1 LOCAL TRAFFIC REGULATIONS AND RESTRICTIONS

1.1 The aerodrome (AD)non-public international airport thatverification and training flights.

1.1.1 Due to flight test operation at the airport, the pilots carrying out planned flights into ATS Vodochody airspace or to/from Vodochody Airport must always anticipate possible delays as instructed by ATS. TWR VODOCHODY can at any time order interruption of the flight or leaving CTR/TMA Vodochody respecting flight test needs.

1.2 Prior permission for individual arrivals / departures must be obtained from Handling through the reservation form on the website https://www.vodochody-airport.cz/, or alternatively by e-mail or phone; see contact details.

1.3 The coordination of local flight activity (flight activity related to repetitive landings and take-offs, touch and go landings and low approaches over the RWY) is executed by means of the LARS (Local Activity Reservation System) application, which is accessible from the web https://lars.rlp.cz, see AIP LKVO AD 2.20.9 Local flight activity (LFA).

1.4 Aerodrome traffic circuits

1.4.1 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.

1.4.2 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.

1.4.3 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).

1.4.4 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 Cakovicky and Zlonin. Abeam village Zlonin descend to 2000 ft AMSL to final turn between villages Bast and Panenske Brezany.

1.5 Maneuvering area operations

1.5.1 Due to the airport layout, pilots-in-command are requested to inform the TWR in case of need to warm up the engine outside APN WEST, no later than when requesting taxi clearance.

1.5.2 Aircraft commanders are requested to inform the TWR of their intention to take-off from the intersection or to backtrack on the runway when requesting taxi clearance.

RWY Designator	From	TORA	TODA	ASDA	Remarks
10	TWY B	1876	1936	1876	take-offs cleared day and night
	TWY G	899	959	899	take-offs cleared only from SR to SS
28	TWY B	639	699	639	take-offs cleared day and night
	TWY G	1616	1676	1616	take-offs cleared only from SR to SS

1.5.3 Aircraft cleared to enter the runway are expected to be ready for take off. If the pilot-in-command receives clearance to enter active runway but is not ready for take off, they must immediately inform the TWR before initiating any movement related to runway entry.

1.5.4 The grass RWY 11/29 shall not be used at night.

1.5.5 It is possible to issue a clearance for landing on / take−off from RWY 11/29 when the RWY 10/28 is occupied and reversely.

1.5.6 After landing on RWY 11/29, the pilot is obliged to remain on the RWY until cleared to enter TWY V or TWY W.

1.5.7 TWR always informs the pilot-in-command of the assigned stand, or whether marshaller guidance will be provided on the APN WEST.

1.6 Apron operation

1.6.1 Start-up clearance is issued by the TWR, except where the start-up is only for the purpose of an engine run up test. Engine start-up shall always be carried out in accordance with marshaller instructions.

1.6.2 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.

1.6.3 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.

1.6.4 The apron marshaller guidance for aircraft leaving the stand will be provided on request only. When aircraft of code letter B and C is leaving the apron, marshaller guidance is always provided.

1.6.5 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. Upon leaving the stand, the pilot shall proceed straight ahead across the APRON SAFETY LINE to the aircraft stand taxilane, and only thereafter taxi towards TWY B.

1.6.6 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.

1.7 LKRMZ2 VODOCHODY

1.7.1 Operation of aircraft at LKRMZ2 VODOCHODY without a functional radio station is not permitted.

1.7.2 During the activation of LKRMZ2 VODOCHODY, no information to known traffic or AFIS service is provided; only air-to-air communication takes place on FREQ 133.080 (VODOCHODY TOWER).

1.7.3 The aircraft must report its position, altitude, and intended flight or ground activity on FREQ 133.080 in the manner and to the extent specified below.

Other aircraft operating in LKRMZ2 VODOCHODY shall monitor FREQ 133.080 and use this information to avoid collisions. Aircraft must report:

a) Aircraft departing from LKVO approved by the airport operator i) commencement of taxi and activities after take off;
ii) intention to cross the runway or backtrack the runway;
iii) runway entry;
iv) take off;
(pilots of helicopters departing from the stand report ready for take-off only).
v) leaving the traffic circuit;
vi) leaving the LKRMZ2 VODOCHODY.

b) Aircraft arriving at LKVO approved by the airport operator
i) the position of the aircraft before entering the LKRMZ2 VODOCHODY;
ii) the intended position of the traffic circuit entry;
iii) downwind position;
iv) base leg;
v) final;
vi) missed approach (another circuit);
vii) intention to cross the runway or backtrack the runway;
viii) runway vacation.

c) Aircraft crossing LKRMZ2 VODOCHODY
i) the intended position of entering and exiting the LKRMZ2 VODOCHODY; or
ii) distance, geographic direction from an aerodrome and track to be flown within the LKRMZ2 VODOCHODY.

1.7.4 If necessary, flight information service in LKRMZ2 VODOCHODY will be provided on request by PRAHA INFORMATION on FREQ 126.100. Alerting service for aircraft is provided by FIC PRAHA.

2 ADDITIONAL INFORMATION

2.1 Prior permission for individual arrivals/departures must be obtained from Handling through the reservation form on the website https://www.vodochody-airport.cz/. The coordination of local flight activity is executed by means of the LARS application, which is accessible from the web https://lars.rlp.cz.

2.2 When CTR/TMA VODOCHODY is not active, LKRMZ2 VODOCHODY and TMA VIII PRAHA are in force. Information on the status of CTR/TMA VODOCHODY is broadcast on RADIM FREQ (123.030) in Czech and English. Without information about airspace status, CTR/TMA VODOCHODY shall be considered as active. Verification of the status is mandatory 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

Chapter end