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Airport Information For LKPR

Terminal Charts For LKPR

Revision Letter For Cycle 13-2016

Change Notices

Notebook

General Information

Location: PRAGUE CZE
ICAO/IATA: LKPR / PRG
Lat/Long: N50° 06.05', E014° 15.60'
Elevation: 1234 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 4.0° 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: 0253 Z
Sunset: 1916 Z

Runway Information

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

Runway: 12
Length x Width: 10663 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 1181 ft
Lighting: Edge, ALS

Runway: 24
Length x Width: 12188 ft x 148 ft
Surface Type: concrete
TDZ-Elev: 1158 ft
Lighting: Edge, ALS, Centerline, TDZ

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

Communication Information

ATIS: 122.150
Ruzyne Tower: 118.100
Ruzyne Ground: 134.550
Ruzyne Ground: 121.900
Ruzyne Clearance Delivery: 120.050
Ruzyne Radar Approach: 118.300
Prague Radar Approach: 127.575
Prague Radar Approach: 120.525
Ruzyne Radar Approach: 136.075 Secondary
Ruzyne Radar Approach: 119.000

LKPR/PRG
RUZYNEJEPPesen
25 MAR 16 10-1PPRAGUE, CZECH
AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

ATIS 122.150

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, Chapter 3 and propeller-driven ACFT certified in accordance with ICAO Annex 16/I, Part II, 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.

Exemption for ACFT of noise category 1 and 2, which are not included in bonus list, can be granted only by the aerodrome operator based on the ACFT operator request.

Bonus List

(ACFT according to IATA code)

141, 142, 143, 146, 14F, 14X, 14Y, 14Z, 318, 319, 320, 321, 32A, 32B, 32C, 32D, 332, 333, 342, 343, 345, 346, 359, 380, 733, 734, 735, 736, 738, 739, 73C, 73E, 73G, 73H, 73J, 73W, 74H, 74N, 752, 753, 75M, 75T, 75W, 763, 764, 76W, 772, 773, 77L, 77W, 783, 788, 789, AB6, AR1, AR7, AR8, ARJ, CCX (only the version over 45t MTOW), E90, E95, GJ6.

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.

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25 MAR 16 10-1P1PRAGUE, CZECH
AIRPORT BRIEFING**1. GENERAL****1.2.2. PREFERENTIAL RUNWAY SYSTEM**

RWY in use will be determined in following order:

1. RWY 24;
2. RWY 06;
3. RWY 30;
4. RWY 12.

RWY 12

- Between 2200-0600LT: Departures and arrivals of ACFT are prohibited with the exception stated below.
- Between 0600-2200LT: Departures of jet ACFT with MTOW more than 7t are prohibited with the exception stated below.

RWY 30

- Between 2200-0600LT: Departures and arrivals of ACFT are prohibited with the exception stated below.
- Between 0600-2200LT: Arrivals of ACFT with MTOW more than 7t are prohibited with the exception stated below.

Exceptions for determination of RWY in use

Above mentioned restrictions are not in force in case one of the following items is valid for RWY 06/24:

- RWY 06/24 is out of service.
- ILS for the appropriate RWY is out of service.
- The conditions on RWY surface are affected adversely (e.g. by snow, slush, ice, water, mud, rubber, oil or other contaminants) and surface friction is worse than good.
- Wind shear has been reported or forecast, or storms are expected, which could affect approach or departure.
- Cross-wind component, including gusts, exceeds 15 KT (28km/h).
- Tail-wind component, including gusts, exceeds 5 KT (9km/h).

Exceptions on request by the pilot-in-command

Above mentioned restrictions are not in force in case of:

- Flights for human life saving.
- Flights for search and rescue.
- Aircraft in emergency.
- Aircraft of Civil Aviation Authority conducting a state supervision.
- Aircraft carrying out flight checking aeronautical ground facilities and flight procedures.
- Following conditions occur when landing on RWY 06/24:
 - Cloud base is below 150m (500') above the aerodrome elevation, and/or the visibility is below 1900m.
 - Approach requires vertical minima more than 100m (300') above aerodrome elevation, whereas the cloud base is below 240m (800') above aerodrome elevation, and/or the visibility is below 3000m.
 - Visibility is below 1900m when taking off from RWY 06/24.

The pilot-in-command, considering flight safety, can refuse the RWY preferentially offered due to noise reasons. In that case the aerodrome operator reserves the right to request subsequently the substantiation by the aircraft operator.

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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10-1P2PRAGUE, CZECH
AIRPORT BRIEFING**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. 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'/29m between 0700-2300LT.

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.

1.2.6. NOISE ABATEMENT FOR THE DURATION OF PROHIBITION OF ENGINE START-UPS

During this period, for the reason of securing state-important flights, engine start-up and running APU (Auxiliary Power Unit) and using GPU (Ground Power Unit) is prohibited in the the area of apron SOUTH and adjacent areas according to the category of state-important flight.

The aircraft crews are obliged to follow the instructions of ATS during engine start-up and running, and the instructions of handling agents during APU start-up and running and GPU usage.

1.3. LOW VISIBILITY PROCEDURES (LVP)

Low Visibility Procedures will be initiated if RVR TDZ and/or MID and/or END is 600m and/or ceiling is 250' or less.

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.

ACFT departing RWY 24 shall use the CAT II/III holding points on TWY A, B and Z.

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 3NM from FAF.

Pilots wishing to conduct a guided take-off must inform ATC on start-up in order to ensure that protection of the LOC sensitive area is provided.

In case of LVP operations before entering the apron arrived ACFT shall stop and hold on a relevant TWY until follow-me car leads it to the stand and control service will be provided in position of stand.

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10-1P3PRAGUE, CZECH
AIRPORT BRIEFING**1. GENERAL****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.

TWYs J blue and J orange 400m visibility required.

Unless provided by ATC, vacating of RWY 06 on TWY Z not allowed.

1.6.2. OPERATIONS OF CRITICAL ACFT TYPES

Airport is available for ACFT up to size of Boeing 747-400 (wingspan 213'/65m, fuselage length 233'/71m). Operations of critical ACFT types Airbus 380, 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'/44m 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

Marshalling is obligatory for Airbus 380, 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'/7.5m 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.

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11 MAR 16 10-1P4PRAGUE, CZECH
AIRPORT BRIEFING

1. GENERAL

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

Birds in vicinity of APT.

RWY 12/30 between THR 12 and TWY F with antiskid layer.

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.

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 15NM from THR unless higher airspeed is required for performance reasons to allow ACFT flight in clean configuration. This speed should be maintained up to 12NM 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 4NM 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 4000ft 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 RWYs 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.

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PRAGUE, CZECH
AIRPORT BRIEFING

2. ARRIVAL

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.

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
	5105'/1556m		5528'/1685m		4347'/1325m	6791'/2070m
						G
						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 JUL 15

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10-1P6

PRAGUE, CZECH

AIRPORT BRIEFING

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. GHA submit request estimated time and place of de-icing. 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 provides information about de-icing area.

De-icing only on designated places:

- De-icing area 1 on TWY Z in front of threshold RWY 24.
- De-icing area 2 on TWY Z on level of TWY AA.
- De-icing area 3 on TWY AA.
- De-icing area 4 in area of stands 50 and 51 on Apron North.
- De-icing area 5 in area of stand 58 on Apron North.
- De-icing area 6 in area of stand T6 on Apron North (exceptional cases).
- TWY J on level of stands 53 and 54 (exceptional cases).
- Apron East.
- Area of stands S1 and S9 on Apron South (up to 13t MTOW).

There are stop bars intended for stopping of ACFT with cockpit on level of appropriate stop bar marked at De-icing areas 1 thru 3 for purpose of precise stop of ACFT:

- 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.

There are stop bars intended for stopping of ACFT with nose wheel on level of appropriate stop bar marked at De-icing area 2 for purpose of precise stop of ACFT with wingspan of 213'/65m thru 262'/80m.

3.2. START-UP, PUSH-BACK & TAXI PROCEDURES**3.2.1. AIRPORT COLLABORATIVE DECISION MAKING (A-CDM) PROCEDURE****3.2.1.1. GENERAL**

A-CDM procedures are applied H24.

CDM procedures are mandatory for IFR flights only, except flights with designation STS/MEDEVAC, SAR or HEAD.

If a flight with indicators STS/STATE or HUM requests priority, STS/ATFMX shall be filled in item 18 of flight plan.

3.2.1.2. TARGET OFF-BLOCK TIME (TOBT)

The ground handling agency (GHA) is responsible for submission and update of TOBT.

TOBT is set after an agreement of GHA and flight crew and it means readiness for engine start-up and following pushing/taxiing.

TOBT value shall not be less than EOBT - 10min.

Lowest value of TOBT update is +5min from current time.

If the TOBT is greater than EOBT +15min, the ACFT operator is obliged to send a DLA message.

TOBT is indicated on the APIS++ display.

Flight crew shall report all facts which can affect TOBT to GHA.

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10-1P7

PRAGUE, CZECH

AIRPORT BRIEFING

3. DEPARTURE**3.2.1.3. TARGET START-UP APPROVAL TIME (TSAT)**

TSAT is set by ATC based on:

- Current operational situation;
- Data submitted by GHA - TOBT, place and time of de-icing;
- EOBT;
- ATFCM restriction (CTOT).

In case the flight crew needs to start up engines before TSAT due to technical reasons, the crew requests for it using the phrase "REQUEST START-UP DUE TO TECHNICAL REASONS" A-CDM procedures remains in force.

TSAT value can be changed according to the development of the operational situation.

The flight crew shall request clearance for engine start up in interval TSAT -3/+3MIN. If the flight crew does not request in this interval, later TSAT is assigned to the flight.

If the flight crew does not request clearance for engine start-up even in later TSAT, the flight is excluded from the sequence. The flight can be also excluded from the sequence by not fulfilling conditions set by NMOC.

Re-inclusion to the sequence is conditional on TOBT update in accordance with EOBT/CTOT.

If the ACFT is ready and waiting for the TSAT interval, the APT operator may decide about pulling the ACFT to other stand due to operational reasons.

TSAT time (in UTC) is indicated on the APIS++ display. At stand without APIS++, the flight crew can verify current TSAT value on appropriate frequency.

3.2.2. START-UP

Request engine start-up (IFR flights) and ATC clearance on frequency Delivery or RUZYNE Tower. Together with the application it is required:

- To report the stand number;
- To confirm ATIS information and read back the given QNH;
- When A-CDM procedures are not applied, report the intention to carry out ACFT de-icing before departure.

ACFT crew intending to take off from the other RWY than the RWY in use shall report the request at least 10 minutes before engine start-up request.

The flight crew shall request the ATC clearance no later than together with the engine start-up clearance request.

The flight crew shall request the engine start-up clearance in interval TSAT -3/+3 MIN.

Engine start-up shall be commenced immediately after obtaining ATC clearance. In case of unexpected delay, the flight crew shall report this on appropriate frequency and to GHA.

The flight crew shall immediately request push and/or taxi clearance on appropriate frequency.

Pilot-in-command shall establish radio contact on the frequency of Ground for improvement 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.

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3 JUL 15

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10-1P8

PRAGUE, CZECH

AIRPORT BRIEFING

3. DEPARTURE**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.

3.3. NOISE ABATEMENT PROCEDURES

For additional depiction refer to 10-4.

Climb with maximum rate considering flight safety.

Diversion from SIDs or from the RWY heading during a departure given by ATC service is not possible until passing:

JET ACFT:

- OKL 6.2 DME (RWY 06)
- OKL 5.2 DME (RWY 24)
- OKL 6.4 DME (RWY 30)
- OKL 10 DME (RWY 12)

PROP ACFT:

- 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 phenomena 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.

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3 JUL 15

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10-1P9

PRAGUE, CZECH

AIRPORT BRIEFING

3. DEPARTURE

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.

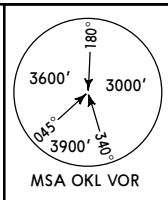
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2 OCT 15 (10-2A) Eff 15 Oct

PRAGUE, CZECH
RNAV STAR

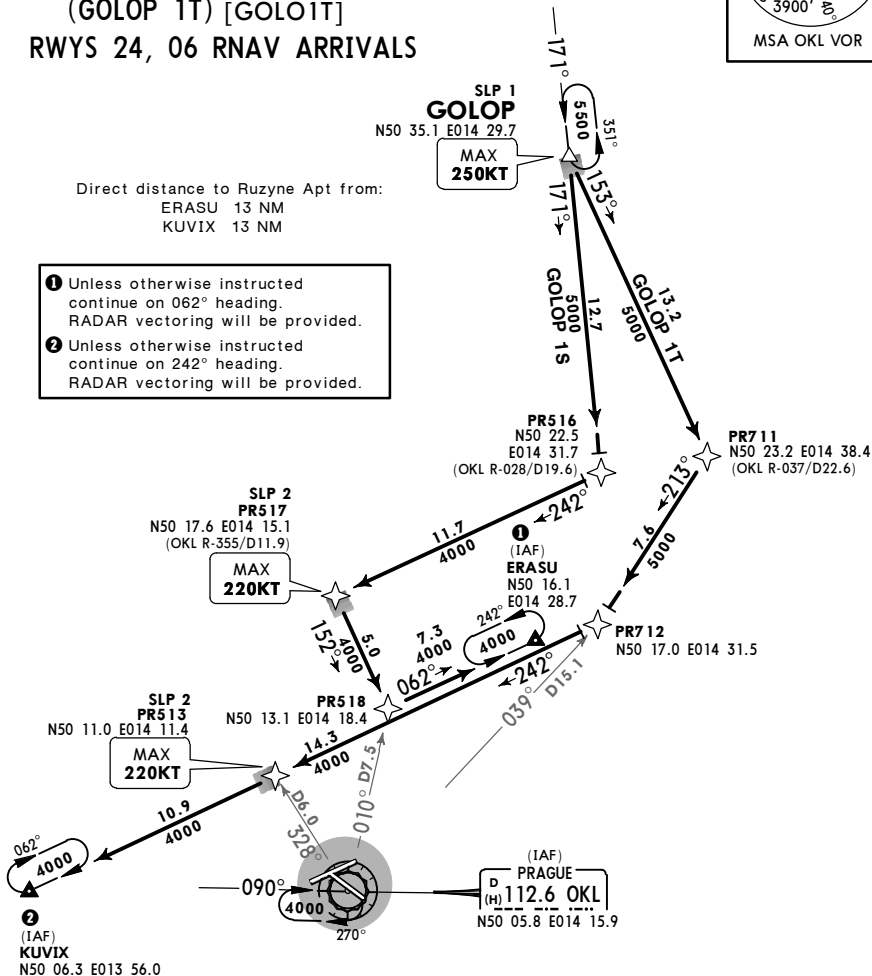
ATIS 122.150	*RUZYNE Radar (APP) 119.0	Apt Elev 1234'	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 5000' 1. RNAV-1 (P-RNAV) required. 2. At initial contact with RUZYNE Radar state only callsign.
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GOLOP ONE SIERRA
(GOLOP 1S) [GOLO1S]
GOLOP ONE TANGO
(GOLOP 1T) [GOLO1T]
RWYS 24, 06 RNAV ARRIVALS



Direct distance to Ruzyne Apt from:
ERASU 13 NM
KUVIX 13 NM

- 1 Unless otherwise instructed continue on 062° heading. RADAR vectoring will be provided.
- 2 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.

