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General Information

Location: Prague Cze
IATA Code: PRG
Lat/Long: N50° 06.0' E014° 15.6'
Elevation: 1247 ft

Airport Use: Public
Magnetic Variation: 3.2°E

Fuel Types: 100 Octane (LL), Jet A-1
Repair Types: Major Airframe, Major Engine
Customs: Yes
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: No

Sunrise: 0317 Z
Sunset: 1902 Z,

Runway Information

Runway: 04
Length x Width: 6955 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 1247 ft

Runway: 06
Length x Width: 12188 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 1202 ft
Lighting: Edge, ALS

Runway: 12
Length x Width: 10663 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 1166 ft
Lighting: Edge, ALS
Displaced Threshold: 984 ft

Runway: 22
Length x Width: 6955 ft x 197 ft
Surface Type: asphalt
TDZ-Elev: 1200 ft

Runway: 24

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Length x Width: 12188 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 1158 ft
Lighting: Edge, ALS, Centerline, REIL, TDZ

Runway: 30
Length x Width: 10663 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 1232 ft
Lighting: Edge, ALS

Communication Information

ATIS 122.15
Ruzyne Tower 118.1
Ruzyne Ground Control 134.55
Ruzyne Ground Control 121.9
Ruzyne Clearance Delivery 120.05
Ruzyne Radar 136.075 Secondary
Ruzyne Radar 119.0
Ruzyne Radar 118.3
Praha Radar 127.575
Praha Radar 120.525

1. GENERAL

1.1. ATIS

ATIS 122.15

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. FLIGHT RESTRICTIONS

Delayed arrivals and departures are permitted until 2300LT.

ACFT certified in accordance with ICAO Annex 16/I, Part II, Chapter 2 or ACFT without certification in accordance with ICAO Annex 16/I, Part II,
Take-offs and landings are not permitted.

Jet ACFT certified in accordance with ICAO Annex 16/I, Part II, Chapter3 and propeller-driven ACFT certified in accordance with ICAO Annex16/I, PartII, Chapter 5
Between 2200-0600LT:
- ACFT with a MTOW of more than 45t, except ACFT included in Bonus list, are not permitted for take-off and landing.
- ACFT included in Bonus list are permitted for take-off and landing only within the scope of noise quota for night operations. Moreover the ACFT shall meet criteria for inclusion to LKPR noise category 1 or 2; delayed arrivals and departures are permitted without restrictions.
- ACFT with MTOW less or equal to 45t included in LKPR noise category 1 or 2 are permitted for take-off and landing only within the scope of noise quota for night operations; delayed arrivals and departures are permitted without restrictions.

New type of ACFT may be included into bonus list based on request of the ACFT operator.

Bonus List
(ACFT according to IATA code)
141, 142, 143, 146, 14F, 14X, 14Y, 14Z, 318, 319, 320, 321, 332, 333, 342, 343, 345, 346, 733, 734, 735, 736, 738, 739, 73C, 73E, 73G, 73H, 73J, 73W, 752, 753, 75M, 75T, 75W, 763, 764, 76W, 772, 773, 77L, 77W, 783, 788, 789, AB6, AR1, AR7, AR8, ARJ, E90, E95.

EXCEPTIONS
The above mentioned restrictions do not apply to:
- search and rescue flights;
- landings of ACFT for safety reasons, due to failure or adverse meteorological conditions;
- flights of the Civil Aviation Authority for state inspections;
- flights of ACFT on police duty on their missions;
- flights of ACFT of the Czech Air Force for the purposes of transport of constitutional officials;
- flights for human life saving;
- humanitarian flights in case of risk of delay;
- flights of ACFT carrying out flight checking of aeronautical ground facilities and flight procedures.

For ACFT up to a weight of 13t the aerodrome is not available between 1900-0700LT, unless prior permission is obtained from Prague APT - General Aviation:

Tel:	+420 220 114 000	AFTN: LKPRYDYT
Fax:	+420 220 111 695	SITA: PRGCZ7X

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1. GENERAL

1.2.2. PREFERENTIAL RUNWAY SYSTEM

RWYs 06 and 24

- departures and arrivals of ACFT are allowed without restriction. If RWY 06 as well as RWY 24 are usable, RWY 24 will be preferred.

RWY 12

- between 2200-0000LT departures and arrivals of ACFT are prohibited with the exception according to para a).
- between 0000-0500LT departures and arrivals of ACFT are prohibited with the exception according to para b).
- between 0500-0600LT departures and arrivals of ACFT are prohibited with the exception according to para a).
- between 0600-2200LT departures of jet ACFT with MTOW more than 7t are prohibited with the exception according to para a). Departures of propeller ACFT are allowed without restriction. Arrival of ACFT are allowed without restriction.

RWY 30

- between 2200-0000LT departures and arrivals of ACFT are prohibited with the exception according to para a).
- between 0000-0500LT departures and arrivals of ACFT are prohibited with the exception according to para b).
- between 0500-0600LT departures and arrivals of ACFT are prohibited with the exception according to para a).
- between 0600-2200LT arrivals of ACFT with MTOW more than 7t are prohibited with the exception according to para a). Departures of ACFT are allowed without restriction.

RWYs 04 and 22

- closed for departure and arrival; taxiing and parking of ACFT is allowed.

EXCEPTIONS

Departures and arrivals of ACFT on RWYs 12 and 30 are allowed in case of:

a)

- RWY 06 or 24 is out of service;
- the conditions on surface of RWY 06 or 24 are affected adversely by contamination and brake effect is worse than good;
- precision approach for landing on RWY 06 or 24 is unserviceable when visibility is 5000m or less and/or cloud base is 1000 ' or less.
- crosswind component including gusts toward RWY 06 or 24 exceeds 15 KT;
- wind shear is reported or forecast or there are expected significant meteorological phenomenons (e.g. storms), which could influence the approach or departure from RWY 06 or 24;
- flights for human life saving;
- flights for search and rescue;
- ACFT in emergency;
- ACFT of Civil Aviation Authority conducting a state supervision;
- RWY is requested by pilot-in-command by reason of flight safety;
- flights of ACFT carrying out flight checking of aeronautical ground facilities and flight procedures.

b)

- flights for human life saving;
- flights for search and rescue;
- ACFT in emergency;
- RWY 06 or 24 is out of service due to emergency conditions;
- ACFT of Civil Aviation Authority conducting a state supervision;
- RWY is requested by pilot-in-command by reason of flight safety;
- flights of ACFT carrying out flight checking of aeronautical ground facilities and flight procedures.

1.2.3. REVERSE THRUST

Between 2200-0600LT reverse thrust other than idle thrust shall only be used as far as necessary due to safety reasons.

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1. GENERAL

1.2.4. RUN-UP TESTS

Engine test runs shall only be carried out at places designated by aerodrome operator.
Between 2200-0600LT engine test runs in other than idle run-up are not permitted.

EXCEPTIONS
ACFT planning to depart in the night or morning hours may, in important cases, carry out engine test runs other than idle run-up between 2200-2300LT and 0500-0600LT.

1.2.5. AUXILIARY POWER UNITS (APU)

After stopping on stand (at the latest 5 minutes after stopping) an external power source 400 Hz shall be connected to the ACFT and APU shall be switched off.
APU switch on is not allowed earlier than 20 minutes before ETD.
If external power source is not available APU can be used all the time of standing.
If external air handler is not available APU can be used when standing longer than 1 hour.

1.3. LOW VISIBILITY PROCEDURES

Low Visibility Procedures will be initiated if RVR TDZ and/or MID and/or END is 600m and/or ceiling is less than 200'.
Low Visibility Take-Off phase will be initiated if RVR TDZ and/or MID and/or END decreases to 600m and less.
ACFT landing on RWY 24 must only exit via TWY C, D, E or F.
Pilots will be informed via ATIS or RTF about initiation of Low Visibility Procedures or Low Visibility Take-Off.
ACFT will be vectored to intercept the ILS at least 3 NM from FAF.
Pilots wishing to conduct a guided take-off must inform ATC on start-up in order to ensure that protection of the localizer sensitive area is provided.

1.4. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

1.4.1. OPERATION OF MODE S TRANSPONDERS WHEN ACFT IS ON THE GROUND

ACFT operators shall ensure that the Mode S transponders are able to operate when the ACFT is on the ground.

Flight crew shall select XPNDR, or the equivalent according to specific installation, AUTO if available, not OFF or STDBY, and the assigned Mode A code:
- When requesting push-back or taxi, whichever is earlier.
- After landing, continuously until the ACFT is fully parked on stand.

Flight crew of ACFT equipped with Mode S having an ACFT identification feature shall also set the ACFT identification.
The ACFT identification shall be entered from the request for push-back or taxi, whichever is earlier, through the FMS or the transponder control panel.
During parking flight crew shall set up Mode A code 0000 and subsequently set up Mode S transponder position OFF.

1.5. RWY OPERATIONS

1.5.1. HIGH INTENSITY RWY OPERATIONS (HIRO)

HIRO procedures are provided between 0600-2200LT. If unable to comply with the HIRO system, pilots are requested to advise ATC as soon as possible. To prevent delays of flights and to achieve the highest possible rate/hour for arrivals and departures. RWY occupancy times are to be reduced to minimum.

1.6. TAXI PROCEDURES

1.6.1. GENERAL

For wingspan restrictions refer to 10-9 charts.

TWY FF available for towing and parking of ACFT only.
TWYs J blue and J orange 400m visibility required.
TWY N in the section between Aviation Service Apron and RWY 04/22 is closed for taxiing. Parking is allowed.
Turn from TWY Z to TWY T by ATC only.

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1. GENERAL

1.6.2. OPERATIONS OF CRITICAL ACFT TYPES

Airport is available for ACFT up to size of Boeing 747-400 (wingspan 213'/65 m, fuselage length 233'/71 m). Operations of critical ACFT types Airbus 340-600, Boeing 777-300, 777-300ER, Boeing 747-8, Antonov 124 and Lockheed C5 A/B are restricted as follows:

TWY and TWY shoulders
TWY width is 144'/44 m including paved shoulders. The adjacent areas are unpaved with grass surface. The crews of four-engine ACFT are obliged to use minimal thrust of outer engines and if possible to taxi with outer engines off.

Taxiing
For defined ACFT types taxiing on TWYs A1, AA, B1, B2, H, H1, M, N, P between TWY L and TWY N, R, RR and S is prohibited. Taxiing on RWY 04/22 is prohibited.
Turns on TWYs are prohibited:
from TWY A to Southeastern part of TWY B and vice versa,
from TWY B to TWY D and vice versa,
from TWY L to TWY P and vice versa,
from TWY D, taxiing to Northeast left to TWY L and vice versa.

Marshalling is obligatory for Boeing 747-8, Antonov 124, Lockheed C5 A/B.

In TWY curves and on TWY at apron taxi speed is limited to 10 kt.

Safe wingtip clearance of 25'/7,5 m from an obstacle is applied for taxiing on TWY. Crews are requested to use oversteering technique in curves.
The safe clearance from the TWY edge and obstacles is guaranteed if geometrical centre of the main undercarriage of ACFT is moving along centre line marking. For safety reasons an oversteering is recommended also for all ACFT code letter E.

De-icing
De-icing and anti-icing treatment of ACFT is carried out on DE-ICING AREA 2.

1.7. PARKING INFORMATION

Stands 1 thru 31 except stand 25 equipped with Visual Docking Guidance System. During low visibility operations the system is not available, service guidance is by Follow-me car.

1.8. OTHER INFORMATION

Engine test runs at the aprons are prohibited except of stands E3 thru E7 on East apron in idling speed for propeller ACFT with MAX wingspan of 95'/29 m between 0700-2300LT.
Birds in vicinity of APT.
RWY 06/24 and RWY 12/30 between THR 12 and TWY F with antiskid layer.

All flights shall be carried out only in accordance with the established class of the airspace of CTR Ruzyne, TMA Prague, MCTR Kbely and MTMA Kbely and appropriate paragraphs of regulation L 2 Rules of the air. Water, playgrounds, parks and roads are not considered as areas for emergency landing.
In addition, a restricted area LK(R)-9 has been established, designed in such a way that in case of an engine failure during flights at/above its upper level, an area outside densely populated places could be safely reached.

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2. ARRIVAL

2.1. SPEED RESTRICTIONS

Unless otherwise instructed by ATC
- MAX 250 KT at SLP 1 or flying off-route at OKL 28 DME.
- MAX 220 KT at SLP 2 or in case of radar vectoring at position base leg, or in case of ST-IN APCH at 15 NM from THR unless higher airspeed is required for performance reasons to allow ACFT flight in clean configuration. This speed should be maintained up to 12 NM from THR.
- Speed should be gradually reduced to 160 KT with up to medium flaps setting and with landing gear retracted in the subsequent portion of APCH to 4 NM from THR.

If unable to comply with speed restriction, advise ATC immediately.

2.2. NOISE ABATEMENT PROCEDURES

Descent gradient for non-precision instrument approach and precision instrument approach shall not be less than gradient published in INSTRUMENT APPROACH CHART.
Between 2200-0600LT the ACFT performing instrument approach can descend below 4000 ft AMSL after passing FAF of corresponding RWY and contemporaneously must be established on final approach track.

Visual approach
Visual approaches are prohibited.
Exceptions:
- ACFT with MTOW up to 7000kg between 0600-2200LT carrying out visual approach to RWY 06, 12, 30 or from North side of extended centerline of RWY 24;
- ACFT in emergency;
- flights for human life saving;
- flights for search and rescue;
- ACFT of Civil Aviation Authority executing state supervision;
- other approaches are out of service;
- wind shear is reported or forecasted or significant weather phenomena (e.g. storms) which could affect other ways of approach are expected;
- procedure is requested by pilot-in-command for reasons of safety flight execution.
- ACFT carrying out flight checking of aeronautical ground facilities and flight procedures.

An ACFT performing visual approach to RWY 06, 12 and 24 shall not descend below 2500ft/762m AMSL before establishing on extended centerline of RWY.

An ACFT performing visual approach to RWY 30 shall not descend below 3500ft/1067m AMSL before establishing on extended centerline of RWY.
Descent gradient of final approach track shall not be less than 3° (5.2%).

2.3. CAT II/III OPERATIONS

RWY 24 approved for CAT II/III operations, special aircrew and ACFT certification required.

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2. ARRIVAL

2.4. RWY OPERATIONS

2.4.1. HIGH INTENSITY RWY OPERATIONS

Whenever RWY conditions permit, pilots are requested to vacate RWY after landing via following exit TWYs:

ACFT category	TWY designator						
	LDA						
	RWY 06		RWY 12		RWY 24		RWY 30
Medium (Jet)	L	B	P	R	D		G
	5105'/ 1556m	7972'/ 2430m	5528'/ 1685m	8186'/ 2495m	6791'/2070m		6955'/2120m
Medium (Prop)	L		P		C	D	G
	5105'/1556m		5528'/1685m		4347'/ 1325m	6791'/ 2070m	6955'/2120m

In order to ensure a minimum RWY occupancy time, it is recommended to nominate the expected exit TWY during the approach briefing. Pilots are requested to aim for an exit, which can be made, rather than to aim for an earlier one, just to miss it and to roll slowly to the next.

2.5. OTHER INFORMATION

2.5.1. RNAV PROCEDURES

P-RNAV certification is required for RNAV arrival routes.
ACFT not certified for P-RNAV can also utilize STARs with certification for B-RNAV.
ACFT not certified for RNAV may incur delays and/or extended routing during peak periods.
Only PIC of an ACFT not certified for B-RNAV shall inform ATC on first radio contact.

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3. DEPARTURE

3.1. DE-ICING

ACFT crew shall report request for de-icing and requested range of de-icing to Ground Handling Agency at least 25 min prior to TOBT/EOBT. If A-CDM procedures are not applied, report request additionally to Delivery on initial contact. Later de-icing request will be accepted but can cause a delay.
ATC assigns TSAT with regard to de-icing spot and estimated time of ACFT de-icing. The crew receives assigned de-icing spot after establishment of contact with Delivery.
De-icing only on designated places:
- De-icing areas 1 or 2 on TWY Z
- De-icing area 3 on TWY AA
- Areas of stands 50/50A and 58/58A/58B on Apron North
- Area of stand T6 on Apron North
- Apron East (exceptional cases)
- Apron South (up to 13t MTOW)
- TWY J (exceptional cases).

For the purpose of exact stop at the de-icing stands lines intended for ACFT stop are marked on the level of flight deck:
De-icing 36m line intended for ACFT with MAX wingspan of 118'/36m.
De-icing 52m line intended for ACFT with wingspan of 118'/36m thru 171'/52m.
De-icing 65m line intended for ACFT with wingspan of 171'/52m thru 213'/65m.

3.2. START-UP, PUSH-BACK & TAXI PROCEDURES

3.2.1. COLLABORATIVE DECISION MAKING (CDM)

3.2.1.1. GENERAL

CDM procedures are established in order to improve exchange of information about a flight, regularity improvement, reduction of taxi fuel consumption, emissions and noise.
CDM procedures are applied from 0700-2200 LT.
CDM procedures are mandatory for all IFR flights, except flights with designation STS/EMER, SAR or HEAD.
If a flight with indicators STS/STATE, HOSP or HUM requests priority, following text shall be stated in item 18 of the flight plan: STS/ATFMEXEMPTAPPROVED

3.2.1.2. TARGET OFF-BLOCK TIME (TOBT)

TOBT is the estimated time of completion of ground handling of ACFT, i.e. doors closed, boarding bridge removed and ACFT is ready for immediate engines start-up or push-back, after receiving clearance from Tower.
First TOBT shall be submitted to CDM at least 25 min prior its own value. For Business and General Aviation flights, this value is reduced to 10 min. TOBT shall be updated whenever assumption changes by more than 2 min. The lowest acceptable value of TOBT update is the current time +5 min. Number of TOBT updates is not limited.
Flight crew shall report to Ground Handling Agency all facts that can affect TOBT. From TOBT on, crew shall monitor Delivery frequency and shall be ready to receive ATC instructions and carry out CDM procedures.

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3. DEPARTURE

3.2.1.3. TARGET START-UP APPROVAL TIME (TSAT)

Time in which flight crew can request clearance for engines start-up or push-back. Approval will be issued with respect to current traffic situation.
TSAT is provided by ATC in order to optimize departure sequence with regard to EOBT, TOBT, ATFM restrictions (CTOT), de-icing and local conditions.
First TSAT will be assigned after submission of first TOBT, but not earlier than 40 min prior EOBT.
TSAT and its updates are delivered to flight crew by Ground Handling Agency representative.
Flight crew can check validity of TSAT value on Delivery frequency. The crew intending to take-off from RWY different from RWY in use, shall advise this to Delivery at least 10 min before TSAT.
In interval TSAT -3 to +3 min, flight crew shall request start-up and (in case of nose-in stand) push-back. Engines start-up or push-back shall be commenced immediately after receiving clearance.
If crew does not request start-up clearance within interval TSAT -3/+3 min and Ground Handling Agency does not update TOBT, a later TSAT, which can cause delay, is assigned to the flight.
If crew does not request clearance even in the new TSAT -3/+3 min interval, flight is excluded from sequence until a new TOBT is submitted.
If crew needs to start-up engines before TSAT due to technical reasons, crew requests it on Delivery frequency using phrase "REQUEST START-UP ENGINES DUE TO TECHNICAL REASONS".
The procedure in the interval TSAT -3/+3 min remains valid.

3.2.2. START-UP

The crew, intending to take off from a RWY different from the RWY in use, shall advise the intention on Delivery frequency at least 10 min before request for start-up engine clearance.
Pilot-in-command of departing ACFT shall establish radio contact with Delivery to:
- inform about the use of RWY different from the RWY in use,
- advise parking position,
- confirm ATIS information and read back its QNH,
- when A-CDM procedures are not applied, to advise the intention to carry out a de-icing ACFT before departure,
- obtain ATC clearance,
- obtain engine start up approval.

Pilot-in-command shall establish radio contact on the frequency of Ground for approvement of push-back and taxi. No special instruction for Ground frequency change shall be made from Delivery.
Pilots of departing IFR ACFT shall establish radio contact on the respective frequency of PRAGUE Radar, referred to SID text description, immediately after take-off.
Tower will not individually give any instructions for change to relevant frequency.

3.2.3. MULTIPLE PUSH-BACK

The system of push stop bars is used by default for multiple push-back. If ATC establishes the final position different from standard procedures ATC advises it to the crew.
The crew passes this information to a ground personnel.

3.2.4. TAXIING

For taxi-out on the apron use MIM power.

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3. DEPARTURE

3.3. NOISE ABATEMENT PROCEDURES

For additional depiction refer to 10-4.

Climb with maximum rate considering flight safety.
Deviation from SIDs or from the RWY heading during a departure given by ATC service is not possible until passing:
- 3200' (RWYs 06, 24, 30 between 0600-2200LT)
- 5000' (RWYs 06, 24, 30 between 2200-0600LT)
- OKL 10 DME (RWY 12)

except cases of urgent provision of separation minima between ACFT in flight and/or flight safety with regard to significant meteorological phenomenons or occurrence of birds.

JET ACFT:

Take-off to 2700'	Take-off power. Take-off flaps. Climb at V_2 + 10 KT (or as limited by body angle).
At 2700'	Reduce engine thrust to not less than climb power/thrust.
2700'-4200'	Climb at V_2 + 10 KT (or as limited by body angle).
Above 4200'	Normal speed and enroute climb configuration.

3.4. RWY OPERATIONS

3.4.1. HIGH INTENSITY RWY OPERATIONS

Whenever RWY conditions permit, pilots should prepare and be ready to accept the following intersection take-off runs:

ACFT category	TWY designator			
	TORA			
	RWY 06	RWY 12	RWY 24	RWY 30
Medium (Jet)	E	D	THR	THR
	10,039'/3060m	9055'/2760m	12,188'/3715m	10,663'/3250m
Medium (Prop)	D	G	B	R
	7382'/2250m	7300'/2225m	8350'/2545m	8448'/2575m

Cockpit checks should be completed prior to line-up and any checks requiring completion on the RWY should be kept to MIM. Pilots should ensure that they line up immediately after being cleared and to be ready to continue with a rolling take-off if necessary.

3.5. OTHER INFORMATION

3.5.1. RNAV PROCEDURES

P-RNAV certification is required for RNAV departure routes.
Separation on parallel departure routes is provided by ATC. ACFT not certified for P-RNAV can also utilize SIDs with certification for B-RNAV. ACFT not certified for RNAV may incur delays and/or extended routing during peak periods.
Only a PIC of an ACFT not certified for B-RNAV shall inform ATC on first radio contact. Vectoring will be provided for ACFT not approved for RNAV operations.

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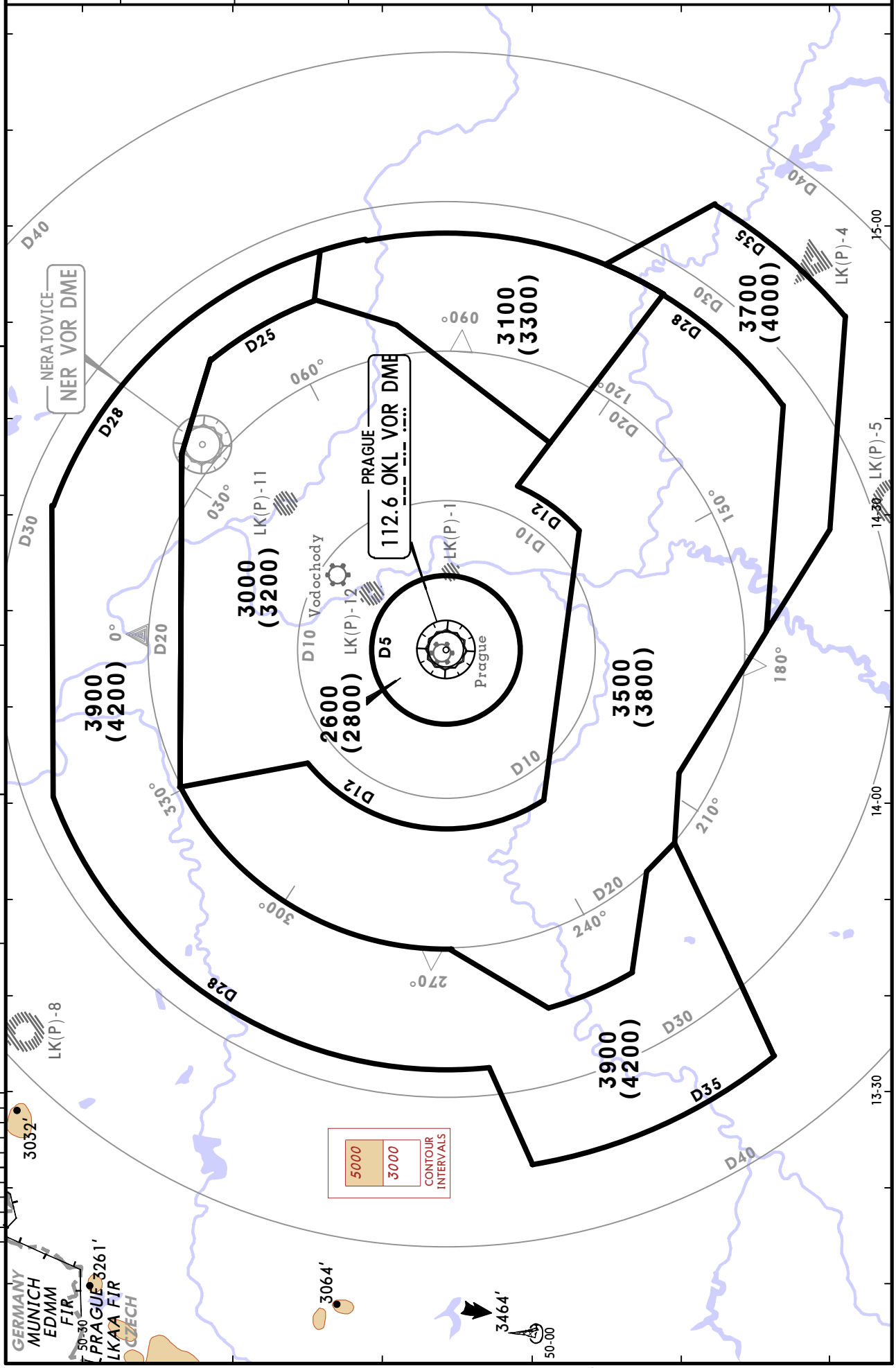
PRAGUE Radar (APP)	*RUZYNE Radar (APP)	Apt Elev	
120.52 127.57	119.0	1247′	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 5000′ Altitudes in brackets are corrected for low temperatures and apply always for the period from 15 NOV until 15 MAR, unless published otherwise by NOTAM.



CHANGES: Sectors & altitudes revised.

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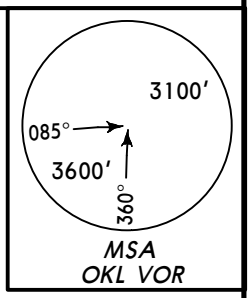
ATIS	*RUZYNE Radar (APP)	Apt Elev	
122.15	119.0	1247′	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 5000′ At initial contact with RUZYNE Radar state only callsign.

GOLOP ONE PAPA (GOLOP 1P) *[GOLO1P]*
GOLOP TWO ROMEO (GOLOP 2R) *[GOLO2R]*
RWYS 12, 30 RNAV ARRIVALS

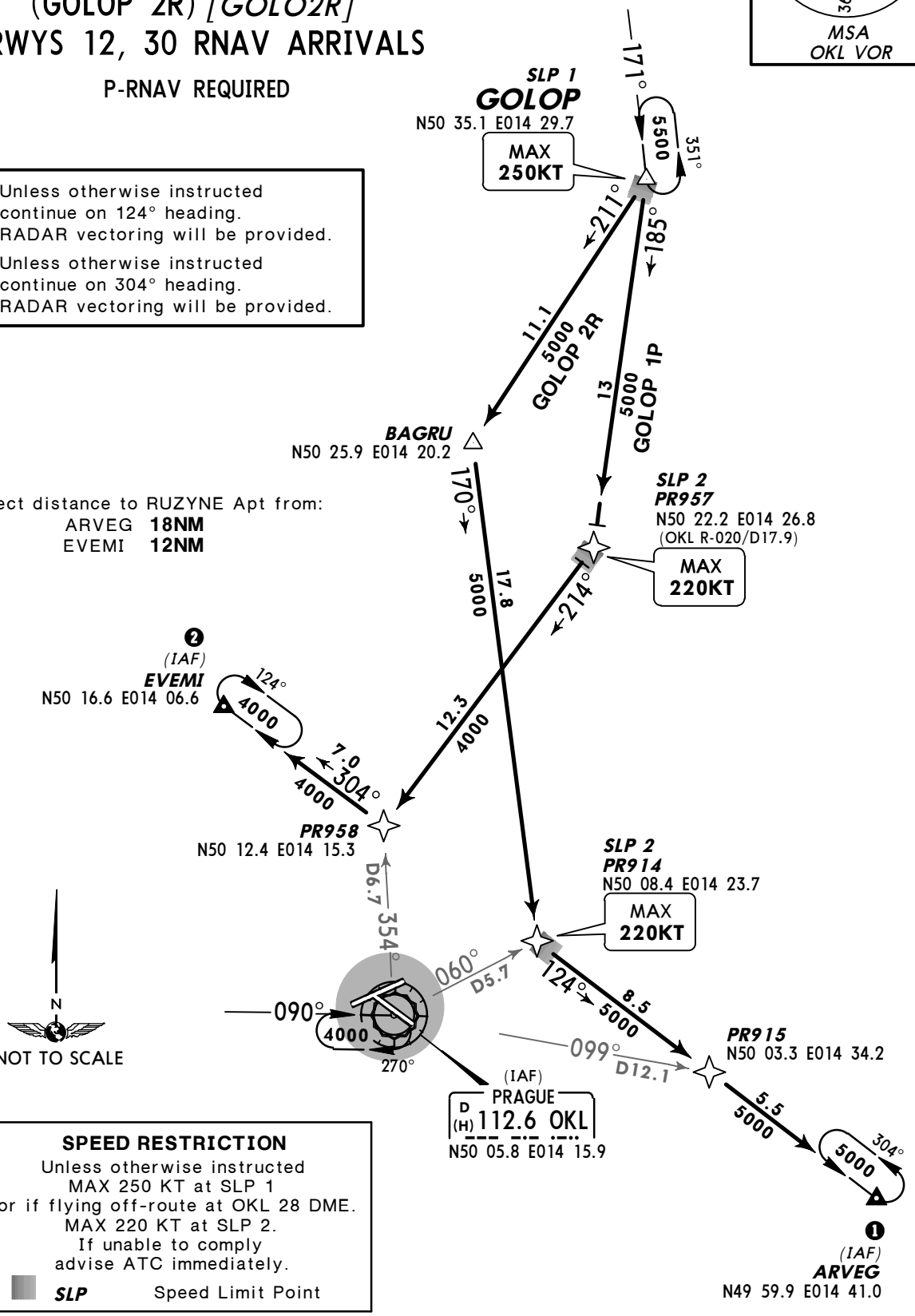
P-RNAV REQUIRED



❶ Unless otherwise instructed continue on 124° heading. RADAR vectoring will be provided.

❷ Unless otherwise instructed continue on 304° heading. RADAR vectoring will be provided.

Direct distance to RUZYNE Apt from:
ARVEG **18NM**
EVEMI **12NM**



SPEED RESTRICTION
Unless otherwise instructed
MAX 250 KT at SLP 1
or if flying off-route at OKL 28 DME.
MAX 220 KT at SLP 2.
If unable to comply
advise ATC immediately.
SLP Speed Limit Point

STAR	RWY	ROUTING
GOLOP 1P	12	GOLOP - PR957 - PR958 - EVEMI.
GOLOP 2R	30	GOLOP - BAGRU - PR914 - PR915 - ARVEG.

CHANGES: Rwy designations.

