heliport beacon

1	tree	50 04 29,59 N 014 28 55,91 E	830 ft / 253 m	NIL
2	tree	50 04 29,57 N 014 28 56,33 E	820 ft / 250 m	NIL
3	tree	50 04 29,58 N 014 28 56,89 E	817 ft / 249 m	NIL



Underlying data © ČÚZK

	Approach:	Take-offs:
VFR day	251°, 321°	071°, 141°
VFR night	321°	141°

Fakultní nemocnice Královské Vinohrady
 Šrobárova 1150/50, 100 00 Praha 10 - Vinohrady

Ing. Jan Ludvík MBA (responsible person of operator) ☎ +420 777 861 040, jan.ludvik@fnkv.cz
 PBX ☎ +420 267 161 111
 dispatching (lighting system control)
 ☎ +420 267 162 237

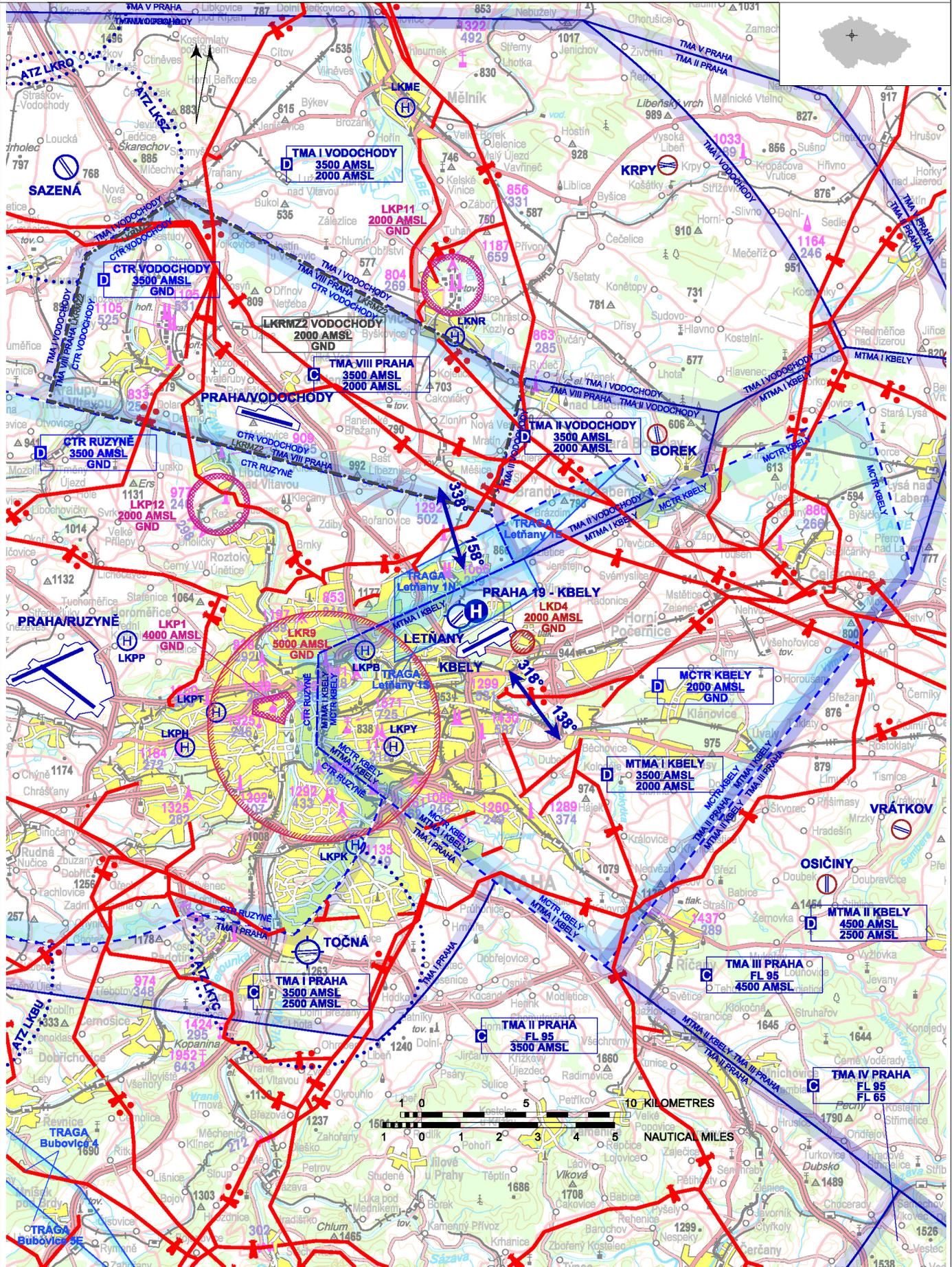
- 🕒 HX
- 🚰 NIL
- 🚒 NIL
- 🚒 NIL
- 🚒 Rescue and fire service: NIL

