

## General Info

Prague, CZE

N 50° 06.0' E 14° 15.6' Mag Var: 1.6°E

Elevation: 1247'

Public, Control Tower, IFR, Landing Fee, Customs

Fuel: 100LL, Jet A-1

Repairs: Major Airframe, Major Engine

Time Zone Info: GMT+1:00 uses DST

## Runway Info

Runway 04-22 6955' x 197' asphalt

Runway 06-24 12188' x 148' concrete

Runway 13-31 10663' x 148' concrete

Runway 04 (35.0°M) TDZE 1247'

Lights: Edge

Runway 06 (63.0°M) TDZE 1202'

Lights: Edge, ALS

Runway 13 (125.0°M) TDZE 1160'

Lights: Edge, ALS

Runway 22 (215.0°M) TDZE 1200'

Lights: Edge

Runway 24 (243.0°M) TDZE 1158'

Lights: Edge, ALS, Centerline, REIL, TDZ

Runway 31 (305.0°M) TDZE 1232'

Lights: Edge, ALS

## Communications Info

ATIS **122.15**

Ruzyne Tower **119.7**

Ruzyne Tower **118.1**

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**

## Notebook Info

LKPR/PRG  
RUZYNE

JEPPESEN  
23 NOV 07 10-1P

PRAGUE, CZECH  
AIRPORT BRIEFING

## 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, Volume I, Chapter 2 or ACFT without certification in accordance with ICAO Annex 16, Volume I**  
Take-offs and landings are not permitted.

**ACFT certified in accordance with ICAO Annex 16, Volume I, Chapter 3 or 4 and propeller-driven ACFT certified in accordance with ICAO Annex 16, Volume I, 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 in Bonus list based on request of the ACFT operator who proves by a noise certificate meeting LKPR noise category 1 or 2 criteria.

#### Bonus List

(ACFT according to IATA code)

100, 141, 142, 143, 146, 14F, 14X, 14Y, 14Z, 313, 318, 319, 320, 321, 330, 332, 333, 340, 342, 343, 345, 346, 733, 734, 735, 736, 738, 739, 73G, 73H, 73J, 73W, 752, 753, 75F, 762, 763, 777, 772, 773, AR1, AR7, AR8, ARJ, M87, M90, M93.

#### 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.

For ACFT up to a weight of 13000 KGS the aerodrome is not available between 1900-0700LT, unless prior permission is obtained from Prague APT - General Aviation:

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

LKPR/PRG  
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23 NOV 07 10-1P1

PRAGUE, CZECH  
AIRPORT BRIEFING

## 1. GENERAL

### 1.2.2. PREFERENTIAL RUNWAY SYSTEM

#### RWYs 06 and 24

- departures and arrivals of ACFT are allowed without restriction.

#### RWY 13

- departures and arrivals of ACFT are prohibited between 2200-0600LT;  
- between 0600-2200LT departures of jet aeroplanes with MTOW more than 7t are prohibited; departures of propeller aeroplanes are allowed without restriction;  
- arrivals of ACFT are allowed without restriction.

#### RWY 31

- departures and arrivals of ACFT are prohibited between 2200-0600LT;  
- between 0600-2200LT arrivals of ACFT with MTOW more than 7t are prohibited;  
- departures of ACFT are allowed without restriction.

#### RWYs 04 and 22

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

Departures and arrivals of ACFT on RWYs 13 and 31 are allowed in case of:

- 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 not good;
- precision approach for landing on RWY 06 or 24 is unserviceable and meteorological conditions do not allow usage of alternative method of approach with respect of keeping safety of air traffic;
- crosswind component including gusts toward RWY 06 or 24 exceeds 15 KT;
- wind shear is reported or forecast or there are expected significant meteorological phenomena (e.g. storms), which could influence the approach or departure from RWY 06 or 24;
- flights for human life saving;
- ACFT in emergency;
- ACFT of Civil Aviation Authority conducting a state supervision;
- RWY is requested by pilot-in-command by reason of flight safety.

### 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.

### 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.

### 1.3. LOW VISIBILITY PROCEDURES

Low Visibility Procedures will be initiated if RVR TDZ and/or MID and/or END is 600m and less and/or ceiling is 200' and lower.

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 preparedness or 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.

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 7 DEC 07 (10-1P2)

**PRAGUE, 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 should ensure that the Mode S transponders are able to operate when the ACFT is on the ground.

Flight crew should 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 should also set the ACFT identification.