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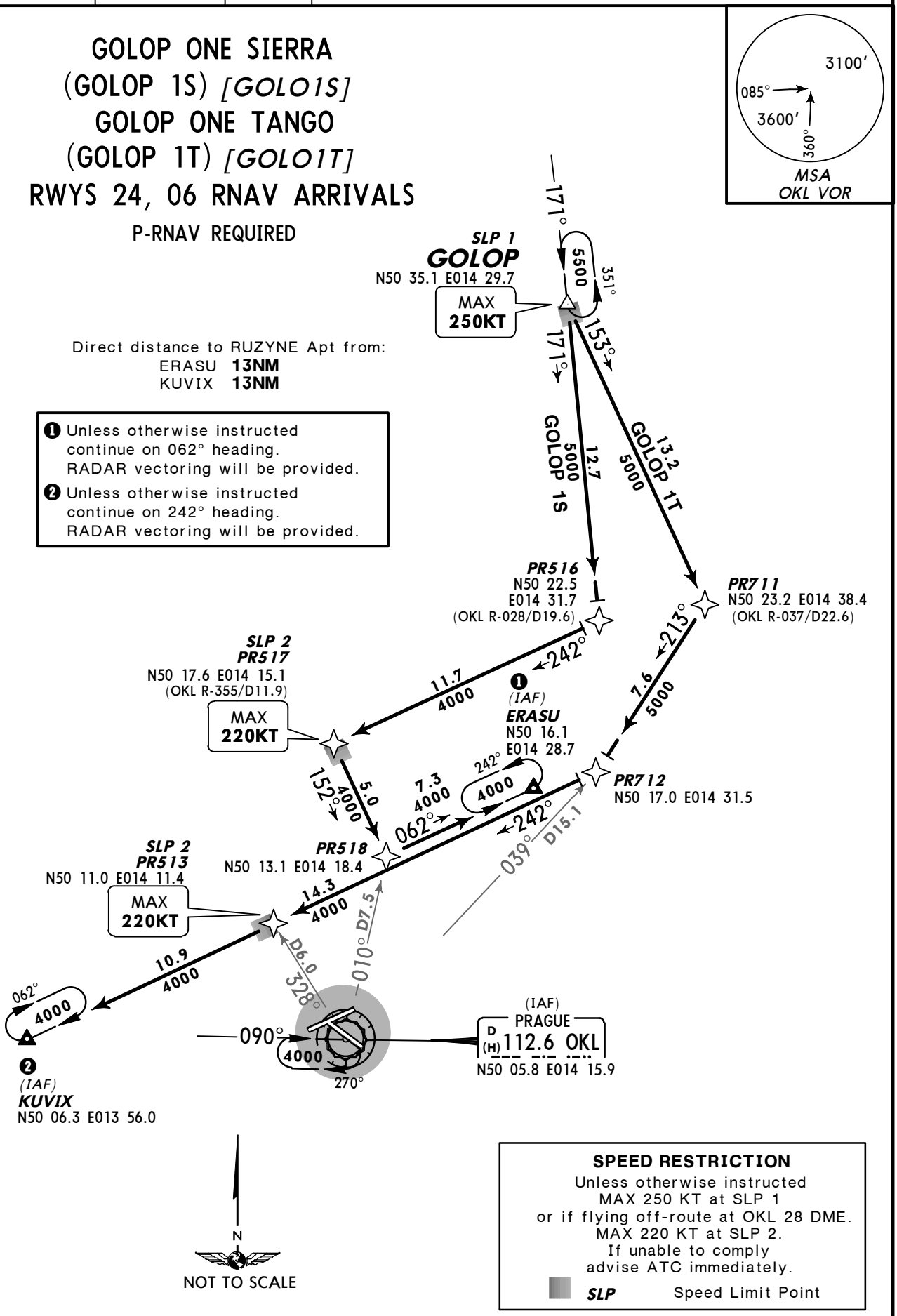
ATIS	*RUZYNE Radar (APP)	Apt Elev	
122.15	119.0	1247′	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 5000′ At initial contact with RUZYNE Radar state only callsign.

GOLOP ONE SIERRA (GOLOP 1S) *[GOLO1S]*
GOLOP ONE TANGO (GOLOP 1T) *[GOLO1T]*
RWYS 24, 06 RNAV ARRIVALS

P-RNAV REQUIRED



Direct distance to RUZYNE Apt from:
ERASU **13NM**
KUVIX **13NM**

❶ Unless otherwise instructed continue on 062° heading. RADAR vectoring will be provided.

❷ Unless otherwise instructed continue on 242° heading. RADAR vectoring will be provided.

SPEED RESTRICTION
Unless otherwise instructed
MAX 250 KT at SLP 1
or if flying off-route at OKL 28 DME.
MAX 220 KT at SLP 2.
If unable to comply
advise ATC immediately.
SLP Speed Limit Point

STAR	RWY	ROUTING
GOLOP 1S	24	GOLOP - PR516 - PR517 - PR518 - ERASU.
GOLOP 1T	06	GOLOP - PR711 - PR712 - PR513 - KUVIX.

CHANGES: None.

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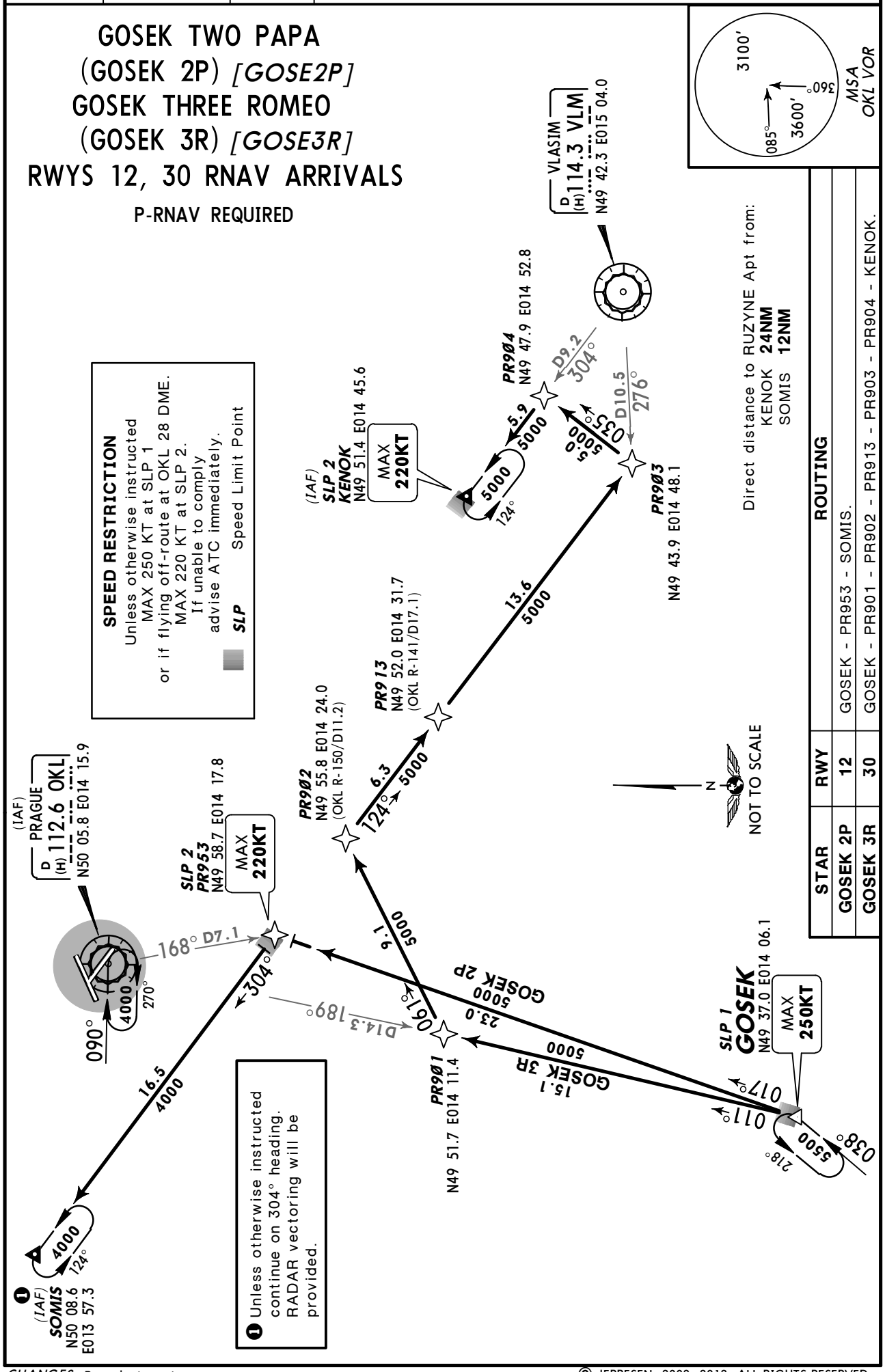
ATIS	*RUZYNE Radar (APP)	Apt Elev	
122.15	119.0	1247′	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 5000′ At initial contact with RUZYNE Radar state only callsign.

GOSEK TWO PAPA (GOSEK 2P) *[GOSE2P]*
GOSEK THREE ROMEO (GOSEK 3R) *[GOSE3R]*
RWYS 12, 30 RNAV ARRIVALS

P-RNAV REQUIRED



STAR	RWY	ROUTING
GOSEK 2P	12	GOSEK - PR953 - SOMIS.
GOSEK 3R	30	GOSEK - PR901 - PR902 - PR913 - PR903 - PR904 - KENOK.

CHANGES: Rwy designations.

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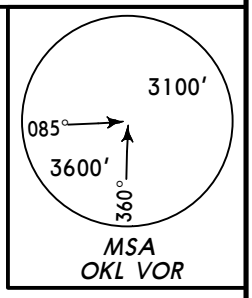
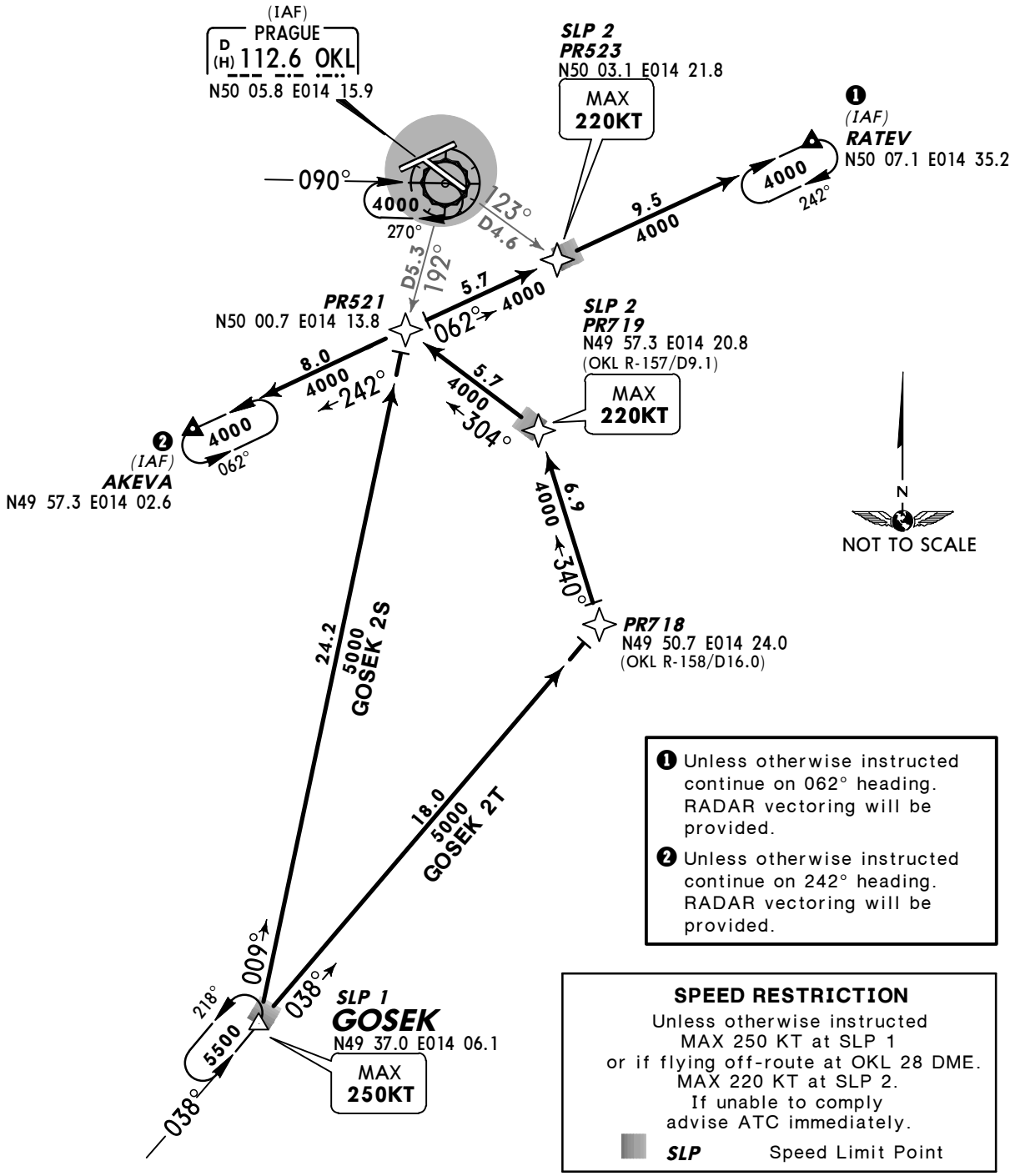
ATIS	*RUZYNE Radar (APP)	Apt Elev	
122.15	119.0	1247′	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 5000′ At initial contact with RUZYNE Radar state only callsign.

GOSEK TWO SIERRA
(GOSEK 2S) *[GOSE2S]*
GOSEK TWO TANGO
(GOSEK 2T) *[GOSE2T]*
RWYS 24, 06 RNAV ARRIVALS

P-RNAV REQUIRED



Direct distance to RUZYNE Apt from:
AKEVA **12NM**
RATEV **13NM**



❶ Unless otherwise instructed continue on 062° heading. RADAR vectoring will be provided.

❷ Unless otherwise instructed continue on 242° heading. RADAR vectoring will be provided.

SPEED RESTRICTION
Unless otherwise instructed
MAX 250 KT at SLP 1
or if flying off-route at OKL 28 DME.
MAX 220 KT at SLP 2.
If unable to comply
advise ATC immediately.

SLP Speed Limit Point

STAR	RWY	ROUTING
GOSEK 2S	**24**	GOSEK - PR521 - PR523 - RATEV.
GOSEK 2T	**06**	GOSEK - PR718 - PR719 - PR521 - AKEVA.

CHANGES: None.

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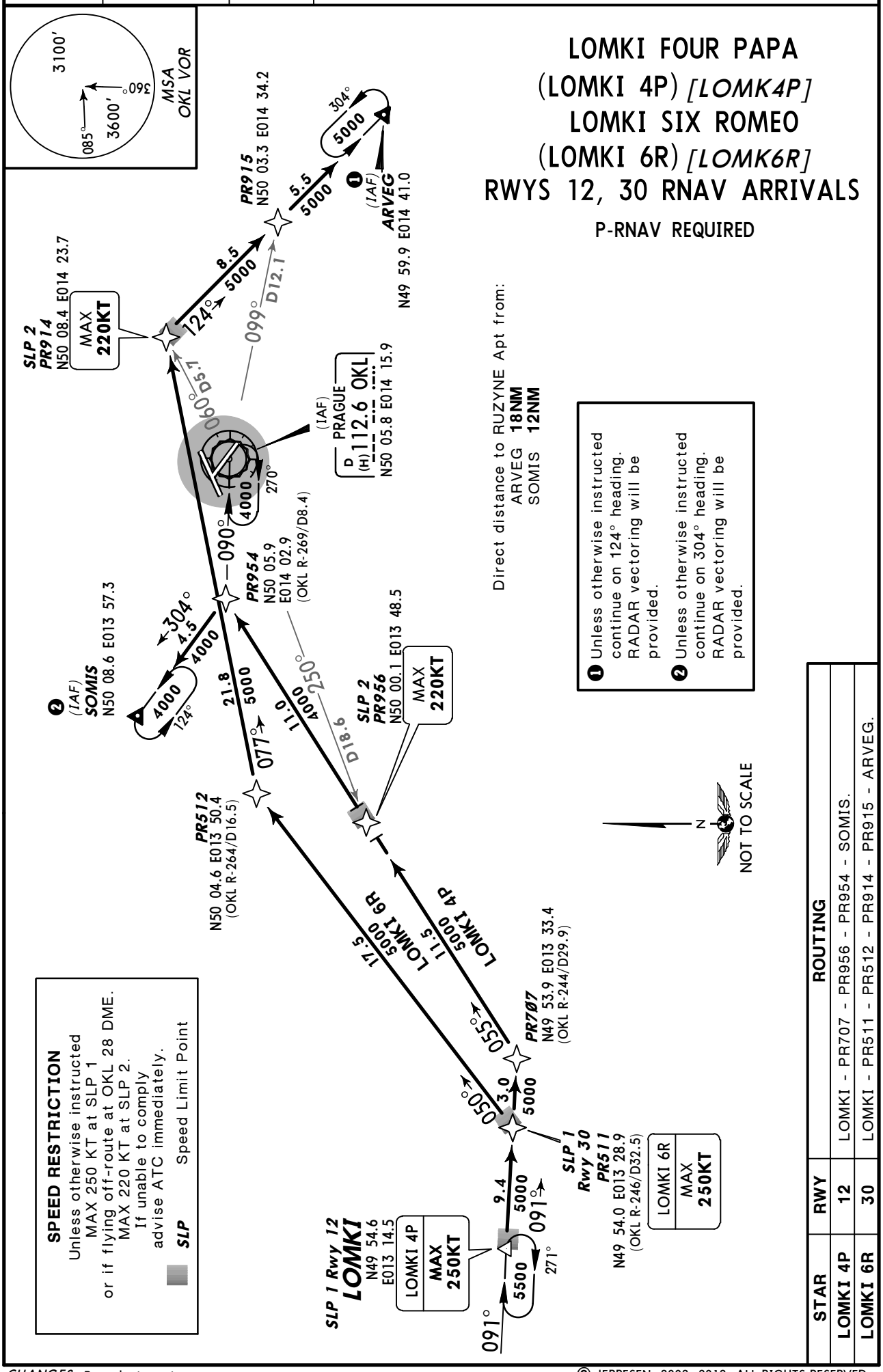
ATIS	*RUZYNE Radar (APP)	Apt Elev	
122.15	119.0	1247′	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 5000′ At initial contact with RUZYNE Radar state only callsign.

LOMKI FOUR PAPA
(LOMKI 4P) *[LOMK4P]*
LOMKI SIX ROMEO
(LOMKI 6R) *[LOMK6R]*
RWYS 12, 30 RNAV ARRIVALS

P-RNAV REQUIRED



STAR	RWY	ROUTING
LOMKI 4P	12	LOMKI - PR707 - PR956 - PR954 - SOMIS.
LOMKI 6R	30	LOMKI - PR511 - PR512 - PR914 - PR915 - ARVEG.

CHANGES: Rwy designations.

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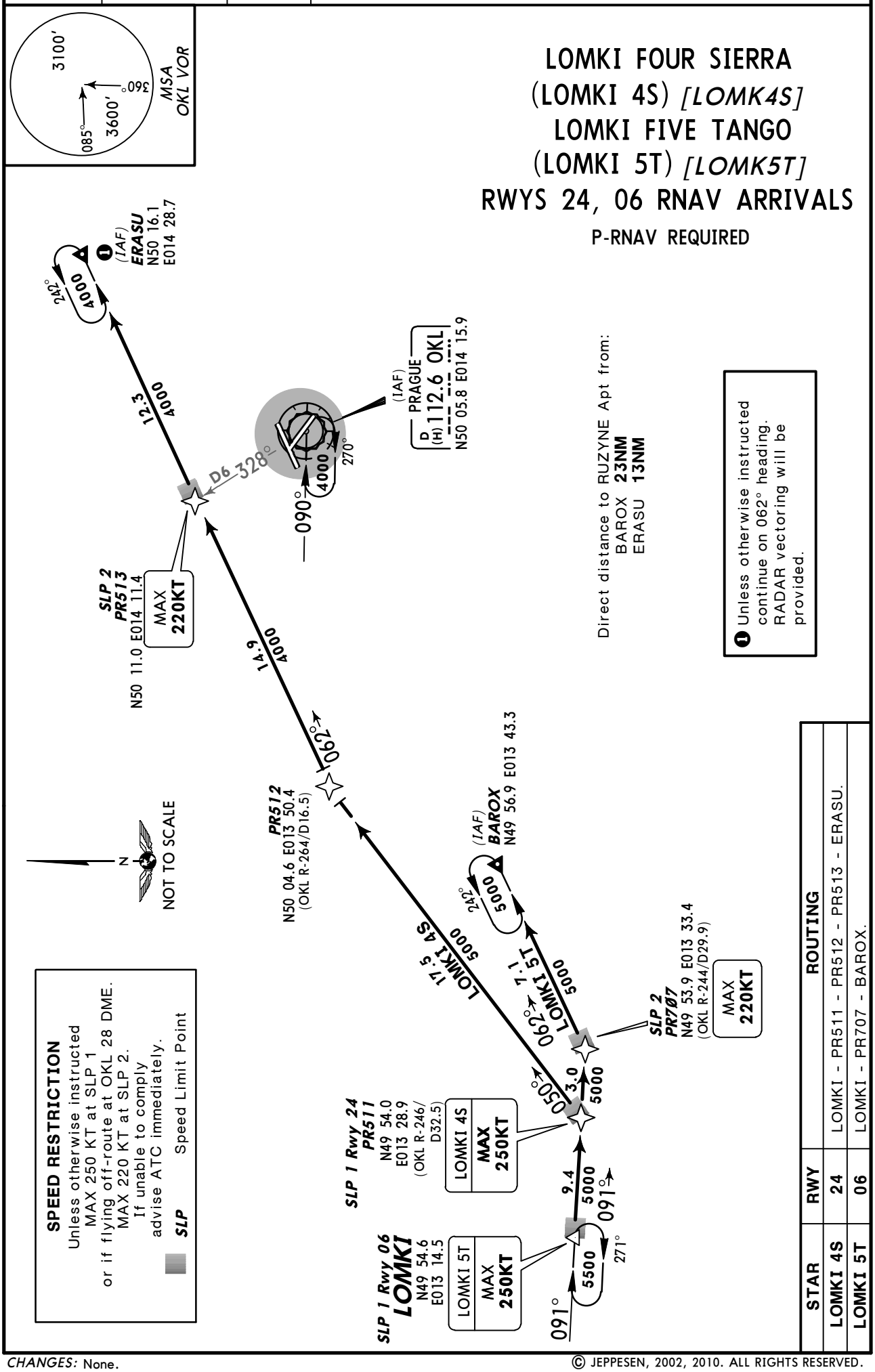
ATIS	*RUZYNE Radar (APP)	Apt Elev	
122.15	119.0	1247′	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 5000′ At initial contact with RUZYNE Radar state only callsign.



STAR	RWY	ROUTING
LOMKI 4S	24	LOMKI - PR511 - PR512 - PR513 - ERASU.
LOMKI 5T	06	LOMKI - PR707 - BAROX.

CHANGES: None.

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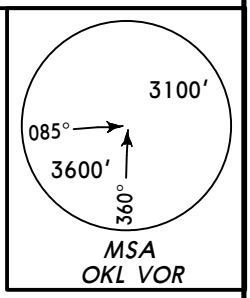
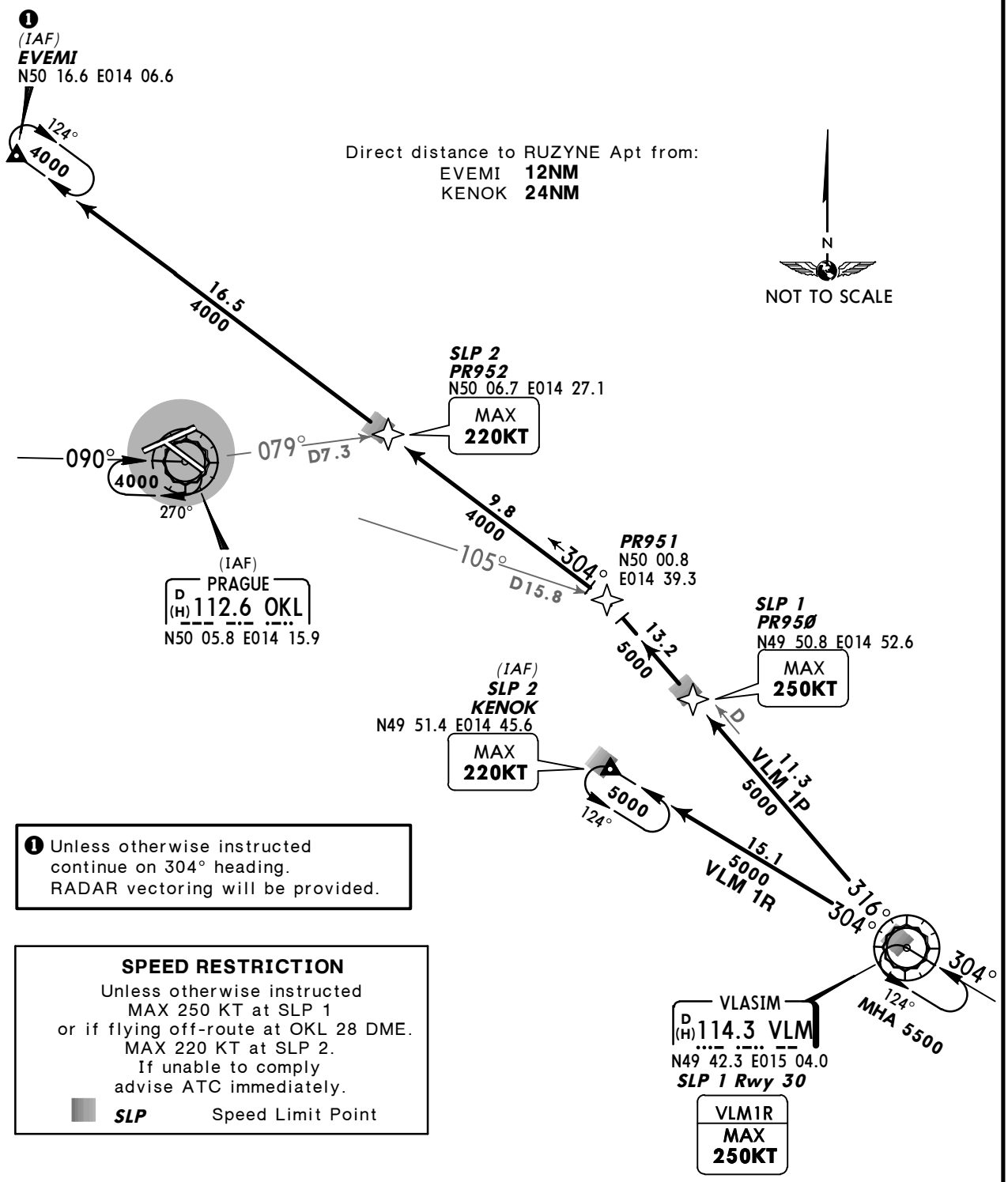
ATIS	*RUZYNE Radar (APP)	Apt Elev	
122.15	119.0	1247′	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 5000′ At initial contact with RUZYNE Radar state only callsign.

VLASIM ONE PAPA (VLM 1P) VLASIM ONE ROMEO (VLM 1R) RWYS 12, 30 RNAV ARRIVALS

P-RNAV REQUIRED





Unless otherwise instructed continue on 304° heading. RADAR vectoring will be provided.

SPEED RESTRICTION

Unless otherwise instructed
MAX 250 KT at SLP 1
or if flying off-route at OKL 28 DME.
MAX 220 KT at SLP 2.
If unable to comply
advise ATC immediately.

SLP Speed Limit Point

STAR	RWY	ROUTING
VLM 1P	12	VLM - PR950 - PR951 - PR952 - EVEMI.
VLM 1R	30	VLM - KENOK.

CHANGES: Rwy designations.

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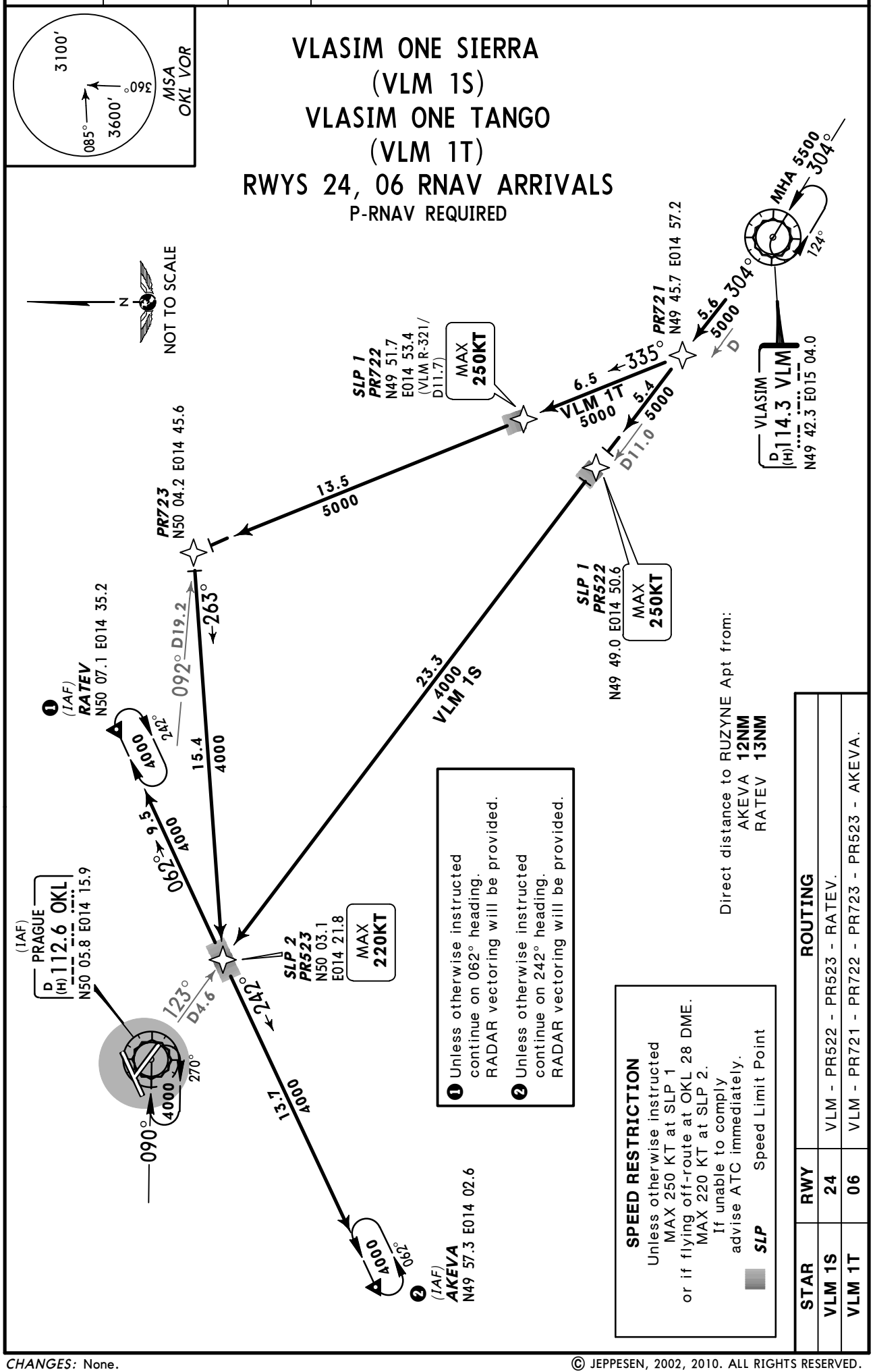
ATIS	*RUZYNE Radar (APP)	Apt Elev	
122.15	119.0	1247′	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 5000′ At initial contact with RUZYNE Radar state only callsign.



CHANGES: None.

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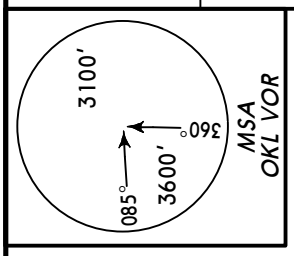
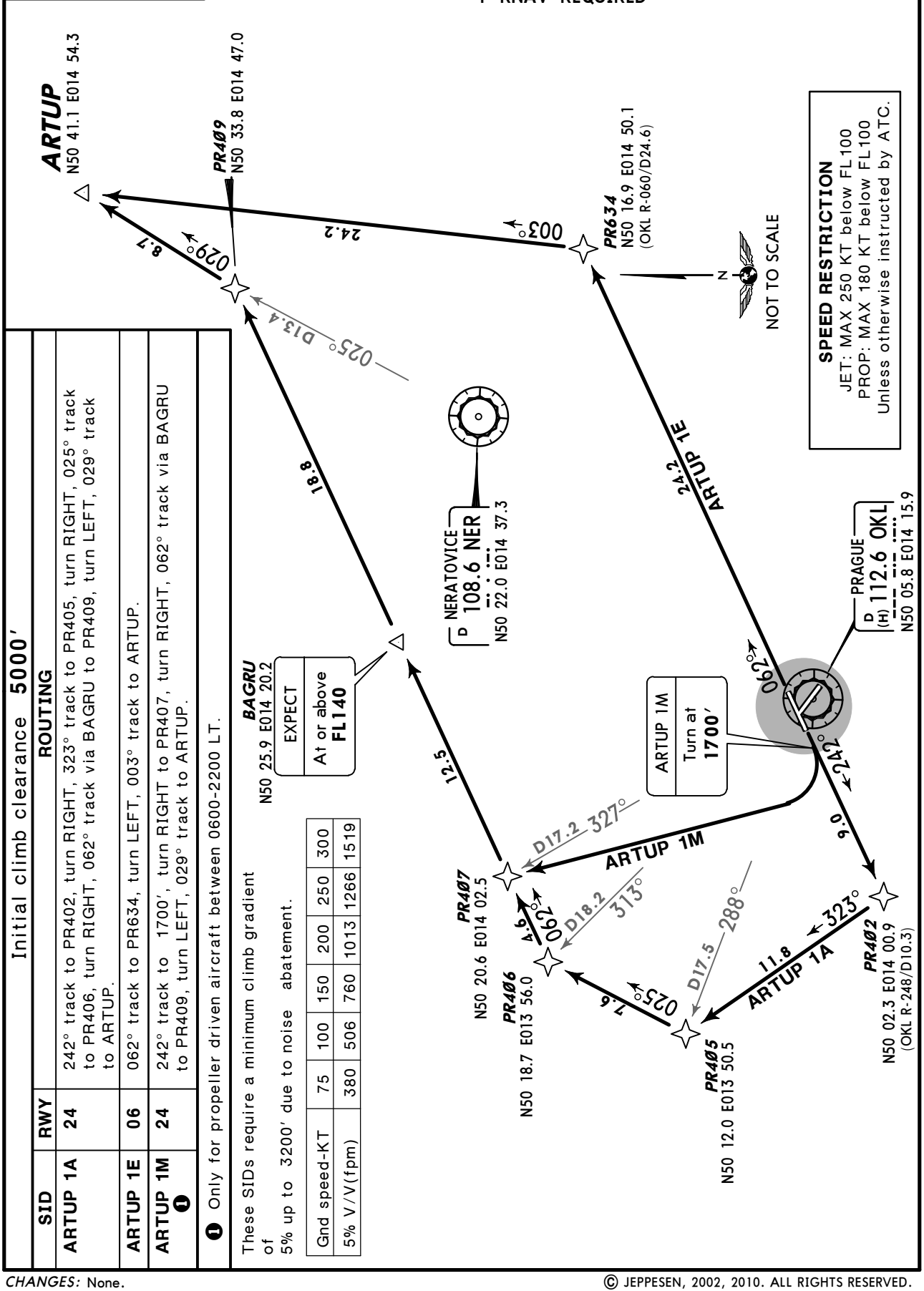
PRAGUE Radar	Apt Elev	
120.52	1247′	Trans level: By ATC Trans alt: 5000′ Contact PRAGUE Radar immediately after take-off.