LKLK - Praha 19 - Kbely

Private domestic heliport

VFR day

50 08 00,96 N, 014 32 12,11 E POS: 9,7 km NE Prague city center ELEV: 908 ft / 277 m



LKLK - Praha 19 - Kbely

surface-level heliport
 value „D“ - 25 m
 FATO – circle diameter 38 m, concrete
 SA – circle diameter 51 m, grass
 TLOF – circle diameter 21 m, concrete, strength
 13000 kg / 0,4 MPa

WDI (35 m E)
 FATO: perimeter marking, designation marking
 TLOF: touch down and perimeter marking



Underlying data © ČÚZK

	Approach:	Take-offs:
VFR day	158°, 318°	338°, 138°
VFR night	NIL	NIL

LOM PRAHA s.p.
 Tiskařská 270/8, Malešice, 108 00 Praha 10
 Ing. Monika Vaculíková (responsible person
 of the operator) ☎ +420 702 209 592,
 monika.vaculikova@lompraha.cz

- HX
- NIL
- NIL
- O/R
- Rescue and fire service: NIL

LKPK - Praha 4 - Krč

Private domestic heliport HEMS

VFR day

50 01 54,95 N, 014 27 25,39 E POS: 7 km SSE Praha city center ELEV: 755 ft / 230 m