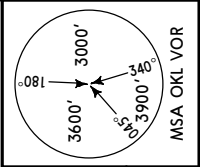
LKPR/PRG
RUZYNE

JEPPESSEN
2 OCT 15 **10-2B** Eff 15 Oct

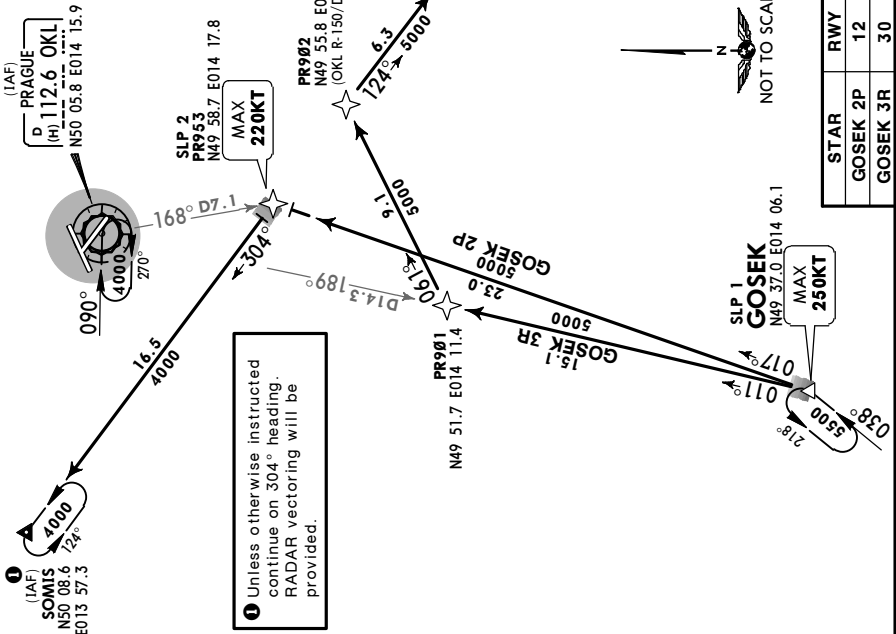
PRAGUE, CZECH
RNAV STAR

ATIS 122.150	*RUZYNE Radar (APP) 119.0	Apt Elev 1234'	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 5000' 1. RNAV-1 (P-RNAV) required. 2. At initial contact with RUZYNE Radar state only callsign.
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GOSEK TWO PAPA
(GOSEK 2P) [GOSE2P]
GOSEK THREE ROMEO
(GOSEK 3R) [GOSE3R]
RWYS 12, 30 RNAV ARRIVALS



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



Direct distance to Ruzyne Apt from:
KENOK 24 NM
SOMIS 12 NM

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

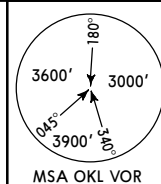
LKPR/PRG
RUZYNE

JEPPESSEN
2 OCT 15 (10-2C) Eff 15 Oct

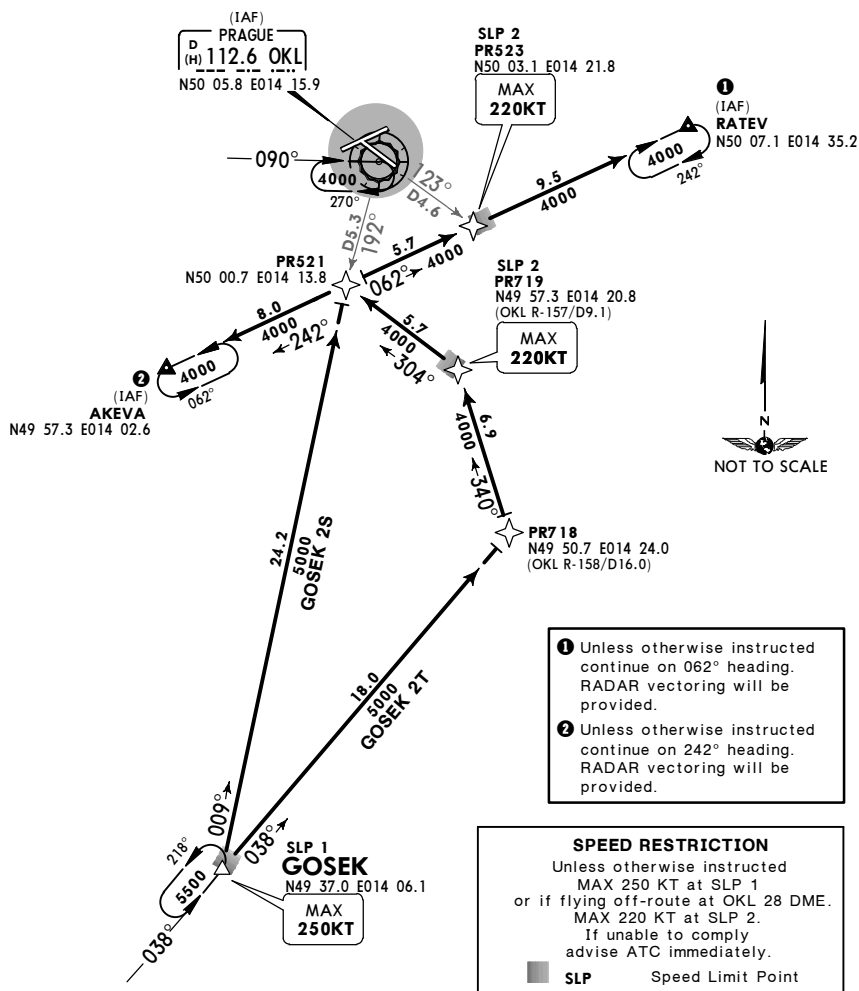
PRAGUE, CZECH
RNAV STAR

ATIS 122.150	*RUZYNE Radar (APP) 119.0	Apt Elev 1234'	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 5000' 1. RNAV-1 (P-RNAV) required. 2. 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



Direct distance to Ruzyne Apt from:
AKEVA 12 NM
RATEV 13 NM



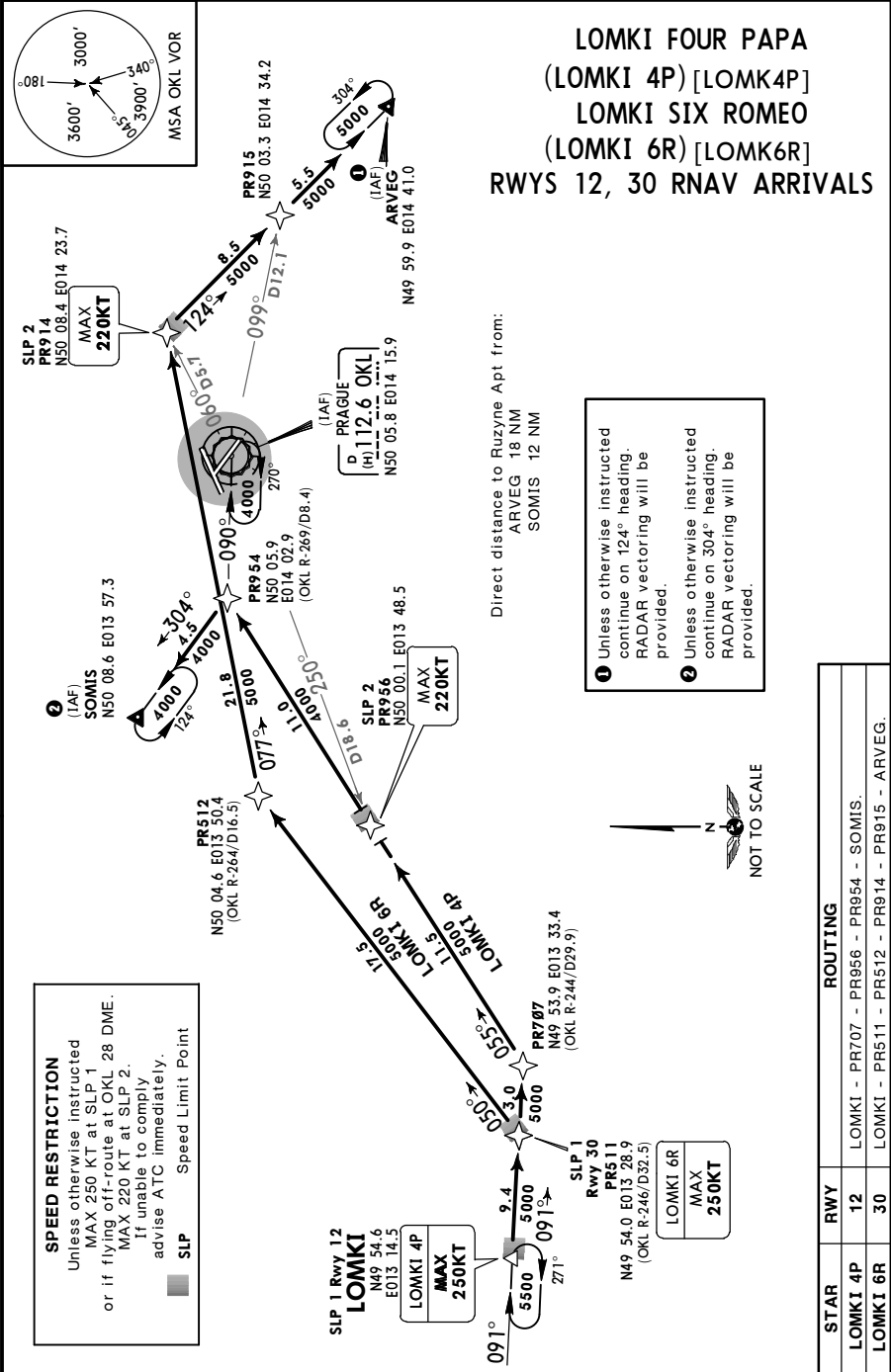
STAR	RWY	ROUTING
GOSEK 2S	24	GOSEK - PR521 - PR523 - RATEV.
GOSEK 2T	06	GOSEK - PR718 - PR719 - PR521 - AKEVA.

LKPR/PRG
RUZYNE

JEPPESSEN
 2 OCT 15 **10-2D** **Eff 15 Oct**

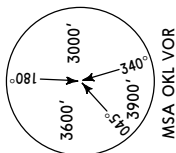
PRAGUE, CZECH
RNAV STAR

ATIS 122.150	*RUZYNE Radar (APP) 119.0	Apt Elev 1234'	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 5000' 1. RNAV-1 (P-RNAV) required. 2. At initial contact with RUZYNE Radar state only callsign.
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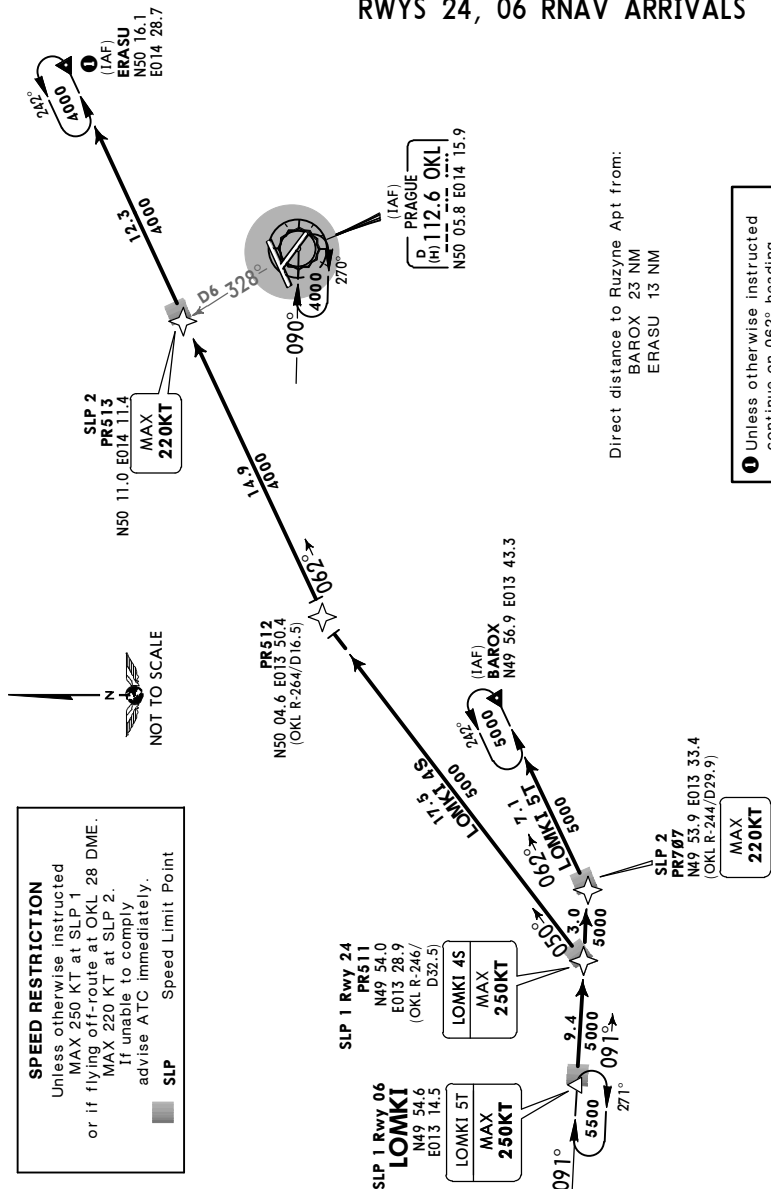


Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 5000'

1. **RNAV-1 (P-RNAV) required.**
2. At initial contact with RUZYNE Radar state only callsign.



LOMKI FOUR SIERRA
(LOMKI 4S) [LOMK4S]
LOMKI FIVE TANGO
(LOMKI 5T) [LOMK5T]
RWYS 24, 06 RNAV ARRIVALS



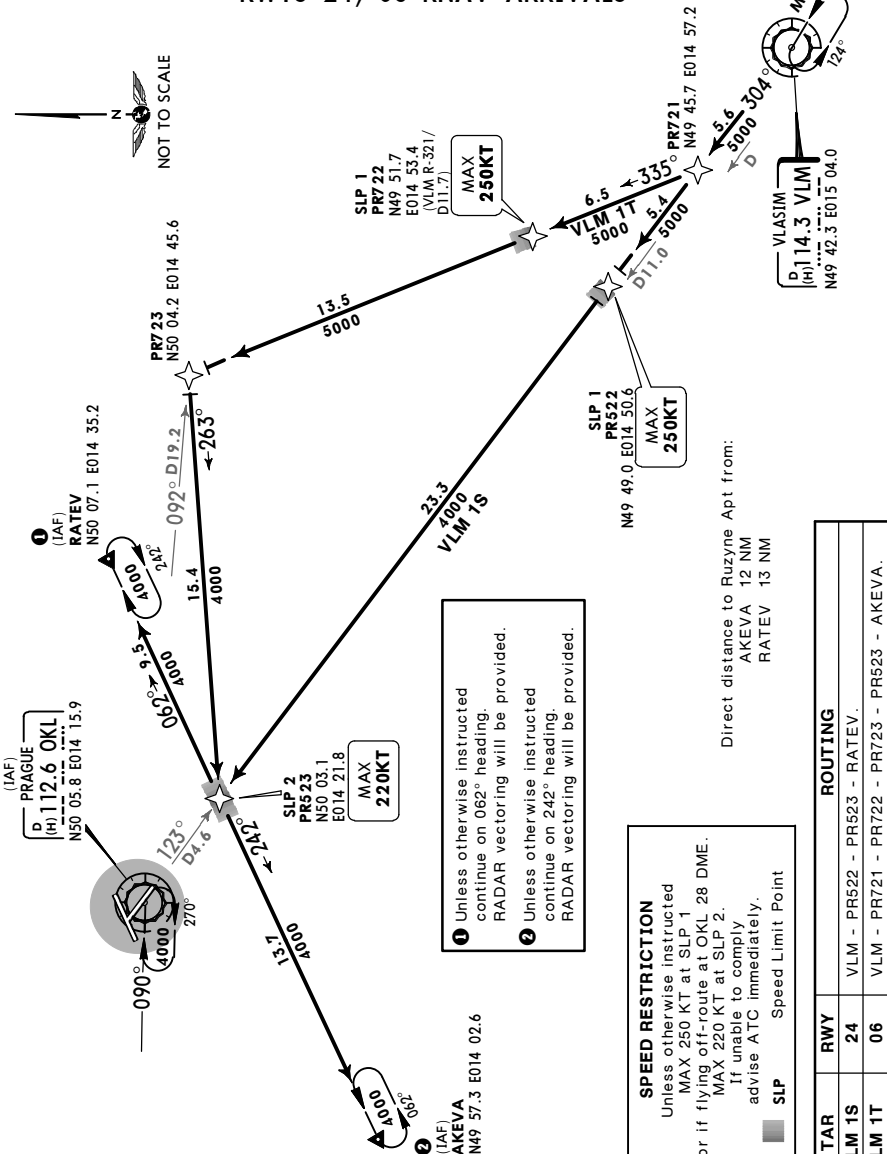
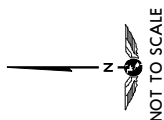
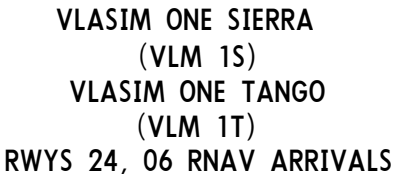
Direct distance to Ruzhyn Apt from:
BAROX 23 NM
ERASU 13 NM

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

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

Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 5000'

- 1. RNAV-1 (P-RNAV) required.**
2. At initial contact with RUZYNE Radar state only callsign.



STAR	RWY	ROUTING
VLM 1S	24	VLM - PR522 - PR523 - RATEV.
VLM 1T	06	VLM - PR721 - PR722 - PR723 - PR523 AKEVA.

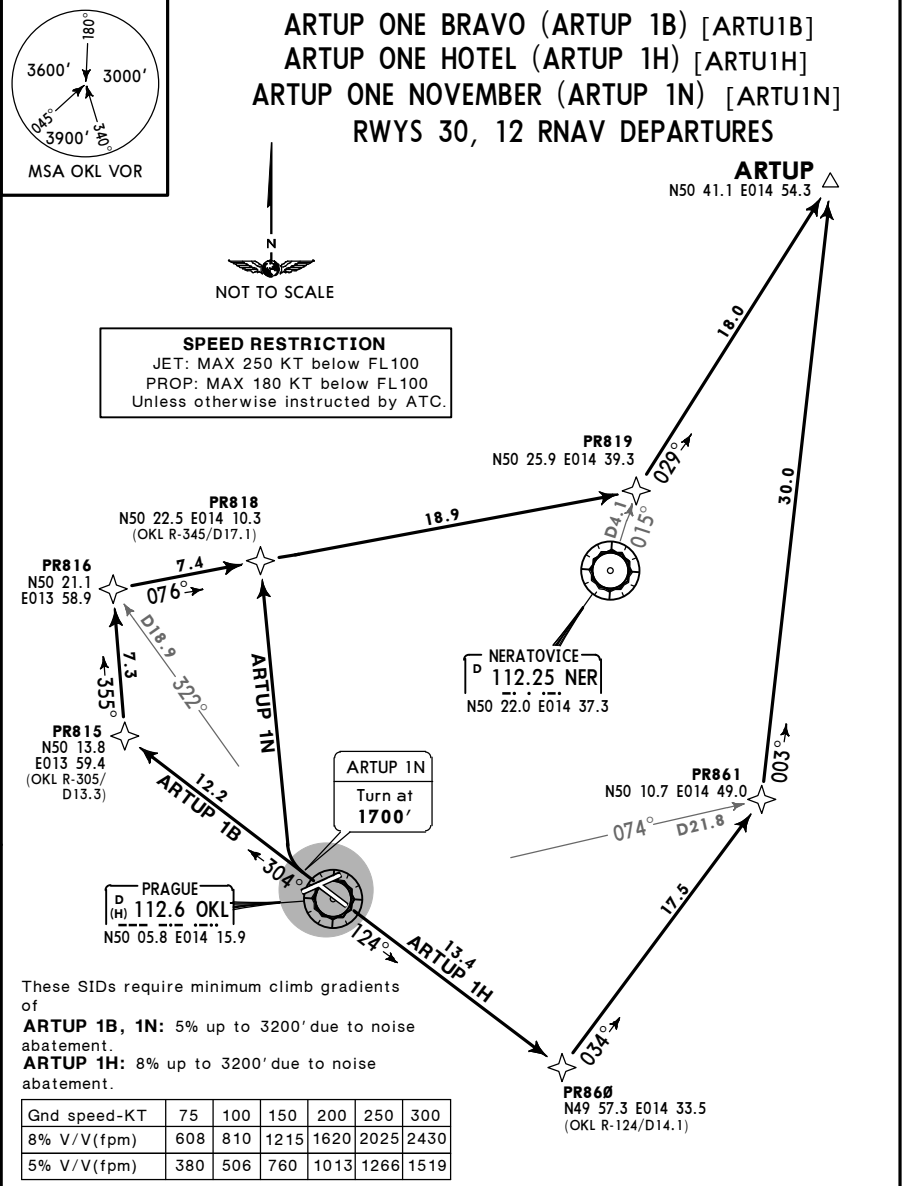
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LKPR/PRG
RUZYNE

JEPPesen
2 OCT 15 (10-3A) Eff 15 Oct

PRAGUE, CZECH
RNAV SID

PRAGUE Radar 120.525	Apt Elev 1234'	Trans level: By ATC Trans alt: 5000' 1. RNAV-1 (P-RNAV) required. 2. Contact PRAGUE Radar immediately after take-off.
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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	30	304° track to 1700', turn RIGHT to PR818, turn RIGHT, 076° track to PR819, turn LEFT, 029° track to ARTUP.