ARTUP ONE ALFA (ARTUP 1A) *[ARTU1A]*
ARTUP ONE ECHO (ARTUP 1E) *[ARTU1E]*
ARTUP ONE MIKE (ARTUP 1M) *[ARTU1M]*
RWYS 24, 06 RNAV DEPARTURES
P-RNAV REQUIRED





Initial climb clearance **5000′**

SID	RWY	ROUTING
ARTUP 1A	**24**	242° track to PR402, turn RIGHT, 323° track to PR405, turn RIGHT, 025° track to PR406, turn RIGHT, 062° track via BAGRU to PR409, turn LEFT, 029° track to ARTUP.
ARTUP 1E	**06**	062° track to PR634, turn LEFT, 003° track to ARTUP.
ARTUP 1M ❶	**24**	242° track to 1700′, turn RIGHT to PR407, turn RIGHT, 062° track via BAGRU to PR409, turn LEFT, 029° track to ARTUP.

❶ Only for propeller driven aircraft between 0600-2200 LT.

These SIDs require a minimum climb gradient of 5% up to 3200′ due to noise abatement.

Gnd speed-KT	75	100	150	200	250	300
5% V/V(fpm)	380	506	760	1013	1266	1519

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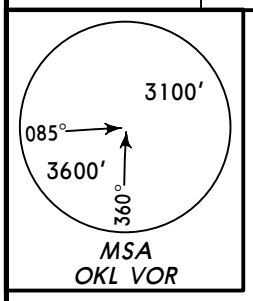
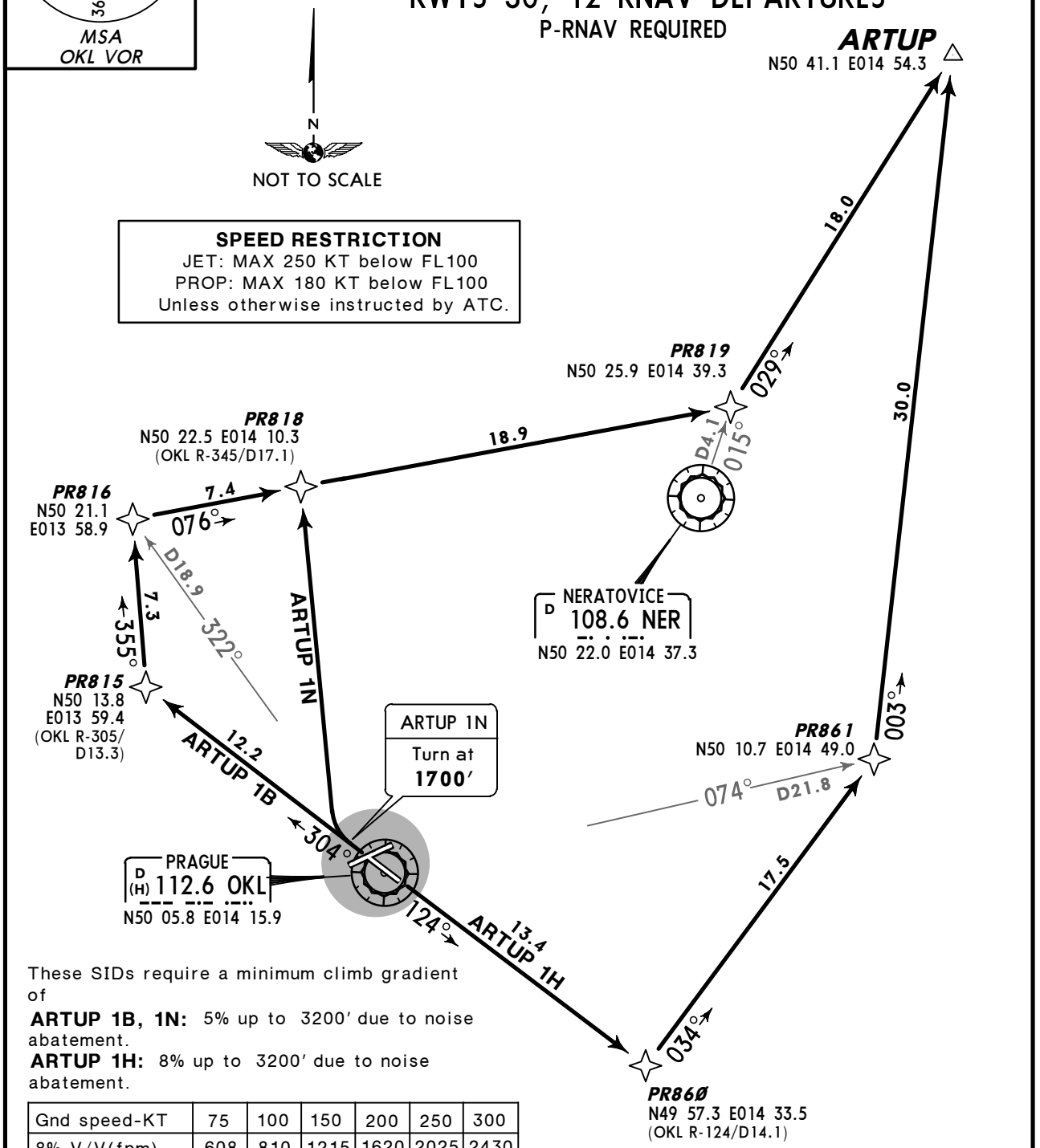
PRAGUE Radar	Apt Elev	
120.52	1247′	Trans level: By ATC Trans alt: 5000′ Contact PRAGUE Radar immediately after take-off.



ARTUP ONE BRAVO (ARTUP 1B) *[ARTU1B]*
ARTUP ONE HOTEL (ARTUP 1H) *[ARTU1H]*
ARTUP ONE NOVEMBER (ARTUP 1N) *[ARTU1N]*
RWYS 30, 12 RNAV DEPARTURES

P-RNAV REQUIRED



These SIDs require a minimum climb gradient of

ARTUP 1B, 1N: 5% up to 3200′ due to noise abatement.

ARTUP 1H: 8% up to 3200′ due to noise abatement.

Gnd speed-KT	75	100	150	200	250	300
8% V/V(fpm)	608	810	1215	1620	2025	2430
5% V/V(fpm)	380	506	760	1013	1266	1519

Initial climb clearance **5000′**

SID	RWY	ROUTING
ARTUP 1B	**30**	304° track to PR815, turn RIGHT, 355° track to PR816, turn RIGHT, 076° track to PR819, turn LEFT, 029° track to ARTUP.
ARTUP 1H	**12**	124° track to PR860, turn LEFT, 034° track to PR861, turn LEFT, 003° track to ARTUP.
ARTUP 1N ❶	**30**	304° track to 1700′, turn RIGHT to PR818, turn RIGHT, 076° track to PR819, turn LEFT, 029° track to ARTUP.

❶ Only for propeller driven aircraft between 0600-2200 LT.

CHANGES: Rwy designations.

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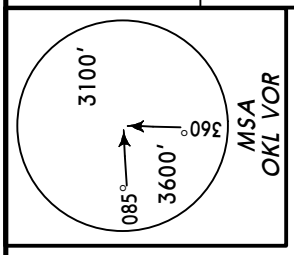
PRAGUE Radar	Apt Elev
120.52	1247′

Trans level: By ATC Trans alt: 5000′
1. Contact PRAGUE Radar immediately after take-off.
2. Aircraft proceeding after BALTU to VARIK, OKG or RAPET, climbing to FL280 or higher must reach FL280 by these points.



BALTU TWO ALFA (BALTU 2A) *[BALT2A]*

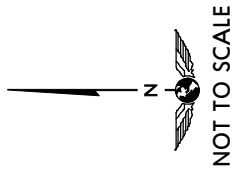
BALTU TWO DELTA (BALTU 2D) *[BALT2D]*

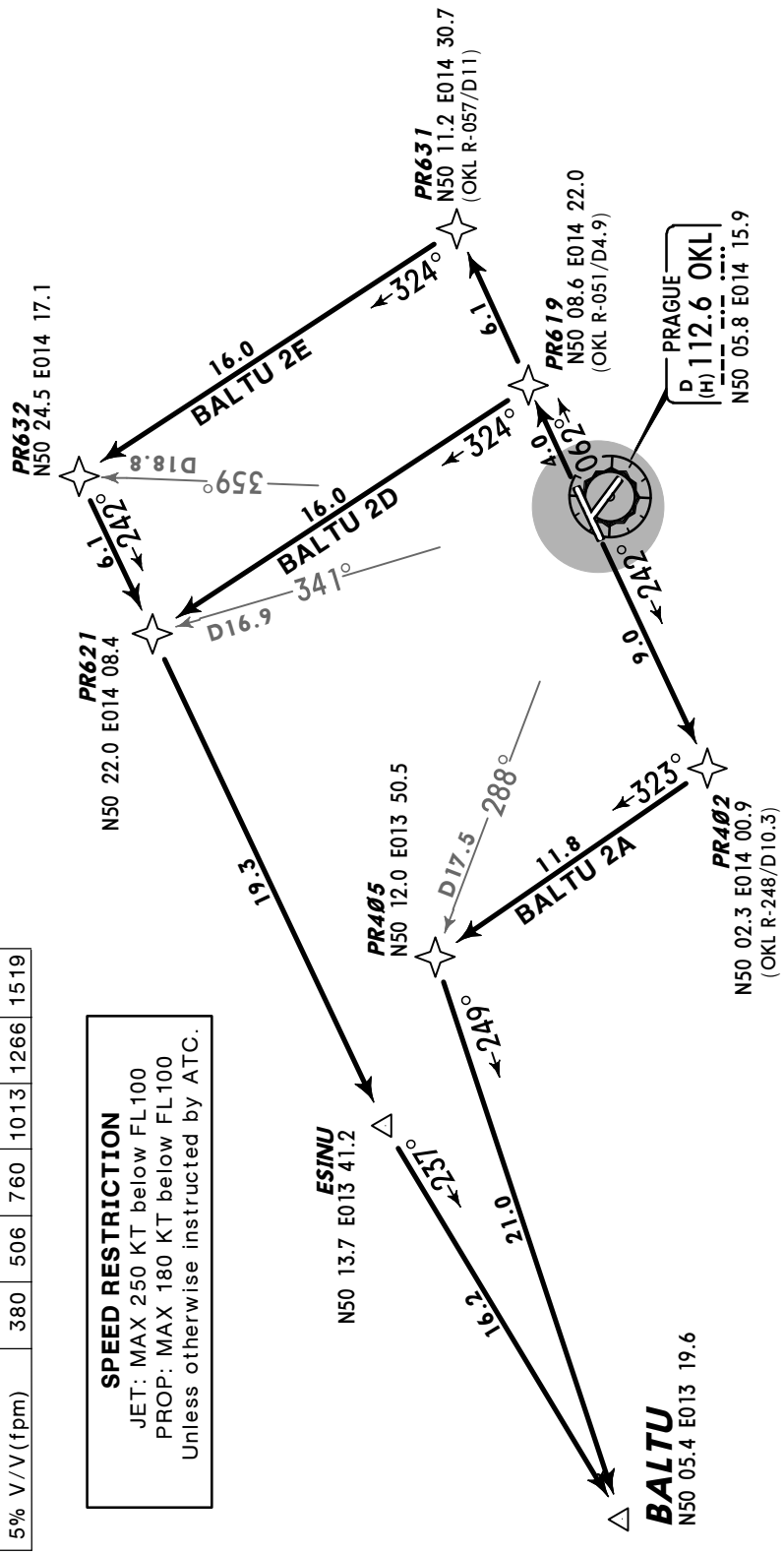
ONLY FOR PROPELLER DRIVEN AIRCRAFT

BALTU TWO ECHO (BALTU 2E) *[BALT2E]*

RWYS 24, 06 RNAV DEPARTURES

P-RNAV REQUIRED





SPEED RESTRICTION
JET: MAX 250 KT below FL100
PROP: MAX 180 KT below FL100
Unless otherwise instructed by ATC.

Initial climb clearance **5000′**

SID	RWY	ROUTING
BALTU 2A	24	242° track to PR402, turn RIGHT, 323° track to PR405, turn LEFT, 249° track to BALTU.
BALTU 2D	06	062° track to PR619, turn LEFT, 324° track to PR621, turn LEFT, 242° track to ESINU, 237° track to BALTU.
BALTU 2E		062° track to PR631, turn LEFT, 324° track to PR632, turn LEFT, 242° track to ESINU, 237° track to BALTU.

These SIDs require a minimum climb gradient of
5% up to 3200′ due to noise abatement.

Gnd speed-KT	75	100	150	200	250	300
5% V/V(fpm)	380	506	760	1013	1266	1519

CHANGES: None.

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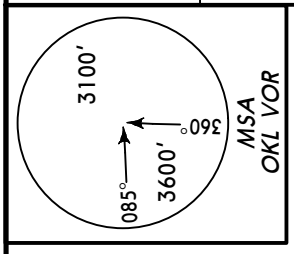
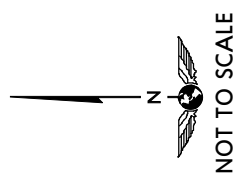
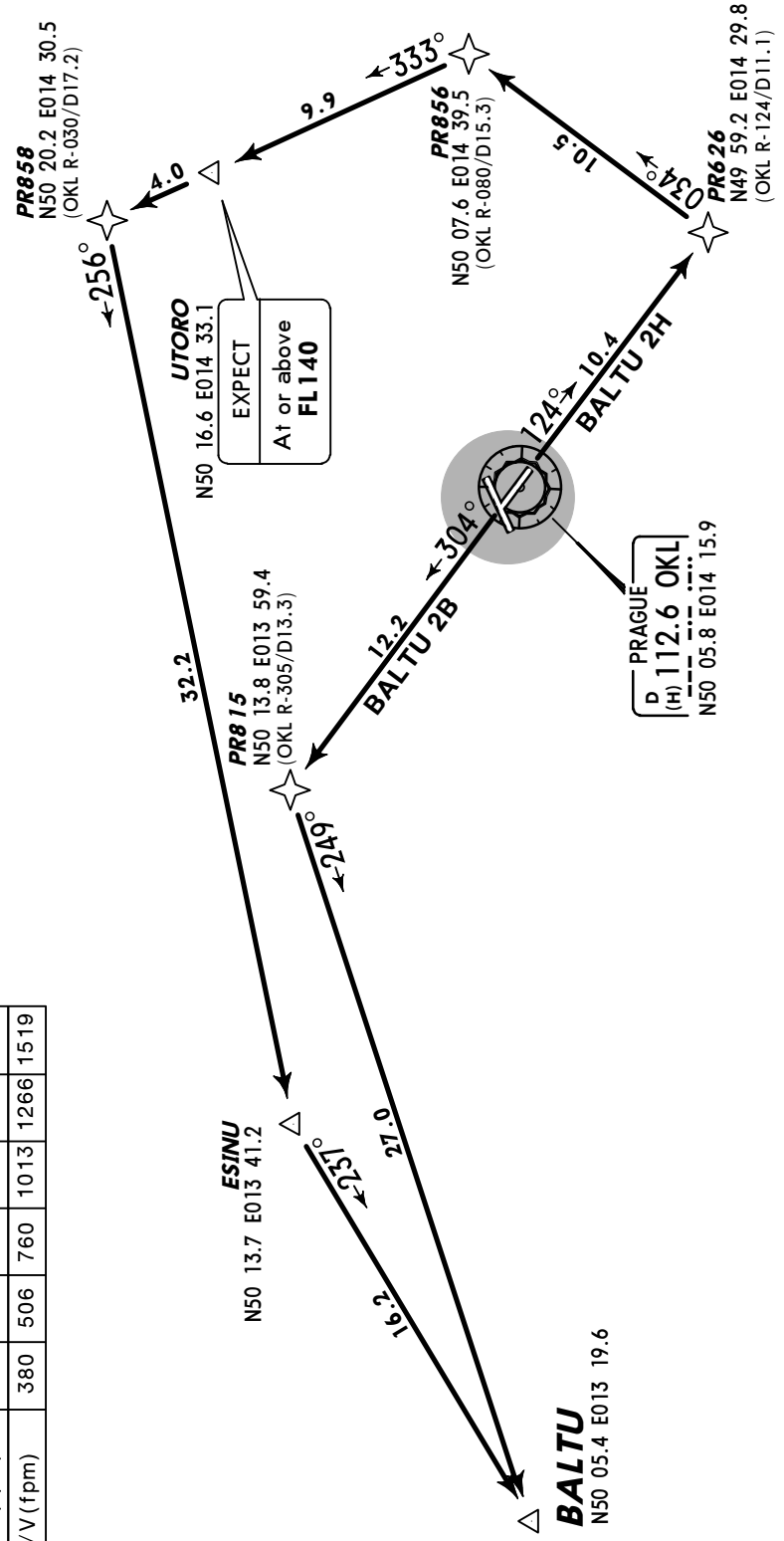
PRAGUE Radar	Apt Elev	
120.52	1247′	Trans level: By ATC Trans alt: 5000′ 1. Contact PRAGUE Radar immediately after take-off. 2. Aircraft proceeding after BALTU to VARIK, OKG or RAPET, climbing to FL280 or higher must reach FL280 by these points.

BALTU TWO BRAVO (BALTU 2B) *[BALT2B]*
BALTU TWO HOTEL (BALTU 2H) *[BALT2H]*
RWYS 30, 12 RNAV DEPARTURES
P-RNAV REQUIRED







SPEED RESTRICTION
JET: MAX 250 KT below FL100
PROP: MAX 180 KT below FL100
Unless otherwise instructed by ATC.

Initial climb clearance **5000′**

SID	RWY	ROUTING
BALTU 2B	**30**	304° track to PR815, turn LEFT, 249° track to BALTU.
BALTU 2H	**12**	124° track to PR626, turn LEFT, 034° track to PR856, turn LEFT, 333° track via UTORO to PR858, turn LEFT, 256° track to ESINU, turn LEFT, 237° track to BALTU.

These SIDs require minimum climb gradients of
BALTU 2B: 5% up to 3200′ due to noise abatement.
BALTU 2H: 8% up to 3200′ due to noise abatement.

Gnd speed-KT	75	100	150	200	250	300
8% V/V(fpm)	608	810	1215	1620	2025	2430
5% V/V(fpm)	380	506	760	1013	1266	1519

CHANGES: Rwy designations.

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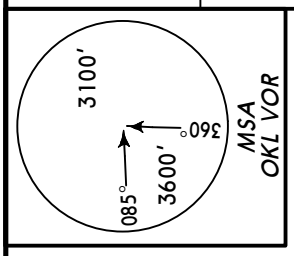
PRAGUE Radar	Apt Elev	
120.52	1247′	Trans level: By ATC Trans alt: 5000′ Contact PRAGUE Radar immediately after take-off.



DOBEN TWO ALFA (DOBEN 2A) *[DOBE2A]*

DOBEN TWO DELTA (DOBEN 2D) *[DOBE2D]*

ONLY FOR PROPELLER DRIVER AIRCRAFT

DOBEN TWO ECHO (DOBEN 2E) *[DOBE2E]*

RWYS 24, 06 RNAV DEPARTURES

P-RNAV REQUIRED

SPEED RESTRICTION
JET: MAX 250 KT below FL100
PROP: MAX 180 KT below FL100
Unless otherwise instructed by ATC.

NOT TO SCALE

These SIDs require a minimum climb gradient of 5% up to 3200′ due to noise abatement.

Gnd speed-KT	75	100	150	200	250	300
5% V/V(fpm)	380	506	760	1013	1266	1519

PRAGUE
D (H) 112.6 OKL
N50 05.8 E014 15.9

PR632
N50 24.5 E014 17.1

PR631
N50 11.2 E014 30.7
(OKL R-057/D11.0)

PR619
N50 08.6 E014 22.0
(OKL R-051/D4.9)

PR621
N50 22.0 E014 08.4

PR402
N50 02.3 E014 00.9
(OKL R-248/D10.3)

ESINU
N50 13.7 E013 41.2

DOBEN
N49 46.4 E013 33.7

DOBEN 2E: 16.0 nm, 324°; 1.9 nm, 242°; D18.8, 359°
DOBEN 2D: 16.0 nm, 324°; 1.9 nm, 242°; D16.9, 341°
DOBEN 2A: 0.4 nm, 090°; 9.0 nm, 242°; 225°; 23.7 nm; 188°; 27.8 nm; 19.3 nm

SID	RWY	ROUTING
		Initial climb clearance **5000′**
DOBEN 2A	24	242° track to PR402, turn LEFT, 225° track to DOBEN.
DOBEN 2D	06	062° track to PR619, turn LEFT, 324° track to PR621, turn LEFT, 242° track to ESINU, turn LEFT, 188° track to DOBEN.
DOBEN 2E		062° track to PR631, turn LEFT, 324° track to PR632, turn LEFT, 242° track to ESINU, turn LEFT, 188° track to DOBEN.

CHANGES: None.

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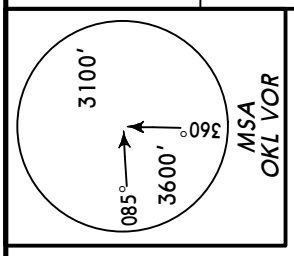
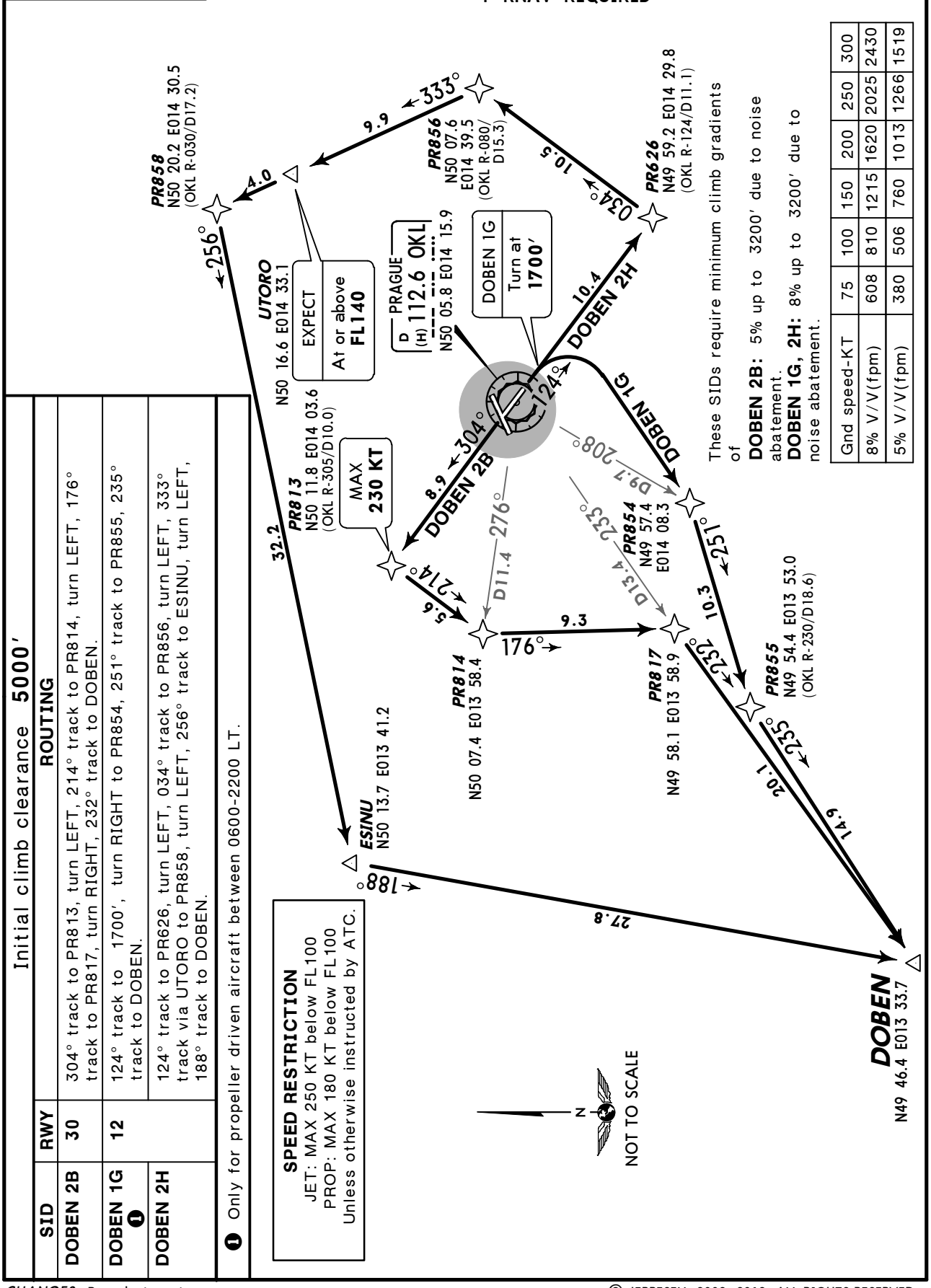
PRAGUE Radar	Apt Elev	
120.52	1247′	Trans level: By ATC Trans alt: 5000′ Contact PRAGUE Radar immediately after take-off.

DOBEN TWO BRAVO (DOBEN 2B) *[DOBE2B]*
DOBEN ONE GOLF (DOBEN 1G) *[DOBE1G]*
DOBEN TWO HOTEL (DOBEN 2H) *[DOBE2H]*
RWYS 30, 12 RNAV DEPARTURES
P-RNAV REQUIRED





These SIDs require minimum climb gradients of
DOBEN 2B: 5% up to 3200′ due to noise abatement.
DOBEN 1G, 2H: 8% up to 3200′ due to noise abatement.

Gnd speed-KT	75	100	150	200	250	300
8% V/V(fpm)	608	810	1215	1620	2025	2430
5% V/V(fpm)	380	506	760	1013	1266	1519

Initial climb clearance **5000′**

SID	RWY	ROUTING
DOBEN 2B	30	304° track to PR813, turn LEFT, 214° track to PR814, turn LEFT, 176° track to PR817, turn RIGHT, 232° track to DOBEN.
DOBEN 1G ❶	12	124° track to 1700′, turn RIGHT to PR854, 251° track to PR855, 235° track to DOBEN.
DOBEN 2H		124° track to PR626, turn LEFT, 034° track to PR856, turn LEFT, 333° track via UTORO to PR858, turn LEFT, 256° track to ESINU, turn LEFT, 188° track to DOBEN.

❶ Only for propeller driven aircraft between 0600-2200 LT.

SPEED RESTRICTION
JET: MAX 250 KT below FL100
PROP: MAX 180 KT below FL100
Unless otherwise instructed by ATC.

CHANGES: Rwy designations.

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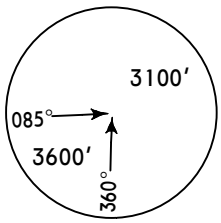
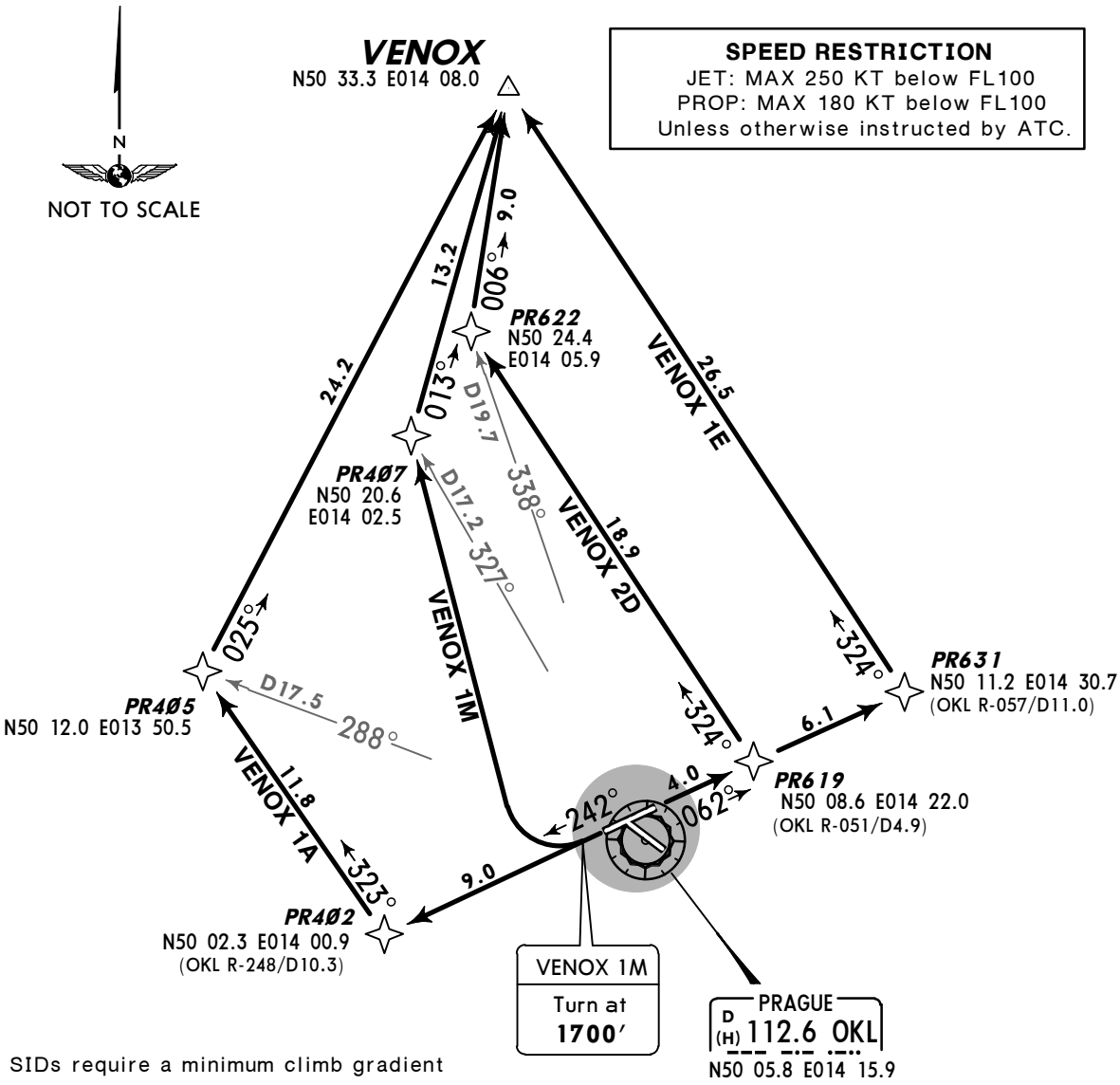
PRAGUE Radar	Apt Elev	
120.52	1247′	Trans level: By ATC Trans alt: 5000′ Contact PRAGUE Radar immediately after take-off.



MSA
OKL VOR

VENOX ONE ALFA (VENOX 1A) *[VENO1A]*
VENOX TWO DELTA (VENOX 2D) *[VENO2D]*
VENOX ONE ECHO (VENOX 1E) *[VENO1E]*
VENOX ONE MIKE (VENOX 1M) *[VENO1M]*
RWYS 24, 06 RNAV DEPARTURES
P-RNAV REQUIRED

SPEED RESTRICTION
JET: MAX 250 KT below FL100
PROP: MAX 180 KT below FL100
Unless otherwise instructed by ATC.