The ACFT identification should 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 has to 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 0500-2100LT. 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**

TWY FF available for towing and parking of ACFT only.  
 TWYs J blue and J orange 400m visibility required.

**1.6.2. TWY LIMITATIONS**

TWY H from stand 38 in the direction of TWY L MAX wingspan 213'/65m.  
 TWY B1 to stand 4A, TWY B2 to stand 13A, TWY H between TWYs L and B2, TWY H1 between stands 22 and 24 and TWY K MAX wingspan 171'/52m.  
 TWY B1 between stands 4 and 6, TWY B2 between stands 11 and 13, TWY H1 between stands 50 and 56, TWYs J blue and J orange MAX wingspan 118'/36m.  
 TWY B1 between stands 7 and 8 and TWY B2 between stands 9 and 10 MAX wingspan 95'/29m.  
 TWY N and taxistrips at Apron South MAX wingspan 79'/24m.

**1.7. PARKING INFORMATION**

Stands 1 thru 24B and 51 thru 56 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.  
 Birds in vicinity of APT.  
 RWYs 06/24 and 13/31 with antiskid layer.

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**AIRPORT BRIEFING**

**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 210 KT +/- 10 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 +/- 10 KT with up to medium flaps setting and with landing gear retracted in the subsequent portion of APCH to the OM or 4 NM from THR.

If unable to comply, advise ATC immediately.

**2.2. NOISE ABATEMENT PROCEDURES**

No instrument or precision approach shall be made at an angle less than the ILS GS or less than 3° (5.2%) if ILS is not used.

Approach procedure is specified in para 2.1.

ACFT approaching RWY 31 shall not descend below 3500' before entering a straight-in approach sector.

**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 13		RWY 24	RWY 31
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

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. PILOT PROCEDURES**

Pilots are obliged to report vacancy of ILS sensitive area after landing.

Pilots who intend to practise Low Visibility Approach, have to use the phraseology "Request Practise Low Visibility Approach Procedure" on initial contact with APP. Lighting system secondary power supplies operation is not provided for Practise Low Visibility Approach.

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7 DEC 07 (10-1P4)

PRAGUE, CZECH  
AIRPORT BRIEFING

### 3. DEPARTURE

#### 3.1. DE-ICING

Pilot-in-command intending to carry out a de-icing procedure before departure request towing/taxiing to assigned areas from Ground. Clearance for towing/taxiing will be granted in consideration of stated times of SLOT. 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 30 and 38/38A/38B on Apron North
- Apron East (exceptional cases)
- Apron South (up to 13000kg MTOW)
- TWY J (exceptional cases).

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

##### 3.2.1. START-UP

Pilot-in-command of departing ACFT shall establish radio contact with Delivery to:

- advise parking position,
- confirm ATIS information and read back its QNH,
- obtain clearance for start-up of engines (usually 10 minutes prior to start-up),
- report the intention to carry out a de-icing of ACFT before departure,
- obtain ATC clearance.

When the expected delay for take-off is less than 15 minutes, pilots will be cleared to start-up immediately after a coordination is completed. When the expected delay is 15 minutes or more, pilots will be advised about the duration of the delay. Pilot-in-command will obtain approval for push-back and taxi on frequency of Ground.

Pilot-in-command shall establish radio contact on the frequency of Ground for approval 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. Pilot-in-command intending to warm up engines shall request relevant clearance from Tower before taxiing and unless otherwise instructed, warm up engines at the points determined for take-off from RWY 24 and RWY 31.

**Phraseology: Request clearance to warm up engines.**

ACFT taxiing behind the ACFT which warms up engines at point No. 1 or 2 will be stopped at a safe distance or will not be cleared to taxi.

##### 3.2.2. MULTIPLE PUSH-BACK

If it is necessary to carry out multiple push-back, ATC allocates the explicit push/pull stop bar to an ACFT crew. The crew passes this information to a ground personnel.

##### 3.2.3. TAXIING

For taxi-out on the apron use minimum power.