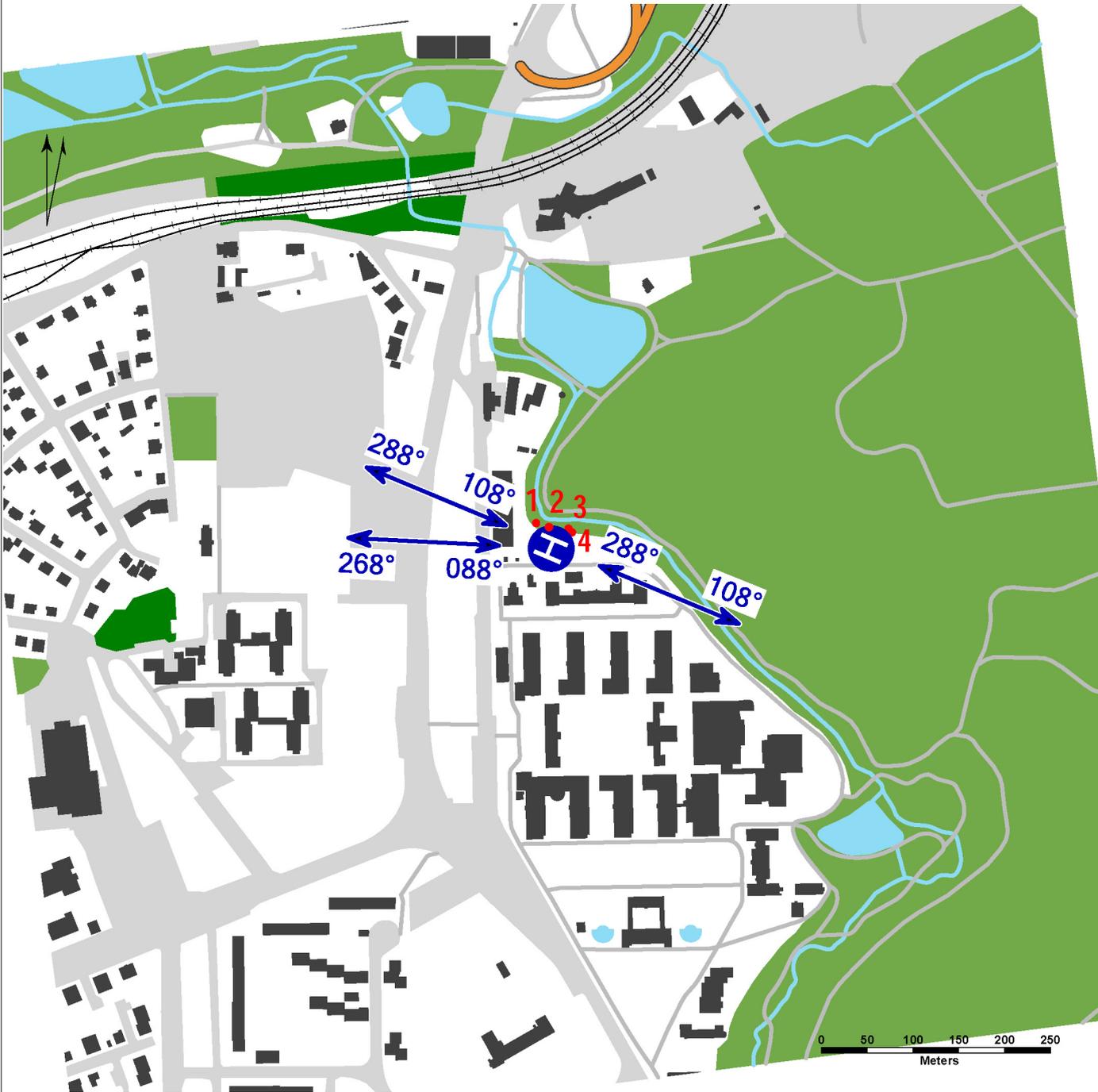
! Only HEMS flights allowed.

LKPK - Praha 4 - Krč

surface-level HEMS heliport
 value „D“ - 17 m (limitedly 19 m)
 FATO – circle diameter 26 m, grass
 SA – circle diameter 44 m, grass
 TLOF – circle diameter 10 m, puzzle pavement
 platform, strength 5400 kg / 0,4 MPa (limitedly 6400
 kg / 0,4 MPa)

WDI (40 m S)
 FATO: perimeter markings FATO, designation
 markings
 TLOF: perimeter markings TLOF

1	tree	50 01 55,83 N 014 27 24,51 E	787 ft / 240 m	NIL
2	tree	50 01 55,69 N 014 27 25,22 E	784 ft / 239 m	NIL
3	tree	50 01 55,64 N 014 27 26,29 E	787 ft / 240 m	NIL
4	tree	50 01 55,51 N 014 27 26,49 E	802 ft / 245 m	NIL



Underlying data © ČÚZK

	Approach:	Take-offs:
VFR day	088°, 108°, 288°	108°, 268°, 288°
VFR night	NIL	NIL

Fakultní Thomayerova nemocnice
 Vídeňská 800, 140 00 Praha 4 - Krč
 Ivan Kolář (responsible person of operator)
 ☎ +420 603 209 201, ivan.kolar@ftn.cz
 PBX ☎ +420 261 081 111
 operational department ☎ +420 261 082 228