These SIDs require a minimum climb gradient of
5% up to 3200′ due to noise abatement.

Gnd speed-KT	75	100	150	200	250	300
5% V/V (fpm)	380	506	760	1013	1266	1519

Initial climb clearance **5000′**

SID	RWY	ROUTING
VENOX 1A	**24**	242° track to PR402, turn RIGHT, 323° track to PR405, turn RIGHT, 025° track to VENOX.
VENOX 2D ❶	**06**	062° track to PR619, turn LEFT, 324° track to PR622, turn RIGHT, 006° track to VENOX.
VENOX 1E		062° track to PR631, turn LEFT, 324° track to VENOX.
VENOX 1M ❷	**24**	242° track to 1700′, turn RIGHT to PR407, turn RIGHT, 013° track to VENOX.

❶ Only for propeller driven aircraft.
❷ Only for propeller driven aircraft between 0600-2200 LT.

CHANGES: None.

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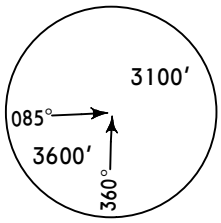
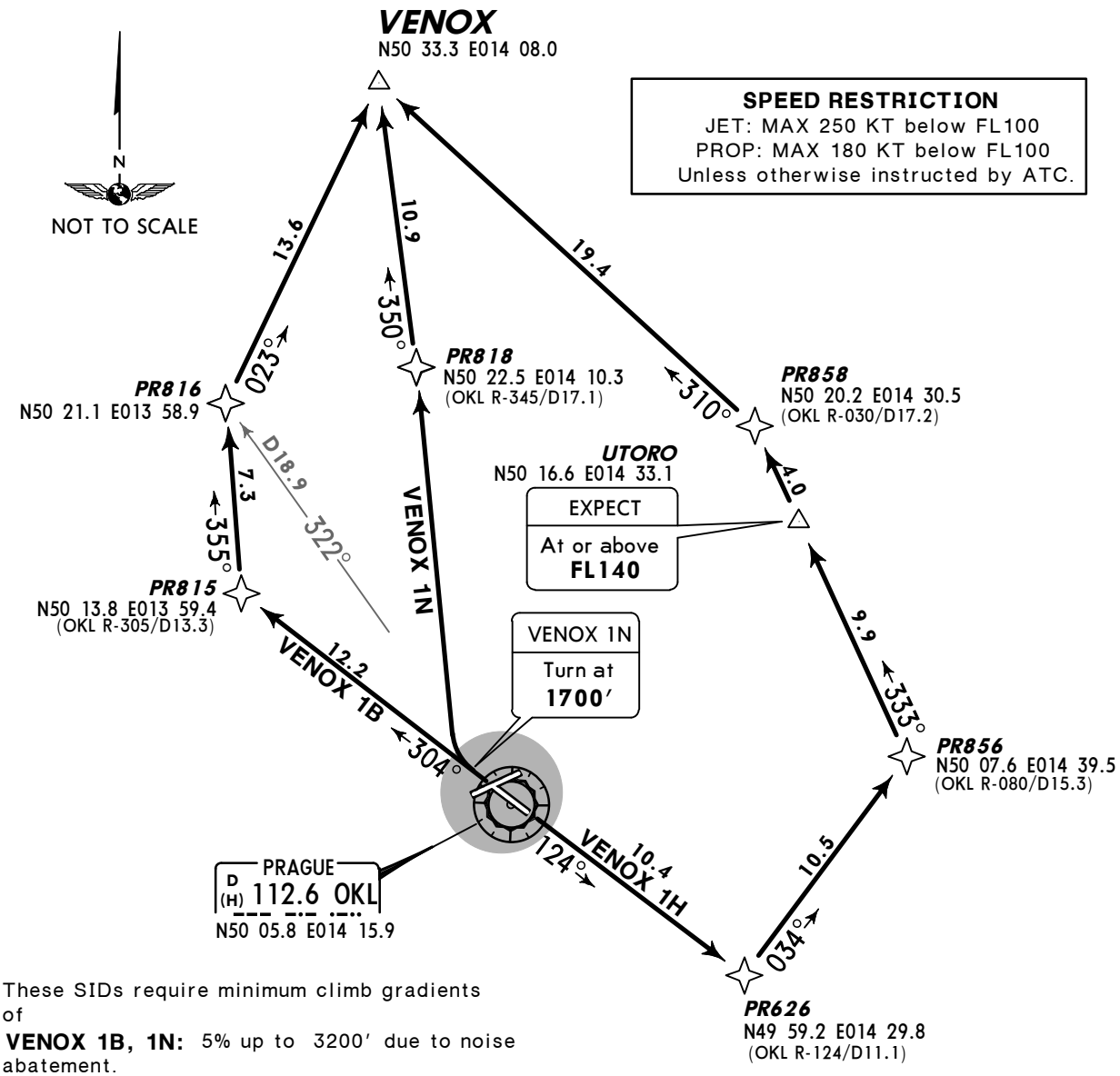
PRAGUE Radar	Apt Elev	
120.52	1247′	Trans level: By ATC Trans alt: 5000′ Contact PRAGUE Radar immediately after take-off.



MSA
OKL VOR

VENOX ONE BRAVO (VENOX 1B) *[VENO1B]*
VENOX ONE HOTEL (VENOX 1H) *[VENO1H]*
VENOX ONE NOVEMBER (VENOX 1N) *[VENO1N]*
RWYS 30, 12 RNAV DEPARTURES
P-RNAV REQUIRED



These SIDs require minimum climb gradients of
VENOX 1B, 1N: 5% up to 3200′ due to noise abatement.
VENOX 1H: 8% up to 3200′ due to noise abatement.

Gnd speed-KT	75	100	150	200	250	300
8% V/V(fpm)	608	810	1215	1620	2025	2430
5% V/V(fpm)	380	506	760	1013	1266	1519

Initial climb clearance **5000′**

SID	RWY	ROUTING
VENOX 1B	**30**	304° track to PR815, turn RIGHT, 355° track to PR816, turn RIGHT, 023° track to VENOX.
VENOX 1H	**12**	124° track to PR626, turn LEFT, 034° track to PR856, turn LEFT, 333° track via UTORO to PR858, turn LEFT, 310° to VENOX.
VENOX 1N ❶	**30**	304° track to 1700′, turn RIGHT to PR818, 350° track to VENOX.

❶ Only for propeller driven aircraft between 0600-2200 LT.

CHANGES: Rwy designations.

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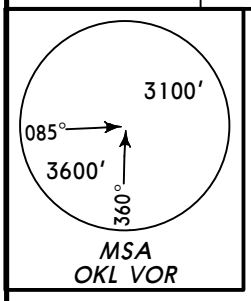
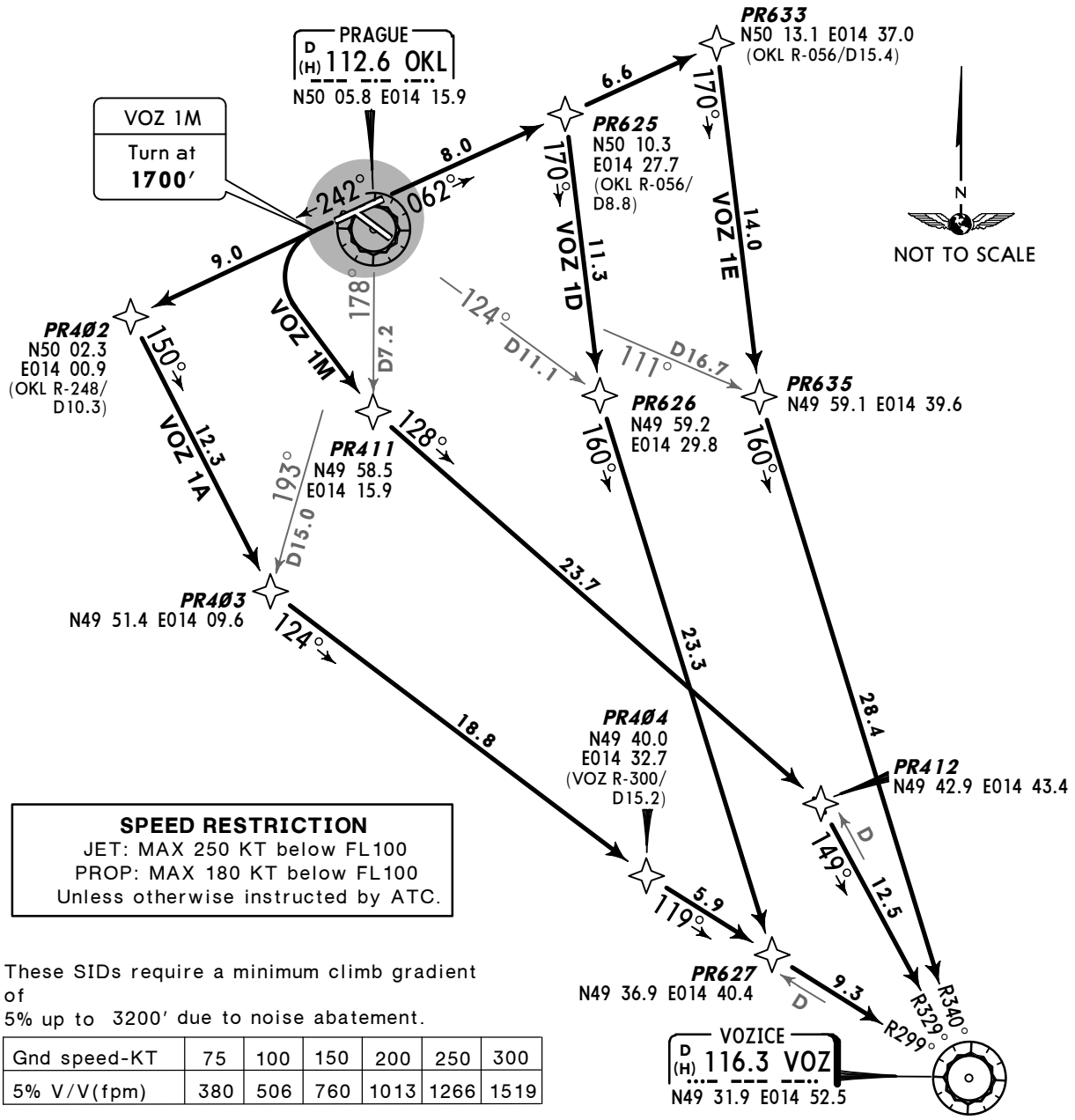
PRAGUE Radar	Apt Elev	
120.52	1247′	Trans level: By ATC Trans alt: 5000′ Contact PRAGUE Radar immediately after take-off.



VOZICE ONE ALFA (VOZ 1A)
VOZICE ONE DELTA (VOZ 1D)
VOZICE ONE ECHO (VOZ 1E)
VOZICE ONE MIKE (VOZ 1M)
RWYS 24, 06 RNAV DEPARTURES

P-RNAV REQUIRED



SPEED RESTRICTION
JET: MAX 250 KT below FL100
PROP: MAX 180 KT below FL100
Unless otherwise instructed by ATC.

These SIDs require a minimum climb gradient of
5% up to 3200′ due to noise abatement.

Gnd speed-KT	75	100	150	200	250	300
5% V/V(fpm)	380	506	760	1013	1266	1519

Initial climb clearance **5000′**

SID	RWY	ROUTING
VOZ 1A	**24**	242° track to PR402, turn LEFT, 150° track to PR403, turn LEFT, 124° track PR404, 119° track to VOZ.
VOZ 1D ❶	**06**	062° track to PR625, turn RIGHT, 170° track to PR626, 160° track to PR627, turn LEFT, 119° track to VOZ.
VOZ 1E		062° track to PR633, turn RIGHT, 170° track to PR635, 160° track to VOZ.
VOZ 1M ❷	**24**	242° track to 1700′, turn LEFT to PR411, turn LEFT, 128° track to PR412, turn RIGHT, 149° track to VOZ.

❶ Only for propeller driven aircraft.
❷ Only for propeller driven aircraft between 0600-2200 LT.

CHANGES: None.

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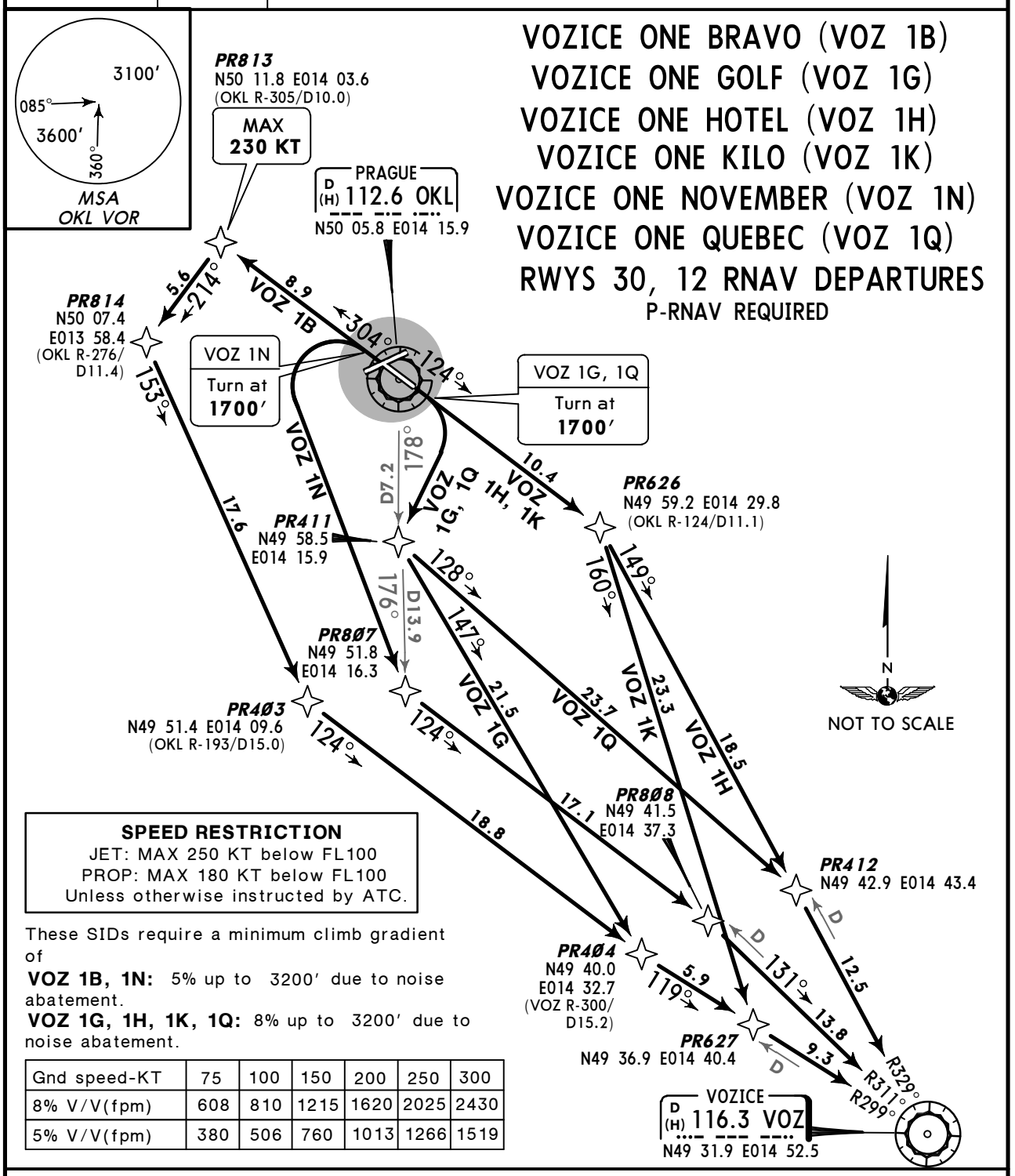
PRAGUE Radar	Apt Elev	
120.52	1247′	Trans level: By ATC Trans alt: 5000′ Contact PRAGUE Radar immediately after take-off.



Gnd speed-KT	75	100	150	200	250	300
8% V/V(fpm)	608	810	1215	1620	2025	2430
5% V/V(fpm)	380	506	760	1013	1266	1519

Initial climb clearance **5000′**

SID	RWY	ROUTING
VOZ 1B	**30**	304° track to PR813, turn LEFT, 214° track to PR814, turn LEFT, 153° track to PR403, turn LEFT, 124° track to PR404, 119° track to VOZ.
VOZ 1G ❶	**12**	124° track to 1700′, turn RIGHT to PR411, turn LEFT, 147° track to PR404, turn LEFT, 119° track to VOZ.
VOZ 1H		124° track to PR626, turn RIGHT, 149° track to VOZ.
VOZ 1K ❷		124° track to PR626, turn RIGHT, 160° track PR627, turn LEFT, 119° track to VOZ.
VOZ 1N ❶	**30**	304° track to 1700′, turn LEFT to PR807, turn LEFT, 124° track to PR808, 131° track to VOZ.
VOZ 1Q ❸	**12**	124° track to 1700′, turn RIGHT to PR411, turn LEFT, 128° track to PR412, turn RIGHT, 149° track to VOZ.

❶ Only for propeller driven aircraft between 0600-2200 LT.
❷ Only for propeller driven aircraft between 0600-2200 LT, when Rwy 06 is in use.
❸ Only for propeller driven aircraft between 0600-2200 LT, when Rwy 24 is in use.

CHANGES: Rwy designations.

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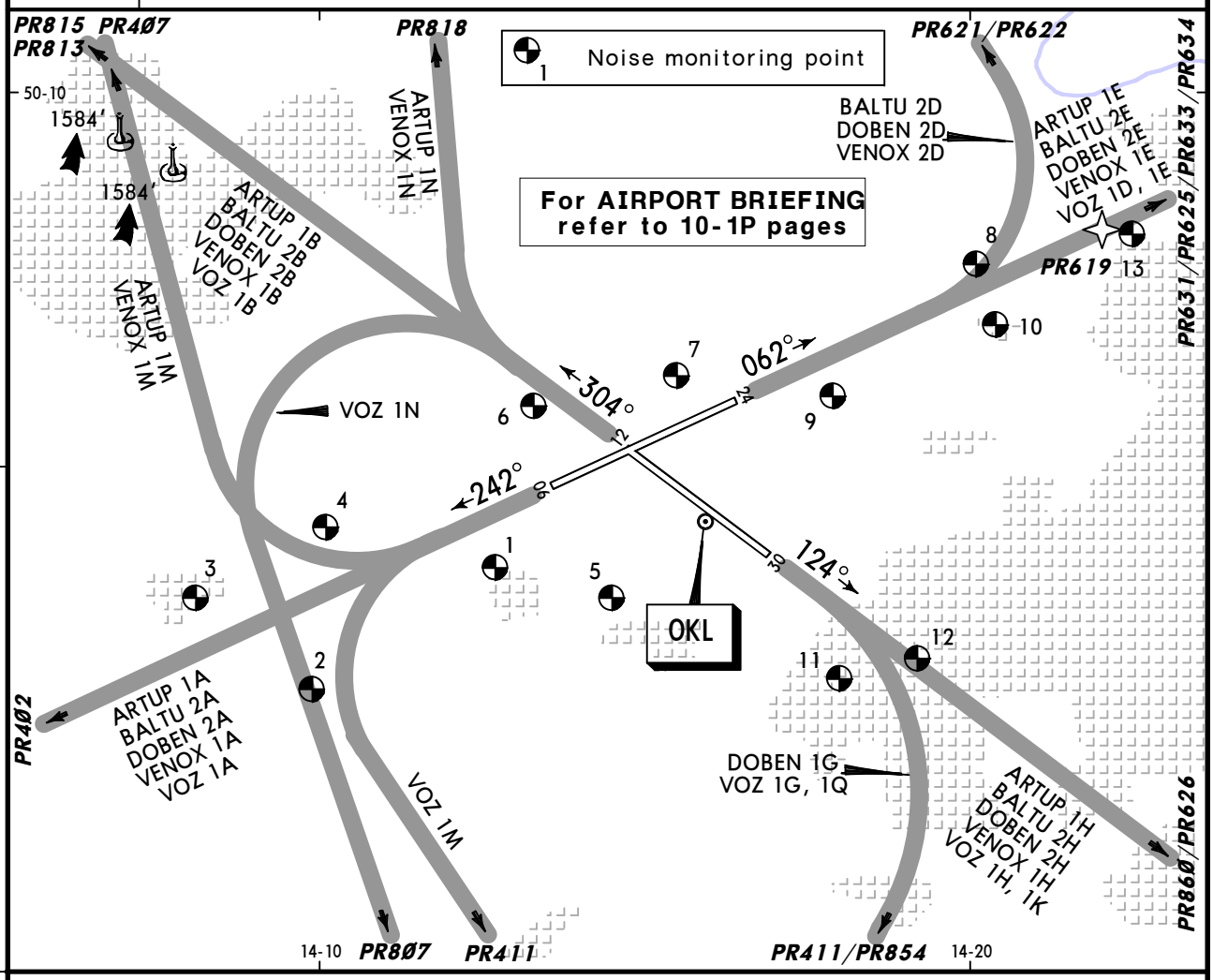
Apt Elev
1247'

NOISE ABATEMENT



NOISE MONITORING POINT/NAME/LOCATION		
1	Jenec	N50 05.3 E014 12.7
2	Cerveny Ujezd	N50 04.1 E014 09.9
3	Unhost	N50 05.0 E014 08.1
4	Pavlov	N50 05.7 E014 10.1
5	Hostivice	N50 05.0 E014 14.5
6	Dobroviz	N50 06.9 E014 13.3
7	Knezeves	N50 07.2 E014 15.5
8	Horomerice village center	N50 08.3 E014 20.1
9	Predni Kopanina	N50 07.0 E014 17.9
10	Horomerice periphery	N50 07.7 E014 20.4
11	Repy	N50 04.2 E014 18.0
12	Repy - Bila Hora	N50 04.4 E014 19.2
13	Suchdol	N50 08.6 E014 22.5

CHANGES: Rwy designations.

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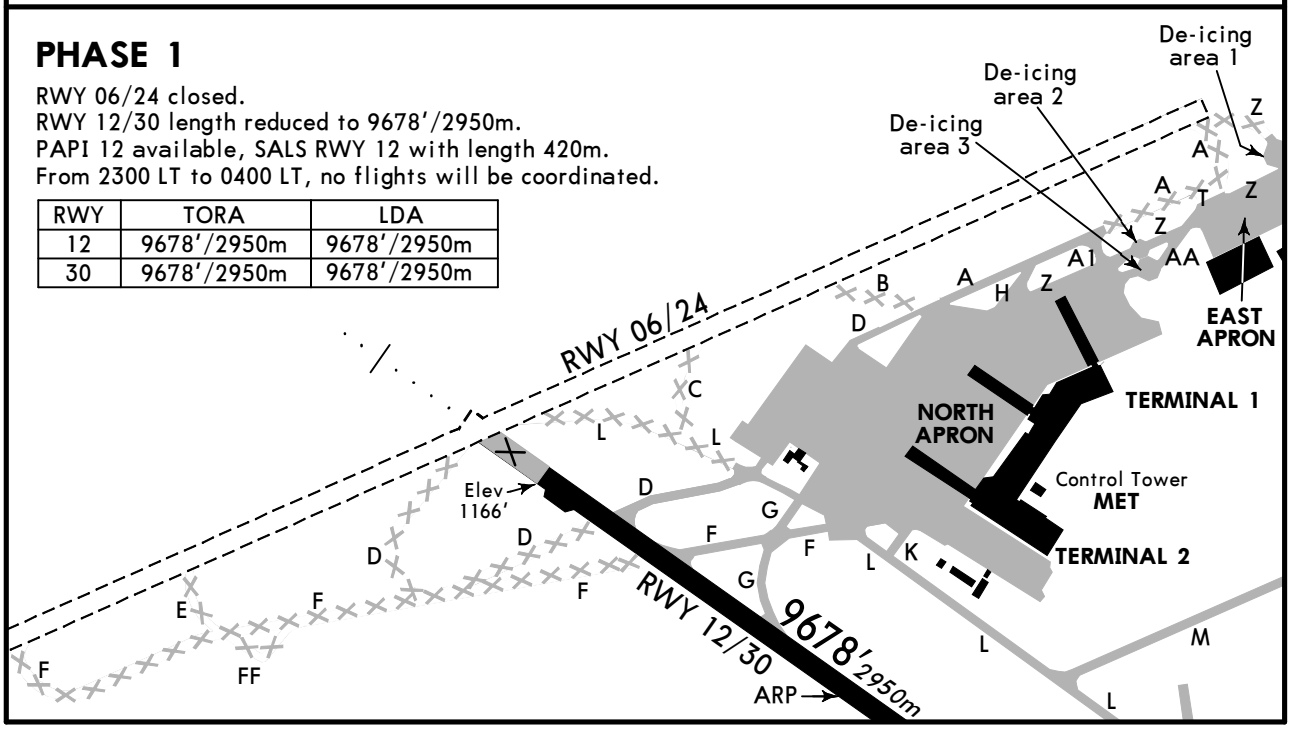
TEMPORARY CONSTRUCTION WORKS

REFER ALSO TO LATEST NOTAMS

PHASE 1

RWY 06/24 closed.
RWY 12/30 length reduced to 9678′/2950m.
PAPI 12 available, SALS RWY 12 with length 420m.
From 2300 LT to 0400 LT, no flights will be coordinated.

RWY	TORA	LDA
12	9678′/2950m	9678′/2950m
30	9678′/2950m	9678′/2950m

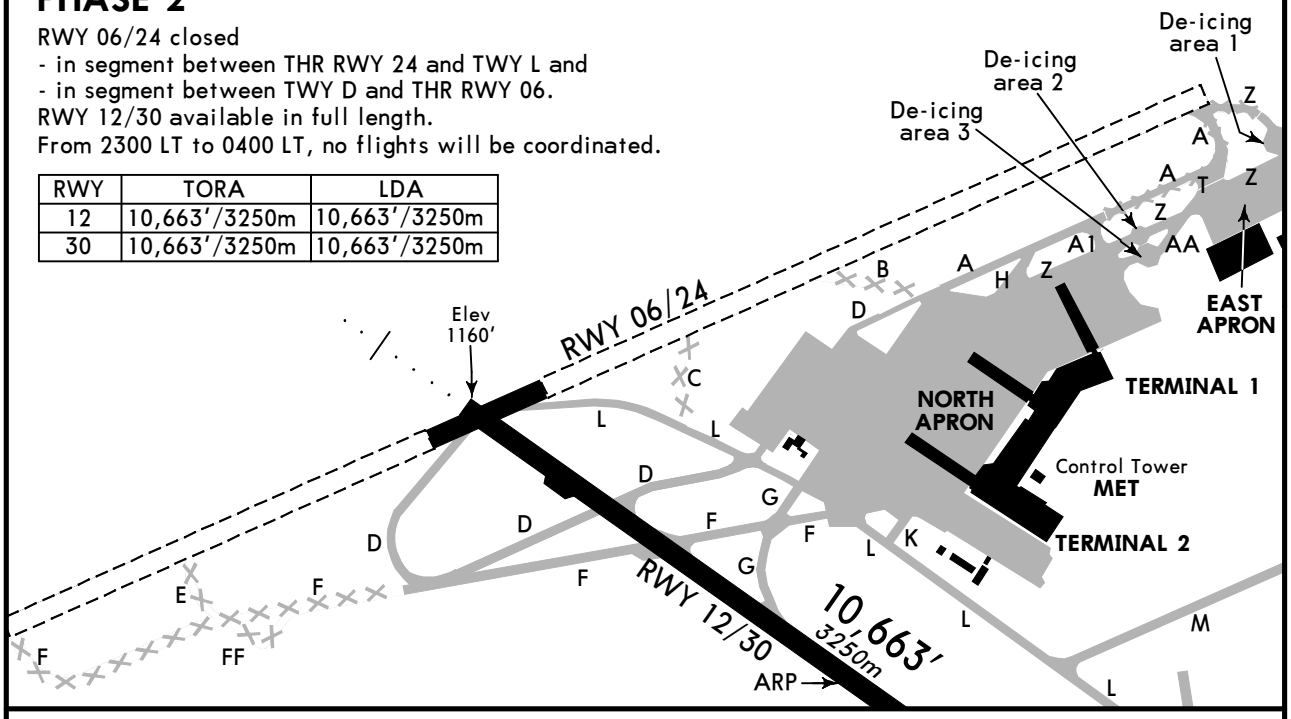


PHASE 2

RWY 06/24 closed
- in segment between THR RWY 24 and TWY L and
- in segment between TWY D and THR RWY 06.

RWY 12/30 available in full length.
From 2300 LT to 0400 LT, no flights will be coordinated.

RWY	TORA	LDA
12	10,663′/3250m	10,663′/3250m
30	10,663′/3250m	10,663′/3250m



CHANGES: New temporary chart.

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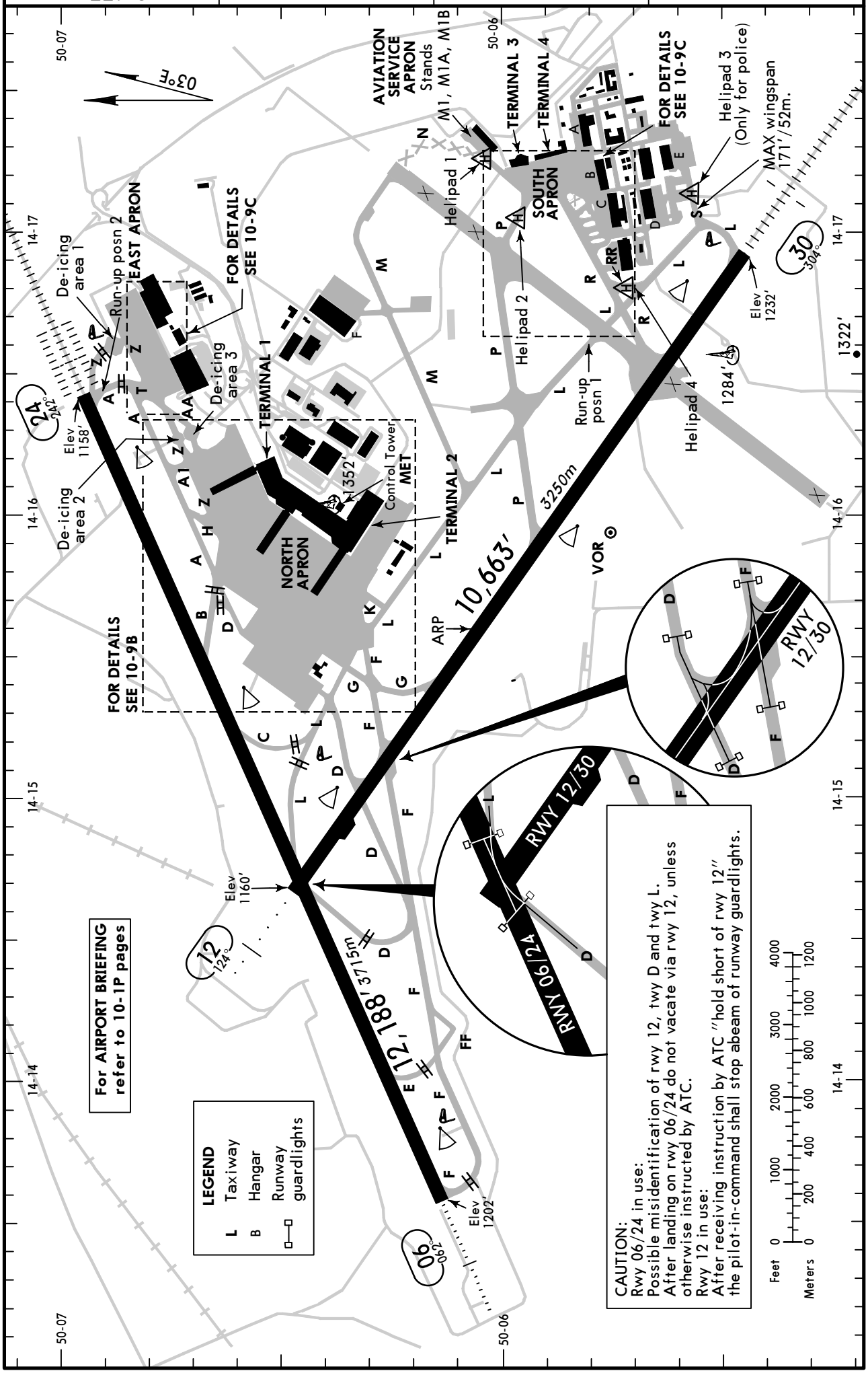
ATIS	*RUZYNE Delivery	*Ground	Tower
122.15	120.05	121.9	118.1



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ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND: Threshold	Glide Slope	TAKE-OFF	WIDTH
06	HIRL *(60m)* HIALS PAPI-L (2.98°) HSTIL-L		10,958′ *3340m*	❸	148′ *45m*
24	HIRL *(60m)* CL *(15m)* ALSF-II TDZ ❶ REIL ❷ RVR		11,040′ *3365m*		

❶ PAPI-L (2.99°)
❷ HSTIL-D

❸ TAKE-OFF RUN AVAILABLE

RWY 06:

From rwy head	12,188′(3715m)
twy E int	10,039′(3060m)
twy D int	7382′(2250m)

RWY 24:

From rwy head	12,188′(3715m)
twy B int	8350′(2545m)
twy L int	5692′(1735m)

12	HIRL *(60m)* HIALS PAPI-L (3.00°) RVR		9697′ *2956m*	❹	148′ *45m*
30	HIRL *(60m)* HIALS SFL PAPI-L (2.98°) RVR		9442′ *2878m*		

❹ TAKE-OFF RUN AVAILABLE

RWY 12:

From rwy head	10,663′(3250m)
twy D int	9055′(2760m)
twy F int	8284′(2525m)
twy G int	7300′(2225m)

RWY 30:

From rwy head	10,663′(3250m)
twy R int	8448′(2575m)
twy P int	5807′(1770m)

Standard

TAKE-OFF [1]

	LVP must be in force					
	Approved Operators HIRL, CL & mult. RVR req	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A	*125m*	*150m*	*200m*	*250m*	*400m*	*500m*
B						
C						
D	*150m*	*200m*	*250m*	*300m*		

[1] Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.