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7 DEC 07 (10-1P5)

PRAGUE, CZECH  
AIRPORT BRIEFING

### 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, 31 between 0600-2200LT)
- 5000' (RWYs 06, 24, 31 between 2200-0600LT)
- OKL 10 DME (RWY 13)

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

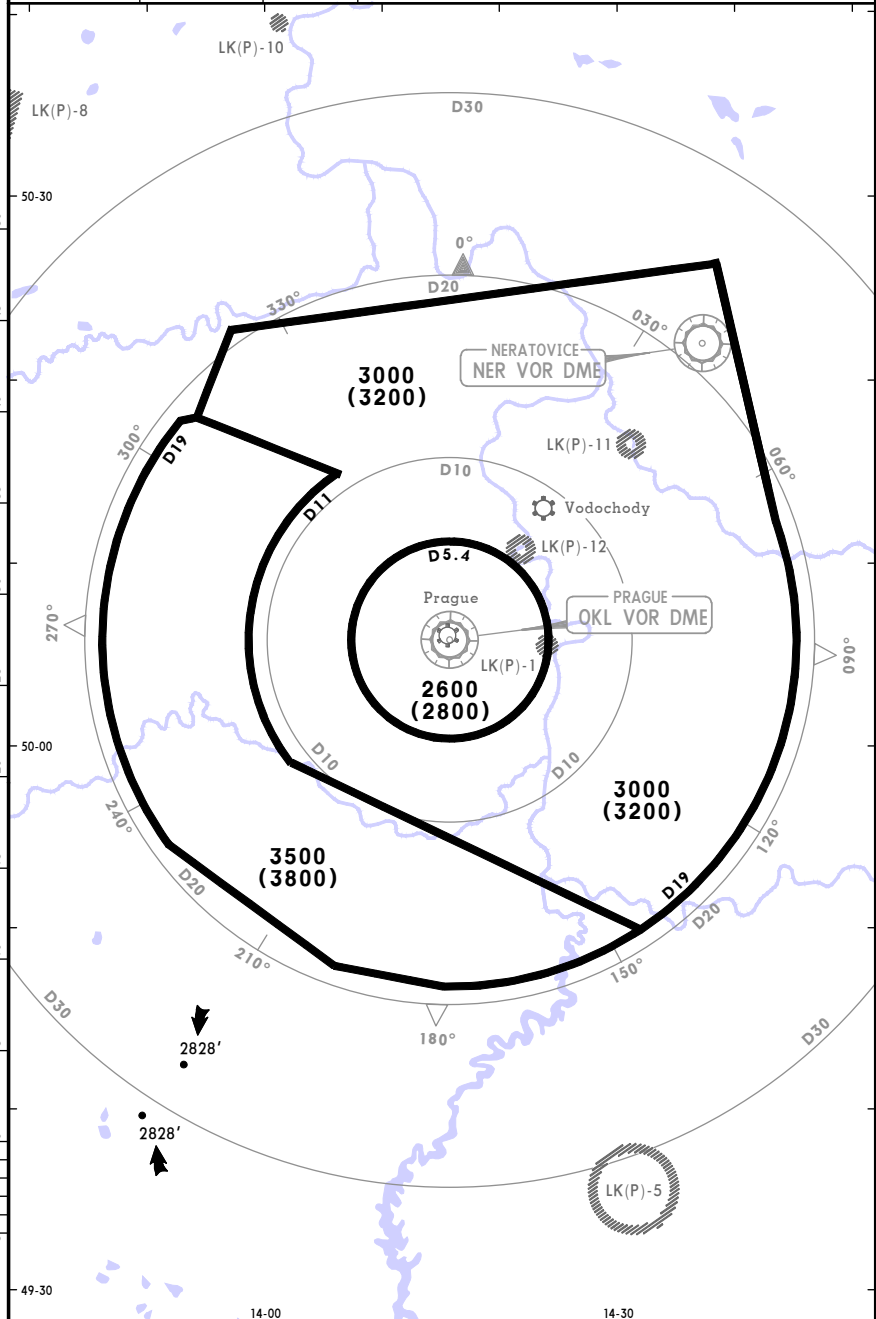
Whenever RWY conditions permit, pilots should prepare and be ready to accept the following intersection take-off runs:

ACFT category	TWY designator			
	TORA			
	RWY 06	RWY 13	RWY 24	RWY 31
Medium (Jet)	E 10,039'/3060m	D 9055'/2760m	THR 12,188'/3715m	THR 10,663'/3250m
Medium (Prop)	D 7382'/2250m	G 7300'/2225m	B 8350'/2545m	R 8448'/2575m