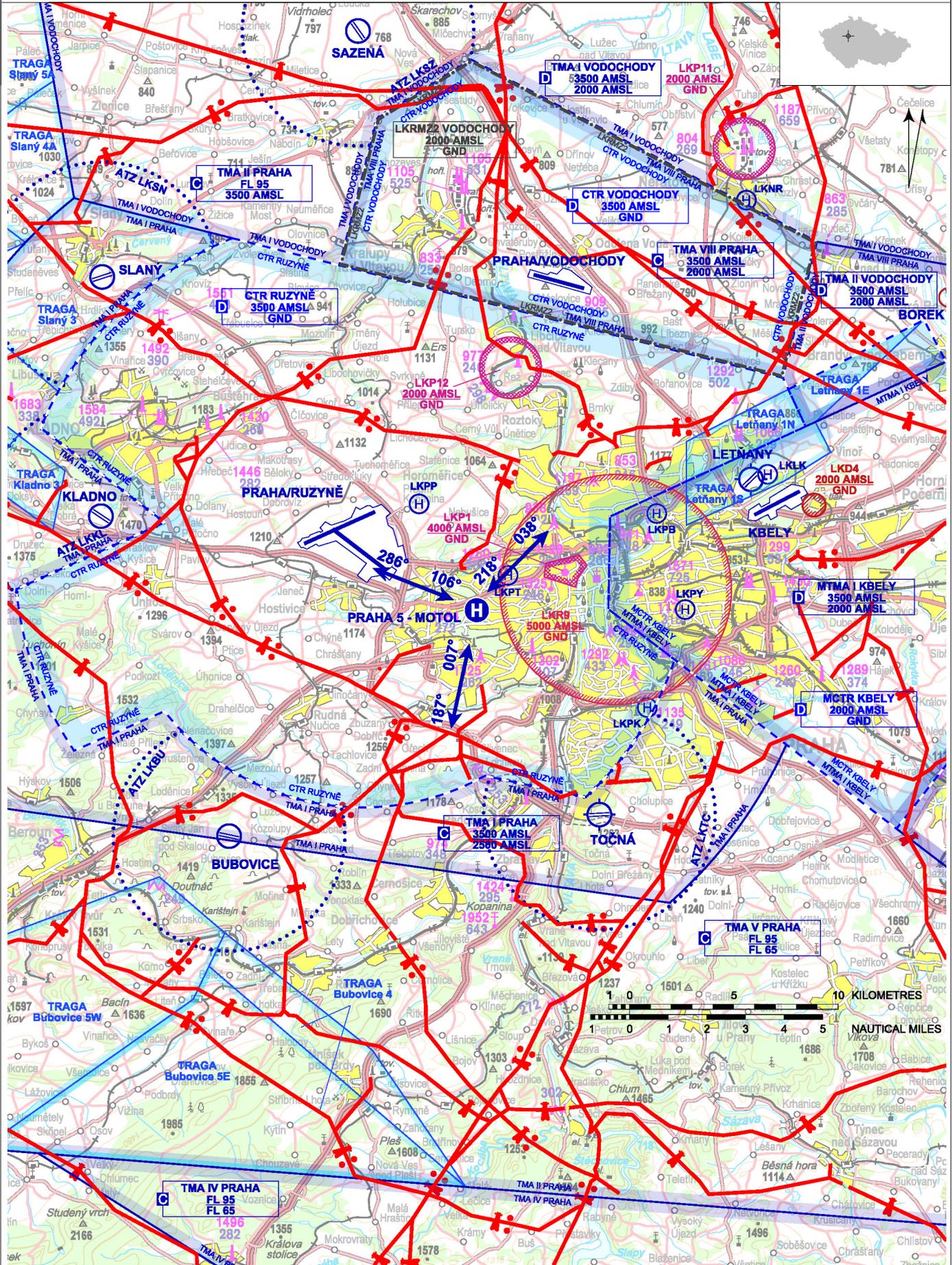
- 🕒 HX
- 🚰 NIL
- 🚒 NIL
- 🚒 NIL
- 🚒 Rescue and fire service: NIL

LKPH - Praha 5 - Motol

Private domestic heliport HEMS

VFR day

50 04 25,08 N, 014 20 32,60 E POS: 5,7 km WSW Praha city center ELEV: 1142 ft / 348 m



! Only HEMS flights allowed.