CHANGES: None.

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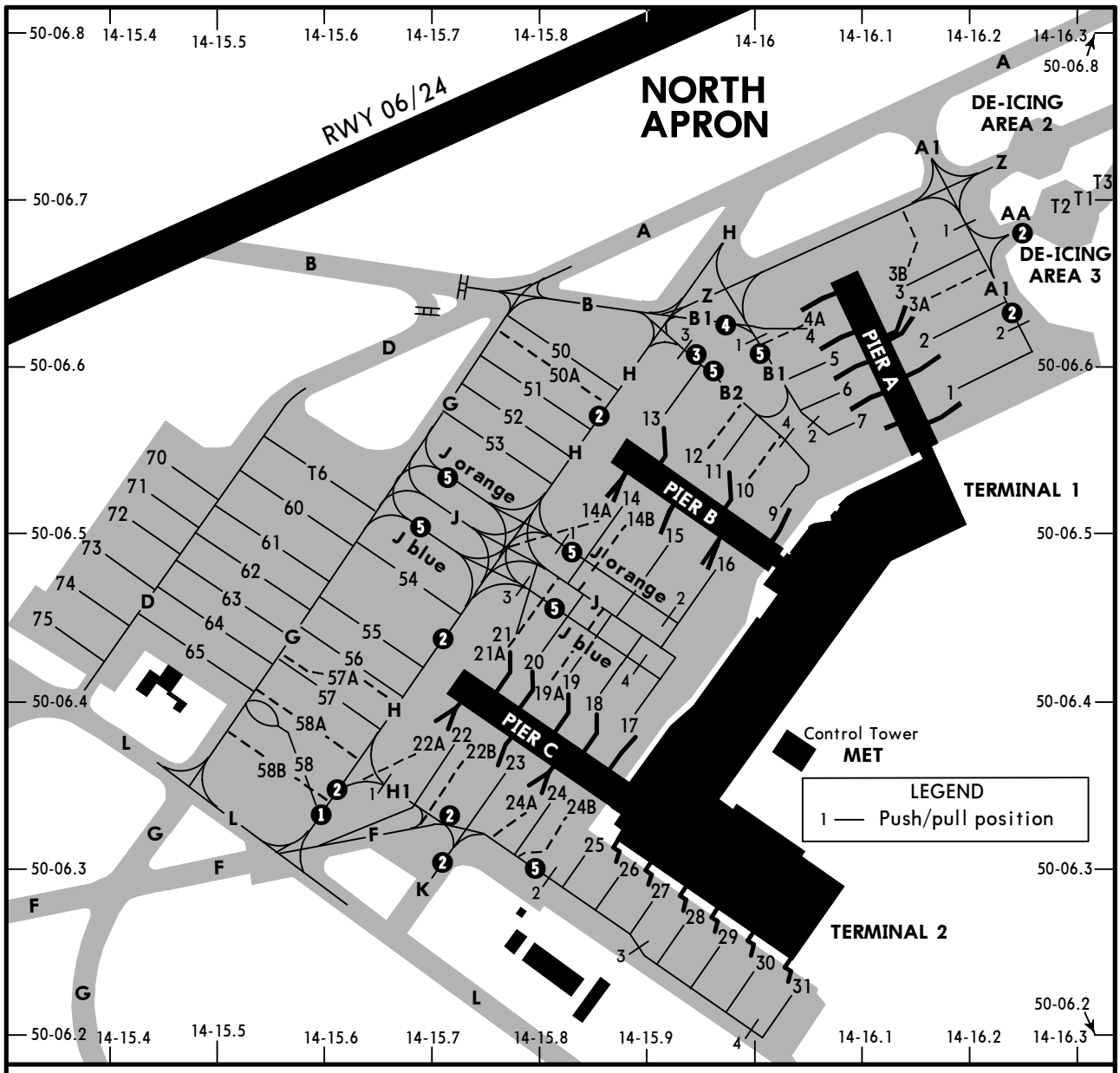

❶ MAX wingspan 213'/65m.
❷ MAX wingspan 171'/52m.
❸ MAX wingspan 167'/51m.
❹ MAX wingspan 157'/48m.
❺ MAX wingspan 118'/36m.

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1, 2	N50 06.6 E014 16.2	25 thru 27	N50 06.3 E014 15.9
3	N50 06.7 E014 16.1	28, 29	N50 06.3 E014 16.0
3A	N50 06.6 E014 16.2	30, 31	N50 06.2 E014 16.0
3B	N50 06.7 E014 16.1	50 thru 52	N50 06.6 E014 15.8
4 thru 7	N50 06.6 E014 16.1	53	N50 06.5 E014 15.8
9 thru 11	N50 06.5 E014 16.0	54	N50 06.5 E014 15.7
12	N50 06.6 E014 16.0	55	N50 06.4 E014 15.7
13	N50 06.6 E014 15.9	56 thru 58B	N50 06.4 E014 15.6
14 thru 15	N50 06.5 E014 15.9	60	N50 06.5 E014 15.6
16	N50 06.5 E014 16.0	61 thru 64	N50 06.5 E014 15.5
17, 18	N50 06.4 E014 15.9	65	N50 06.4 E014 15.5
19 thru 21A	N50 06.4 E014 15.8	70	N50 06.6 E014 15.4
22 thru 22B	N50 06.4 E014 15.7	71 thru 74	N50 06.5 E014 15.4
23	N50 06.4 E014 15.8	75	N50 06.5 E014 15.3
24 thru 24B	N50 06.3 E014 15.8	T1 thru T3	N50 06.7 E014 16.3
		T6	N50 06.6 E014 15.6

CHANGES: Stands.

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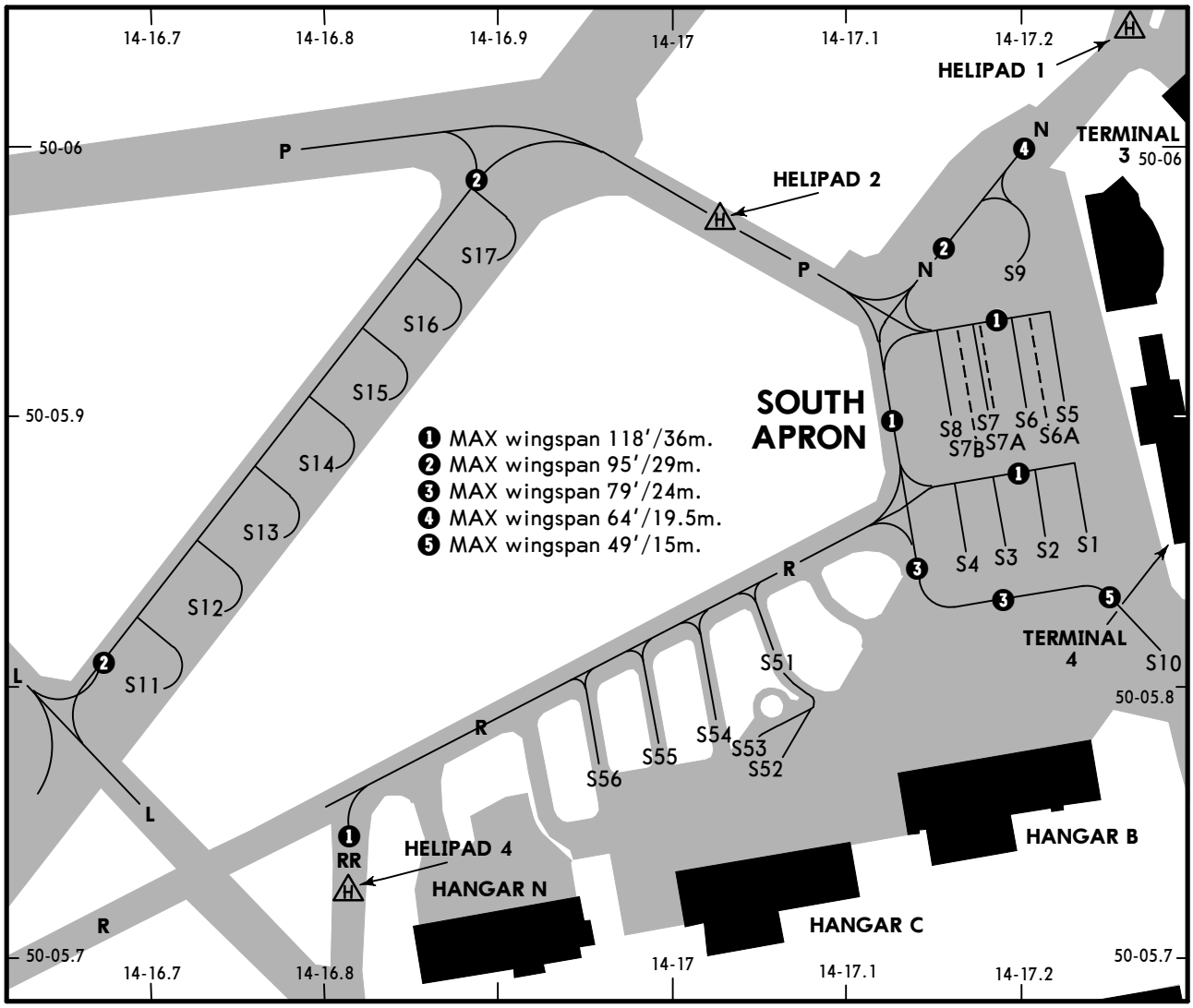

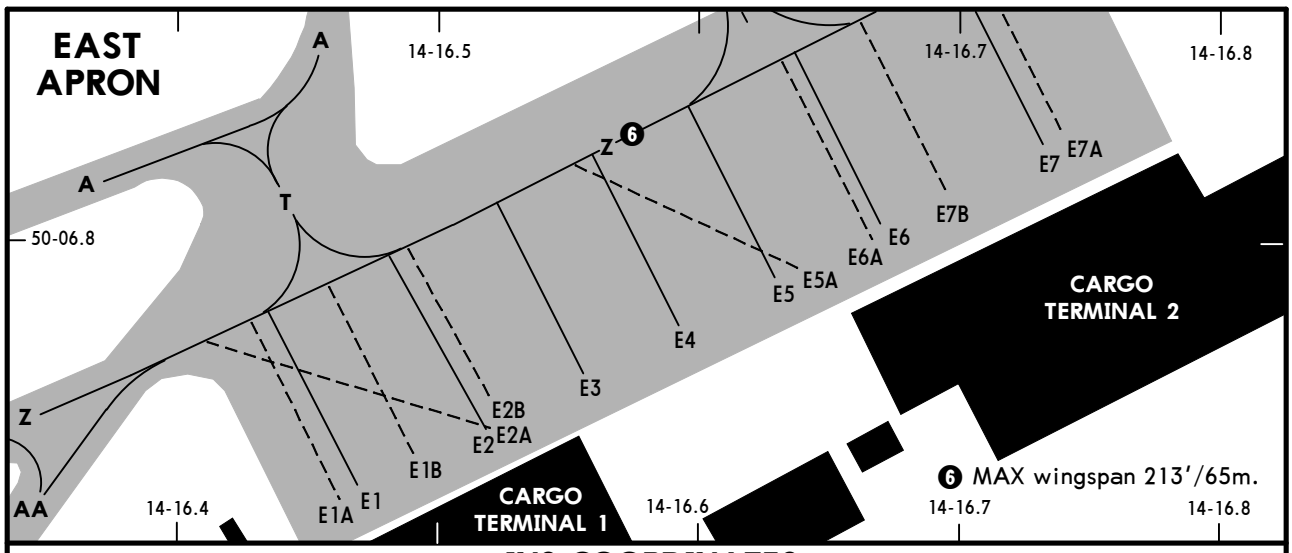

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
E1, E1A	N50 06.7 E014 16.5	S1, S2	N50 05.9 E014 17.2
E1B thru E2B	N50 06.8 E014 16.5	S3, S4	N50 05.9 E014 17.1
E3 thru E5A	N50 06.8 E014 16.6	S5	N50 05.9 E014 17.2
E6 thru E7B	N50 06.8 E014 16.7	S6 thru S9	N50 05.9 E014 17.1
M1, M1A	N50 06.0 E014 17.2	S10	N50 05.8 E014 17.2
		S11, S12	N50 05.8 E014 16.6
M1B	N50 06.0 E014 17.3		
		S13, S14	N50 05.9 E014 16.7
		S15 thru S17	N50 05.9 E014 16.8
		S51	N50 05.9 E014 17.1
		S52, S53	N50 05.8 E014 17.1
		S54 thru S56	N50 05.8 E014 17.0

CHANGES: None.

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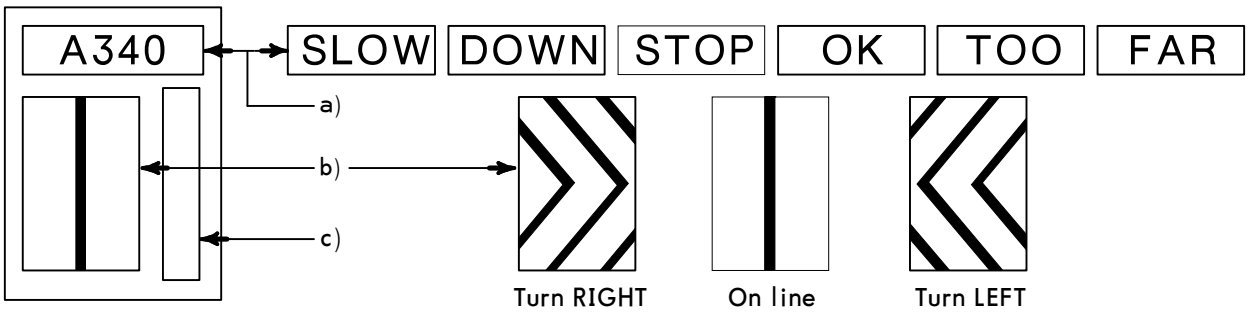
VISUAL DOCKING GUIDANCE SYSTEM "APIS++"



a) Display indicating: Aircraft type, aircraft series (in some cases also number of doors), line number, "SLOW/DOWN", "STOP", "OK", "TOO/FAR".
b) Center line beacon: side in guidance.
c) Closing rate indication. Fully yellow colored closing rate indicator indicates that aircraft position is at least 15m to stop position.

INSTRUCTIONS

1. Follow lead-in line and the center line beacon guidance.
2. Check correct aircraft type flashing.
3. Maximum speed of taxiing to stand is 15 km/h (8 KT). If taxi speed is higher correct function of docking guidance system for aircraft parking is not guaranteed. If speed of taxiing aircraft exceeds 15 km/h (8 KT) the display shows "SLOW/DOWN".
4. Fully yellow colored closing rate indicator indicates that aircraft position is at least 15m to stop position. When distance is 13m to stop position the yellow colored closing rate indication starts to shorten from the bottom. Only aircraft type is flashing on the display.
5. ATTENTION: If the nose of aircraft is at level of bridge cab and distance indicator does not indicate distance and at the same time line number flashing on the display, the aircraft shall be stopped immediately.
6. When stop position is reached, display indicates "STOP". Correct parking is indicated as "OK".
7. If aircraft overshoots the limit for correct parking, display indicates "TOO/FAR".
8. Display automatically shuts down after parking.
9. Azimuth guidance only for left seat available.

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Following mimima to be used by all NON-COMMERCIAL AIR TRANSPORT OPERATORS not applying EU-OPS or JAR-OPS AOM.

STRAIGHT-IN RWY		A	B	C	D
06	ILS	**1402′**(200′) **700m** 800m	**1402′**(200′) **700m** 800m	**1402′**(200′) **800m** 900m	**1402′**(200′) **800m** 900m
	LOC	**1520′**(318′) **1000m** 1000m	**1520′**(318′) **1100m** 1300m	**1520′**(318′) **1200m** 1400m	**1520′**(318′) **1300m** 1500m
	RNAV (GNSS) LNAV/VNAV	**1600′**(398′) **1000m** 1000m	**1600′**(398′) **1100m** 1300m	**1600′**(398′) **1200m** 1400m	**1600′**(398′) **1300m** 1500m
	RNAV (GNSS) LNAV	**1600′**(398′) **1000m** 1000m	**1600′**(398′) **1100m** 1300m	**1600′**(398′) **1200m** 1400m	**1600′**(398′) **1300m** 1500m
	NDB	**1600′**(398′) **1000m** 1000m	**1600′**(398′) **1100m** 1300m	**1600′**(398′) **1200m** 1400m	**1600′**(398′) **1300m** 1500m
12	ILS	**1360′**(200′) **700m** 800m	**1360′**(200′) **700m** 800m	**1360′**(200′) **800m** 900m	**1360′**(200′) **800m** 900m
	LOC	**1490′**(330′) **1000m** 1000m	**1490′**(330′) **1100m** 1300m	**1490′**(330′) **1200m** 1400m	**1490′**(330′) **1300m** 1500m
	RNAV (GNSS) LNAV/VNAV	**1490′**(330′) **1000m** 1000m	**1490′**(330′) **1100m** 1300m	**1490′**(330′) **1200m** 1400m	**1490′**(330′) **1300m** 1500m
	RNAV (GNSS) LNAV	**1550′**(390′) **1000m** 1000m	**1550′**(390′) **1100m** 1300m	**1550′**(390′) **1200m** 1400m	**1550′**(390′) **1300m** 1500m
	VOR with D5.0	**1530′**(370′) **1000m** 1000m	**1530′**(370′) **1100m** 1300m	**1530′**(370′) **1200m** 1400m	**1530′**(370′) **1300m** 1500m
	VOR w/o D5.0	**1820′**(660′) **1000m** 1000m	**1820′**(660′) **1100m** 1300m	**1820′**(660′) **1200m** 1400m	**1820′**(660′) **1300m** 1500m
24	CAT 3B ILS	**approved**	**approved**	**approved**	**approved**
	CAT 3A ILS	**RA50′ R200m**	**RA50′ R200m**	**RA50′ R200m**	**RA50′ R200m**
	CAT 2 ILS	**1258′**(100′) **RA101′R300m**	**1258′**(100′) **RA101′R300m**	**1258′**(100′) **RA101′R300m**	**1260′**(102′) **RA104′R300m**
	ILS	**1358′**(200′) **R400m/V500m** R500m/V600m 800m	**1358′**(200′) **R400m/V500m** R500m/V600m 800m	**1358′**(200′) **R500m/V600m** R600m/V700m 900m	**1358′**(200′) **R500m/V600m** R600m/V700m 900m
	LOC	**1450′**(292′) **R700m/V800m** 1000m	**1450′**(292′) **R800m/V900m** 1300m	**1450′**(292′) **R800m/V900m** 1400m	**1450′**(292′) **R1000m/V1200m** 1500m

CHANGES: RWY 13 redesignated 12.

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Following mimima to be used by all NON-COMMERCIAL AIR TRANSPORT OPERATORS not applying EU-OPS or JAR-OPS AOM.

STRAIGHT-IN RWY		A	B	C	D
24 cont'd	RNAV (GNSS)	**1460**′(302′)	**1460**′(302′)	**1460**′(302′)	**1460**′(302′)
	LNAV/VNAV	**R700m/V800m**	**R800m/V900m**	**R800m/V900m**	**R1000m/V1200m**
	ALS out	1000m	1300m	1400m	1500m
	RNAV (GNSS)	**1590**′(432′)	**1590**′(432′)	**1590**′(432′)	**1590**′(432′)
	LNAV	**R700m/V800m**	**R800m/V900m**	**R800m/V900m**	**R1000m/V1200m**
	ALS out	1000m	1300m	1400m	1500m
	NDB	**1460**′(302′)	**1460**′(302′)	**1460**′(302′)	**1460**′(302′)
		R700m/V800m	**R800m/V900m**	**R800m/V900m**	**R1000m/V1200m**
	ALS out	1000m	1300m	1400m	1500m
30	ILS	**1432**′(200′)	**1432**′(200′)	**1432**′(200′)	**1432**′(200′)
		R500m/V600m	**R500m/V600m**	**R600m/V700m**	**R600m/V700m**
	ALS out	800m	800m	900m	900m
	LOC	**1580**′(348′)	**1580**′(348′)	**1580**′(348′)	**1580**′(348′)
		R700m/V800m	**R800m/V900m**	**R800m/V900m**	**R1000m/V1200m**
	ALS out	1000m	1300m	1400m	1500m
	RNAV (GNSS)	**1530**′(298′)	**1530**′(298′)	**1530**′(298′)	**1530**′(298′)
	LNAV/VNAV	**R700m/V800m**	**R800m/V900m**	**R800m/V900m**	**R1000m/V1200m**
	ALS out	1000m	1300m	1400m	1500m
	RNAV (GNSS)	**1580**′(348′)	**1580**′(348′)	**1580**′(348′)	**1580**′(348′)
	LNAV	**R700m/V800m**	**R800m/V900m**	**R800m/V900m**	**R1000m/V1200m**
	ALS out	1000m	1300m	1400m	1500m
	VOR	**1630**′(398′)	**1630**′(398′)	**1630**′(398′)	**1630**′(398′)
		R700m/V800m	**R800m/V900m**	**R800m/V900m**	**R1000m/V1200m**
	ALS out	1000m	1300m	1400m	1500m

CIRCLE-TO-LAND	100 KT	135 KT	180 KT ❶	D
After VOR 12 w/o D5.0	**1650**′(403′) **1820**′(573′) V1200m	**1750**′(503′) **1820**′(573′) V1600m	**1850**′(603′) **1850**′(603′) V2100m	NOT AUTH

❶ Not authorized East of apt between extended RCL 06/24 & 12/30.

TAKE-OFF RWY 06, 12, 24, 30

	HIRL & CL	HIRL	MIRL or RL	NIL (DAY only)
A	RVR *100m* VIS *150m*	*150m*	*200m*	*400m*
B	*150m*	RVR *150m* VIS *200m*	*250m*	*500m*
C	RVR *150m* VIS *200m*	*200m*		
D		RVR *200m* VIS *250m*	*300m*	

CHANGES: RWY 13/31 redesignated 12/30.

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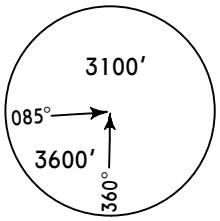
BRIEFING STRIP

ATIS	PRAGUE Radar (APP)	*RUZYNE Radar (APP)	RUZYNE Tower	*Ground
122.15	120.52 127.57	119.0	118.1	121.9

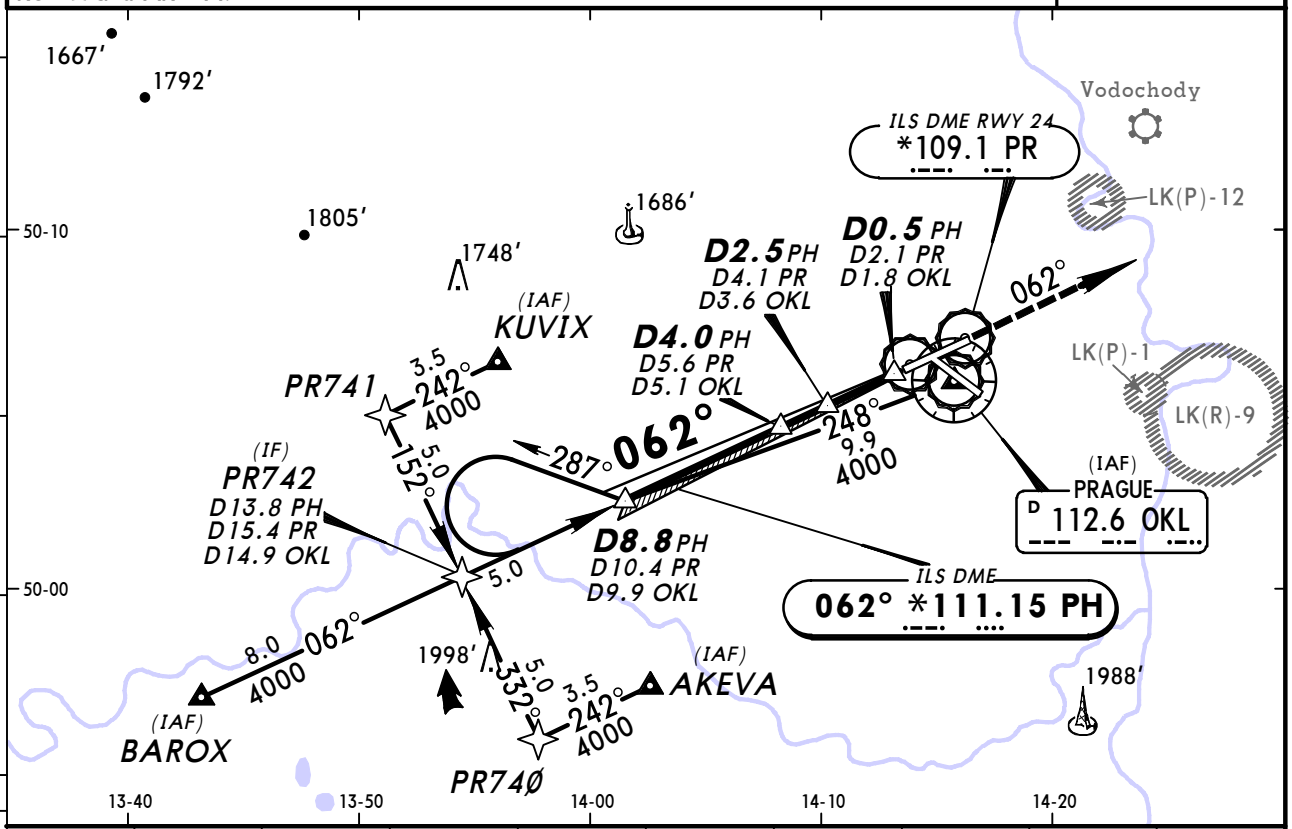
LOC PH	Final Apch Crs	GS D4.0 PH	ILS DA(H)	Apt Elev 1247′
*111.15	062°	2470′ (1268′)	1402′ (200′)	RWY 1202′

MISSED APCH: Climb on 062° to 4000′. Radar vectoring will be provided.
MISSED APCH WITH COMM FAILURE: Climb on 062° to 4000′. At D10.0 OKL turn LEFT to VOR and climb to 5000′.

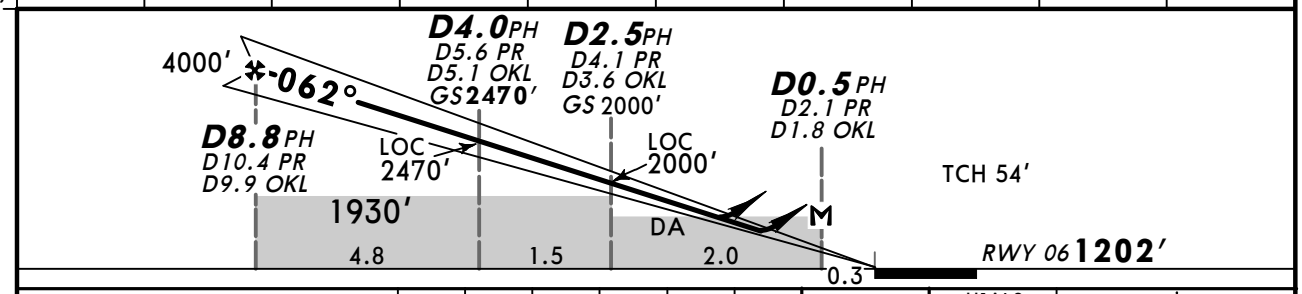
Alt Set: hPa (MM on req) Rwy Elev: 43 hPa Trans level: By ATC Trans alt: 5000′
1. **DME required.** 2. Acft not equipped for P-RNAV expect radar vectoring after IAF KUVIX and AKEVA.



MSA
OKL VOR



LOC (GS out)									
	PH DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
	PR DME	9.6	8.6	7.6	6.6	5.6	4.6	3.6	2.6
	OKL DME	9.1	8.1	7.1	6.1	5.1	4.1	3.2	2.2
	ALTITUDE	3740′	3420′	3100′	2780′	2470′	2150′	1830′	1510′



Gnd speed-Kts		70	90	100	120	140	160
ILS GS or LOC Descent Angle	3.00°	377	484	538	646	753	861
MAP at D0.5 PH/D2.1 PR/D1.8 OKL							

HIALS
PAPI
4000′ on 062°

Standard STRAIGHT-IN LANDING RWY 06

	ILS		LOC (GS out)	
	DA(H) 1402′ (200′)		DA(H) 1520′ (318′)	
	FULL/Limited	ALS out		ALS out
A	RVR 750m	RVR 1200m	RVR 1000m	RVR 1400m
B				
C				
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1650′ (403′)	1500m
135	1750′ (503′)	1600m
180	1850′ (603′) 1	2400m
D	NOT AUTHORIZED	

PANS OPS

1 Not authorized East of apt between extended RCL 06/24 & 12/30.

CHANGES: RWY 13/31 redesignated 12/30.

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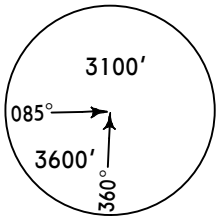
BRIEFING STRIP

ATIS	PRAGUE Radar (APP)	*RUZYNE Radar (APP)	RUZYNE Tower	*Ground
122.15	120.52 127.57	119.0	118.1	121.9

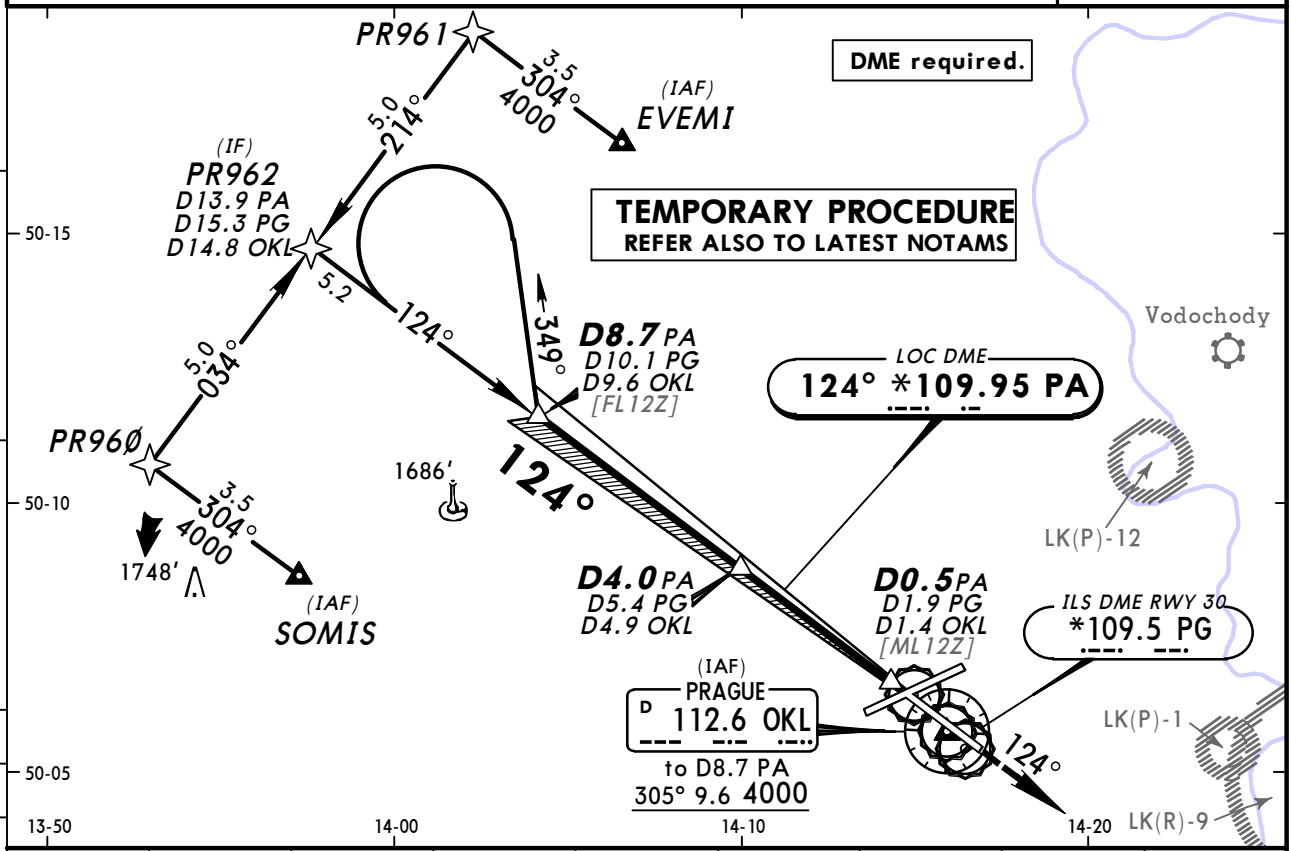
LOC PA	Final Apch Crs	Procedure	DA(H)	Apt Elev 1247′
*109.95	124°	D8.7 PA 4000′ (2834′)	1500′ (334′)	RWY 1166′

MISSED APCH: Climb on 124° to 4000′. Radar vectoring will be provided.
MISSED APCH WITH COMM FAILURE: Climb on 124° to 4000′. At D10.0 OKL turn RIGHT to VOR and climb to 5000′.