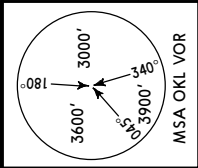
① Only for propeller driven aircraft between 0600-2200 LT.

LKPR/PRG
RUZYNE

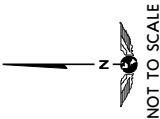
JEPPesen
2 OCT 15 (10-3B) Eff 15 Oct

PRAGUE, CZECH
RNAV SID

PRAGUE Radar 120.525	Apt Elev 1234'	Trans level: By ATC Trans alt: 5000' 1. RNAV-1 (P-RNAV) required. 2. Contact PRAGUE Radar immediately after take-off. 3. Aircraft proceeding after BALTU to VARIK, OKG or RAPET, climbing to FL280 or higher must reach FL280 by these points.
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BALTU TWO ALFA (BALTU 2A) [BALT2A]
BALTU TWO DELTA (BALTU 2D) [BALT2D]
BALTU THREE ECHO (BALTU 3E) [BALT3E]
RWYS 24, 06 RNAV DEPARTURES



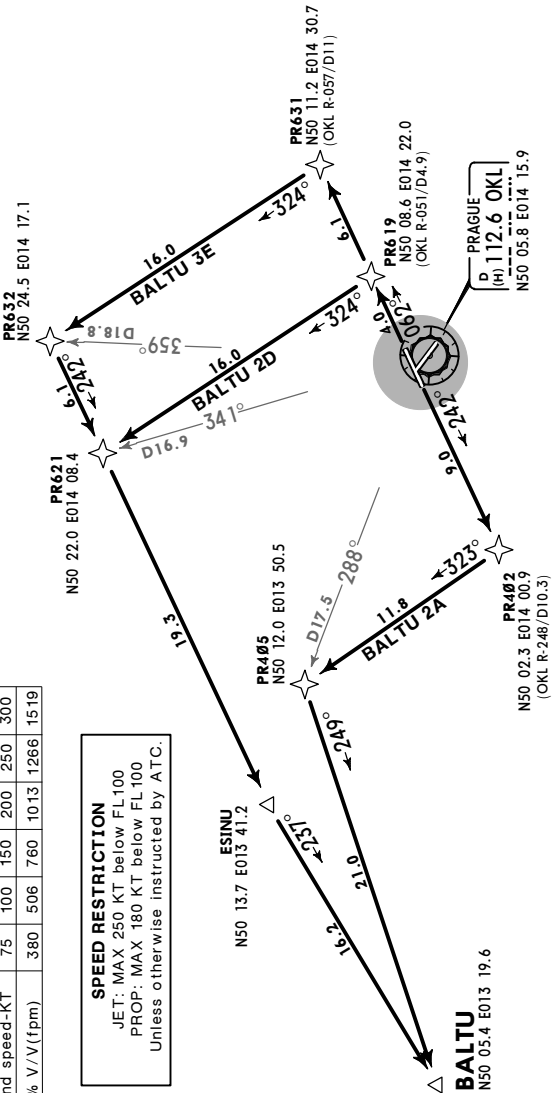
Initial climb clearance 5000'			ROUTING	
SID	RWY			
BALTU 2A	24		242° track to PR402, turn RIGHT, 323° track to PR405, turn LEFT, 249° track to BALTU.	
BALTU 2D	06		062° track to PR619, turn LEFT, 324° track to PR621, turn LEFT, 242° track to ESINU, 237° track to BALTU.	
BALTU 3E			062° track to PR631, turn LEFT, 324° track to PR632, turn LEFT, 242° track to ESINU, 237° track to BALTU.	

1 Only for propeller driven aircraft.

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

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

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

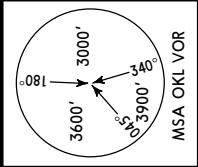


LKPR/PRG
RUZYNE

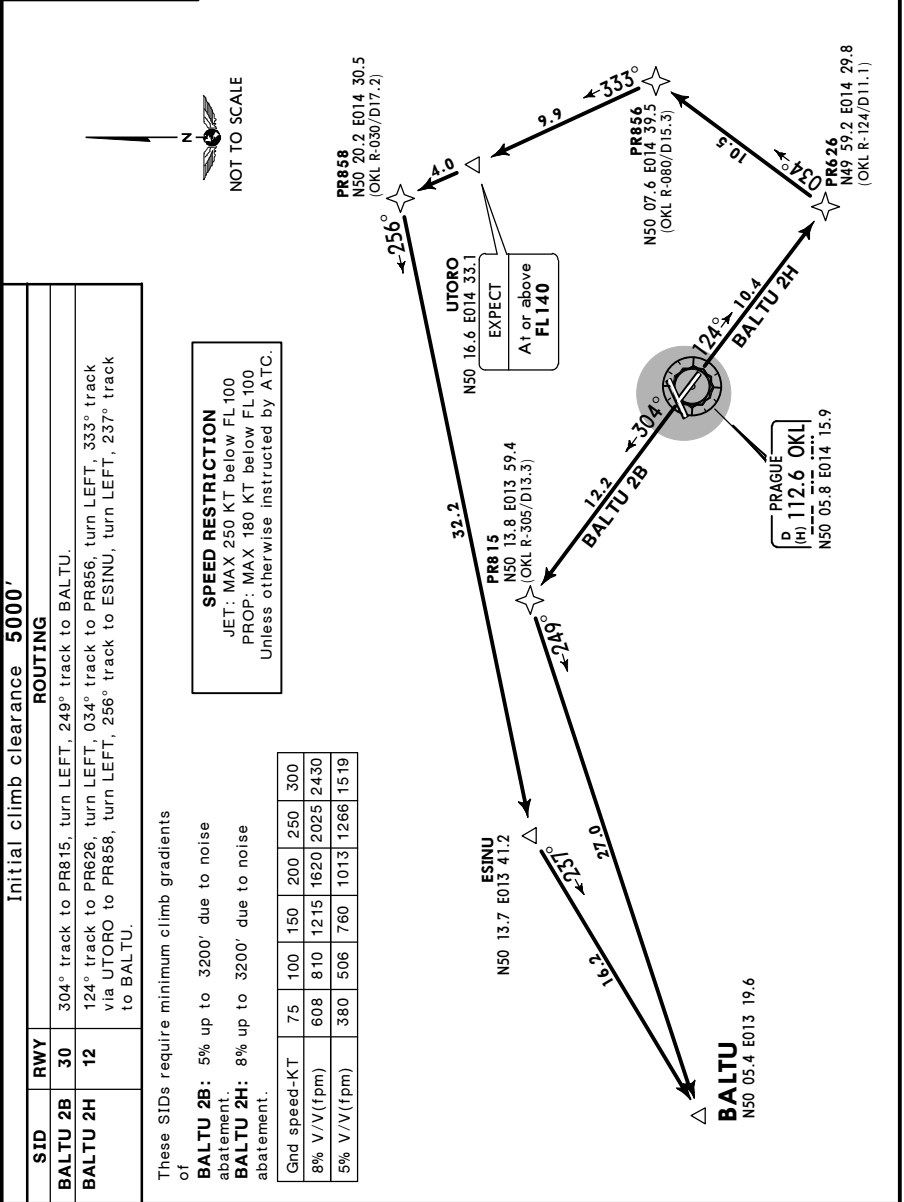
JEPPESSEN
2 OCT 15 (10-3C) Eff 15 Oct

PRAGUE, CZECH
RNAV SID

PRAGUE Radar 120.525	Apt Elev 1234'	Trans level: By ATC Trans alt: 5000' 1. RNAV-1 (P-RNAV) required. 2. Contact PRAGUE Radar immediately after take-off. 3. Aircraft proceeding after BALTU to VARIK, OKG or RAPET, climbing to FL280 or higher must reach FL280 by these points.
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BALTU TWO BRAVO (BALTU 2B) [BALT2B]
BALTU TWO HOTEL (BALTU 2H) [BALT2H]
RWYS 30, 12 RNAV DEPARTURES

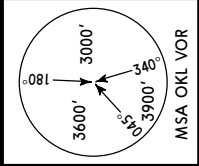


LKPR/PRG
RUZYNE


JEPPESSEN
 2 OCT 15 **(10-3D)** **Eff 15 Oct**

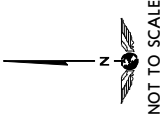
PRAGUE, CZECH
RNAV SID

PRAGUE Radar 120.525	Apt Elev 1234'	Trans level: By ATC Trans alt: 5000' 1. RNAV-1 (P-RNAV) required. 2. Contact PRAGUE Radar immediately after take-off.
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DOBEN TWO ALFA (DOBEN 2A) [DOBE2A]
DOBEN TWO DELTA (DOBEN 2D) [DOBE2D]
DOBEN THREE ECHO (DOBEN 3E) [DOBE3E]
RWYS 24, 06 RNAV DEPARTURES

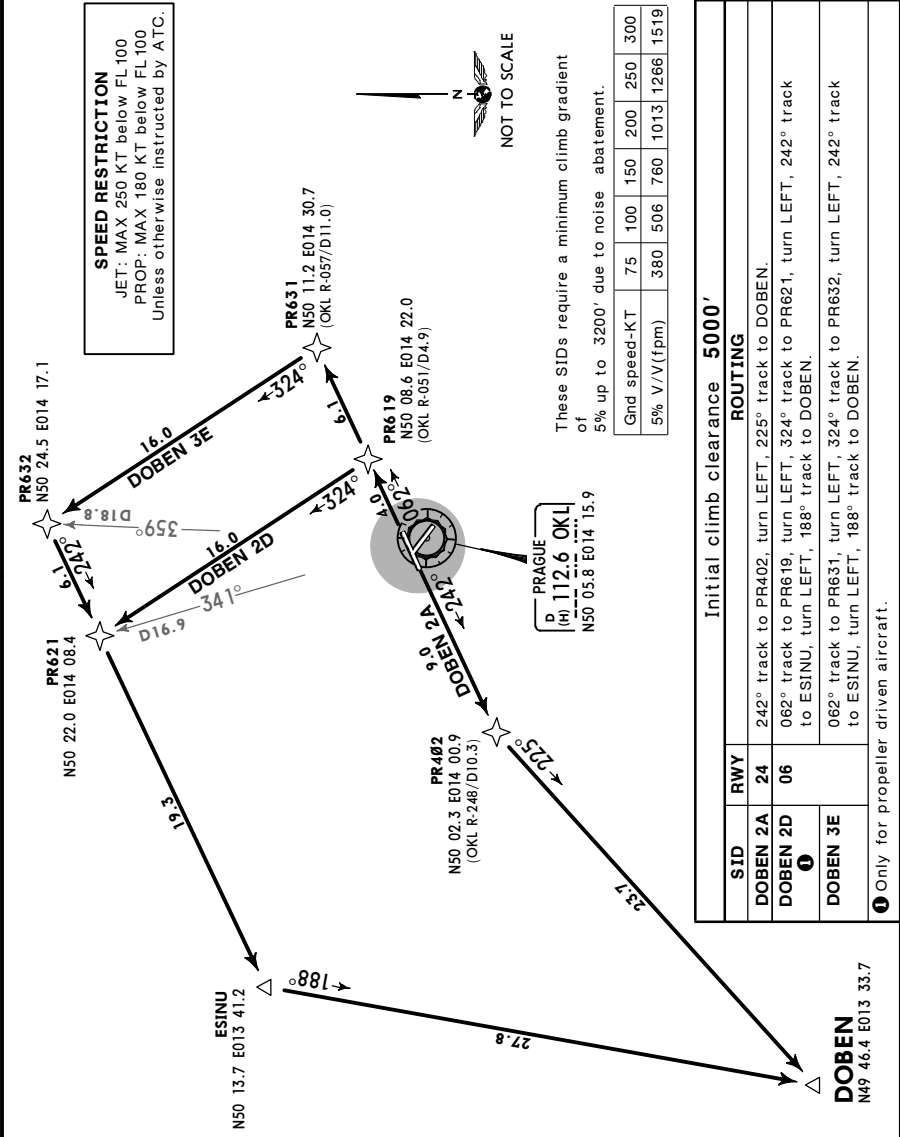
SPEED RESTRICTION
 JET: MAX 250 KT below FL100
 PROP: MAX 180 KT below FL100
 Unless otherwise instructed by ATC.



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'			ROUTING
SID	RWY		
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 3E			062° track to PR631, turn LEFT, 324° track to PR632, turn LEFT, 242° track to ESINU, turn LEFT, 188° track to DOBEN.
① Only for propeller driven aircraft.			



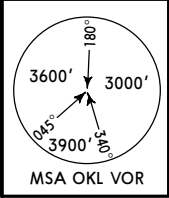
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LKPR/PRG
RUZYNE

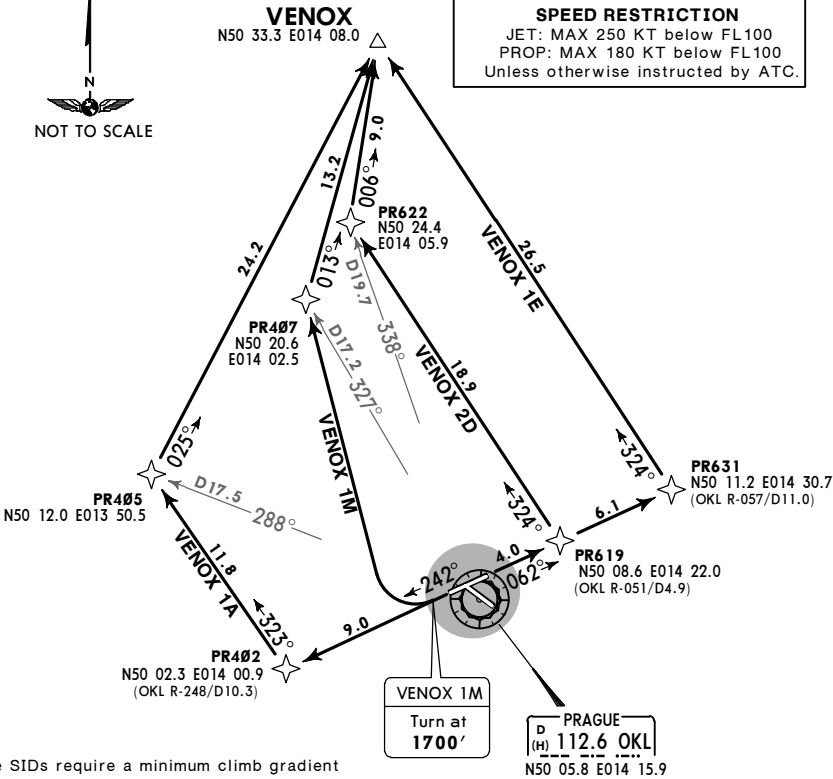
JEPPESSEN
2 OCT 15 10-3F Eff 15 Oct

PRAGUE, CZECH
RNAV SID

PRAGUE Radar 120.525	Apt Elev 1234'	Trans level: By ATC Trans alt: 5000' 1. RNAV-1 (P-RNAV) required. 2. Contact PRAGUE Radar immediately after take-off.
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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



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	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	24	242° track to 1700', turn RIGHT to PR407, turn RIGHT, 013° track to VENOX.

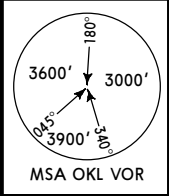
- ① Only for propeller driven aircraft.
- ② Only for propeller driven aircraft between 0600-2200 LT.