LKPH - Praha 5 - Motol

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 (30 m ESE)
 FATO: designation markings
 TLOF: perimeter markings



Underlying data © ČÚZK

	Approach:	Take-offs:
VFR day	007°, 106°, 218°	187°, 286°, 038°
VFR night	NIL	NIL

 **Fakultní nemocnice v Motole**
 V Úvalu 84/1, 150 00 Praha 5,
 ☎ +420 224 431 000
 Emergency center ☎ +420 224 436 708
 Ing. Milan Seidl (responsible person of operator)
 ☎ +420 602 149 512, milan.seidl@fnmotol.cz
 PBX ☎ +420 224 431 000

-  HX
 -  NIL
 -  NIL
 -  NIL
- Rescue and fire service: Cat H1

LKPT - Praha 6 - Střešovice (MIL)

elevated HEMS heliport
 value „D“ - 17 m (limitedly 19 m)
 FATO – square 25,5 x 25,5 m, concrete, strength 12
 000 kg / 0,55 MPa
 SA – square 35,2 x 35,2 m
 TLOF – square 25,5 x 25,5 m, concrete, strength 12
 000 kg / 0,55 MPa

WDI (80 m W)
 FATO: designation markings
 TLOF: perimeter markings/lighting TLOF
 A-PAPI: 9,3°
 ALS: shortened, length 20 m
 heliport beacon



Underlying data © ČÚZK

 **Ústřední vojenská nemocnice – Vojenská fakultní nemocnice Praha**
 U vojenské nemocnice 1200/1, 169 02 Praha 6

 Jana Buřičová (responsible person of operator)
 ☎ +420 973 202 848, buricova.jana@uvn.cz
 PBX ☎ +420 973 208 333
 dispatching (lighting system control)
 ☎ +420 973 203 001

	Approach:	Take-offs:
VFR day	063°, 262°	082°, 243°
VFR night	262°	243°

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

LKPB - Praha 8 - Bulovka

Private domestic heliport HEMS

VFR day/night

50 06 58,47 N, 014 27 44,87 E POS: 4,6 km NE Praha city center ELEV: 845 ft / 258 m