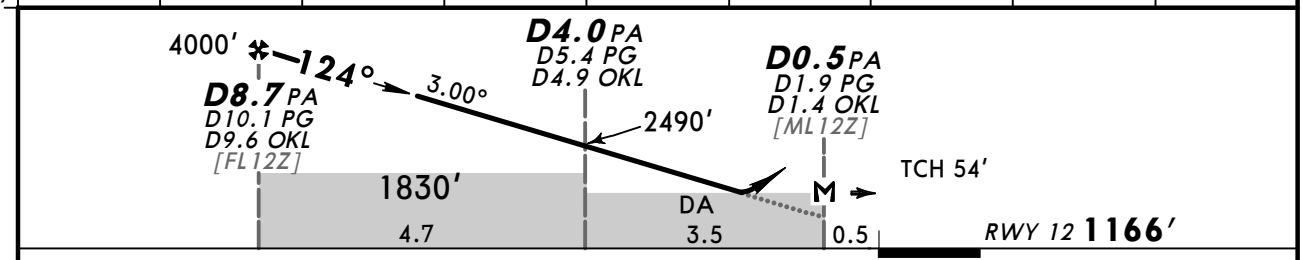
Alt Set: hPa (MM on req) Rwy Elev: 42 hPa Trans level: By ATC Trans alt: 5000′
Acft not equipped for P-RNAV expect radar vectoring after IAF EVEMI and SOMIS.



MSA OKL VOR



PA DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
PG DME	9.4	8.4	7.4	6.4	5.4	4.4	3.4	2.4
OKL DME	8.9	7.9	6.9	5.9	4.9	3.9	2.9	1.9
ALTITUDE	3760′	3450′	3130′	2810′	2490′	2170′	1850′	1530′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.5 PA/D1.9 PG/D1.4 OKL							

HIALS
PAPI
4000′ on 124°

PANS OPS

Standard STRAIGHT-IN LANDING RWY 12

DA(H) 1500′ (334′)

		ALS out
A	RVR 1100m	RVR 1500m
B		
C		
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1650′ (403′)	1500m
135	1750′ (503′)	1600m
180	1850′ (603′) [1]	2400m
D	NOT AUTHORIZED	

[1] Not authorized East of apt between extended RCL 06/24 & 12/30.

CHANGES: New temporary procedure.

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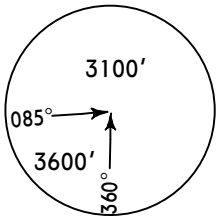
BRIEFING STRIP

ATIS	PRAGUE Radar (APP)	*RUZYNE Radar (APP)	RUZYNE Tower	*Ground
122.15	120.52 127.57	119.0	118.1	121.9

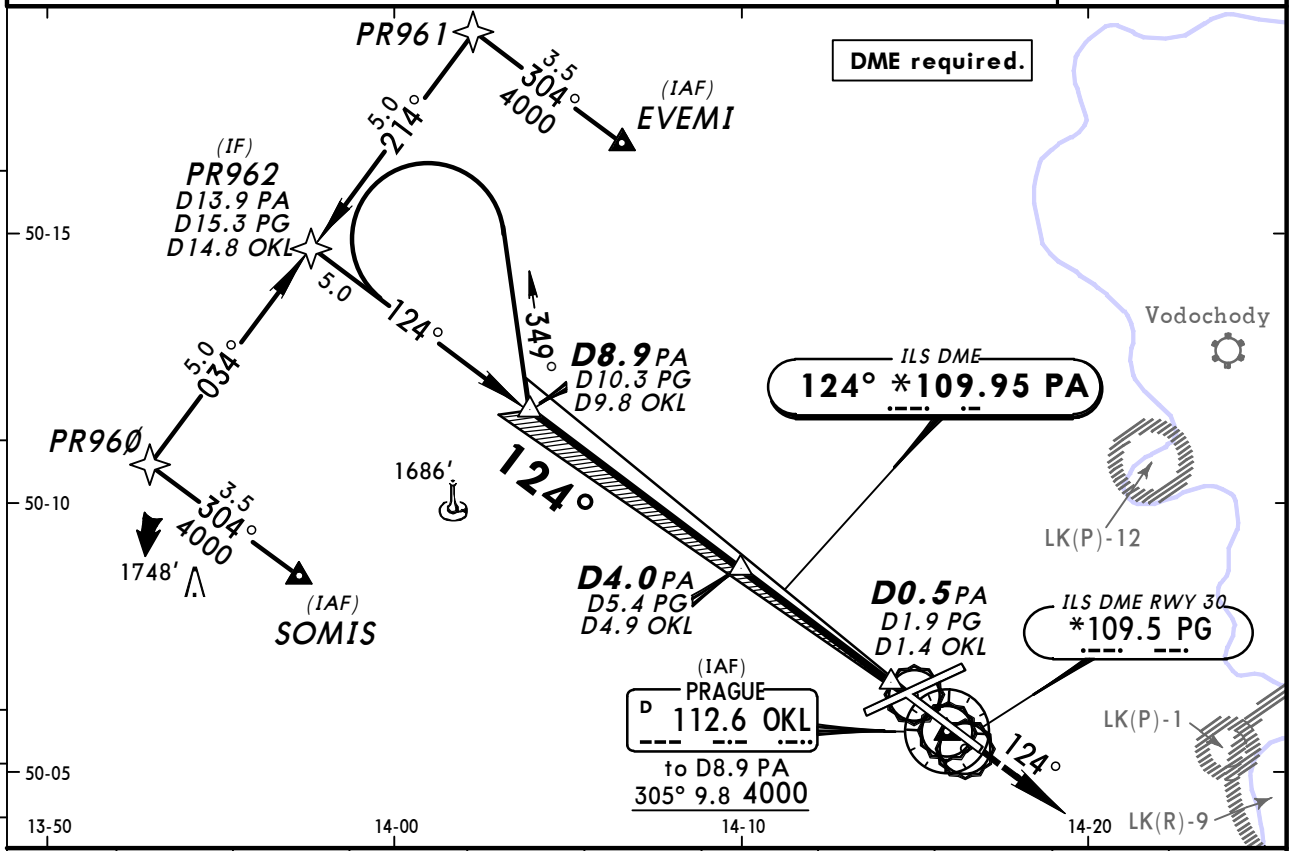
LOC PA	Final Apch Crs	GS D4.0 PA	ILS DA(H)	Apt Elev 1247′
*109.95	124°	2430′ (1270′)	1360′ (200′)	RWY 1160′

MISSED APCH: Climb on 124° to 4000′. Radar vectoring will be provided.
MISSED APCH WITH COMM FAILURE: Climb on 124° to 4000′. At D10.0 OKL turn RIGHT to VOR and climb to 5000′.

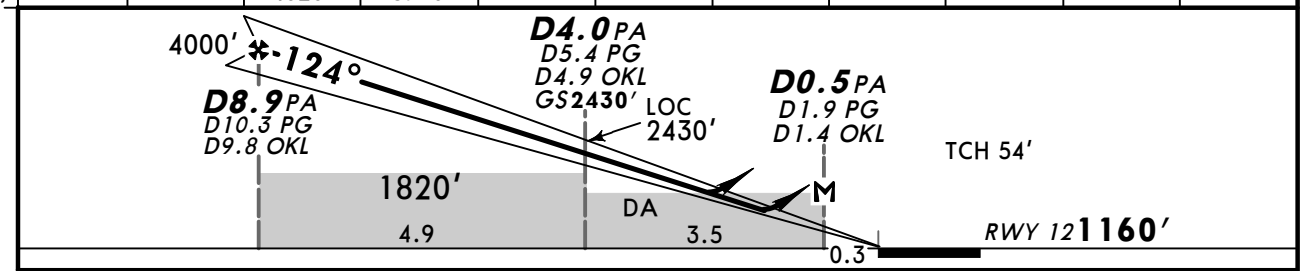
Alt Set: hPa (MM on req) Rwy Elev: 42 hPa Trans level: By ATC Trans alt: 5000′
Acft not equipped for P-RNAV expect radar vectoring after IAF EVEMI and SOMIS.



MSA OKL VOR



LOC (GS out)										
	PA DME	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
	PG DME	10.4	9.4	8.4	7.4	6.4	5.4	4.4	3.4	2.4
	OKL DME	9.9	8.9	7.9	6.9	5.9	4.9	3.9	2.9	1.9
	ALTITUDE	4020′	3710′	3390′	3070′	2750′	2430′	2110′	1800′	1480′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	377	484	538	646	753	861
MAP at D0.5 PA/D1.9 PG/D1.4 OKL						

HIALS
PAPI
4000′ on 124°

Standard STRAIGHT-IN LANDING RWY 12

	ILS DA(H) 1360′ (200′) FULL/Limited	ILS DA(H) 1360′ (200′) ALS out	LOC (GS out) DA(H) 1490′ (330′)	LOC (GS out) DA(H) 1490′ (330′) ALS out
A	RVR 750m	RVR 1200m	RVR 1100m	RVR 1500m
B				
C				
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1650′ (403′)	1500m
135	1750′ (503′)	1600m
180	1850′ (603′) [1]	2400m
D	NOT AUTHORIZED	

PANS OPS

[1] Not authorized East of apt between extended RCL 06/24 & 12/30.

CHANGES: RWY 13/31 redesignated 12/30.

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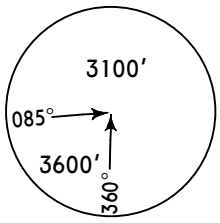
ATIS	PRAGUE Radar (APP)	*RUZYNE Radar (APP)	RUZYNE Tower	*Ground
122.15	120.52 127.57	119.0	118.1	121.9

BRIEFING STRIP ™

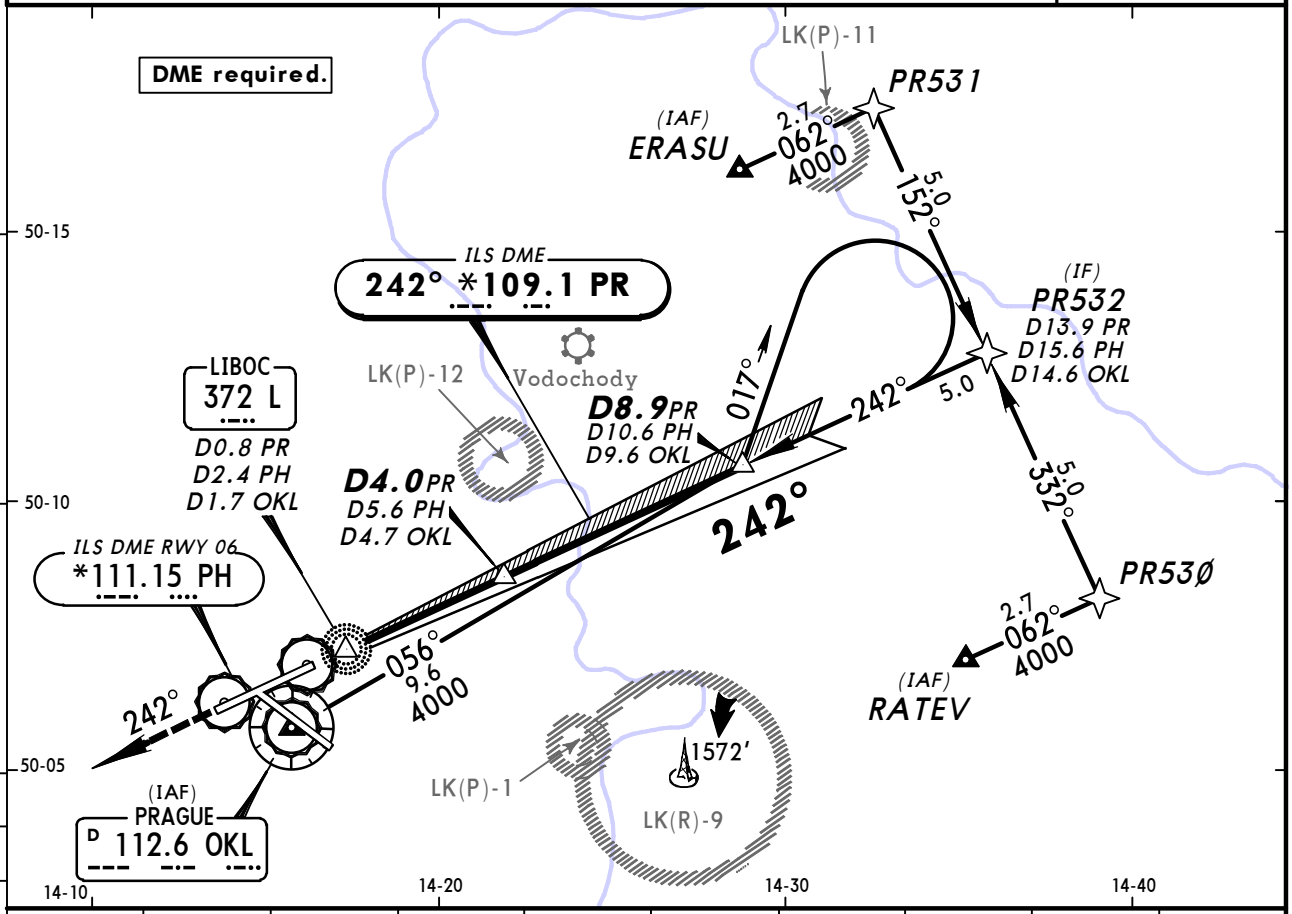
LOC PR	Final Apch Crs	GS D4.0 PR	ILS DA(H)	Apt Elev 1247′
*109.1	242°	2420′ (1262′)	1358′ (200′)	RWY 1158′

MISSED APCH: Climb on 242° to 4000′. Radar vectoring will be provided.
MISSED APCH WITH COMM FAILURE: Climb on 242° to 4000′. At D10.0 OKL turn RIGHT to VOR and climb to 5000′.

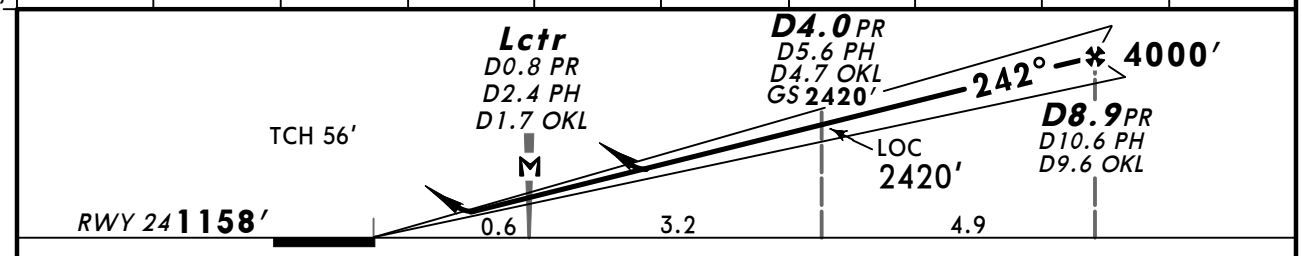
Alt Set: hPa (MM on req) Rwy Elev: 42 hPa Trans level: By ATC Trans alt: 5000′
Acft not equipped for P-RNAV expect radar vectoring after IAF RATEV and ERASU.



MSA
OKL VOR



LOC (GS out)	PR DME	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0
	PH DME	2.6	3.6	4.6	5.6	6.6	7.6	8.6	9.6
	OKL DME	1.8	2.8	3.7	4.7	5.7	6.7	7.7	8.6
	ALTITUDE	1480′	1800′	2110′	2420′	2740′	3060′	3380′	3690′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	377	484	538	646	753	861
MAP at Lctr/D0.8 PR/D2.4 PH/D1.7 OKL						

ALSF-II
REIL
PAPI
4000′ on 242°

Standard STRAIGHT-IN LANDING RWY 24

	ILS DA(H) 1358′ (200′) FULL	ILS Limited	ILS ALS out	LOC (GS out) DA(H) 1450′ (292′)	LOC (GS out) ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 750m	RVR 1400m
B					
C					
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1650′ (403′)	1500m
135	1750′ (503′)	1600m
180	1850′ (603′) [1]	2400m
D	NOT AUTHORIZED	

PANS OPS

[1] Not authorized East of apt between extended RCL 06/24 & 12/30.

CHANGES: RWY 13/31 redesignated 12/30.

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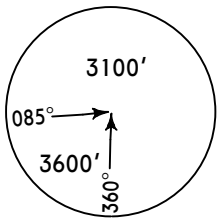
BRIEFING STRIP ™

ATIS	PRAGUE Radar (APP)	*RUZYNE Radar (APP)	RUZYNE Tower	*Ground
122.15	120.52 127.57	119.0	118.1	121.9

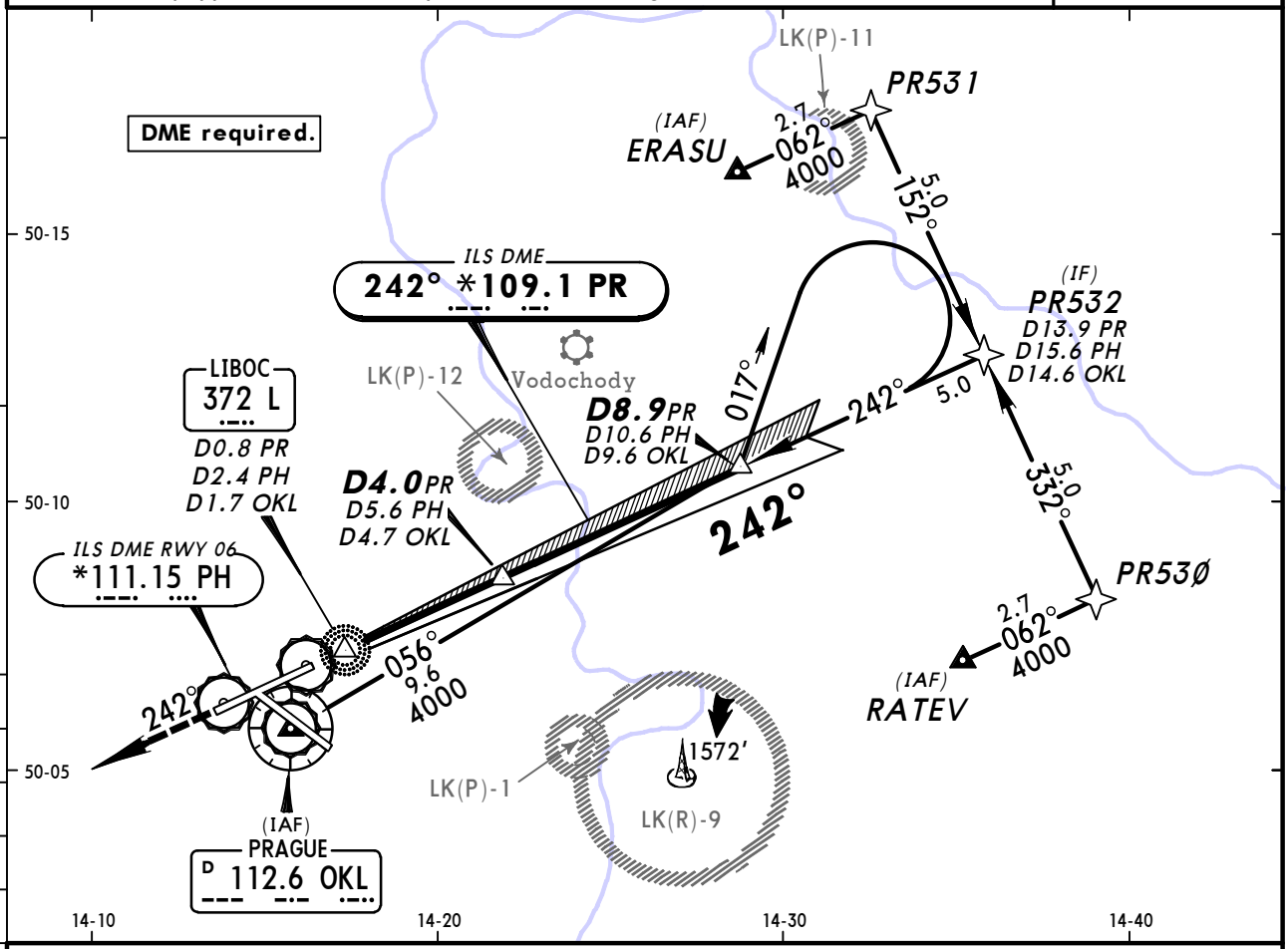
LOC	Final	GS	CAT II & IIIA ILS	Apt Elev 1247′
PR	Apch Crs	D4.0 PR	Refer to Minimums	RWY 1158′
*109.1	242°	2420′ (1262′)		

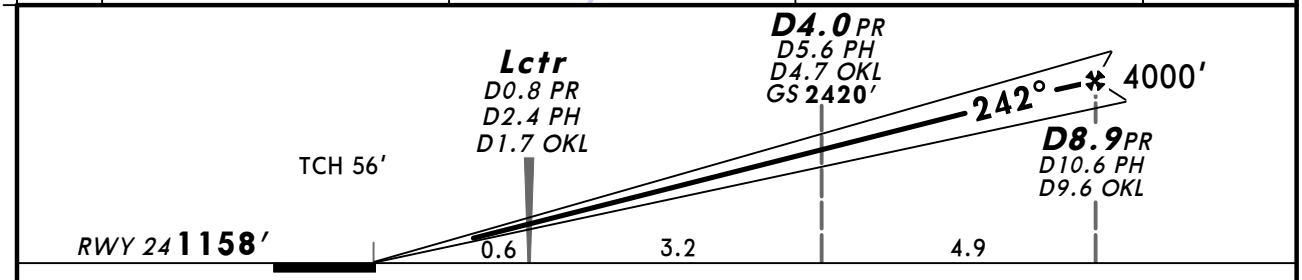
MISSED APCH: Climb on 242° to 4000′. Radar vectoring will be provided.
MISSED APCH WITH COMM FAILURE: Climb on 242° to 4000′. At D10.0 OKL turn RIGHT to VOR and climb to 5000′.

Alt Set: hPa (MM on req) Rwy Elev: 42 hPa Trans level: By ATC Trans alt: 5000′
1. Special Aircrew & Aircraft Certification Required.
2. Acft not equipped for P-RNAV expect radar vectoring after IAF RATEV and ERASU.



MSA
OKL VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861

ALSF-II
REIL
PAPI
4000′ on 242°

PANS OPS

Standard STRAIGHT-IN LANDING RWY 24

CAT IIIA ILS	CAT II ILS ABC	CAT II ILS D
DH 50′	RA 101′ DA(H) 1258′(100′)	RA 104′ DA(H) 1260′(102′)
RVR 200m	RVR 300m [1]	

[1] Operators applying U.S. Specs: Autoland or HUD required below RVR 350m.

CHANGES: Minimums.

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BRIEFING STRIP ™

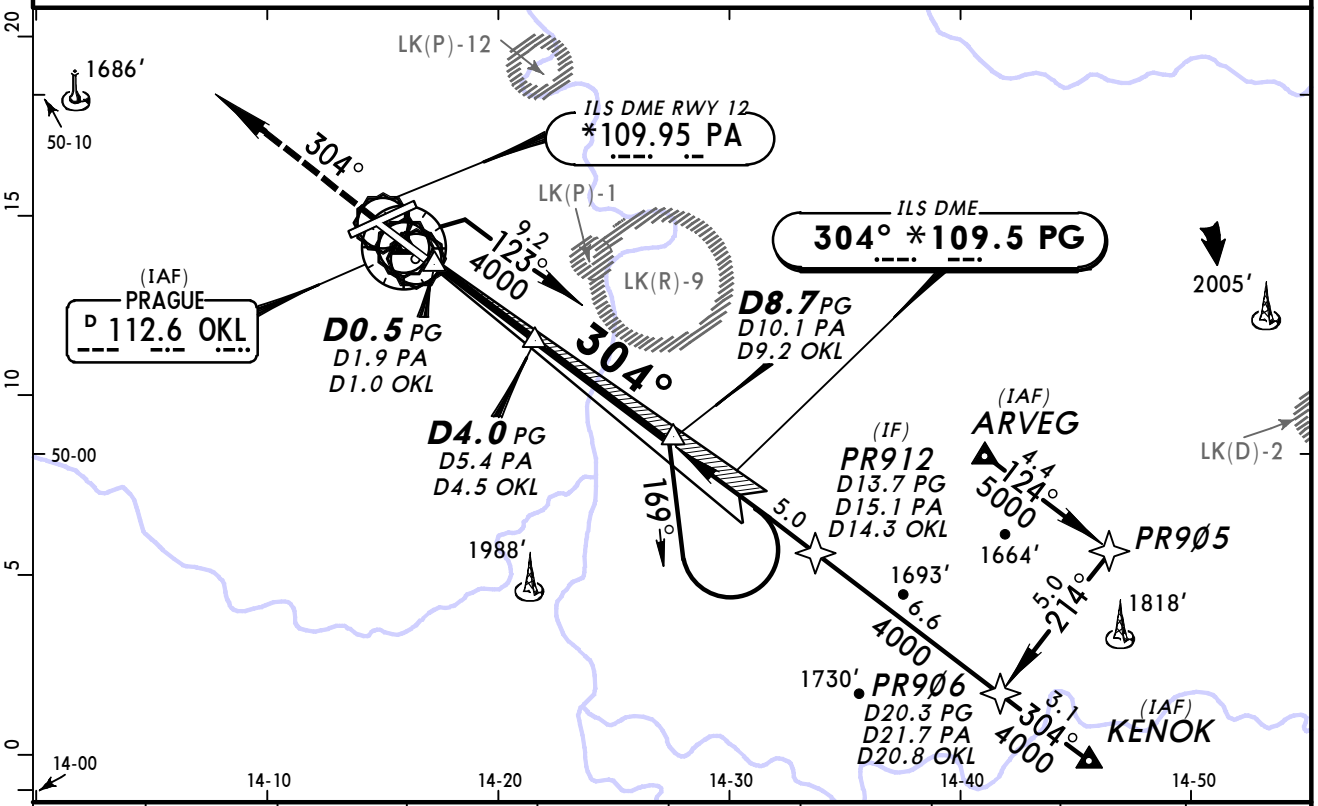
ATIS	PRAGUE Radar (APP)	*RUZYNE Radar (APP)	RUZYNE Tower	*Ground
122.15	120.52 127.57	119.0	118.1	121.9

LOC PG	Final Apch Crs	GS D4.0 PG	ILS DA(H)	Apt Elev 1247′
*109.5	304°	2490′(1258′)	1432′ (200′)	RWY 1232′

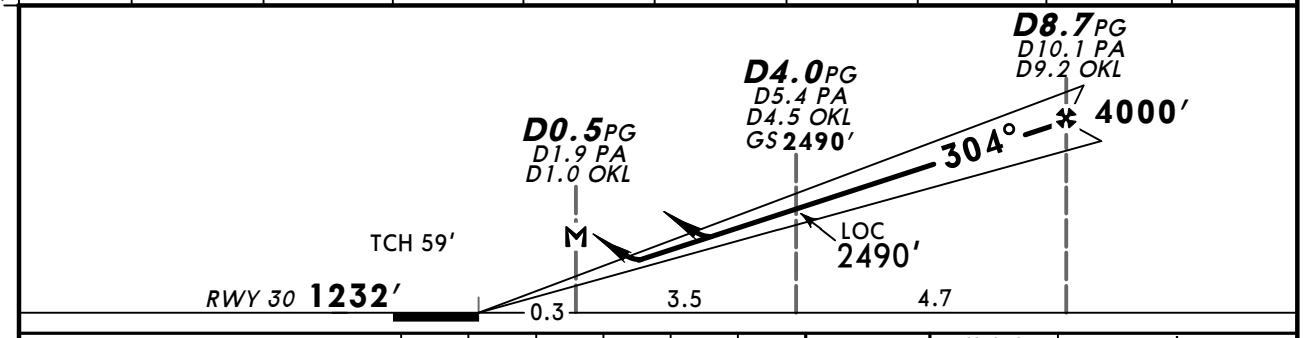
MISSED APCH: Climb on 304° to 4000′. Radar vectoring will be provided.
MISSED APCH WITH COMM FAILURE: Climb on 304° to 4000′. At D10.0 OKL turn RIGHT to VOR and climb to 5000′.

3100′ 085° 3600′ 360°
MSA OKL VOR

Alt Set: hPa (MM on req) Rwy Elev: 44 hPa Trans level: By ATC Trans alt: 5000′
1. DME required. 2. Acft not equipped for P-RNAV expect radar vectoring after IAF ARVEG.



LOC (GS out)									
	PG DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
	PA DME	3.4	4.4	5.4	6.4	7.4	8.4	9.4	10.4
	OKL DME	2.5	3.5	4.5	5.5	6.5	7.5	8.5	9.5
	ALTITUDE	1850′	2170′	2490′	2810′	3130′	3450′	3760′	4080′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	377	484	538	646	753	861
MAP at D0.5 PG/D1.9 PA/D1.0 OKL						

HIALS
PAPI
4000′ on 304°

PANS OPS

Standard STRAIGHT-IN LANDING RWY 30

	ILS DA(H) 1432′ (200′) FULL	Limited	ALS out	LOC (GS out) DA(H) 1580′ (348′)	ALS out
A	RVR 550m	RVR 750m	RVR 1200m	RVR 900m	RVR 1500m
B					
C					RVR 1600m
D					

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1650′ (403′)	1500m
135	1750′ (503′)	1600m
180	1850′ (603′) 1	2400m
D	NOT AUTHORIZED	

1 Not authorized East of apt between extended RCL 06/24 & 12/30.

CHANGES: RWY 13/31 redesignated 12/30.

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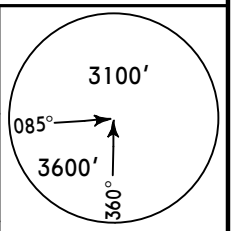
BRIEFING STRIP ™

ATIS	PRAGUE Radar (APP)	*RUZYNE Radar (APP)	RUZYNE Tower	*Ground
122.15	120.52 127.57	119.0	118.1	121.9

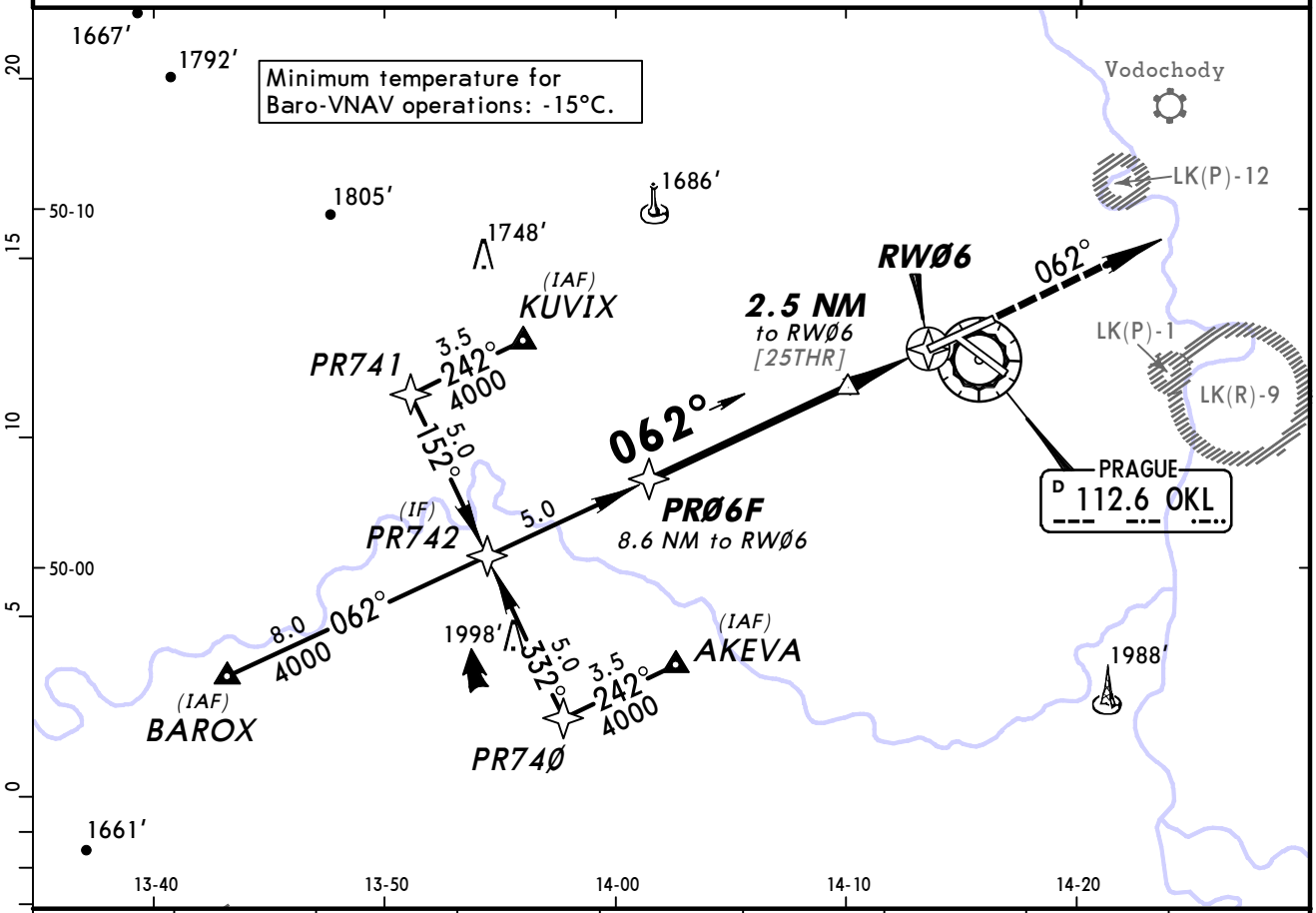
RNAV	Final Apch Crs	Procedure Alt	LNAV/VNAV DA(H)	Apt Elev 1247′
	062°	PRØ6F 4000′ (2798′)	1600′ (398′)	RWY 1202′

MISSED APCH: Climb on 062° to 4000′. Radar vectoring will be provided.
MISSED APCH WITH COMM FAILURE: Climb on 062° to 4000′. At D10.0 turn LEFT to VOR and climb to 5000′.