LKPR/PRG
RUZYNE

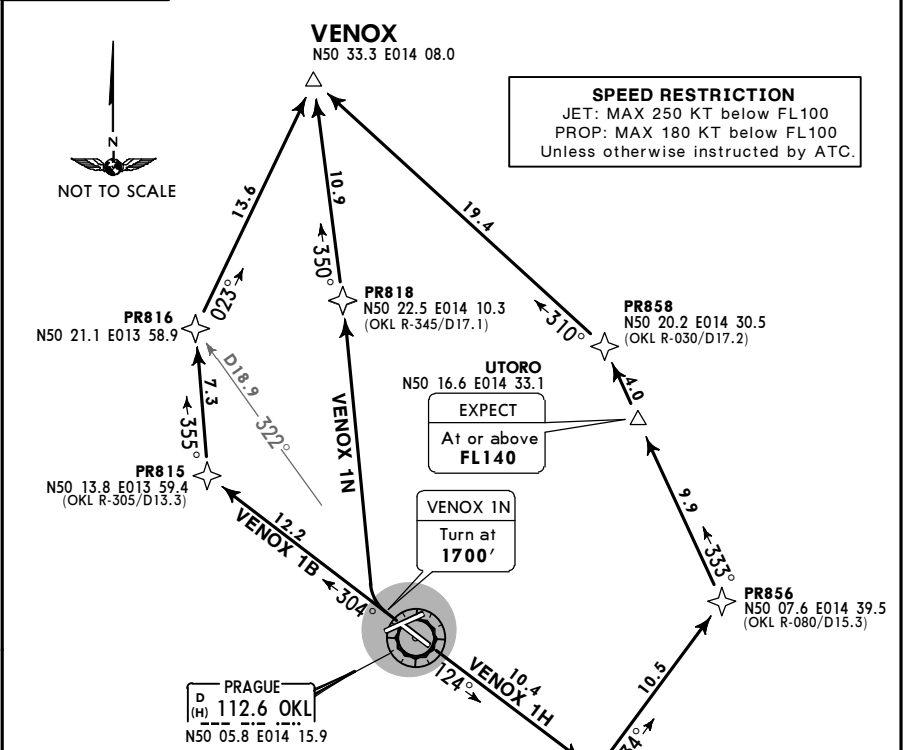
JEPPESSEN
2 OCT 15 10-3G Eff 15 Oct

PRAGUE, CZECH
RNAV SID

PRAGUE Radar 120.525	Apt Elev 1234'	Trans level: By ATC Trans alt: 5000' 1. RNAV-1 (P-RNAV) required. 2. Contact PRAGUE Radar immediately after take-off.
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VENOX ONE BRAVO (VENOX 1B) [VENO1B]
VENOX ONE HOTEL (VENOX 1H) [VENO1H]
VENOX ONE NOVEMBER (VENOX 1N) [VENO1N]
RWYS 30, 12 RNAV DEPARTURES



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	30	304° track to 1700', turn RIGHT to PR818, 350° track to VENOX.

① Only for propeller driven aircraft between 0600-2200 LT.

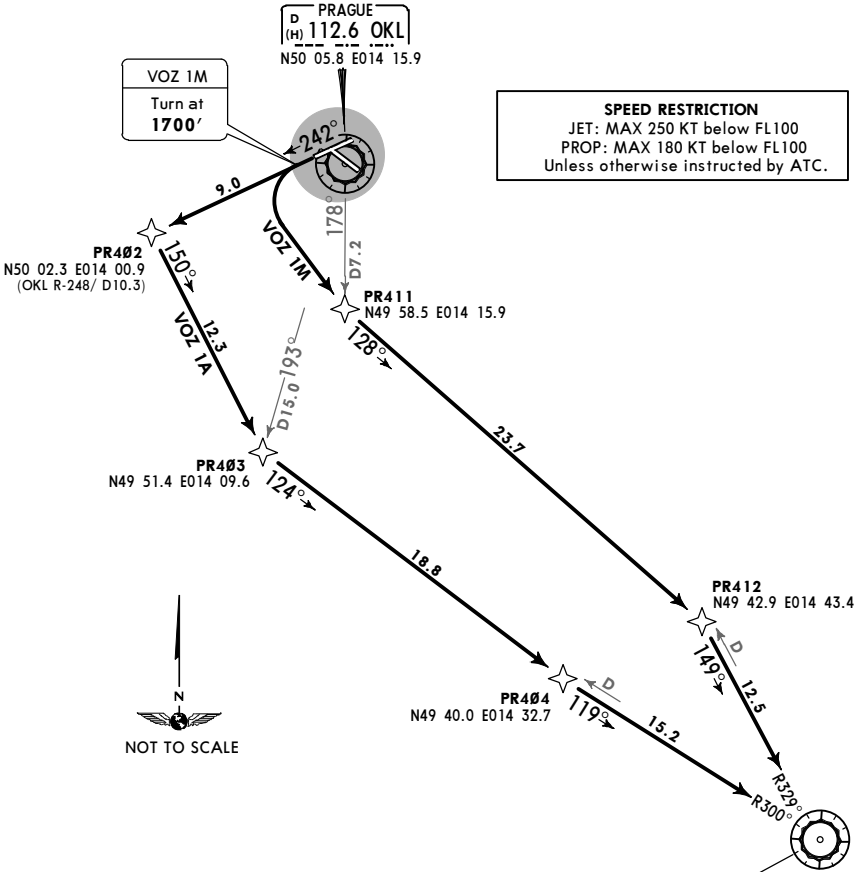
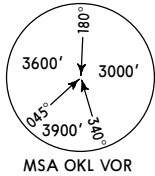
LKPR/PRG
RUZYNE

JEPPESSEN
12 FEB 16 10-3H

PRAGUE, CZECH
RNAV SID

PRAGUE Radar 120.525	Apt Elev 1234'	Trans level: By ATC Trans alt: 5000' 1. RNAV-1 (P-RNAV) required. 2. Contact PRAGUE Radar immediately after take-off.
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VOZICE ONE ALFA (VOZ 1A)
VOZICE ONE MIKE (VOZ 1M)
RWY 24 RNAV DEPARTURES



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	ROUTING
VOZ 1A	242° track to PR402, turn LEFT, 150° track to PR403, turn LEFT, 124° track PR404, 119° track to VOZ.
VOZ 1M	242° track to 1700', turn LEFT to PR411, turn LEFT, 128° track to PR412, turn RIGHT, 149° track to VOZ.
① Only for propeller driven aircraft between 0600-2200 LT.	

LKPR/PRG
RUZYNE

JEPPESSEN
12 FEB 16 10-3J

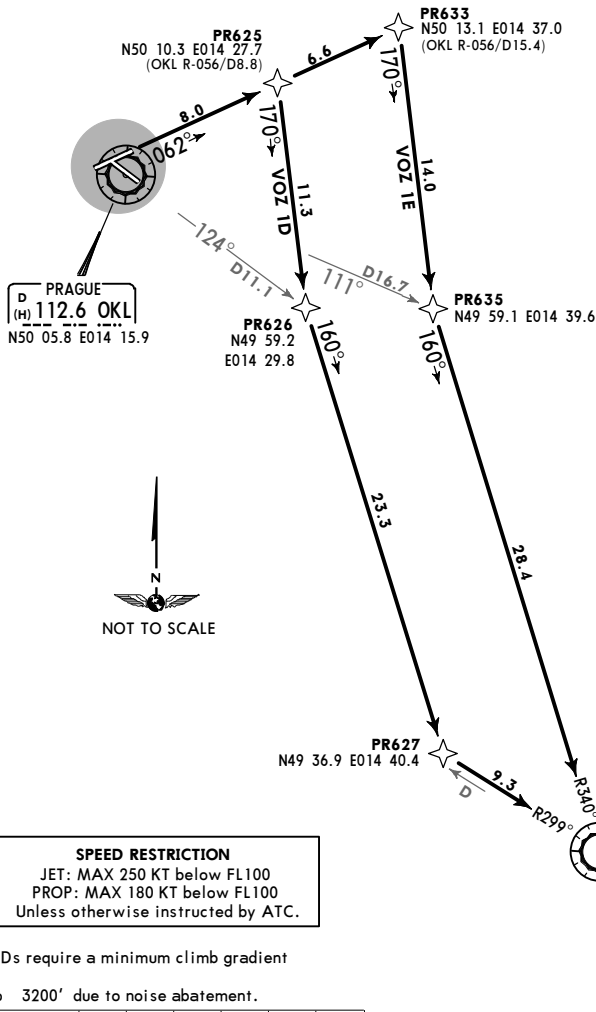
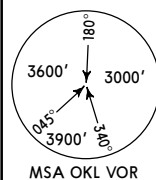
PRAGUE, CZECH
RNAV SID

PRAGUE Radar
120.525

Apt Elev
1234'

Trans level: By ATC Trans alt: 5000'
1. RNAV-1 (P-RNAV) required.
2. Contact PRAGUE Radar immediately after take-off.

VOZICE ONE DELTA (VOZ 1D)
VOZICE ONE ECHO (VOZ 1E)
RWY 06 RNAV DEPARTURES



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

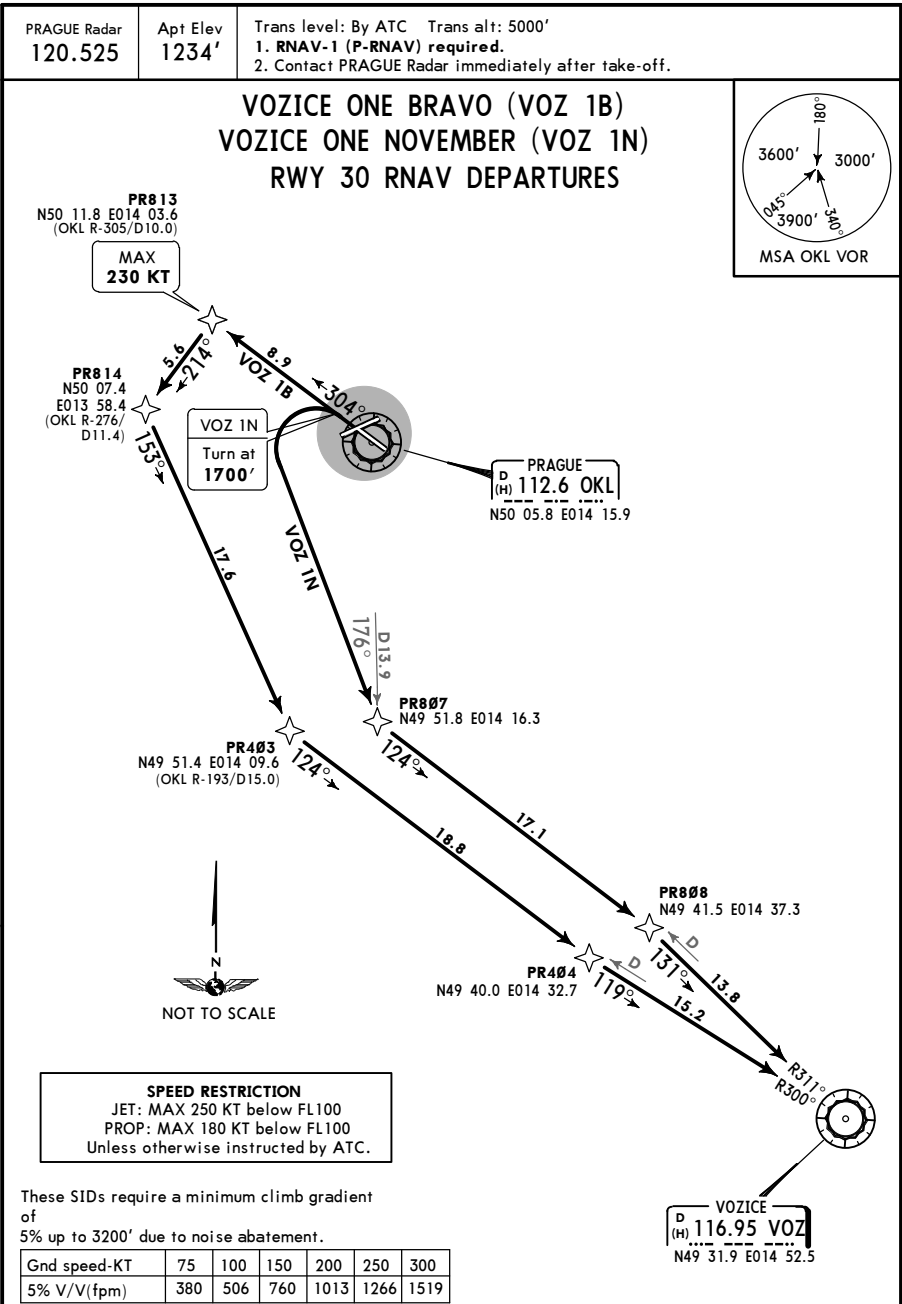
Initial climb clearance 5000'

SID	ROUTING
VOZ 1D ①	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.
① Only for propeller driven aircraft.	

LKPR/PRG
RUZYNE

JEPPesen
12 FEB 16 10-3K

PRAGUE, CZECH
RNAV SID



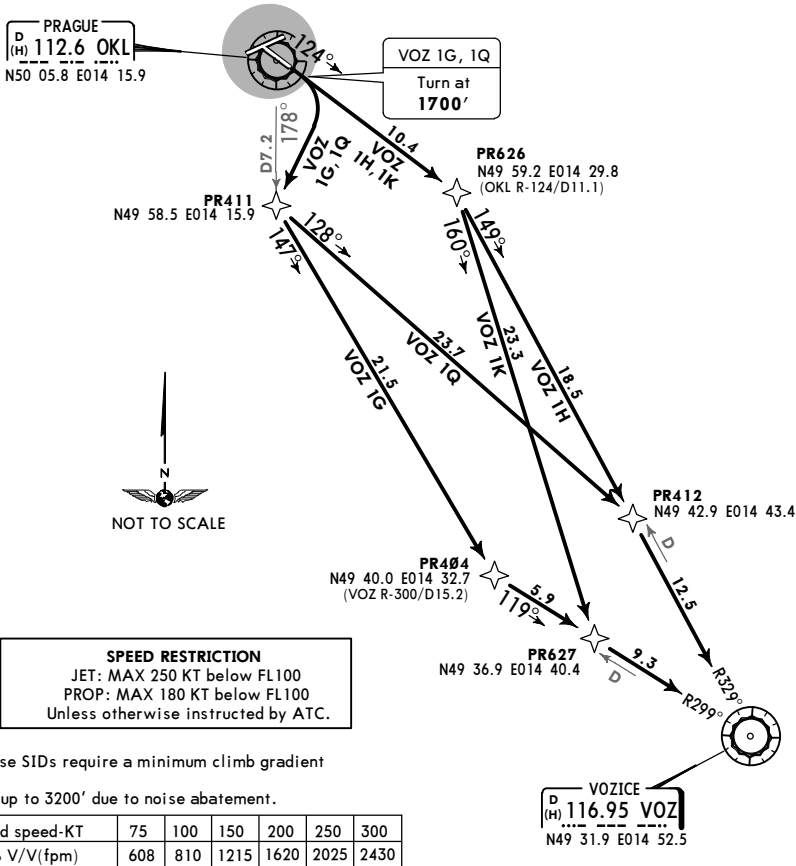
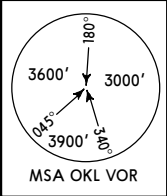
LKPR/PRG
RUZYNE

JEPPESSEN
12 FEB 16 (10-3L)

PRAGUE, CZECH
RNAV SID

PRAGUE Radar 120.525	Apt Elev 1234'	Trans level: By ATC Trans alt: 5000' 1. RNAV-1 (P-RNAV) required. 2. Contact PRAGUE Radar immediately after take-off.
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VOZICE ONE GOLF (VOZ 1G)
VOZICE ONE HOTEL (VOZ 1H)
VOZICE ONE KILO (VOZ 1K)
VOZICE ONE QUEBEC (VOZ 1Q)
RWY 12 RNAV DEPARTURES



These SIDs require a minimum climb gradient of 8% up to 3200' due to noise abatement.

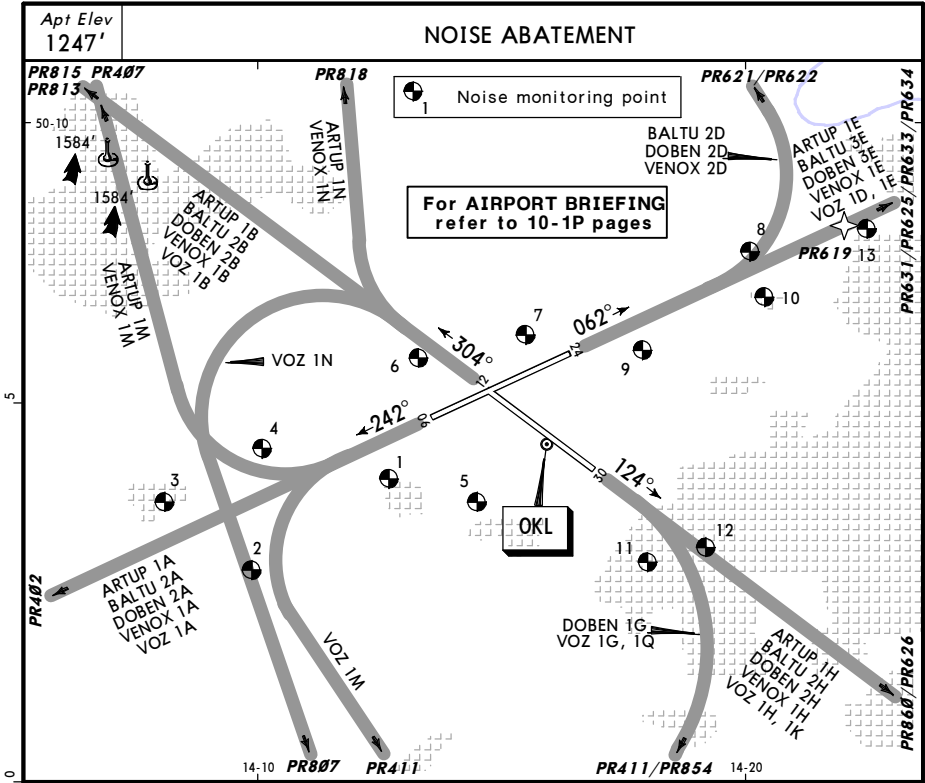
Gnd speed-KT	75	100	150	200	250	300
8% V/V(fpm)	608	810	1215	1620	2025	2430

Initial climb clearance 5000'	
SID	ROUTING
VOZ 1G ①	124° track to 1700', turn RIGHT to PR411, turn LEFT, 147° track to PR404, turn LEFT, 119° track to VOZ.
VOZ 1H ②	124° track to PR626, turn RIGHT, 149° track to VOZ.
VOZ 1K ③	124° track to PR626, turn RIGHT, 160° track PR627, turn LEFT, 119° track to VOZ.
VOZ 1Q ④	124° track to 1700', turn RIGHT to PR411, turn LEFT, 128° track to PR412, turn RIGHT, 149° track to VOZ.
① Only for propeller driven aircraft between 0600-2200 LT. ② Only for propeller driven aircraft between 0600-2200 LT, when Rwy 06 is in use. ③ Only for propeller driven aircraft between 0600-2200 LT, when Rwy 24 is in use.	