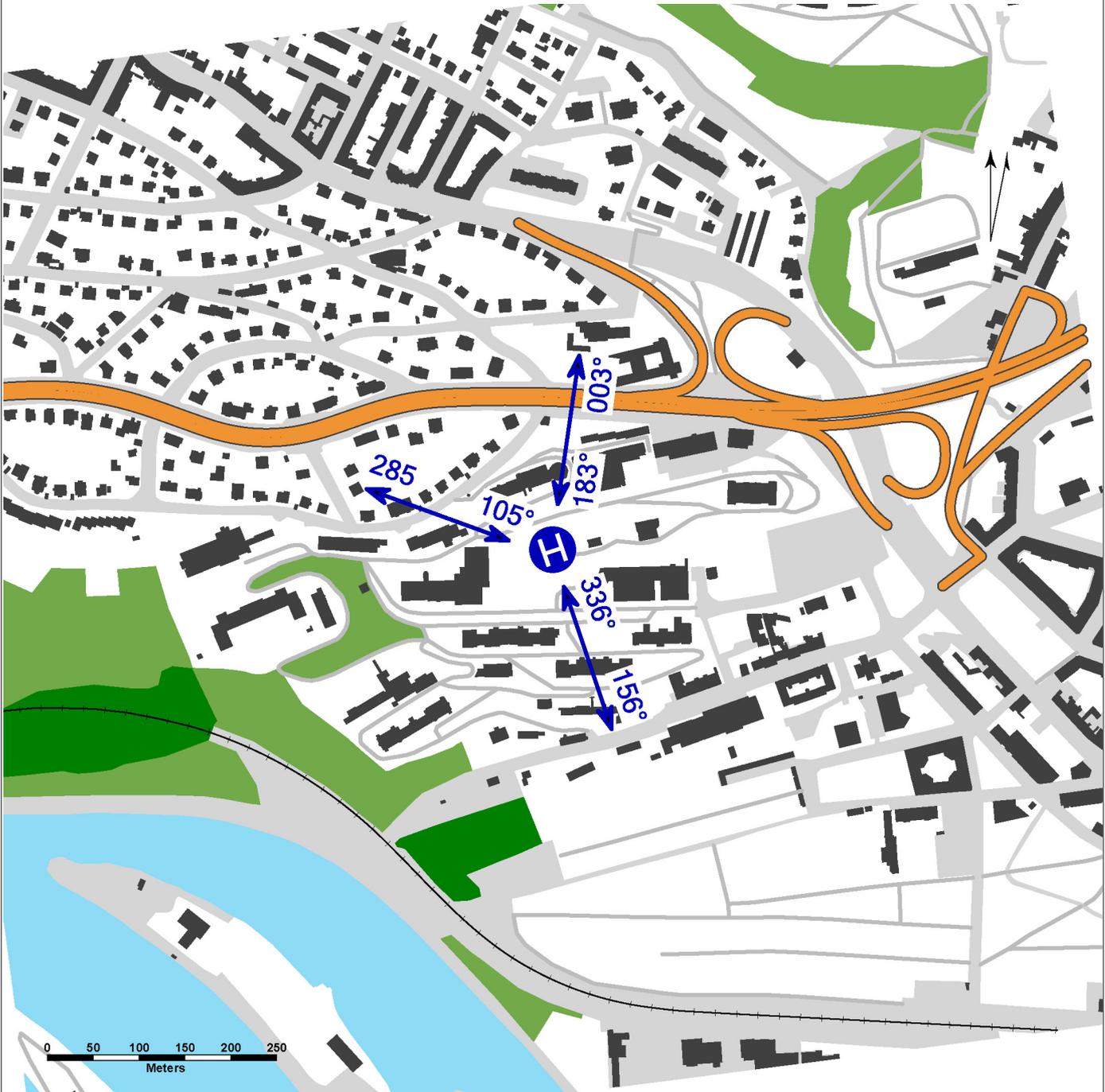


! Only HEMS flights allowed.
 Descent gradient 1000 ft/1 NM.
 Lighting system control is provided locally from the control room (phone: +420 +420 266 082 947).

LKPB - Praha 8 - Bulovka

surface-level HEMS heliport
 value „D“ - 19 m
 FATO – circle diameter 29 m, grass
 SA – circle diameter 44 m, grass
 TLOF – square 14 x 14 m, puzzle pavement
 platform, strength 6400 kg / 0,4 MPa

WDI (80 m ESE)
 FATO: perimeter markings/lighting FATO,
 designation markings
 TLOF: perimeter markings/lighting TLOF
 ALS: shortened, length 25 m
 A-PAPI: 9,3°
 heliport beacon



Underlying data © ČÚZK

Fakultní nemocnice Bulovka
 Budínova 67/2, 180 00 Praha 8 - Libeň,
 ☎ +420 491 427 904