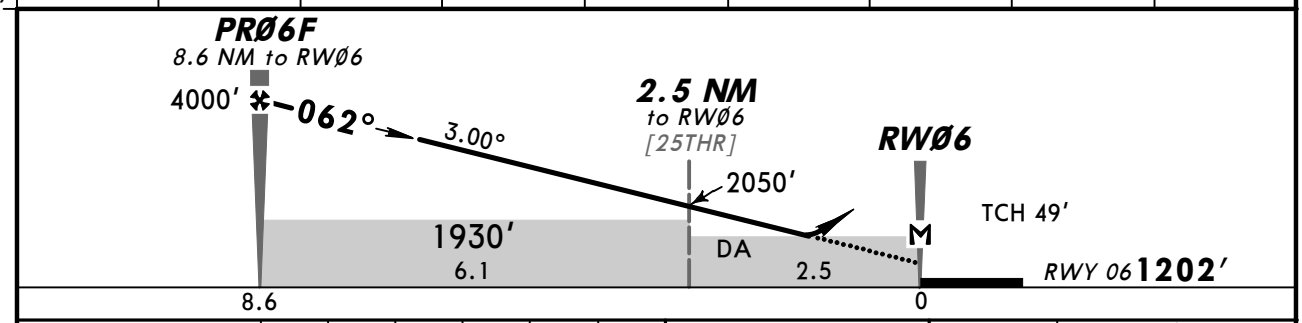
Alt Set: hPa (MM on req) Rwy Elev: 43 hPa Trans level: By ATC Trans alt: 5000′



MSA OKL VOR



DIST to RWØ6	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	3800′	3480′	3160′	2840′	2530′	2210′	1890′	1570′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at RWØ6						

HIALS
PAPI
4000′ on 062°

PANS OPS

Standard STRAIGHT-IN LANDING RWY 06

	LNAV/VNAV DA(H) 1600′ (398′)		LNAV DA(H) 1600′ (398′)	
		ALS out		ALS out
A	RVR 1400m	RVR 1500m	RVR 1400m	RVR 1500m
B				
C		RVR 1800m		RVR 1800m
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1650′ (403′)	1500m
135	1750′ (503′)	1600m
180	1850′ (603′) ❶	2400m
D	NOT AUTHORIZED	

❶ Not authorized East of apt between extended RCL 06/24 & 12/30.

CHANGES: RWY 13/31 redesignated 12/30. Recommended altitudes.

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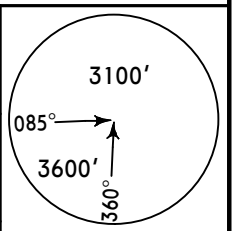
BRIEFING STRIP

ATIS	PRAGUE Radar (APP)	*RUZYNE Radar (APP)	RUZYNE Tower	*Ground
122.15	120.52 127.57	119.0	118.1	121.9

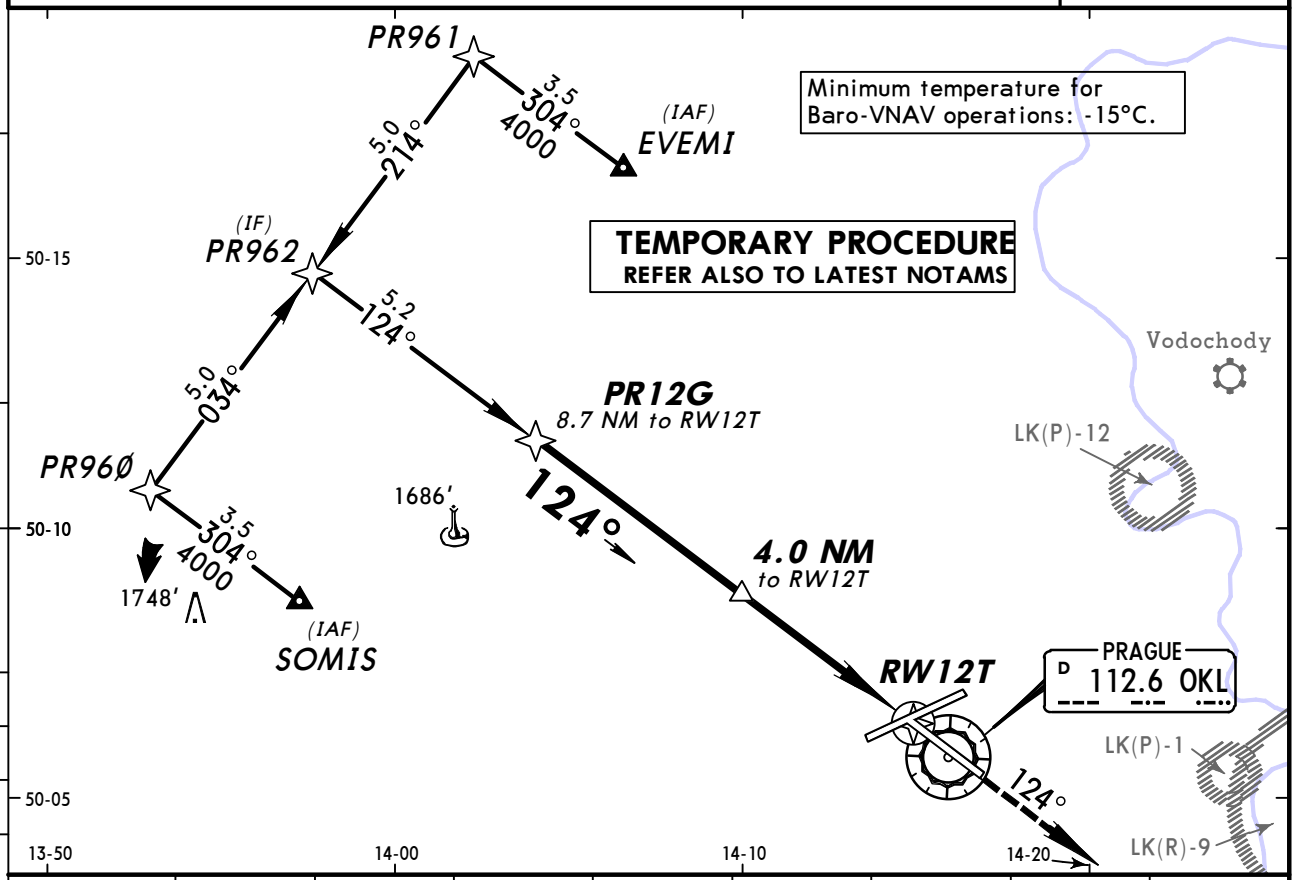
RNAV	Final Apch Crs	Procedure Alt	LNAV/VNAV DA(H)	Apt Elev 1247′
	124°	PR12G 4000′ (2834′)	1480′(314′)	RWY 1166′

MISSED APCH: Climb on 124° to 4000′. Radar vectoring will be provided.
MISSED APCH WITH COMM FAILURE: Climb on 124° to 4000′. At D10.0 turn RIGHT to VOR and climb to 5000′.

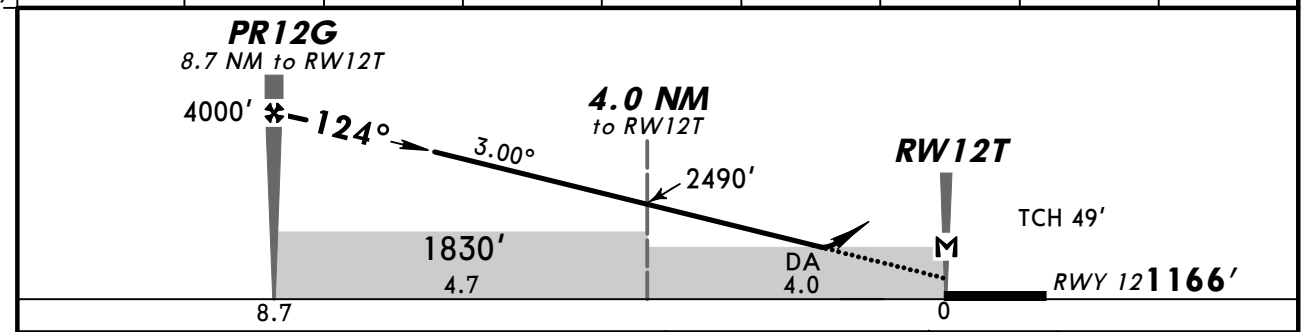
Alt Set: hPa (MM on req) Rwy Elev: 42 hPa Trans level: By ATC Trans alt: 5000′



MSA OKL VOR



DIST to RW12T	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	3760′	3450′	3130′	2810′	2490′	2170′	1850′	1530′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at RW12T						

HIALS
PAPI
4000′ on 124°

PANS OPS

Standard STRAIGHT-IN LANDING RWY 12

	LNAV/VNAV DA(H) 1480′ (314′)		LNAV DA(H) 1510′ (344′)	
		ALS out		ALS out
A	RVR 1000m	RVR 1400m	RVR 1200m	RVR 1500m
B				
C				RVR 1600m
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1650′(403′)	1500m
135	1750′(503′)	1600m
180	1850′(603′) [1]	2400m
D	NOT AUTHORIZED	

[1] Not authorized East of apt between extended RCL 06/24 & 12/30.

CHANGES: New temporary procedure.

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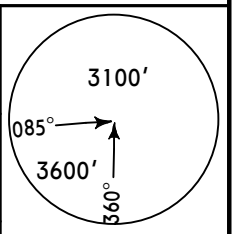
BRIEFING STRIP

ATIS	PRAGUE Radar (APP)	*RUZYNE Radar (APP)	RUZYNE Tower	*Ground
122.15	120.52 127.57	119.0	118.1	121.9

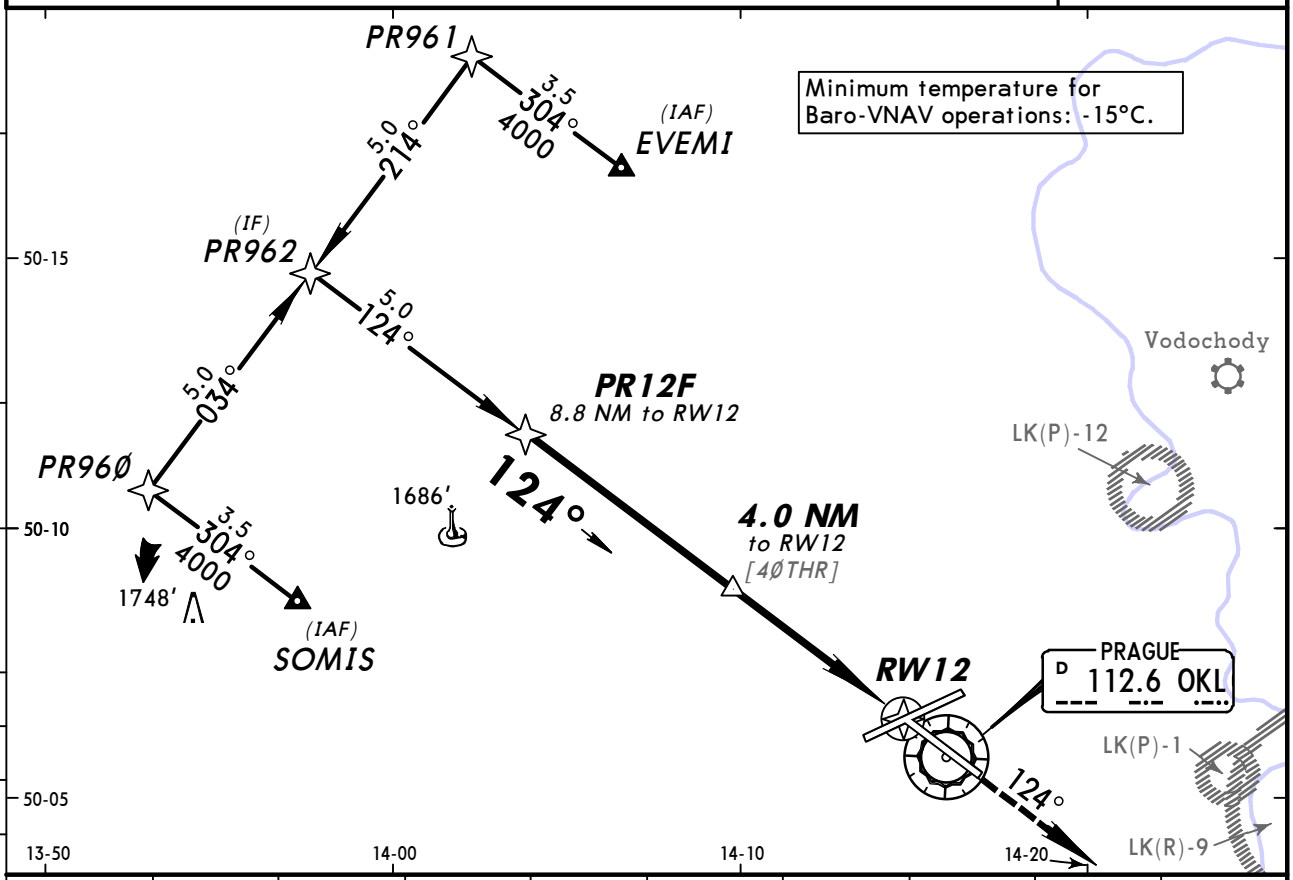
RNAV	Final Apch Crs	Procedure Alt	LNAV/VNAV DA(H)	Apt Elev 1247′
	124°	PR12F 4000′ (2840′)	1490′ (330′)	RWY 1160′

MISSED APCH: Climb on 124° to 4000′. Radar vectoring will be provided.
MISSED APCH WITH COMM FAILURE: Climb on 124° to 4000′. At D10.0 turn RIGHT to VOR and climb to 5000′.

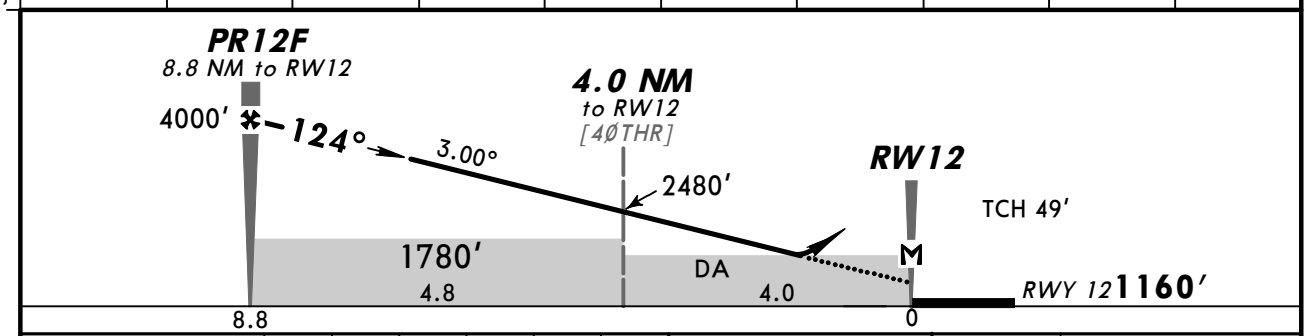
Alt Set: hPa (MM on req) Rwy Elev: 42 hPa Trans level: By ATC Trans alt: 5000′



MSA OKL VOR



DIST to RW12	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	4070′	3760′	3440′	3120′	2800′	2480′	2160′	1850′	1530′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at RW12						

HIALS
PAPI
4000′ on 124°

PANS OPS

Standard STRAIGHT-IN LANDING RWY 12

	LNAV/VNAV DA(H) 1490′ (330′)		LNAV DA(H) 1550′ (390′)	
		ALS out		ALS out
A	RVR 1100m	RVR 1500m	RVR 1400m	RVR 1500m
B				
C				RVR 1800m
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1650′ (403′)	1500m
135	1750′ (503′)	1600m
180	1850′ (603′) 1	2400m
D	NOT AUTHORIZED	

1 Not authorized East of apt between extended RCL 06/24 & 12/30.

CHANGES: RWY 13/31 redesignated 12/30.

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BRIEFING STRIP ™

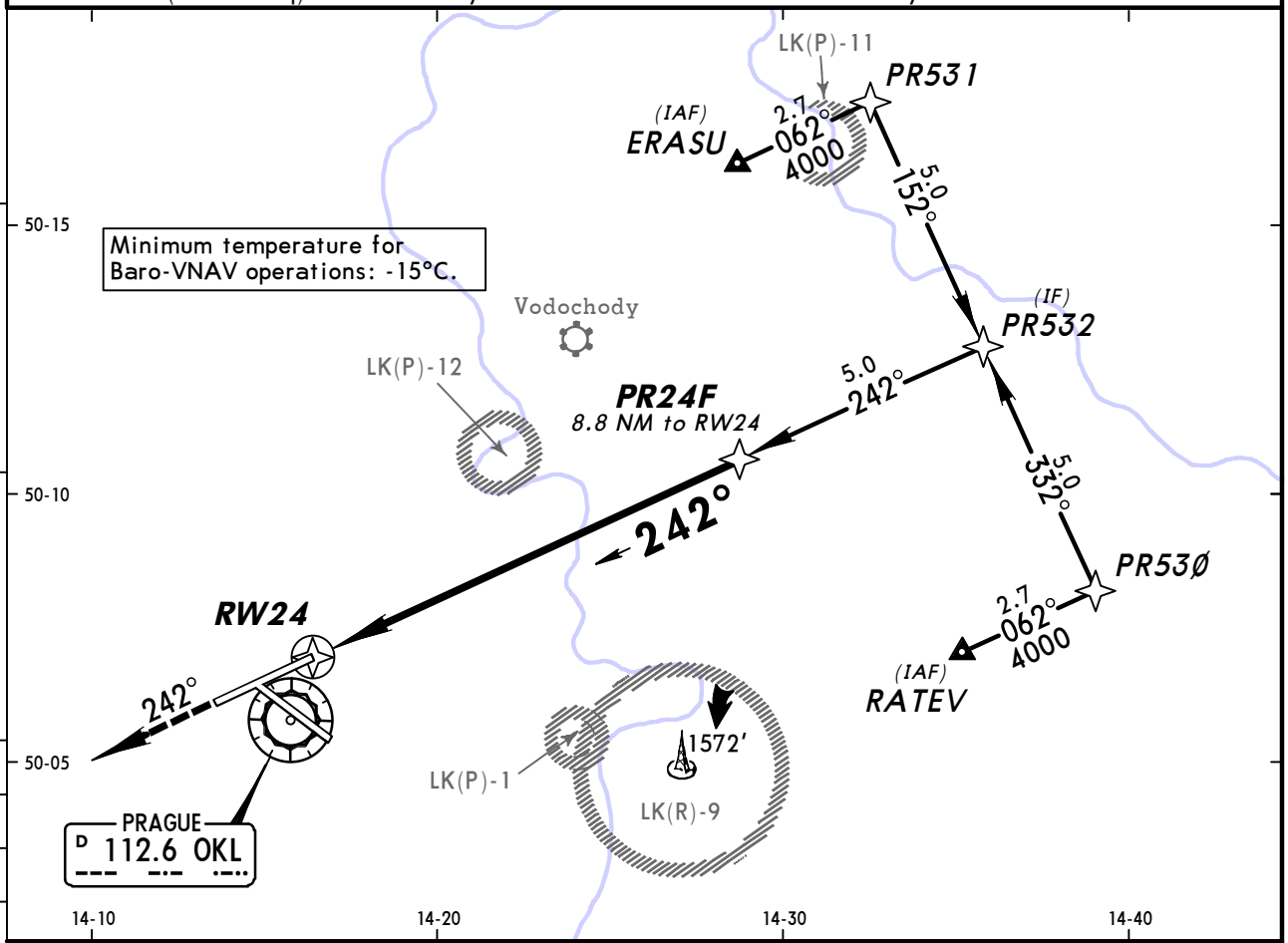
ATIS	PRAGUE Radar (APP)	*RUZYNE Radar (APP)	RUZYNE Tower	*Ground
122.15	120.52 127.57	119.0	118.1	121.9

RNAV	Final Apch Crs	Minimum Alt PR24F	LNAV/VNAV DA(H)	Apt Elev 1247′
	242°	4000′ (2842′)	1460′ (302′)	RWY 1158′

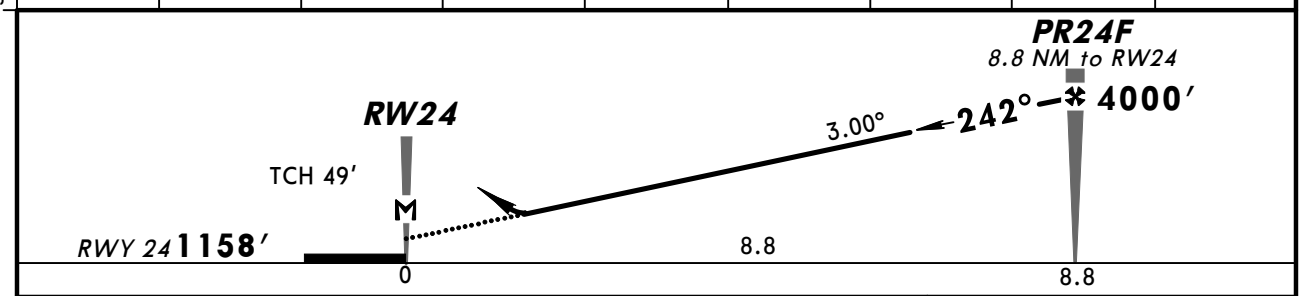
MISSED APCH: Climb on 242° to 4000′. Radar vectoring will be provided.
MISSED APCH WITH COMM FAILURE: Climb on 242° to 4000′. At D10.0 turn RIGHT to VOR and climb to 5000′.

3100′ 085° 3600′ 360°
MSA
OKL VOR

Alt Set: hPa (MM on req) | Rwy Elev: 42 hPa | Trans level: By ATC | Trans alt: 5000′



DIST to RW24	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	1540′	1870′	2170′	2490′	2800′	3120′	3440′	3760′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at RW24						

ALSF-II
REIL
PAPI
4000′ on 242°

PANS OPS

Standard STRAIGHT-IN LANDING RWY 24

	LNAV/VNAV DA(H) 1460′ (302′)		LNAV DA(H) 1590′ (432′)	
		ALS out		ALS out
A	RVR 750m [1]	RVR 1400m	RVR 1300m	RVR 1500m
B				
C				RVR 2000m
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)		VIS
100	1650′ (403′)	[2]	1500m
135	1750′ (503′)		1600m
180	1850′ (603′)	[3]	2400m
D	NOT AUTHORIZED		

[1] With TDZ, CL and HUD: RVR 700m.
[2] After LNAV: MDA(H) 1680′ (433′). [3] Not authorized East of apt between extended RCL 06/24 & 12/30.

CHANGES: RWY 13/31 redesignated 12/30.

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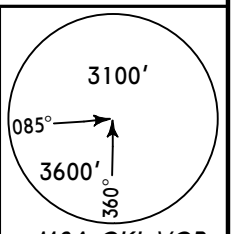
BRIEFING STRIP

ATIS	PRAGUE Radar (APP)	*RUZYNE Radar (APP)	RUZYNE Tower	*Ground
122.15	120.52 127.57	119.0	118.1	121.9

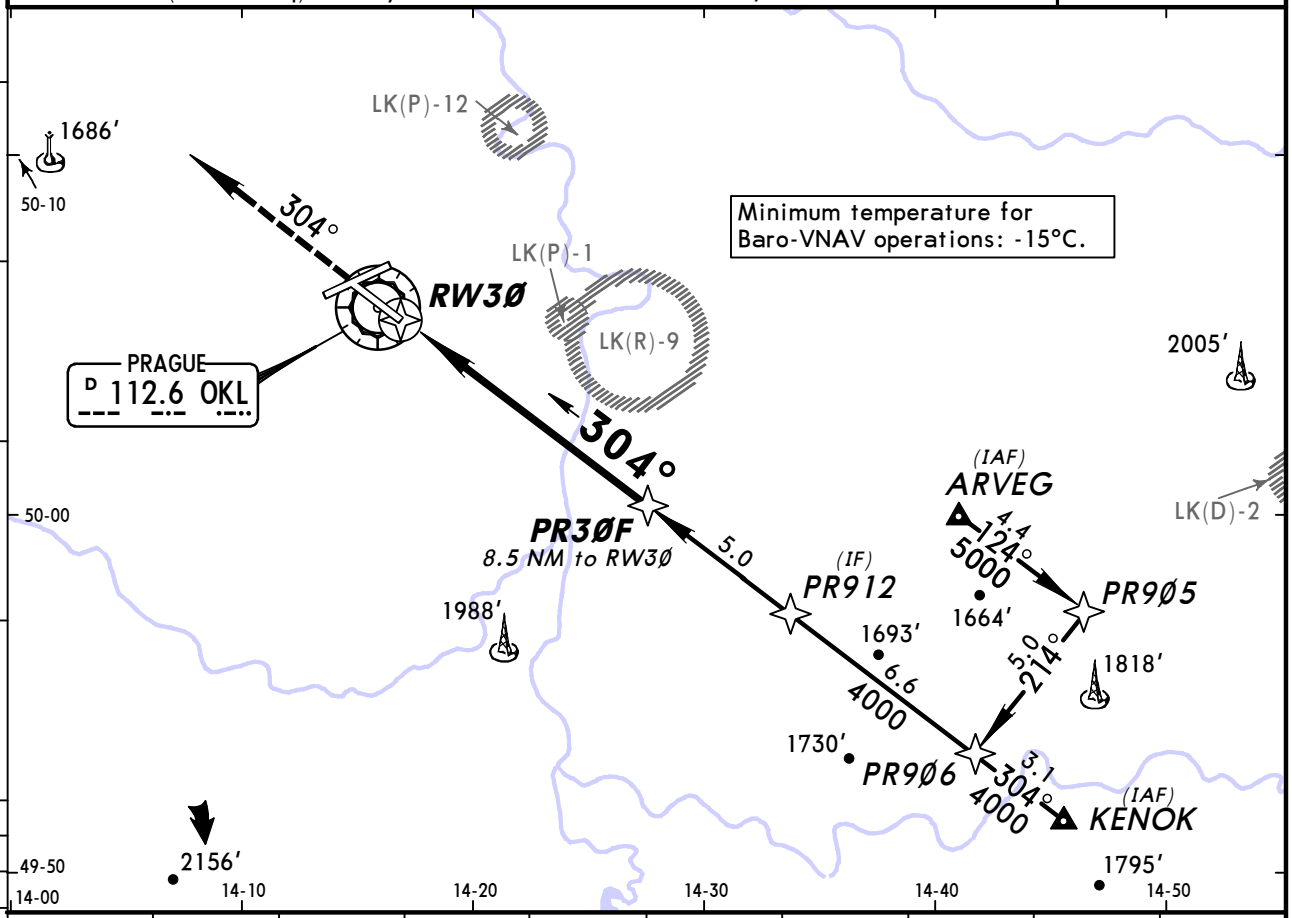
RNAV	Final Apch Crs	Minimum Alt PR3ØF	LNAV/VNAV DA(H)	Apt Elev 1247′
	304°	4000′ (2768′)	1530′ (298′)	RWY 1232′

MISSED APCH: Climb on 304° to 4000′. Radar vectoring will be provided. **MISSED APCH WITH COMM FAILURE:** Climb on 304° to 4000′. At D10.0 turn RIGHT to VOR and climb to 5000′.

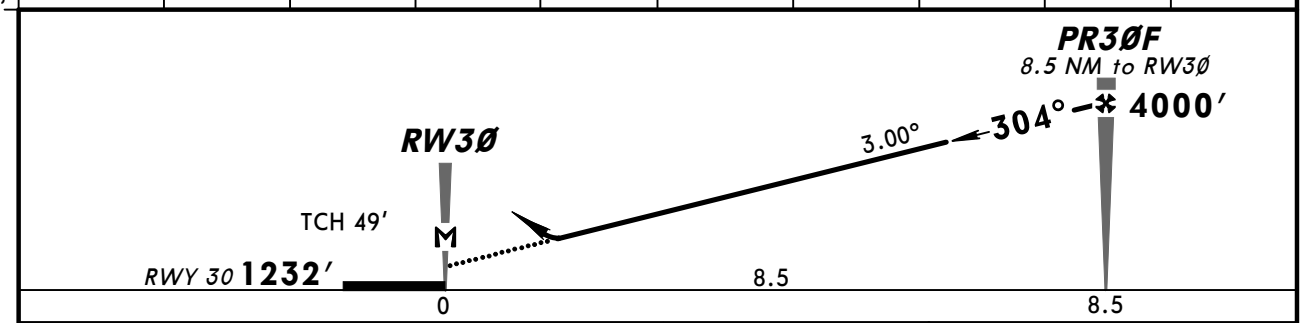
Alt Set: hPa (MM on req) Rwy Elev: 44 hPa Trans level: By ATC Trans alt: 5000′



MSA OKL VOR



DIST to RW3Ø	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
ALTITUDE	1600′	1920′	2240′	2550′	2870′	3190′	3510′	3830′	4150′



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at RW3Ø						

HIALS
PAPI
4000′ on 304°

PANS OPS

Standard STRAIGHT-IN LANDING RWY 30

	LNAV/VNAV DA(H) 1530′ (298′)		LNAV DA(H) 1580′ (348′)	
		ALS out		ALS out
A	RVR 750m	RVR 1400m	RVR 900m	RVR 1500m
B				
C				RVR 1600m
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1650′ (403′)	1500m
135	1750′ (503′)	1600m
180	1850′ (603′) [1]	2400m
D	NOT AUTHORIZED	

[1] Not authorized East of apt between extended RCL 06/24 & 12/30.

CHANGES: RWY 13/31 redesignated 12/30.