LKPR/PRG
RUZYNE

JEPPesen
3 OCT 14 10-4 Eff 16 Oct

PRAGUE, CZECH
NOISE



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

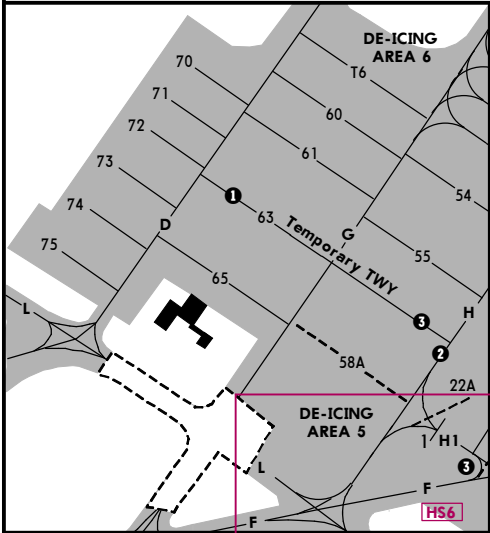
LKPR/PRG

JEPPesen
10 JUN 16 **10-8** Eff 15 Jun

PRAGUE, CZECH
RUZYNE

CONSTRUCTION WORKS ON TWYS G & L

REFER ALSO TO LATEST NOTAMS



LEGEND

HS

HOT SPOT

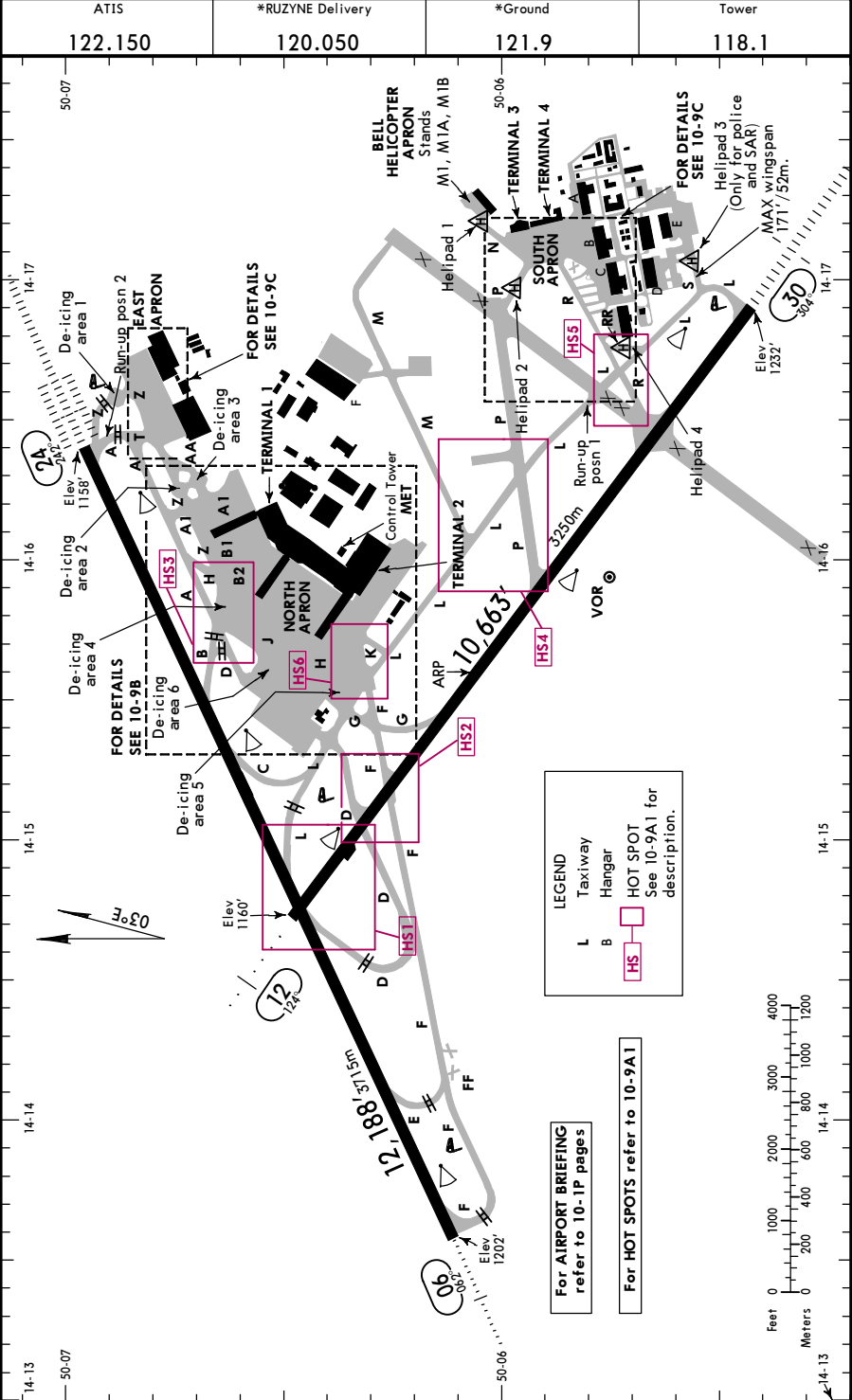
- 1 MAX wingspan 262'/80m.
- 2 MAX wingspan 213'/65m.
- 3 MAX wingspan 118'/36m.

Twy G closed between TWY F and stand 58B.
 Twy L closed between TWY D and TWY F.
 Apron stands 56, 57, 57A, 58, 58B, 62 and 64 will be closed.
 Aircraft with wingspan up to 262'/80m will taxi between TWY D and TWY G through stand 63.
 Aircraft with wingspan up to 118'/36m will taxi between TWY G and TWY H.
 Movements of ACFT along temporary TWY are allowed only under "Follow me" guidance.
 Restrictions for B777 ACFT along TWY H including related curves of intersections TWY F - TWY H - TWY L, TWY B - TWY H as well as TWY J - TWY H depicted on chart 10-9A2 are suspended.

LKPR/PRG
 Apt Elev **1234'**
 N50 06.1 E014 15.6

JEPPesen
 11 MAR 16 **(10-9)**

PRAGUE, CZECH
RUZYNE



LKPR/PRG



PRAGUE, CZECH
RUZYNE

ADDITIONAL RUNWAY INFORMATION									
RWY					USABLE LENGTHS		TAKE-OFF	WIDTH	
					LANDING BEYOND				
					Threshold	Glide Slope			
06	HIRL (60m)	CL (15m)	HIALS	PAPI-L (2.98°)	HSTIL-L		10,958' 3340m	③	148'
24	HIRL (60m)	CL (15m)	ALSF-II	TDZ ①	REIL ②	RVR	11,040' 3365m		45m
① PAPI-L (2.99°)									
② HSTIL-D									
③ TAKE-OFF RUN AVAILABLE									
RWY 06:					RWY 24:				
From rwy head		12,188' (3715m)			From rwy head		12,188' (3715m)		
twy E int		10,039' (3060m)			twy B int		8350' (2545m)		
twy D int		7382' (2250m)			twy L int		5692' (1735m)		
12	HIRL (60m)	HIALS	PAPI-L (3.00°)	RVR			9697' 2956m	④	148'
30	HIRL (60m)	HIALS	SFL	PAPI-L (2.98°)	RVR		9442' 2878m		45m
④ TAKE-OFF RUN AVAILABLE									
RWY 12:					RWY 30:				
From rwy head		10,663' (3250m)			From rwy head		10,663' (3250m)		
twy D int		9055' (2760m)			twy R int		8448' (2575m)		
twy F int		8284' (2525m)			twy P int		5807' (1770m)		
twy G int		7300' (2225m)							

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					400m	500m
B	125m	150m	200m	250m		
C						
D	150m	200m	250m	300m		
① Operators applying U.S. Ops Specs: CL required below 300m; approved HUD required below 150m.						

LKPR/PRG

JEPPesen
11 MAR 16 (10-9A1)

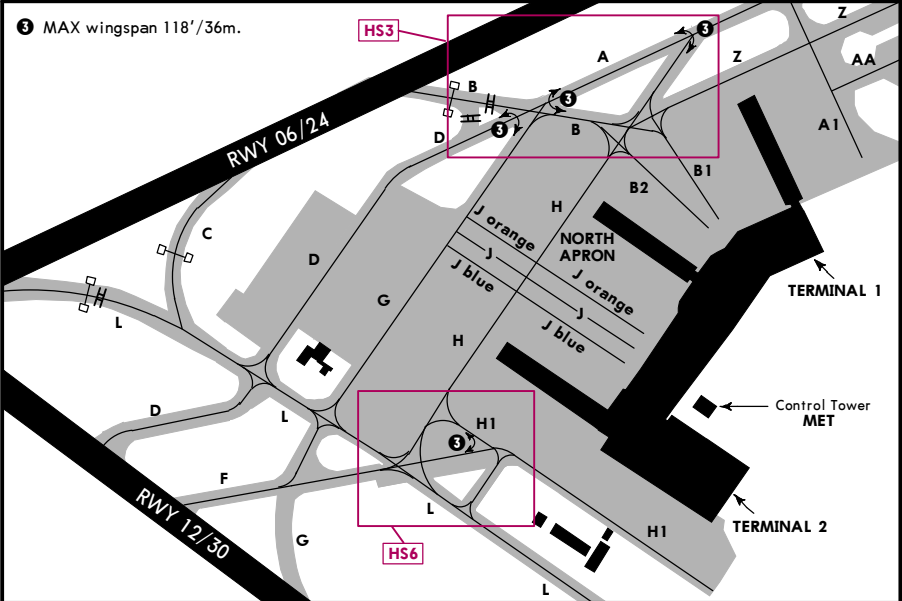
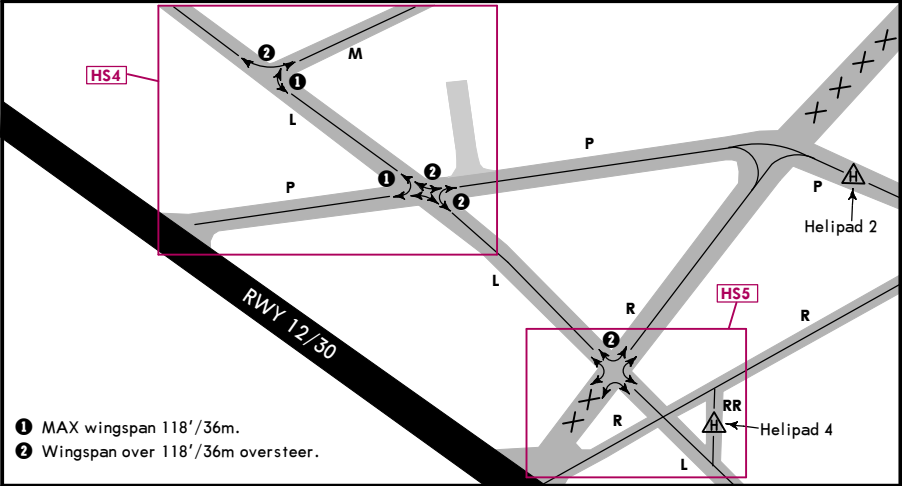
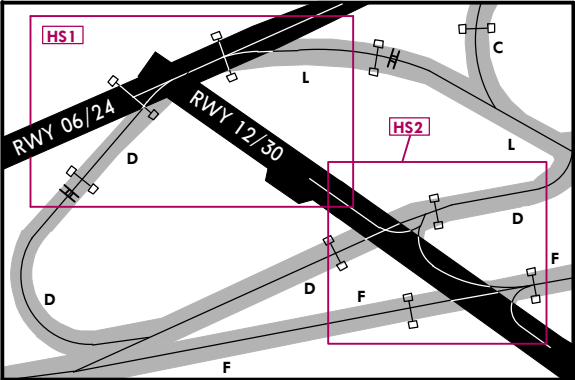
PRAGUE, CZECH
RUZYNE

HOT SPOTS
(For information only, not to be construed as ATC instructions.)

Rwy 06/24 in use:
Possible misidentification of rwy 12, twy D and twy L. After landing on rwy 06/24 do not vacate via rwy 12, unless otherwise instructed by ATC.

LEGEND
□ Runway guardlights

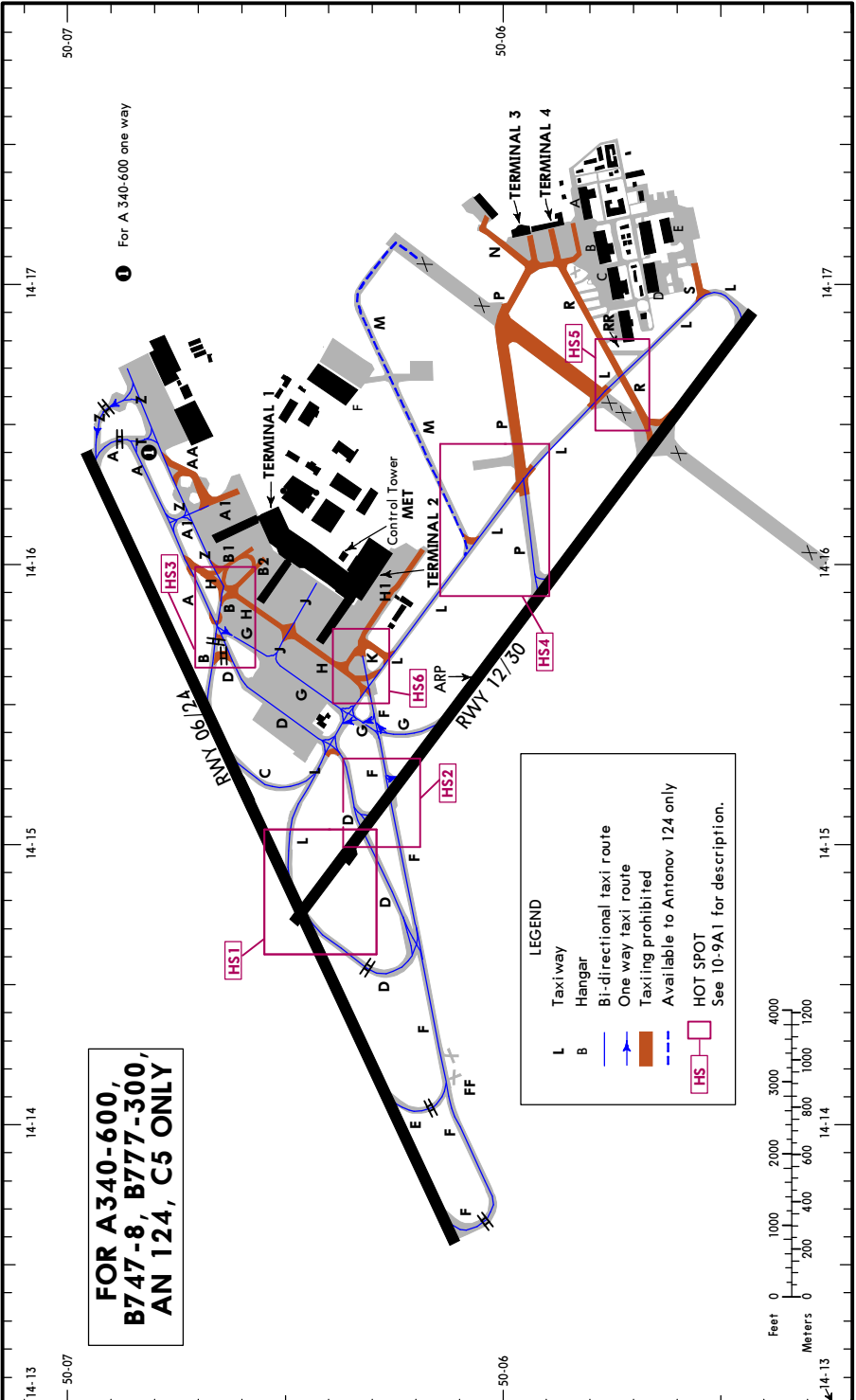
HS1 Prohibited taxiing of acft to rwy 12 along rwy 06/24 with exemption of the segment between twy L and twy D.



