ENR-1 AIRSPACE OF THE CZECH REPUBLIC

1.1 Classification and constituents of airspace

1.1.1 ATS Airspace

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

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

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

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

1.1.1.2 Class C airspace is set up in:
   - TMA PRAHA;
   - CTA PRAHA, CTA BRNO and CTA Ostrava above FL 95 to FL 660.

1.1.1.3 Class D airspace is set up in:
   - all CTR/MCTR and TMA/MTMA with the exception of TMA PRAHA;

1.1.1.4 Class E airspace is set up:
   - outside CTR/MCTR, TMA/MTMA and RMZ above 1000 ft AGL to FL 95.

1.1.1.5 Class G airspace is set up:
   - in RMZ;
   - outside CTR/MCTR from ground to 1000 ft AGL.
   - in TRA GA.

1.1.1.6 Table determining the extent of services provided and requirements for VFR flights, arranged according to classes of airspace:
<table>
<thead>
<tr>
<th>Class</th>
<th>Separation provided to VFR FLTs</th>
<th>VMC flight visibility and distance from cloud minima</th>
<th>ATC service for separation from IFR traffic and VFR traffic information (and traffic avoidance advice on request)</th>
<th>Traffic information between VFR and IFR traffic (and traffic avoidance advice on request)</th>
<th>Traffic information as far as possible.</th>
<th>Flight information service</th>
</tr>
</thead>
<tbody>
<tr>
<td>C</td>
<td>not provided</td>
<td>at and above FL 100</td>
<td>ATC service for separation from IFR traffic</td>
<td>Traffic information between VFR and IFR traffic</td>
<td>Traffic information as far as possible.</td>
<td>not provided</td>
</tr>
<tr>
<td>D</td>
<td>not provided</td>
<td>at and above FL 100</td>
<td>VFR traffic information and traffic avoidance advice on request</td>
<td>Traffic information between VFR and IFR traffic</td>
<td>Traffic information as far as possible.</td>
<td>not provided</td>
</tr>
<tr>
<td>E</td>
<td>not provided</td>
<td>below FL 100</td>
<td>VFR traffic information and traffic avoidance advice on request</td>
<td>Traffic information between VFR and IFR traffic</td>
<td>Traffic information as far as possible.</td>
<td>not provided</td>
</tr>
<tr>
<td>O</td>
<td>not provided</td>
<td>at and above FL 100</td>
<td>VFR traffic information and traffic avoidance advice on request</td>
<td>Traffic information between VFR and IFR traffic</td>
<td>Traffic information as far as possible.</td>
<td>not provided</td>
</tr>
</tbody>
</table>
1.1.2 Prohibited, restricted, dangerous, temporary reserved and temporary segregated areas

Note: Detailed description of prohibited, restricted, dangerous, temporary reserved and temporary segregated areas is allocated in AIP CR, subsection ENR 5, supplemented with corresponding chart ENR 6.3, alternatively with VFRC of controlled aerodromes and with the charts in this manual, part of VFR-AD.

1.1.2.1 Prohibited area

(marked LKP + number)

An airspace of defined dimensions, within which the flight of aircraft is prohibited. Potential requests of airspace users for flights to prohibited areas are handled by the process laid down by the Civil Aviation Authority of the CR. In case of need of justified inevitability to urgent entry to the airspace LKP, due to time pressure and character of performed task the approval process is not applied on:
   a) Police flights
   b) Flights of emergency medical service directly related to human life rescue
   c) Search and rescue flights
   d) Flights performing firefighting activity

1.1.2.2 Restricted Area

(marked LKR + number)

An airspace of defined dimensions, within which the flights of aircraft are restricted, when such airspace is activated, and no permission has been received from appropriate ATS unit. In restricted area may be executed air operations or other activity of a dangerous nature. Activation of restricted areas is published in Airspace Use Plan and its updates (AUP/UUP) excluding the areas with a fixed period of activation published in the Integrated Aeronautical Information Package (see above), and those areas are not presented in the Airspace Use Plan (AUP).

1.1.2.3 Danger area

(marked LKD + number)

Danger area is an airspace of defined dimensions, within which activities dangerous to the flight, as gas releasing or bomb disposal, may exist. It is recommended to avoid such area.

1.1.2.4 Temporary Reserved Area

(marked LKTRA + alphanumeric characters chain)

An airspace of defined dimensions, where only the aerial operations can be conducted and through which, at the time of activation, the transit is not allowed without appropriate ATC clearance.

Use of TRA shall be promulgated AUP.

Temporary reserved area designated for operations of general aviation

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

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

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

The TRA GA reservation is not listed in AUP. With an exception when the position or dimensions of the TRA GA require a FUA restrictions application on the airspace around, the entity is assigned as „AMC manageable“ and its reservation is carried out in accordance with the area planning procedures described in AIP ENR 1.1.9.1.2.

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

1.1.2.5 Temporary Segregated Area

(marked LK TSA + alphanumeric characters chain)

An airspace of defined dimensions, where only the aerial operations can be conducted and through which, when activated, will not be permitted to fly.

1.1.2.6 Temporary restricted area

Temporary reservation of those parts of the airspace, which are not published in AIP, is made by means of NOTAM or AIP SUP, where the mode of restriction applied to conducting of flights is set down, including timeframe.

Reference to appropriate publication is listed in AUP (list F).

1.2 Use of airspace

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

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

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

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

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

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

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

a) Published hours - cover the maximum possible activation time; they are published in AIP CR, subsection ENR 5 in the Remarks column.

b) Planned hours - published in the AUP; they are within the published hours.

c) Real Activation Time - is the actual period of use of the area known from the area user who performs the activity; it is within the planned hours published in AUP.

1.3 Requirements for communications and SSR transponder

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

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

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

1.3.2 Transponder mandatory zone (TMZ)

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

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

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