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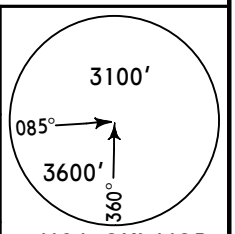
BRIEFING STRIP ™

ATIS	PRAGUE Radar (APP)	*RUZYNE Radar (APP)	RUZYNE Tower	*Ground
122.15	120.52 127.57	119.0	118.1	121.9

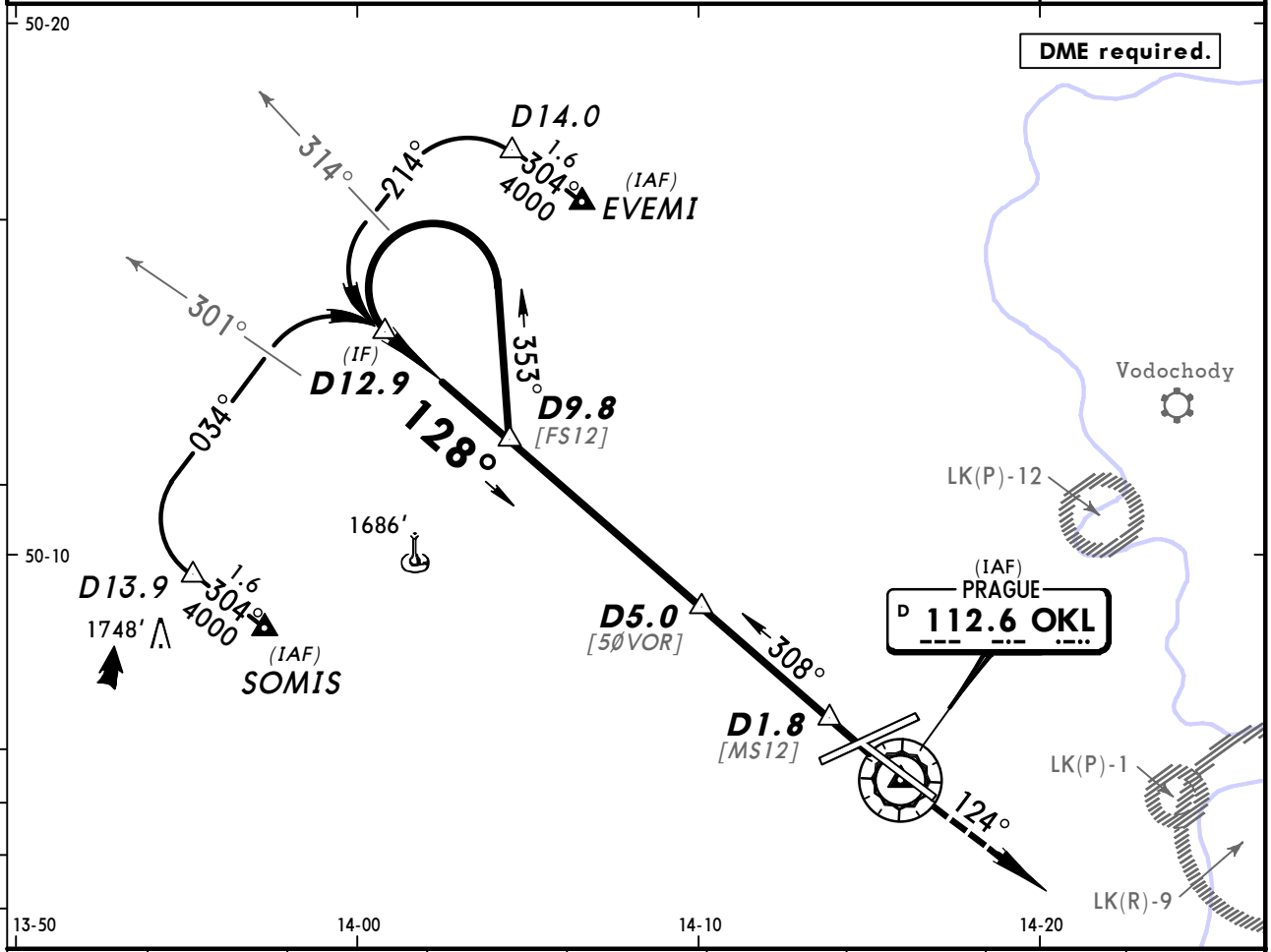
VOR	Final Apch Crs	Procedure Alt	DA(H)	Apt Elev 1247′
OKL 112.6	128°	D9.8 4000′(2840′)	(CONDITIONAL) 1530′(370′)	RWY 1160′

MISSED APCH: Climb on 124° to 4000′. Radar vectoring will be provided.
MISSED APCH WITH COMM FAILURE: Climb on 124° to 4000′. At D10.0 turn RIGHT to VOR and climb to 5000′.

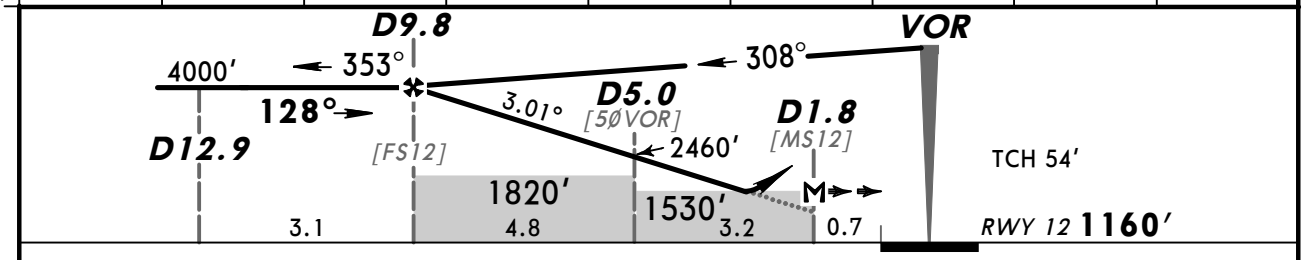
Alt Set: hPa(MM on req) Rwy Elev: 42 hPa Trans level: By ATC Trans alt: 5000′



MSA OKL VOR



OKL DME	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	3730′	3420′	3100′	2780′	2460′	2140′	1820′	1510′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.01°	373	479	532	639	745	852
MAP at D1.8							

HIALS
PAPI
4000′ on 124°

PANS OPS

Standard STRAIGHT-IN LANDING RWY 12

	with D5.0 DA(H) 1530′ (370′)		w/o D5.0 DA(H) 1820′ (660′)	
		ALS out		ALS out
A	RVR 1300m	RVR 1500m	RVR 1500m	
B				
C		RVR 1700m	CMV 2400m	
D				

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1650′(403′) 1	1500m
135	1750′(503′) 1	1600m
180	1850′(603′) 1 2	2400m
D	NOT AUTHORIZED	

1 After apch w/o D5.0: MDA(H) 1910′ (663′) 2 Not auth East of apt btn extended RCL 06/24 & 12/30.

CHANGES: RWY 13/31 redesignated 12/30. Descent Angle.

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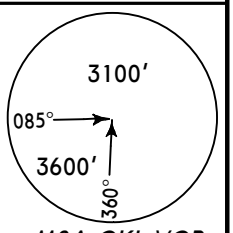
BRIEFING STRIP ™

ATIS	PRAGUE Radar (APP)	*RUZYNE Radar (APP)	RUZYNE Tower	*Ground
122.15	120.52 127.57	119.0	118.1	121.9

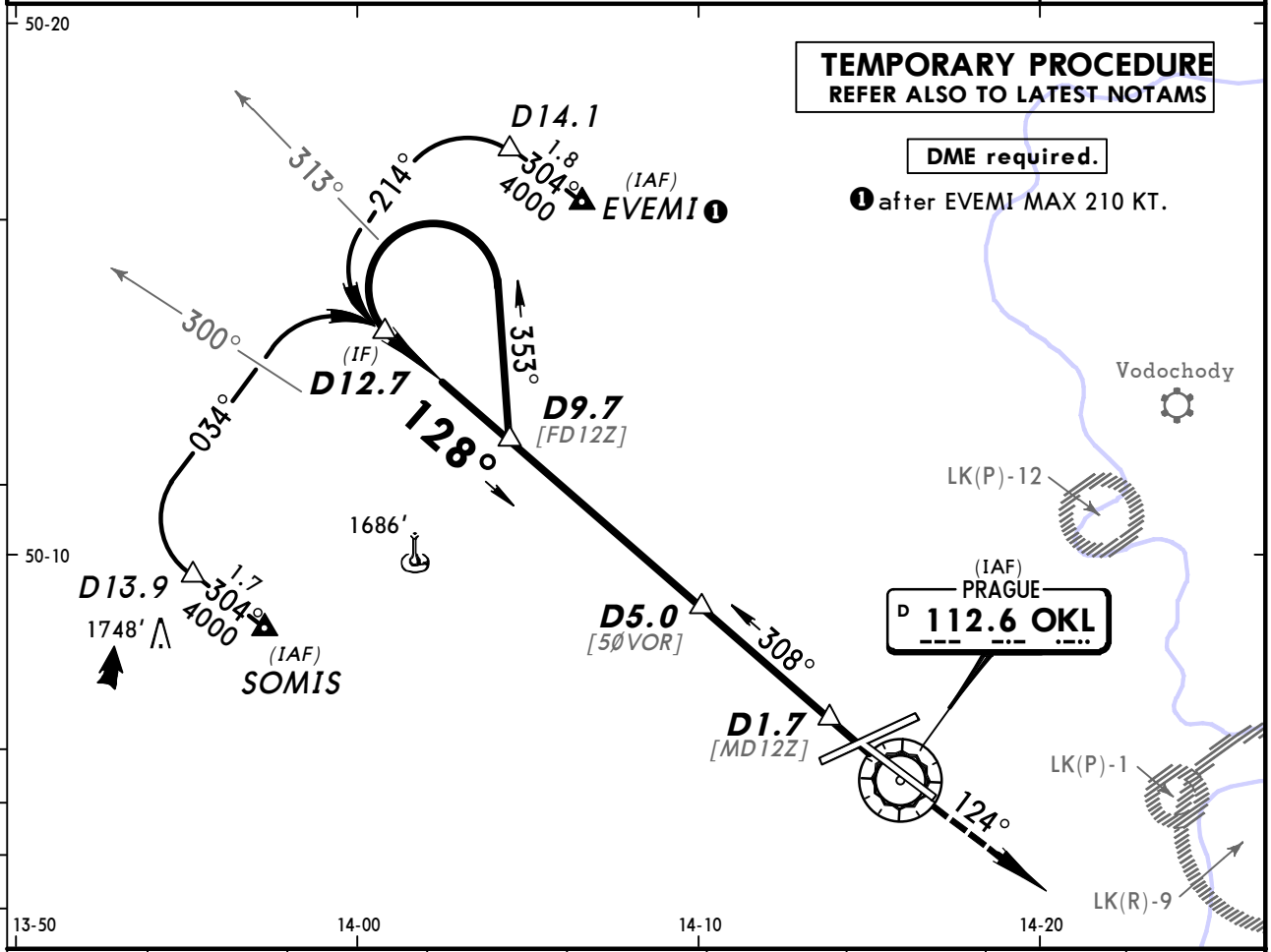
VOR	Final Apch Crs	Procedure Alt	DA(H)	Apt Elev 1247′
OKL 112.6	128°	D9.7 4000′(2834′)	1530′(364′)	RWY 1166′

MISSED APCH: Climb on 124° to 4000′. Radar vectoring will be provided.
MISSED APCH WITH COMM FAILURE: Climb on 124° to 4000′. At D10.0 turn RIGHT to VOR and climb to 5000′.

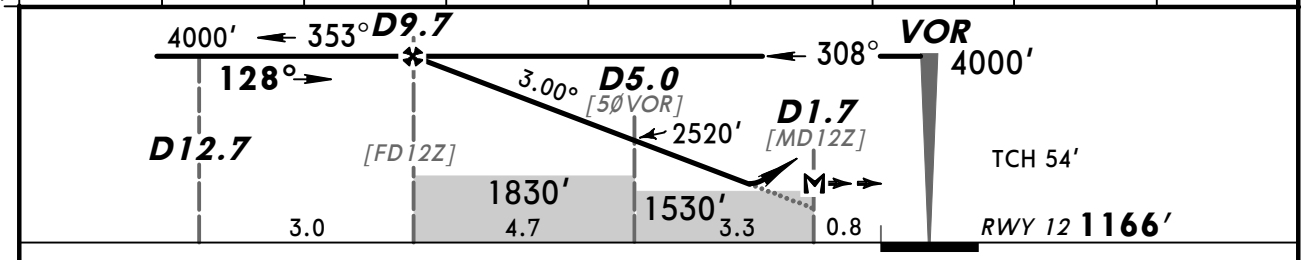
Alt Set: hPa(MM on req) Rwy Elev: 42 hPa Trans level: By ATC Trans alt: 5000′



MSA OKL VOR



OKL DME	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	3800′	3480′	3160′	2840′	2520′	2200′	1890′	1560′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.7							

HIALS
PAPI
4000′ on 124°

PANS OPS

Standard STRAIGHT-IN LANDING RWY 12

DA(H) 1530′ (364′)

		ALS out
A	RVR 1300m	RVR 1500m
B		
C		RVR 1700m
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1650′(403′)	1500m
135	1750′(503′)	1600m
180	1850′(603′) ❶	2400m
D	NOT AUTHORIZED	

❶ Not auth East of apt btn extended RCL 06/24 & 12/30.

CHANGES: New temporary procedure.

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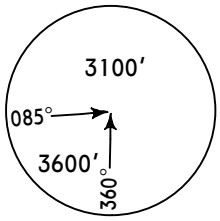
BRIEFING STRIP

ATIS	PRAGUE Radar (APP)		*RUZYNE Radar (APP)	RUZYNE Tower	*Ground
122.15	120.52	127.57	119.0	118.1	121.9

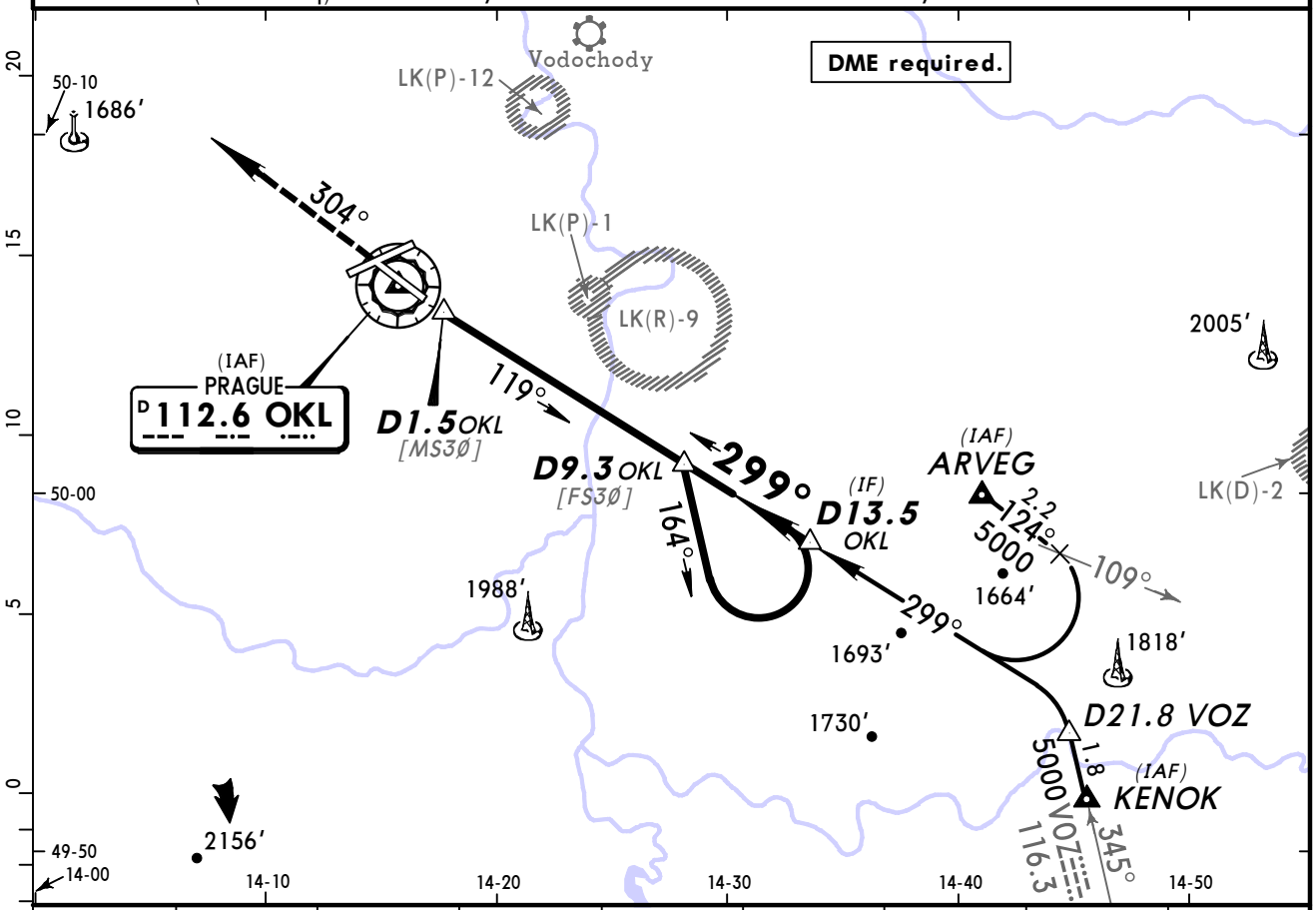
VOR	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev 1247′
OKL 112.6	299°	D9.3 OKL 4000′(2768′)	1630′(398′)	RWY 1232′

MISSED APCH: Climb on 304° to 4000′. Radar vectoring will be provided.
MISSED APCH WITH COMM FAILURE: Climb on 304° to 4000′. At D10.0 OKL turn RIGHT to OKL VOR and climb to 5000′.

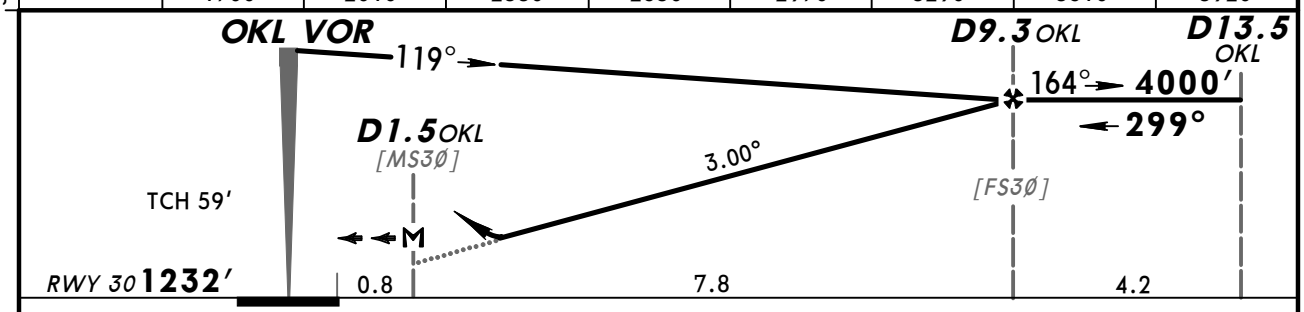


MSA OKL VOR

Alt Set: hPa (MM on req) | Rwy Elev: 44 hPa | Trans level: By ATC | Trans alt: 5000′



OKL DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
ALTITUDE	1700′	2010′	2330′	2650′	2970′	3290′	3610′	3920′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at D1.5 OKL							

HIALS
PAPI
4000′ on 304°

PANS OPS

Standard STRAIGHT-IN LANDING RWY 30

DA(H) 1630′(398′)

		ALS out
A	RVR 1100m	RVR 1500m
B		
C		RVR 1800m
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1650′(403′)	1500m
135	1750′(503′)	1600m
180	1850′(603′) 1	2400m
D	NOT AUTHORIZED	

1 Not authorized East of apt between extended RCL 06/24 & 12/30.

CHANGES: RWY 13/31 redesignated 12/30.

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BRIEFING STRIP TM

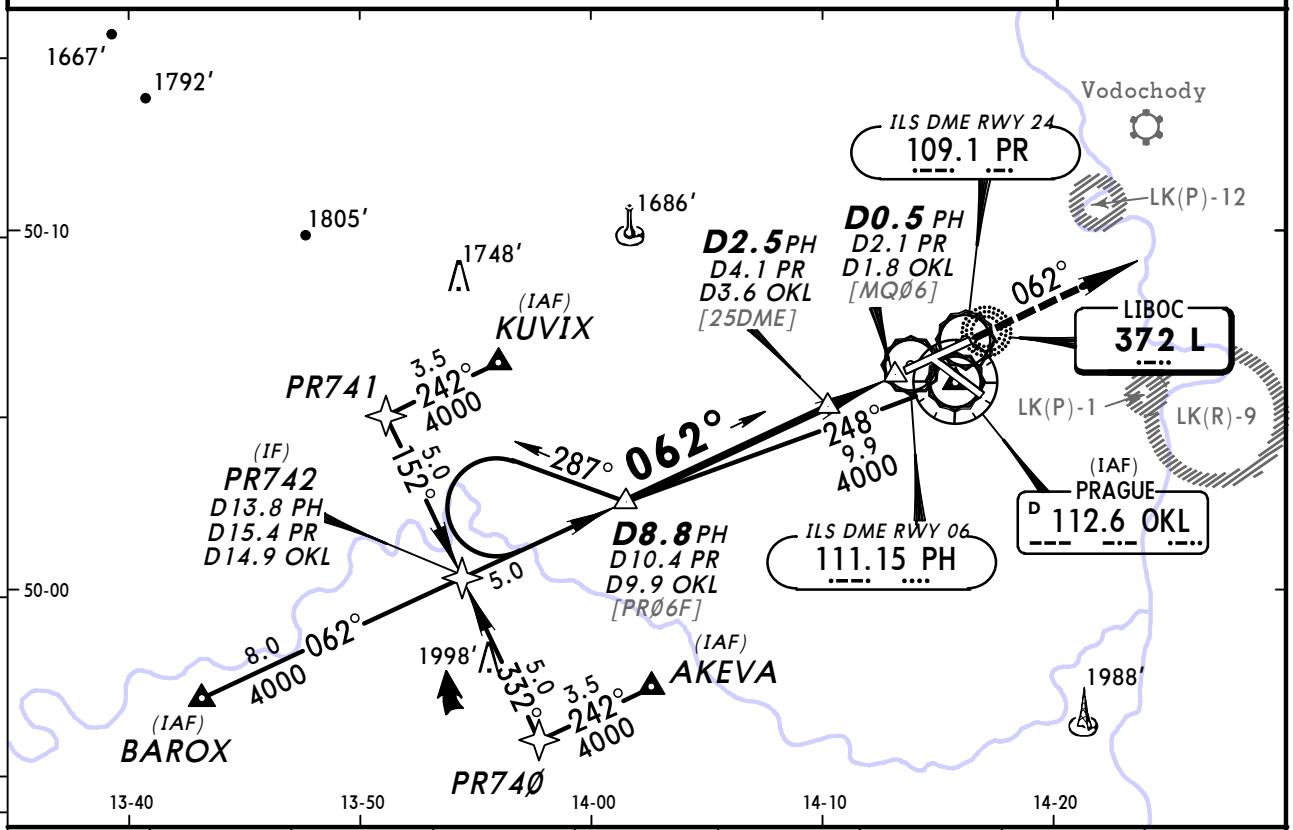
ATIS	PRAGUE Radar (APP)	*RUZYNE Radar (APP)	RUZYNE Tower	*Ground
122.15	120.52 127.57	119.0	118.1	121.9

Lctr	Final Apch Crs	Procedure Alt	DA(H)	Apt Elev 1247′
L 372	062°	D8.8 PH 4000′ (2798′)	1600′(398′)	RWY 1202′

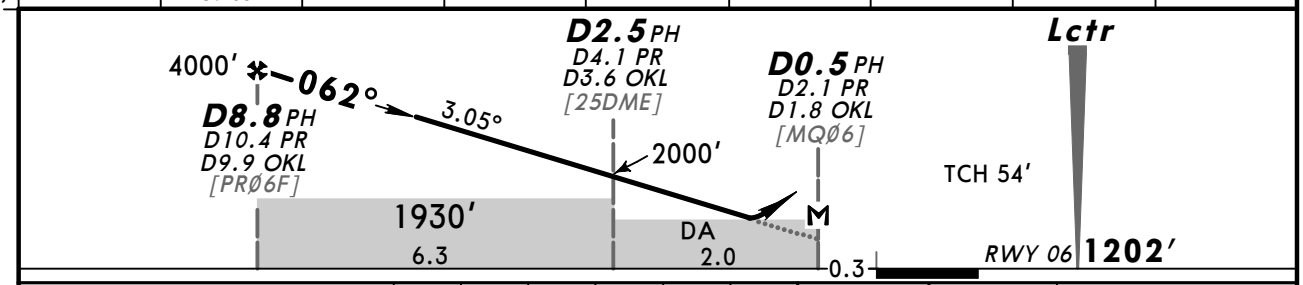
MISSED APCH: Climb on 062° to 4000′. Radar vectoring will be provided.
MISSED APCH WITH COMM FAILURE: Climb on 062° to 4000′. At D10.0 OKL turn LEFT to VOR and climb to 5000′.

Alt Set: hPa (MM on req) Rwy Elev: 43 hPa Trans level: By ATC Trans alt: 5000′
1. **DME required.** 2. Acft not equipped for P-RNAV expect radar vectoring after IAF KUVIX and AKEVA.

3100′
085°
3600′
360°
MSA
OKL VOR



PH DME	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
PR DME	9.6	8.6	7.6	6.6	5.6	4.6	3.6	2.6
OKL DME	9.1	8.1	7.1	6.1	5.1	4.1	3.2	2.2
ALTITUDE	3740′	3420′	3100′	2780′	2470′	2150′	1830′	1510′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.05°	378	486	540	648	755	863
MAP at D0.5 PH/D2.1 PR/D1.8 OKL							

HIALS
PAPI
4000′ on 062°

PANS OPS

Standard STRAIGHT-IN LANDING RWY **06**

DA(H) **1600′** (398′)

		ALS out
A	RVR 1400m	RVR 1500m
B		
C		RVR 1800m
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1650′ (403′)	1500m
135	1750′ (503′)	1600m
180	1850′ (603′) [1]	2400m
D	NOT AUTHORIZED	

[1] Not authorized East of apt between extended RCL 06/24 & 12/30.

CHANGES: RWY 13/31 redesignated 12/30.

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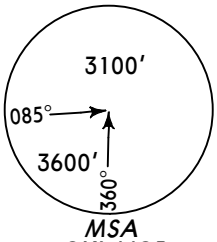
ATIS	PRAGUE Radar (APP)	*RUZYNE Radar (APP)	RUZYNE Tower	*Ground
122.15	120.52 127.57	119.0	118.1	121.9

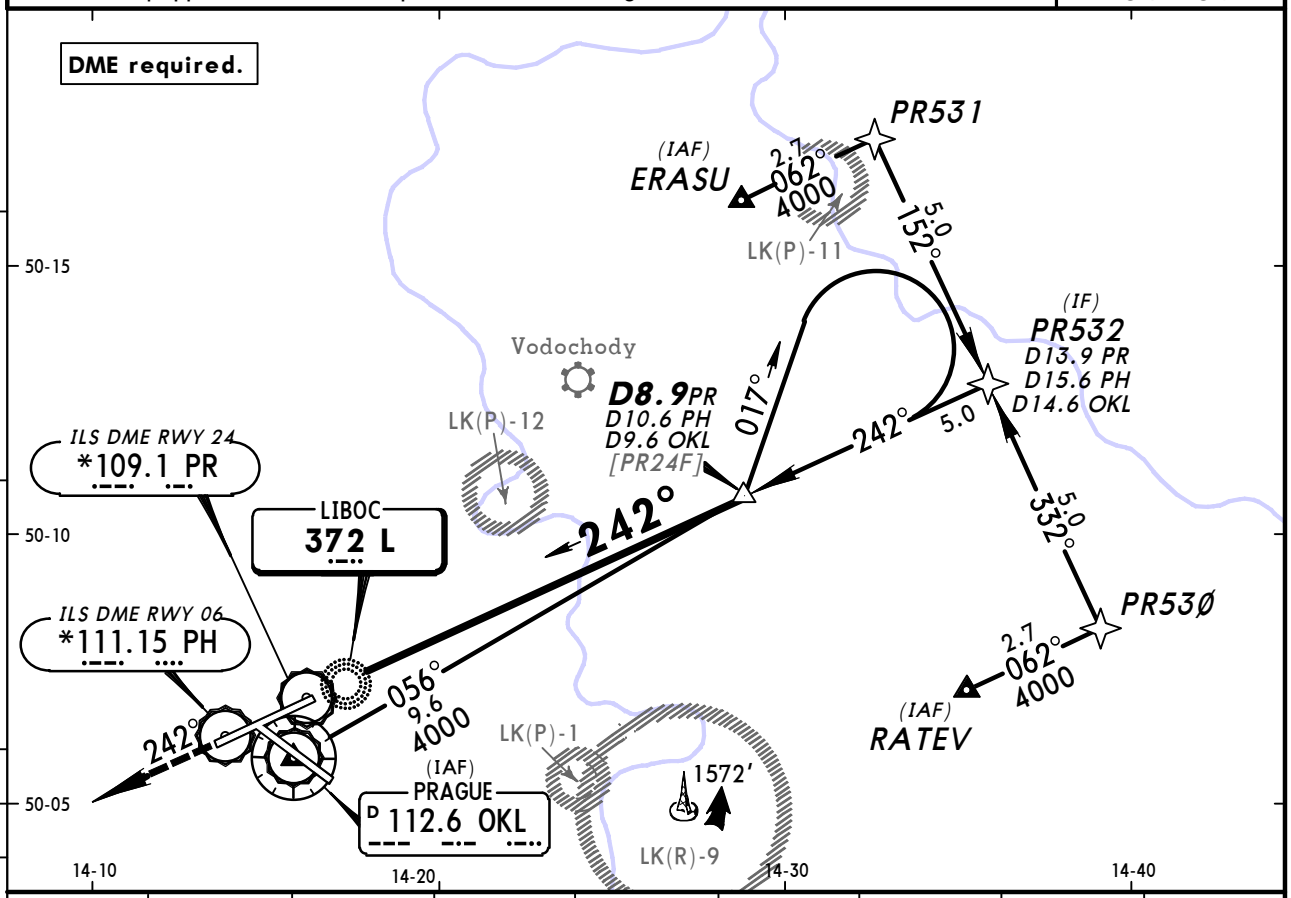
Lctr	Final Apch Crs	Minimum Alt	DA(H)	Apt Elev 1247′
L 372	242°	D8.9 PR 4000′ (2842′)	1460′ (302′)	RWY 1158′

MISSED APCH: Climb on 242° to 4000′. Radar vectoring will be provided.
MISSED APCH WITH COMM FAILURE: Climb on 242° to 4000′. At D10.0 OKL turn RIGHT to VOR and climb to 5000′.

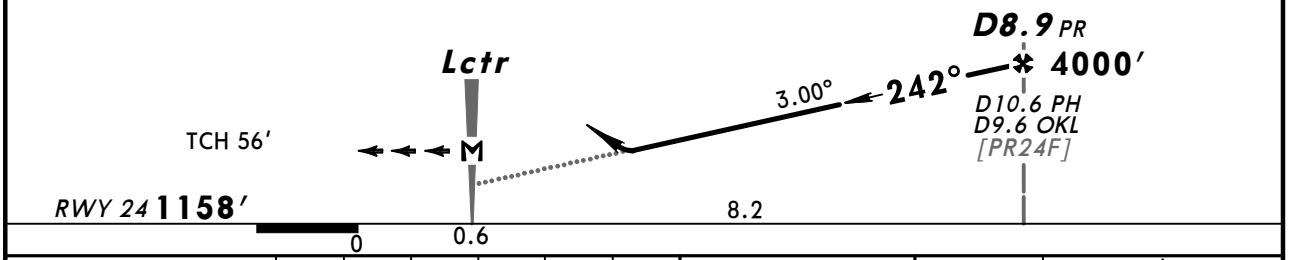
Alt Set: hPa (MM on req) Rwy Elev: 42 hPa Trans level: By ATC Trans alt: 5000′
Acft not equipped for P-RNAV expect radar vectoring after IAF RATEV and ERASU.



BRIEFING STRIP ™



PR DME	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0
PH DME	2.6	3.6	4.6	5.6	6.6	7.6	8.6	9.6
OKL DME	1.8	2.8	3.7	4.7	5.7	6.7	7.7	8.6
ALTITUDE	1480′	1800′	2110′	2420′	2740′	3060′	3380′	3690′



Gnd speed-Kts		70	90	100	120	140	160
Descent Angle	3.00°	372	478	531	637	743	849
MAP at Lctr							

ALSF-II
REIL
PAPI

4000′ on 242°

Standard STRAIGHT-IN LANDING RWY 24

DA(H) 1460′ (302′)

		ALS out
A	RVR 750m	RVR 1400m
B		
C		
D		

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1650′ (403′)	1500m
135	1750′ (503′)	1600m
180	1850′ (603′) ❶	2400m
D	NOT AUTHORIZED	

PANS OPS

❶ Not authorized East of apt between extended RCL 06/24 & 12/30.

CHANGES: RWY 13/31 redesignated 12/30.

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Chart changes since cycle 14-2013

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

PRAGUE, (RUZYNE - LKPR)

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TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LKPR

Type: Terminal
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

EFF 13 DEC 12 portion of former rwy 04/22 south of twy L and west of twy R is clsd. Max wing span of 118'(36m) for acft vacating rwy 12. Acft exceeding that limit must vacate rwy 12 via twy L.

Type: Terminal
Effectivity: Temporary
Begin Date: 20130515
End Date: Until Further Notice

Extensive construction works on rwy 06/24 which will be closed both phases; PHASE 1 from 15 May 0700LT - 8 AUG 0400LT rwy 12/30 shortened, IAPs of 11-2, 12-2 and 13-1 replaced by temp IAPs designated ZULU (charts 11-01/12-01 and 13-01); PHASE 2 from 8 AUG 0400LT - 30 SEP 1700LT; for operational restrictions of both PHASES refer to temp chart 10-8 and latest NOTAMs.

Type: Terminal
Effectivity: Permanent
Begin Date: Immediately
End Date: No end date

Twy N reopened.

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: 20130930

(11-1, 11-3, 11-3A) Procedures suspended due to u/s of ILS RWY 06, DME PH, ILS RWY 24 and DME PR.