LKPR/PRG

JEPPESSEN
11 MAR 16 (10-9A2)

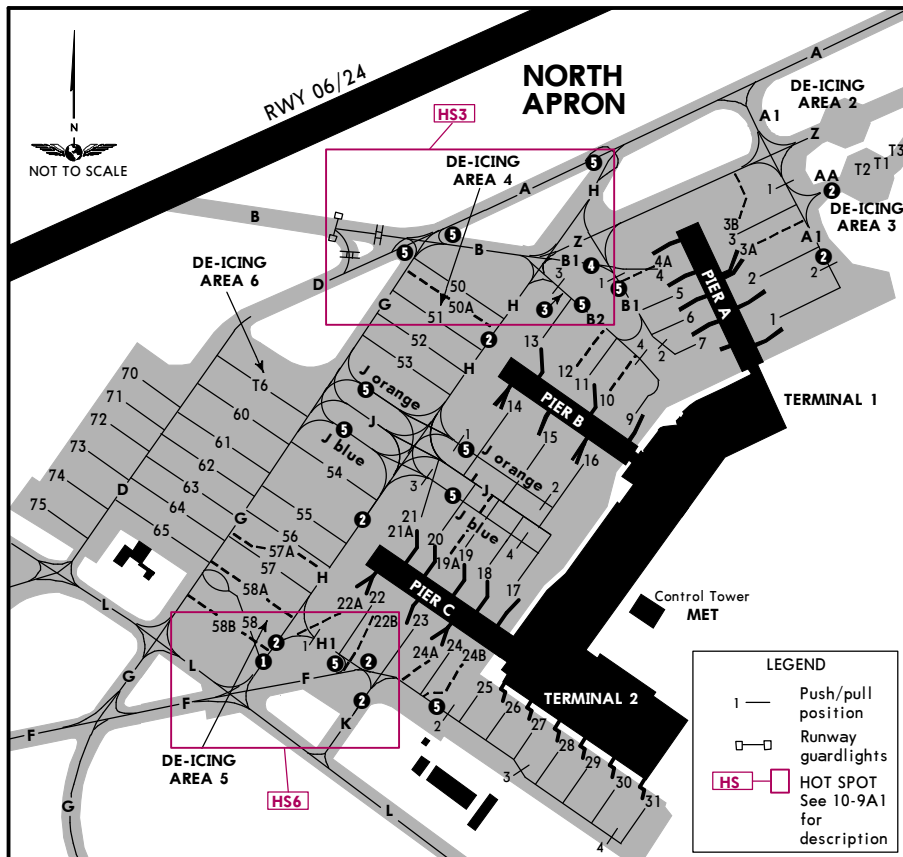
PRAGUE, CZECH
RUZYNE



LKPR/PRG

JEPPSEN
11 MAR 16 (10-9B)

PRAGUE, CZECH
RUZYNE



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, 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

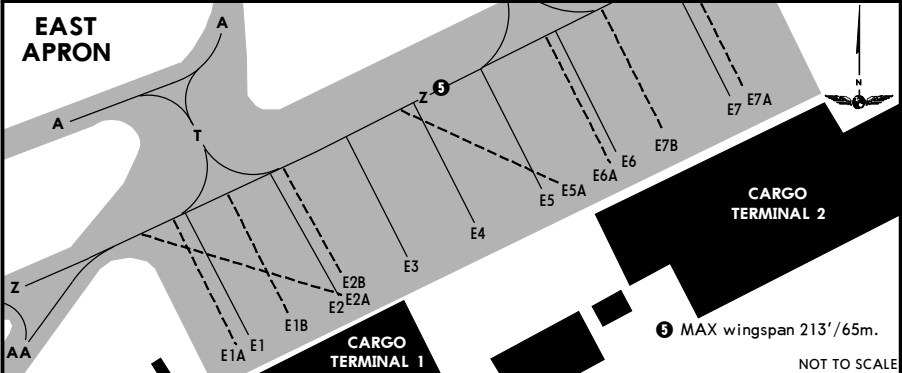
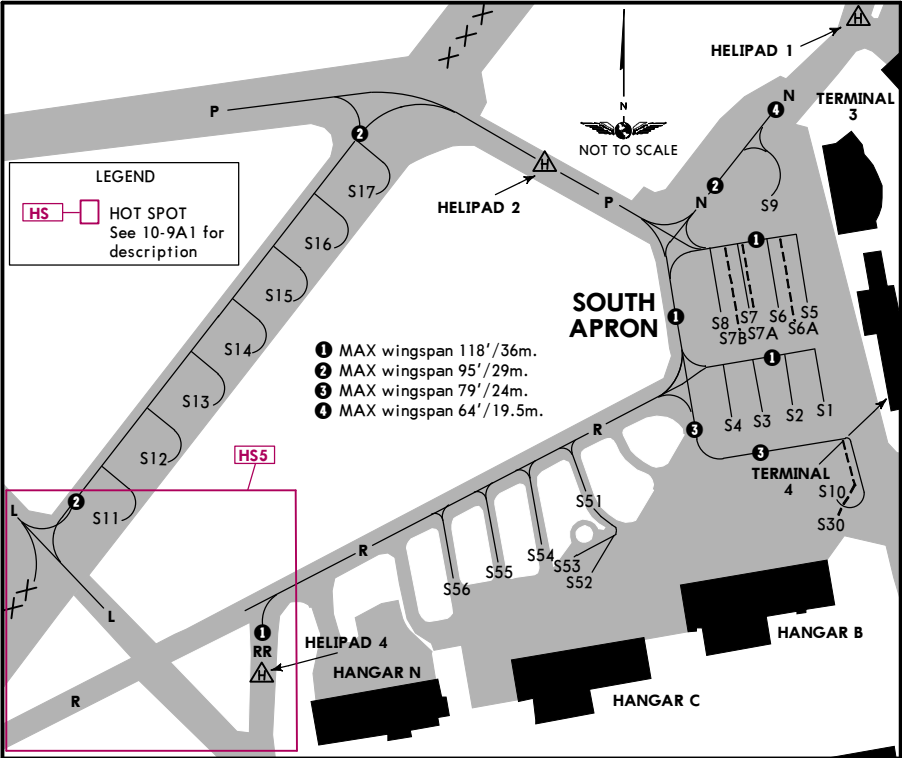
CHANGES: Taxi restrictions removed.

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LKPR/PRG

JEPPesen
11 MAR 16 10-9C

PRAGUE, CZECH
RUZYNE



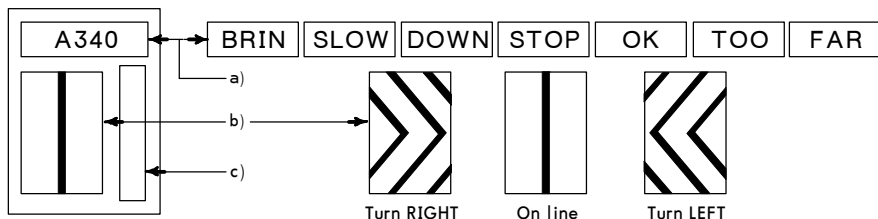
INS COORDINATES					
STAND No.	COORDINATES		STAND No.	COORDINATES	
E1, E1A	N50 06.7	E014 16.5	S6 thru S9	N50 05.9	E014 17.1
E1B thru E2B	N50 06.8	E014 16.5	S10	N50 05.8	E014 17.2
E3 thru E5A	N50 06.8	E014 16.6	S11	N50 05.8	E014 16.6
E6 thru E7B	N50 06.8	E014 16.7	S12	N50 05.8	E014 16.7
M1	N50 06.0	E014 17.2	S13, S14	N50 05.9	E014 16.7
M1A	N50 06.1	E014 17.2	S15, S16	N50 05.9	E014 16.8
M1B	N50 06.0	E014 17.3	S17	N50 06.0	E014 16.8
S1, S2	N50 05.9	E014 17.2	S30	N50 05.8	E014 17.2
S3, S4	N50 05.9	E014 17.1	S51 thru S54	N50 05.8	E014 17.0
S5	N50 05.9	E014 17.2	S55, S56	N50 05.8	E014 16.9

LKPR/PRG

JEPPESSEN
6 MAR 15 10-9D

PRAGUE, CZECH
RUZYNE

VISUAL DOCKING GUIDANCE SYSTEM "APIS++"



- a) Display indicating: Stand number, aircraft type, aircraft series (in some cases also number of doors), line number, "STOP/BRIN", "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. If "STOP/BRIN" is displayed, entry of aircraft to the stand is prohibited.
2. Follow lead-in line and the center line beacon guidance.
3. Check correct aircraft type flashing.
4. 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".
5. 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.
6. **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.
7. When stop position is reached, display indicates "STOP". Correct parking is indicated as "OK".
8. If aircraft overshoots the limit for correct parking, display indicates "TOO/FAR".
9. Display automatically shuts down after parking.
10. Azimuth guidance only for left seat available.

LKPR/PRG



JEPPESSEN

19 FEB 16

10-9Z

Eff 3 Mar

CAA (Czech Republic) AOM

PRAGUE, CZECH
RUZYNE

Following minima 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')	1402' (200')	1402' (200')	1402' (200')
		R750m/V1100m	R750m/V1100m	R750m/V1100m	R750m/V1100m
	LOC	1520' (318')	1520' (318')	1520' (318')	1520' (318')
		R1000m/V1500m	R1100m/V1650m	R1200m/V1800m	R1400m/V2100m
	RNAV (LNAV/VNAV)	1600' (398')	1600' (398')	1600' (398')	1600' (398')
		R800m/V1200m	R800m/V1200m	R800m/V1200m	R800m/V1200m
	RNAV (LNAV)	1600' (398')	1600' (398')	1600' (398')	1600' (398')
		R1000m/V1500m	R1100m/V1650m	R1200m/V1800m	R1400m/V2100m
	NDB	1600' (398')	1600' (398')	1600' (398')	1600' (398')
		R1000m/V1500m	R1100m/V1650m	R1200m/V1800m	R1400m/V2100m
12	ILS	1360' (200')	1360' (200')	1360' (200')	1360' (200')
		R750m/V1100m	R750m/V1100m	R750m/V1100m	R750m/V1100m
	LOC	1490' (330')	1490' (330')	1490' (330')	1490' (330')
		R1000m/V1500m	R1100m/V1650m	R1200m/V1800m	R1400m/V2100m
	RNAV (LNAV/VNAV)	1490' (330')	1490' (330')	1490' (330')	1490' (330')
		R800m/V1200m	R800m/V1200m	R800m/V1200m	R800m/V1200m
	RNAV (LNAV)	1550' (390')	1550' (390')	1550' (390')	1550' (390')
		R1000m/V1500m	R1100m/V1650m	R1200m/V1800m	R1400m/V2100m
	VOR	1530' (370')	1530' (370')	1530' (370')	1530' (370')
		R1000m/V1500m	R1100m/V1650m	R1200m/V1800m	R1400m/V2100m
24	CAT 3B ILS	NoDH R50m	NoDH R50m	NoDH R50m	NoDH R50m
	CAT 3A ILS	RA50' R175m	RA50' R175m	RA50' R175m	RA50' R175m
	CAT 2 ILS	1258' (100')	1258' (100')	1258' (100')	1260' (102')
		RA101' R300m	RA101' R300m	RA101' R300m	RA104' R300m
	ILS	1358' (200')	1358' (200')	1358' (200')	1358' (200')
		R550m/V800m	R550m/V800m	R550m/V800m	R550m/V800m
	LOC	1450' (292')	1450' (292')	1450' (292')	1450' (292')
		R800m/V1200m	R800m/V1200m	R800m/V1200m	R1200m/V1800m
	RNAV (LNAV/VNAV)	1460' (302')	1460' (302')	1460' (302')	1460' (302')
		R600m/V900m	R600m/V900m	R600m/V900m	R600m/V900m
	RNAV (LNAV)	1590' (432')	1590' (432')	1590' (432')	1590' (432')
		R800m/V1200m	R800m/V1200m	R800m/V1200m	R1200m/V1800m
	NDB	1460' (302')	1460' (302')	1460' (302')	1460' (302')
		R800m/V1200m	R800m/V1200m	R800m/V1200m	R1200m/V1800m
30	ILS	1432' (200')	1432' (200')	1432' (200')	1432' (200')
		R750m/V1100m	R750m/V1100m	R750m/V1100m	R750m/V1100m
	LOC	1580' (348')	1580' (348')	1580' (348')	1580' (348')
		R1000m/V1500m	R1100m/V1650m	R1200m/V1800m	R1400m/V2100m
	RNAV (LNAV/VNAV)	1530' (298')	1530' (298')	1530' (298')	1530' (298')
		R800m/V1200m	R800m/V1200m	R800m/V1200m	R800m/V1200m
	RNAV (LNAV)	1580' (348')	1580' (348')	1580' (348')	1580' (348')
		R1000m/V1500m	R1100m/V1650m	R1200m/V1800m	R1400m/V2100m
	VOR	1630' (398')	1630' (398')	1630' (398')	1630' (398')
		R1000m/V1500m	R1100m/V1650m	R1200m/V1800m	R1400m/V2100m

LKPR/PRG

 **JEPPesen**
19 FEB 16 **10-921** **Eff 3 Mar**

CAA (Czech Republic) AOM
PRAGUE, CZECH
RUZYNE

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

CIRCLE-TO-LAND	100 KT	135 KT	180 KT ❶	D
	1650' (416') V1200m	1740' (506') V1600m	1850' (616') V2100m	NOT AUTH

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

TAKE-OFF RWY 06, 24				
	HIRL & CL	HIRL	MIRL or RL	NIL (DAY only)
A	RVR 150m VIS 200m ❷	RVR 250m VIS 300m	RVR 400m VIS 600m	RVR 800m VIS 1200m
B				
C			RVR 500m VIS 750m	
D	RVR 200m VIS 250m	RVR 300m VIS 400m	RVR 600m VIS 900m	

❷ Approved operators: RVR 125m.

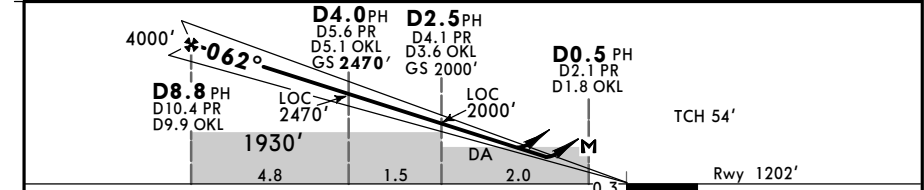
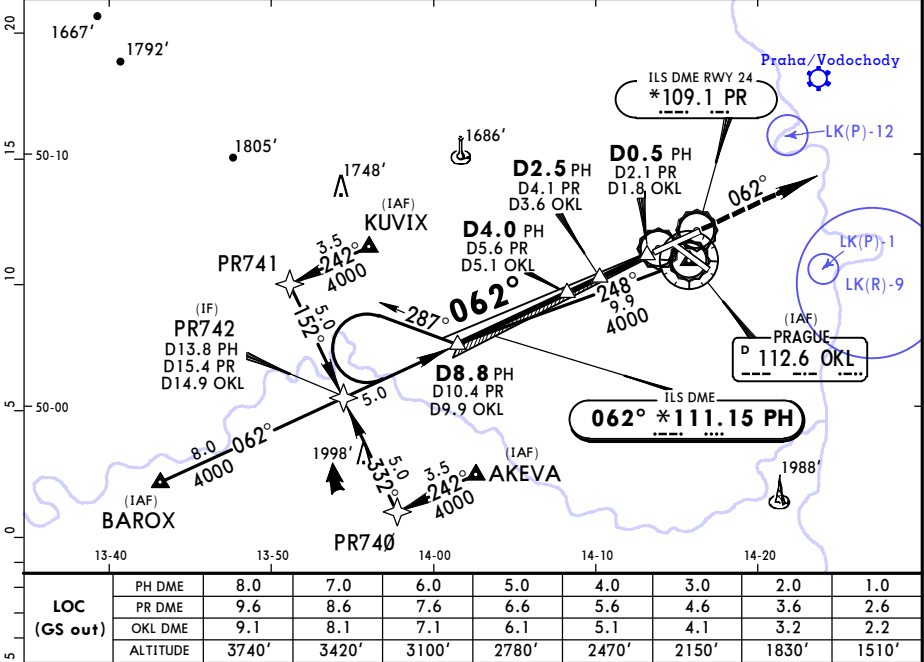
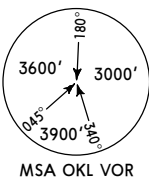
TAKE-OFF RWY 12, 30			
HIRL		MIRL or RL	NIL (DAY only)
A	800m	800m	RVR 800m VIS 1200m
B			
C			
D		RVR 800m VIS 900m	

LKPR/PRG
RUZYNE

JEPPesen
2 OCT 15 **(11-1)** Eff 15 Oct

PRAGUE, CZECH
ILS Rwy 06

ATIS	PRAGUE Radar (APP)	*RUZYNE Radar (APP)	RUZYNE Tower	*Ground
122.150	120.525	127.575	119.0	121.9
LOC PH *111.15	Final Aptch Crs 062°	GS D4.0 PH 2470' (1268')	ILS DA(H) 1402' (200')	Apt Elev 1234' 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 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.				