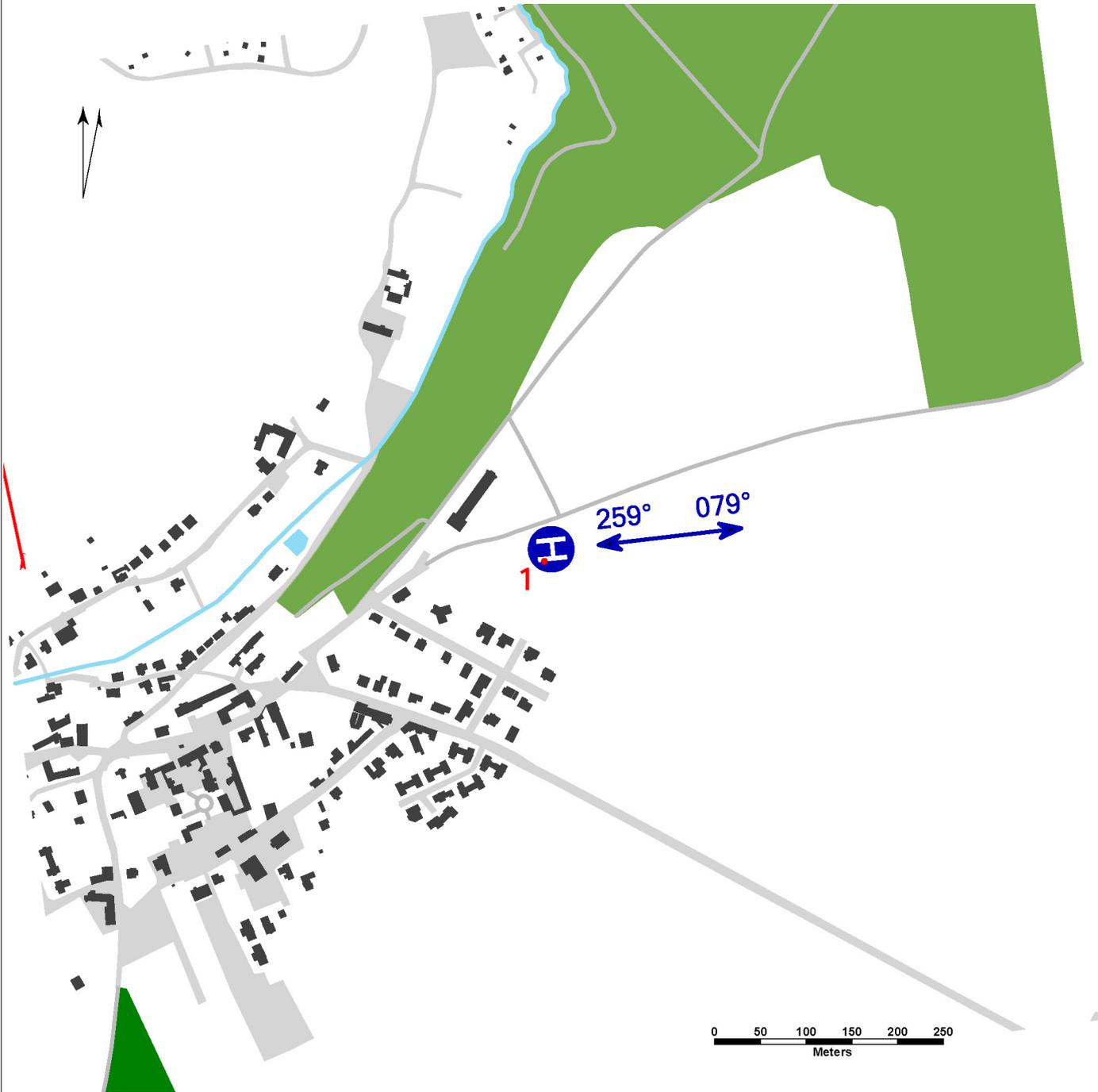
František Havlíček (responsible person
 of operator) ☎ +420 603 480 841,
 frantisek.havlicek@bulovka.cz
 PBX ☎ +420 266 081 111
 dispatching (lighting system control)
 ☎ +420 266 082 947

	Approach:	Take-offs:
VFR day	105°, 183°, 336°	003°, 156°, 285°
VFR night	336°	156°, 285°

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

LKPP - Přední Kopanina

surface-level heliport value „D“ – 8 m (limitedly 12 m) FATO – circle diameter 12 m, asphalt, strength 3500 kg / 0,4 MPa SA – circle diameter 18 m, grass TLOF – circle diameter 12 m, asphalt, strength 3500 kg / 0,4 MPa		WDI (20 m SSW) FATO: designation marking TLOF: perimeter marking TLOF, marking TDPM	
1	WDI	50 07 09,83 N 014 18 10,39 E	1142 ft / 348 m day marking



Underlying data © ČÚZK

	Approach:	Take-offs:
VFR day	259°	079°
VFR night	NIL	NIL

- HX
- NIL
- NIL
- NIL

Rescue and fire service: NIL

Pavel Dvořák
K Julianě 86, 164 00 Praha 6
Pavel Dvořák (responsible person of the operator)
☎ +420 602 223 708, pavel.d@volny.cz