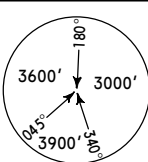
Gnd speed-Kts	70	90	100	120	140	160	
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	849
MAP at D0.5 PH/D2.1 PR/D1.8 OKL							

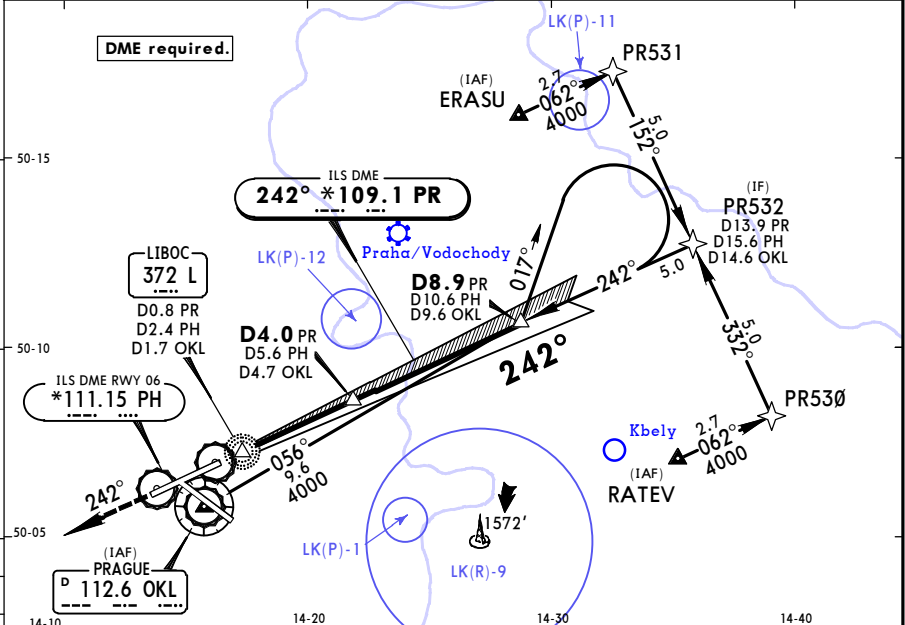
STRAIGHT-IN LANDING RWY 06				CIRCLE-TO-LAND	
ILS		LOC (GS out)			
DA(H) 1402' (200')		DA(H) 1520' (318')			
FULL/Limited	ALS out			Max Kts	MDA(H) VIS
A				100	1650' (416') 1500m
B	RVR 750m	RVR 1200m	RVR 1000m	135	1740' (506') 1600m
C				180	1850' (616') 2400m
D				NOT AUTHORIZED	

LKPR/PRG
RUZYNE

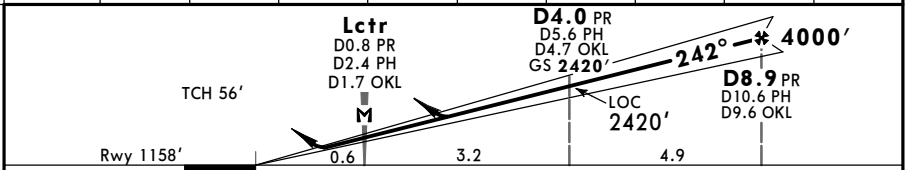
JEPPESEN
2 OCT 15 11-3 Eff 15 Oct

PRAGUE, CZECH
ILS Rwy 24

ATIS 122.150	PRAGUE Radar (APP) 120.525 127.575	*RUZYNE Radar (APP) 119.0	RUZYNE Tower 118.1	*Ground 121.9
LOC PR *109.1	Final Apch Crs 242°	GS D4.0 PR 2420' (1262')	ILS DA(H) 1358' (200')	Apt Elev 1234' 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 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	ALSF-II	4000' on 242°
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	REIL PAPI	
MAP at Lctr/D0.8 PR/D2.4 PH/D1.7 OKL								

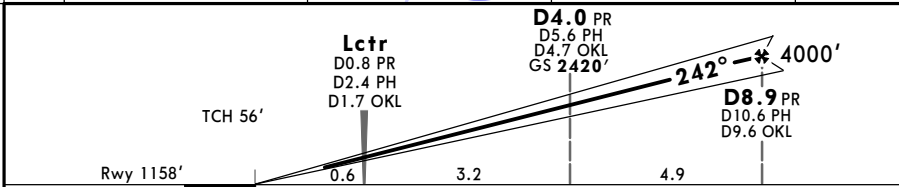
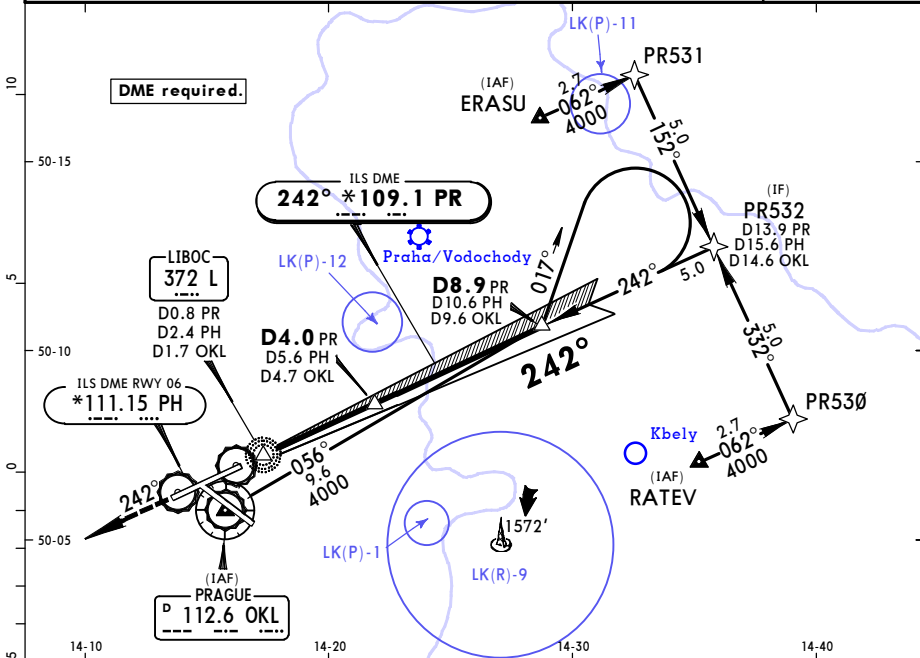
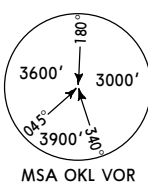
STRAIGHT-IN LANDING RWY 24					CIRCLE-TO-LAND		
ILS			LOC (GS out)				
DA(H) 1358' (200')			DA(H) 1450' (292')			Max Kts	MDA(H) VIS
FULL	Limited	ALS out		ALS out		100	1650' (416') 1500m
A						135	1740' (506') 1600m
B	RVR 550m	RVR 750m	RVR 1200m	RVR 750m	RVR 1400m	180	1850' (616') 2400m
C						D	NOT AUTHORIZED
D							

LKPR/PRG
RUZYNE

JEPPESEN
2 OCT 15
Eff 15 Oct (11-3A)

PRAGUE, CZECH
CAT II/III ILS Rwy 24

ATIS 122.150	PRAGUE Radar (APP) 120.525 127.575	*RUZYNE Radar (APP) 119.0	RUZYNE Tower 118.1	*Ground 121.9
LOC PR *109.1	Final Apch Crs 242°	GS D4.0 PR 2420' (1262')	CAT II & IIIA ILS Refer to Minimums	Apt Elev 1234' 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 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.				



Gnd speed-Kts	70	90	100	120	140	160	ALSF-II REIL PAPI	4000' on 242°
GS	3.00°	372	478	531	637	743	849	

Standard		STRAIGHT-IN LANDING RWY 24	
CAT IIIA ILS		CAT II ILS	
ABC		D	
RA 101'		RA 104'	
DA(H) 1258' (100')		DA(H) 1260' (102')	
DH 50'			
RVR 200m		RVR 300m	

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

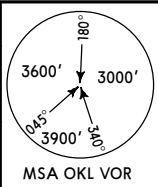
LKPR/PRG
RUZYNE

JEPPESEN
2 OCT 15 11-4 Eff 15 Oct

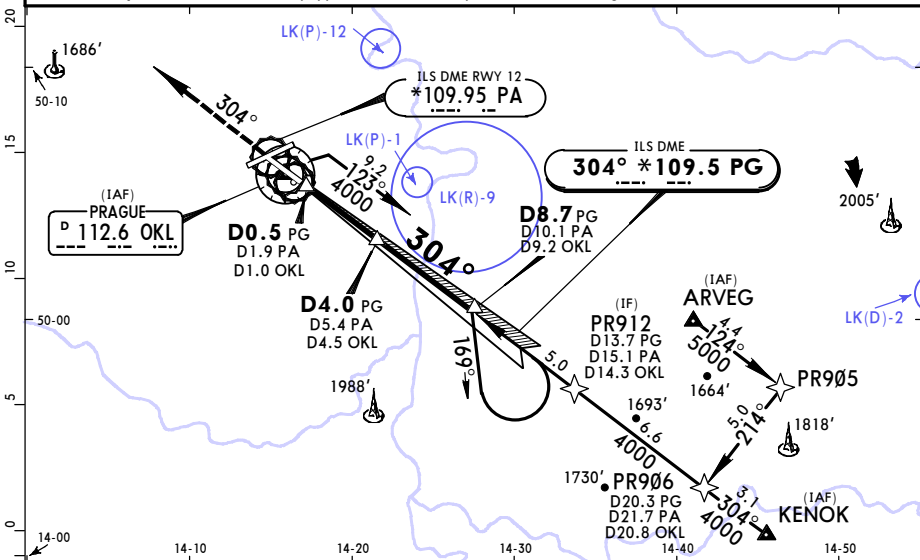
PRAGUE, CZECH
ILS Rwy 30

ATIS 122.150	PRAGUE Radar (APP) 120.525 127.575	*RUZYNE Radar (APP) 119.0	RUZYNE Tower 118.1	*Ground 121.9
LOC PG *109.5	Final ApcH Crs 304°	GS D4.0 PG 2490' (1258')	ILS DA(H) 1432' (200')	Apt Elev 1234' Rwy 1232'

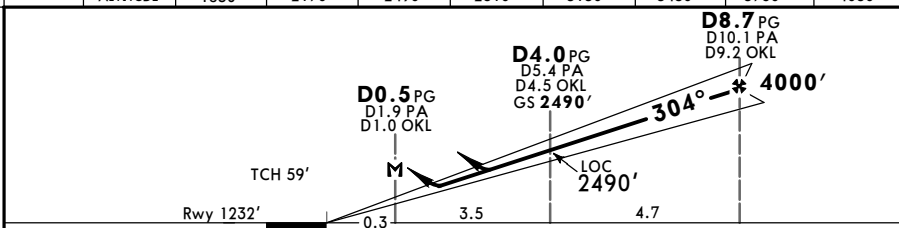
MISSED APCH: Climb on 304° to 4000'. Radar vectoring will be provided.
MISSED APCH WITH COMM FAILURE: Climb on 304° to 4000'. At D10.0 OKL turn RIGHT to VOR and climb to 5000'.



Alt Set: hPa 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	HIALS PAPI	4000' on 304°
ILS GS or LOC Descent Angle	372	478	531	637	743	849		
MAP at D0.5 PG/D1.9 PA/D1.0 OKL								

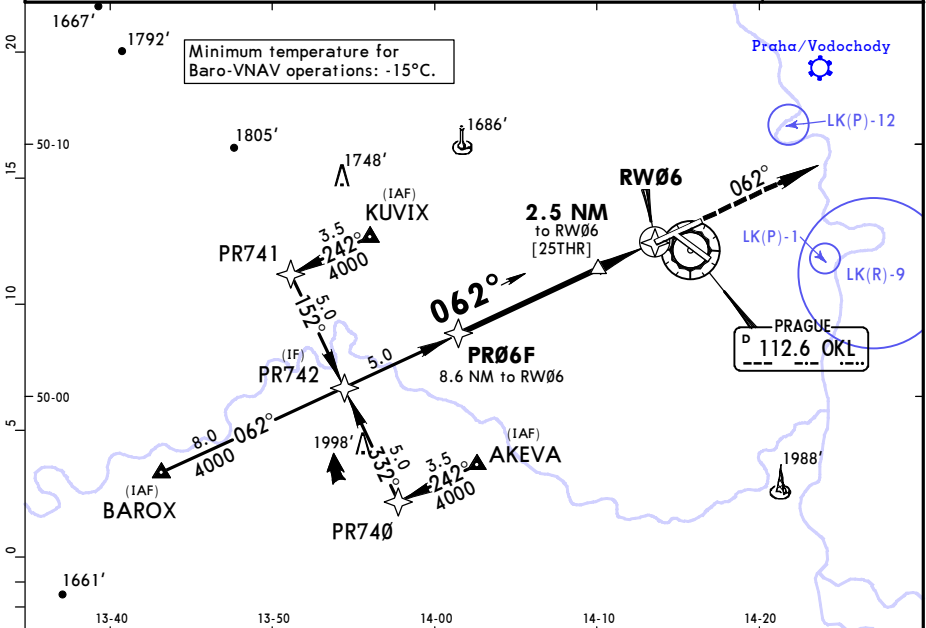
STRAIGHT-IN LANDING RWY 30				CIRCLE-TO-LAND			
ILS		LOC (GS out)		Max Kts		MDA(H) VIS	
DA(H) 1432' (200')		DA(H) 1580' (348')					
FULL		Limited		ALS out			
A						100	1650' (416') 1500m
B						135	1740' (506') 1600m
C	RVR 550m	RVR 750m	RVR 1200m	RVR 900m	RVR 1500m	180	1850' (616') 2400m
D					RVR 1600m	D	NOT AUTHORIZED

LKPR/PRG
RUZYNE

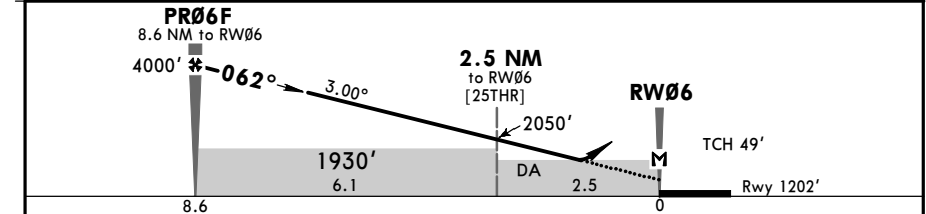
JEPPESEN
2 OCT 15 (12-1) Eff 15 Oct

PRAGUE, CZECH
RNAV (GNSS) Rwy 06

ATIS	PRAGUE Radar (APP)	*RUZYNE Radar (APP)	RUZYNE Tower	*Ground
122.150	120.525 127.575	119.0	118.1	121.9
RNAV	Final Aptch Crs 062°	Procedure Alt PR06F 4000' (2798')	LNAV/VNAV DA(H) 1600' (398')	Apt Elev 1234' 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	Rwy Elev: 43 hPa	Trans level: By ATC	Trans alt: 5000'	MSA OKL VOR



DIST to RW06	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	 4000' on 062°
Descent Angle	3.00°	372	478	531	637	743	
MAP at RW06							

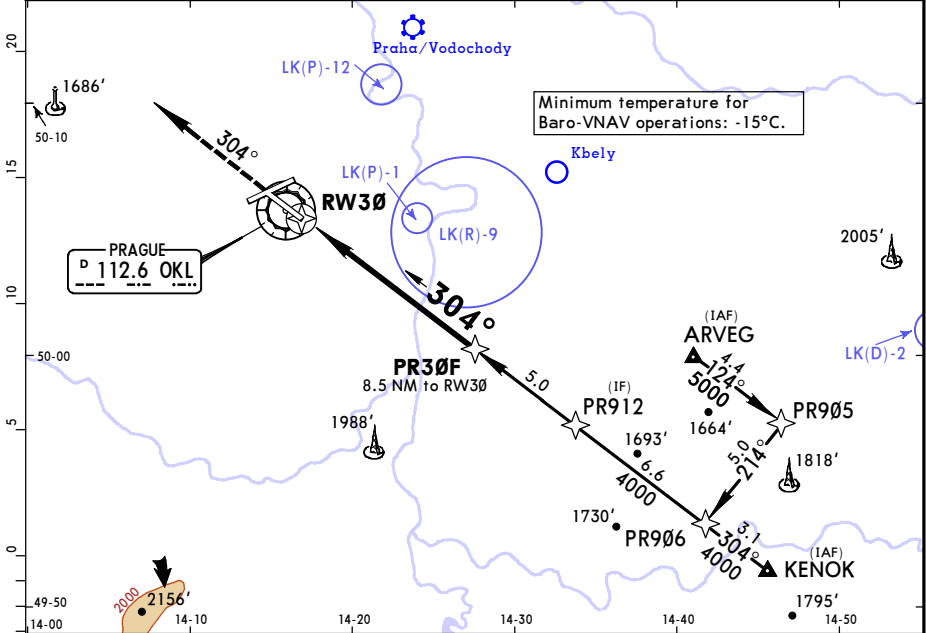
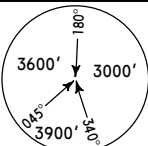
STRAIGHT-IN LANDING RWY 06				CIRCLE-TO-LAND	
LNAV/VNAV		LNAV			
DA(H) 1600' (398')		DA(H) 1600' (398')		Max Kts	MDA(H) VIS
A B C D	RVR 1400m	RVR 1400m	RVR 1500m	100	1650' (416') 1500m
				135	1740' (506') 1600m
				180	1850' (616') 2400m
				D	NOT AUTHORIZED

LKPR/PRG
RUZYNE

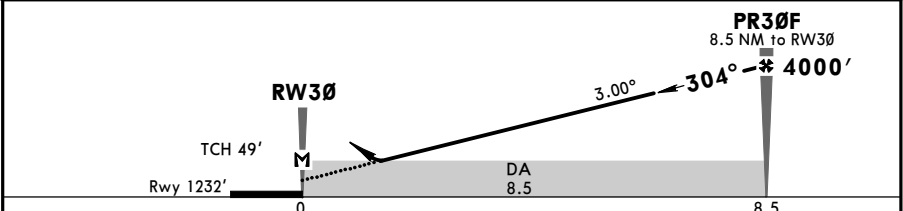
JEPPesen
2 OCT 15 12-4 Eff 15 Oct

PRAGUE, CZECH
RNAV (GNSS) Rwy 30

ATIS	PRAGUE Radar (APP)	*RUZYNE Radar (APP)	RUZYNE Tower	*Ground
122.150	120.525	127.575	119.0	118.1
121.9				
RNAV	Final Apch Crs 304°	Minimum Alt PR30F 4000' (2768')	LNAV/VNAV DA(H) 1530' (298')	Apt Elev 1234' 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	Rwy Elev: 44 hPa	Trans level: By ATC	Trans alt: 5000'	MSA OKL VOR



DIST to RW30	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'



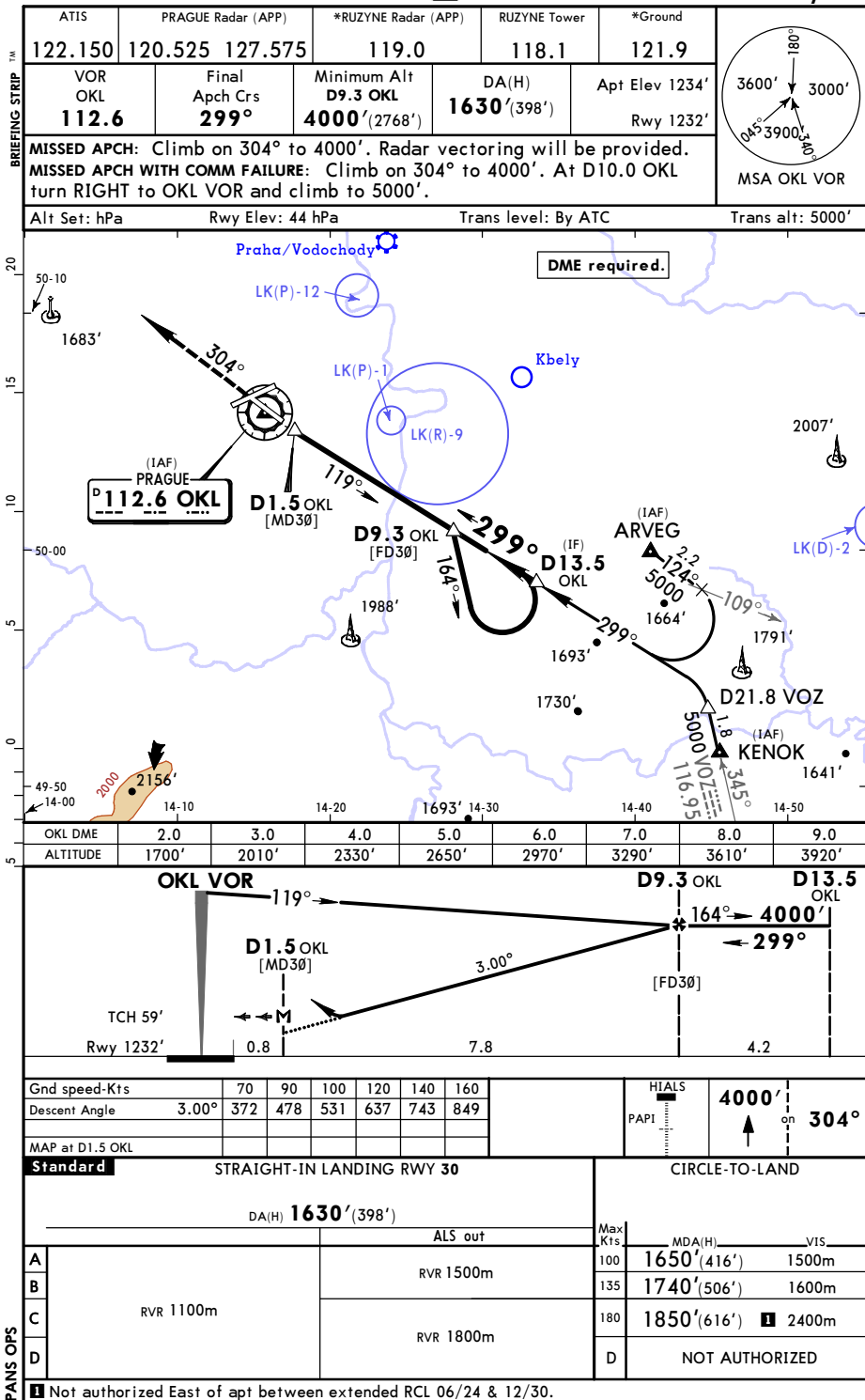
Gnd speed-Kts	70	90	100	120	140	160			
Descent Angle	3.00°	372	478	531	637	743	849		
MAP at RW30									

Standard STRAIGHT-IN LANDING RWY 30				CIRCLE-TO-LAND	
LNAV/VNAV DA(H) 1530' (298')		LNAV DA(H) 1580' (348')		Max Kts	MDA(H) VIS
A B C D	RVR 750m	RVR 1400m	RVR 900m	100	1650' (416') 1500m
				135	1740' (506') 1600m
				180	1850' (616') 2400m
				D	NOT AUTHORIZED

LKPR/PRG
RUZYNE

JEPPESEN
2 OCT 15 **13-2** Eff 15 Oct

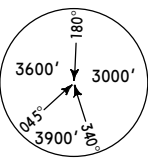
PRAGUE, CZECH
VOR Rwy 30

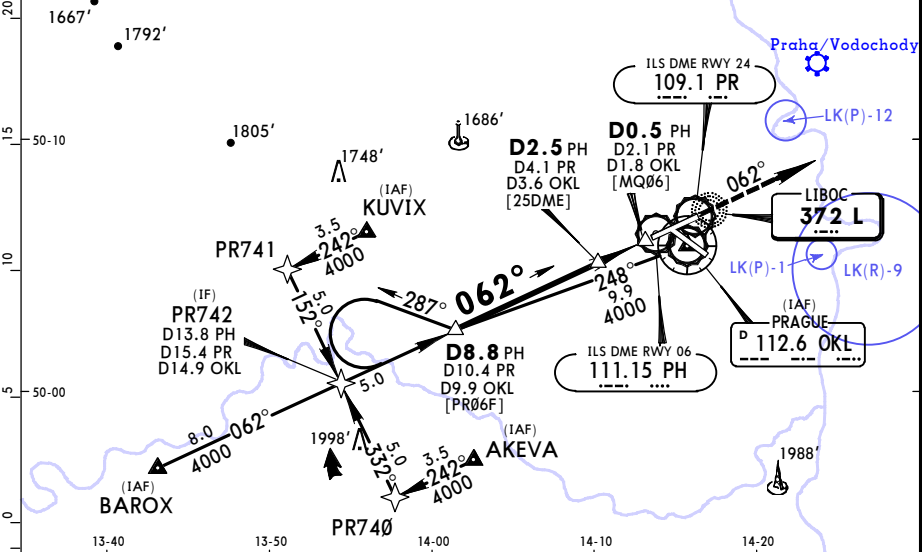


LKPR/PRG
RUZYNE

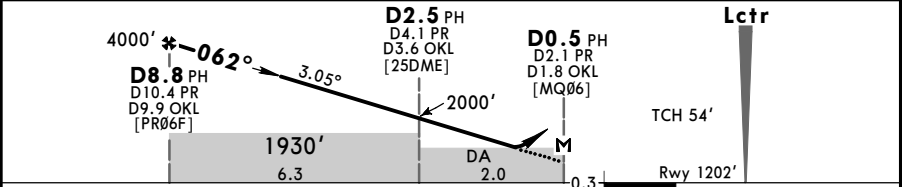
JEPPESSEN
2 OCT 15 (16-1) Eff 15 Oct

PRAGUE, CZECH
NDB Rwy 06

ATIS	PRAGUE Radar (APP)		*RUZYNE Radar (APP)	RUZYNE Tower		*Ground
122.150	120.525	127.575	119.0	118.1	121.9	
Lctr L 372	Final Aptch Crs 062°	Procedure Alt D8.8 PH 4000' (2798')		DA(H) 1600' (398')	Apt Elev 1234' 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 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.						



	13-40	13-50	14-00	14-10	14-20	
PH DME	8.0	7.0	6.0	5.0	4.0	3.0
PR DME	9.6	8.6	7.6	6.6	5.6	4.6
OKL DME	9.1	8.1	7.1	6.1	5.1	4.1
ALTITUDE	3740'	3420'	3100'	2780'	2470'	2150'



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							

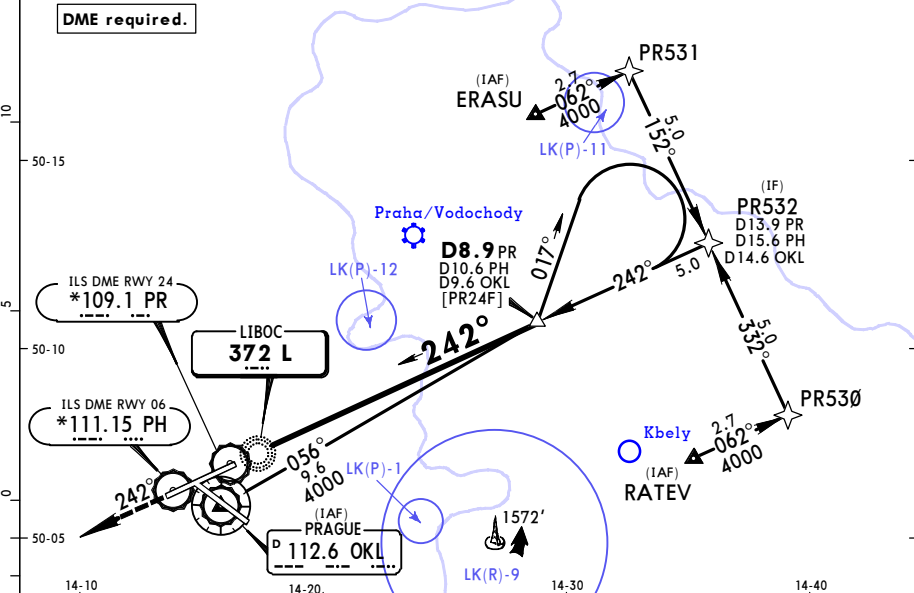
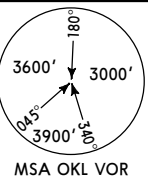
Standard STRAIGHT-IN LANDING RWY 06			CIRCLE-TO-LAND		
DA(H) 1600' (398')			Max Kts	MDA(H)	VIS
ALS out					
A	RVR 1400m	RVR 1500m	100	1650' (416')	1500m
B		RVR 1800m	135	1740' (506')	1600m
C			180	1850' (616')	1 2400m
D			D	NOT AUTHORIZED	

LKPR/PRG
RUZYNE

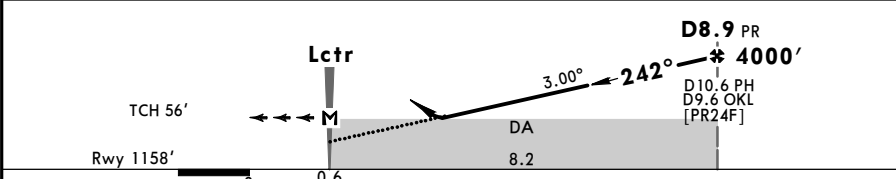
JEPPesen
2 OCT 15 **16-2** Eff 15 Oct

PRAGUE, CZECH
NDB Rwy 24

ATIS 122.150	PRAGUE Radar (APP) 120.525 127.575	*RUZYNE Radar (APP) 119.0	RUZYNE Tower 118.1	*Ground 121.9
Lctr L 372	Final Apch Crs 242°	Minimum Alt D8.9 PR 4000' (2842')	DA(H) 1460' (302')	Apt Elev 1234' 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 Rwy Elev: 42 hPa Trans level: By ATC Trans alt: 5000' Acft not equipped for P-NAV expect radar vectoring after IAF RATEV and ERASU.				



	14-10	14-20	14-30	14-40	
PR DME	1.0	2.0	3.0	4.0	5.0
PH DME	2.6	3.6	4.6	5.6	6.6
OKL DME	1.8	2.8	3.7	4.7	5.7
ALTITUDE	1480'	1800'	2110'	2420'	2740'



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

Standard STRAIGHT-IN LANDING RWY 24			CIRCLE-TO-LAND		
DA(H) 1460' (302')			4000' on 242°		
ALS out			Max Kts	MDA(H)	VIS
A			100	1650' (416')	1500m
B			135	1740' (506')	1600m
C			180	1850' (616')	2400m
D			NOT AUTHORIZED		

Chart changes since cycle 12-2016

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
PRAGUE, (RUZYNE - LKPR)				
DEL	GOLOP 1P & 2R RNAV ARRS	10-2	10 Jun 2016	23 Jun 2016
ADD	GOLOP 2P & 3R RNAV ARRS	10-2	10 Jun 2016	23 Jun 2016
DEL	GOLOP 1S & 1T RNAV ARRS	10-2A	10 Jun 2016	23 Jun 2016
ADD	GOLOP 2S & 2T RNAV ARRS	10-2A	10 Jun 2016	23 Jun 2016
DEL	GOSEK 2P & 3R RNAV ARRS	10-2B	10 Jun 2016	23 Jun 2016
ADD	GOSEK 3P & 4R RNAV ARRS	10-2B	10 Jun 2016	23 Jun 2016
DEL	GOSEK 2S & 2T RNAV ARRS	10-2C	10 Jun 2016	23 Jun 2016
ADD	GOSEK 3S & 3T RNAV ARRS	10-2C	10 Jun 2016	23 Jun 2016
DEL	LOMKI 4P & 6R RNAV ARRS	10-2D	10 Jun 2016	23 Jun 2016
ADD	LOMKI 5P & 7R RNAV ARRS	10-2D	10 Jun 2016	23 Jun 2016
DEL	LOMKI 4S & 5T RNAV ARRS	10-2E	10 Jun 2016	23 Jun 2016
ADD	LOMKI 5S & 6T RNAV ARRS	10-2E	10 Jun 2016	23 Jun 2016
DEL	VLASIM 1P & 1R RNAV ARRS	10-2F	10 Jun 2016	23 Jun 2016
ADD	VLASIM 2P & 2R RNAV ARRS	10-2F	10 Jun 2016	23 Jun 2016
DEL	VLASIM 1S & 1T RNAV ARRS	10-2G	10 Jun 2016	23 Jun 2016
ADD	VLASIM 2S & 2T RNAV ARRS	10-2G	10 Jun 2016	23 Jun 2016
DEL	ARTUP 1A, 1E & 1M RNAV DE...	10-3	10 Jun 2016	23 Jun 2016
ADD	ARTUP 2A, 2E & 2M RNAV DE...	10-3	10 Jun 2016	23 Jun 2016
DEL	ARTUP 1B, 1H & 1N RNAV DE...	10-3A	10 Jun 2016	23 Jun 2016
ADD	ARTUP 2B, 2H & 2N RNAV DE...	10-3A	10 Jun 2016	23 Jun 2016
DEL	BALTU 2A, 2D & 3E RNAV DE...	10-3B	10 Jun 2016	23 Jun 2016
ADD	BALTU 3A, 3D & 4E RNAV DE...	10-3B	10 Jun 2016	23 Jun 2016
DEL	BALTU 2B & 2H RNAV DEPS	10-3C	10 Jun 2016	23 Jun 2016
ADD	BALTU 3B & 3H RNAV DEPS	10-3C	10 Jun 2016	23 Jun 2016
DEL	DOBEN 2A, 2D & 3E RNAV DE...	10-3D	10 Jun 2016	23 Jun 2016
ADD	DOBEN 3A, 3D & 4E RNAV DE...	10-3D	10 Jun 2016	23 Jun 2016
DEL	DOBEN 2B, 1G & 2H RNAV DE...	10-3E	10 Jun 2016	23 Jun 2016
ADD	DOBEN 3B, 2G & 3H RNAV DE...	10-3E	10 Jun 2016	23 Jun 2016
DEL	VENOX 1A, 2D, 1E & 1M RNA...	10-3F	10 Jun 2016	23 Jun 2016
ADD	VENOX 2A, 3D, 2E & 2M RNA...	10-3F	10 Jun 2016	23 Jun 2016
DEL	VENOX 1B, 1H & 1N RNAV DE...	10-3G	10 Jun 2016	23 Jun 2016
ADD	VENOX 2B, 2H & 2N RNAV DE...	10-3G	10 Jun 2016	23 Jun 2016
DEL	VOZICE 1A & 1M RNAV DEPS	10-3H	10 Jun 2016	23 Jun 2016
ADD	VOZICE 2A & 2M RNAV DEPS	10-3H	10 Jun 2016	23 Jun 2016
DEL	VOZICE 1D & 1E RNAV DEPS	10-3J	10 Jun 2016	23 Jun 2016
ADD	VOZICE 2D & 2E RNAV DEPS	10-3J	10 Jun 2016	23 Jun 2016
DEL	VOZICE 1B & 1N RNAV DEPS	10-3K	10 Jun 2016	23 Jun 2016
ADD	VOZICE 2B & 2N RNAV DEPS	10-3K	10 Jun 2016	23 Jun 2016
DEL	VOZICE 1G, 1H, 1K & 1Q RN...	10-3L	10 Jun 2016	23 Jun 2016
ADD	VOZICE 2G, 2H, 2K & 2Q RN...	10-3L	10 Jun 2016	23 Jun 2016
REV	NOISE ABATEMENT (DIAGRAM)	10-4	10 Jun 2016	23 Jun 2016
ADD	CONSTRUCTION WORKS ON TWY...	10-8	10 Jun 2016	15 Jun 2016
REV	AIRPORT	10-9	10 Jun 2016	23 Jun 2016
REV	AIRPORT INFO, TAKE-OFF MN...	10-9A	10 Jun 2016	23 Jun 2016
REV	CAA (CZECH REPUBLIC) MNMS	10-9Z	10 Jun 2016	23 Jun 2016
REV	CAA (CZECH REPUBLIC) MNMS...	10-9Z1	10 Jun 2016	23 Jun 2016
REV	ILS RWY 06	11-1	10 Jun 2016	23 Jun 2016
REV	ILS RWY 12	11-2	10 Jun 2016	23 Jun 2016
REV	ILS RWY 24	11-3	10 Jun 2016	23 Jun 2016
REV	CAT II/III ILS RWY 24	11-3A	10 Jun 2016	23 Jun 2016
REV	ILS RWY 30	11-4	10 Jun 2016	23 Jun 2016
REV	RNAV (GNSS) RWY 06	12-1	10 Jun 2016	23 Jun 2016
REV	RNAV (GNSS) RWY 12	12-2	10 Jun 2016	23 Jun 2016
REV	RNAV (GNSS) RWY 24	12-3	10 Jun 2016	23 Jun 2016
REV	RNAV (GNSS) RWY 30	12-4	10 Jun 2016	23 Jun 2016
REV	VOR RWY 12	13-1	10 Jun 2016	23 Jun 2016
REV	VOR RWY 30	13-2	10 Jun 2016	23 Jun 2016

REV	NDB RWY 06	16-1	10 Jun 2016	23 Jun 2016
REV	NDB RWY 24	16-2	10 Jun 2016	23 Jun 2016

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LKPR

Type: Terminal

Effectivity: Temporary

Begin Date: 20151015

End Date: 20160623

(11-1, 11-2, 11-3, 11-3A, 11-4, 16-1, 16-2) "ACFT not equipped for P-RNAV expect radar vectoring after IAF..." shall read "ACFT not equipped for RNAV-1 expect radar vectoring after IAF..."

Type: Terminal

Effectivity: Temporary

Begin Date: 20160615

End Date: 20160719

For construction work information refer to 10-8 and latest NOTAMs.

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: 20160901

ILS Rwy 24 (11-3), DA(H) for LOC (GS out) raised to 1520'(362'), RVR 1000m, ALS out: CAT A and B, RVR 1500m, CAT C and D, RVR 1700m. NDB Rwy 24 (16-2), DA(H) raised to 1520'(362'), RVR 1000m, ALS out: CAT A and B, RVR 1500m, CAT C and D, RVR 1700m.

Type: Terminal

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

10-9A1 and 10-9C: Helipad 1 and Helipad 4 withdrawn. Helipad 3 renamed to Helipad 1.