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

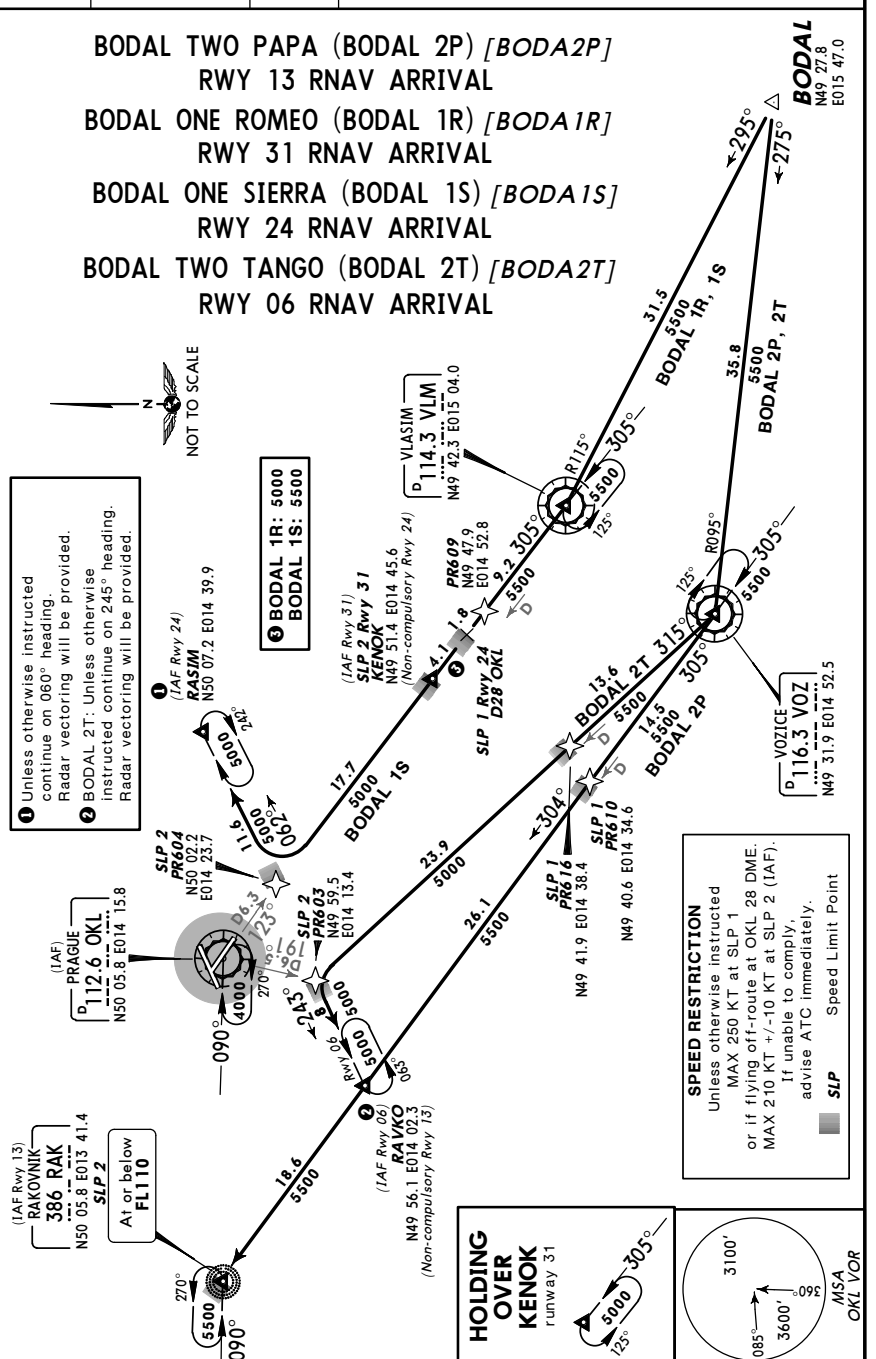
LKPR/PRG  
 RUZYNE  
 12 OCT 07 (10-1R) **RADAR MINIMUM ALTITUDES**

PRAGUE Radar (APP) 120.52 127.57	*RUZYNE Radar (APP) 119.0	Apt Elev 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.
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LKPR/PRG  
 RUZYNE  
 13 APR 07 (10-2) **RNAV STAR**

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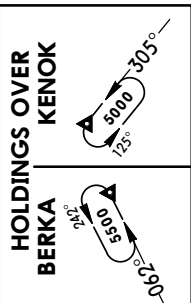
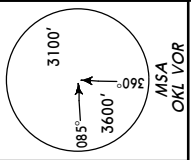


LKPR/PRG  
RUZYNE

JEPPESEN  
13 APR 07 (10-2A)

PRAGUE, CZECH  
RNAV STAR

ATIS 122.15	*RUZYNE Radar (APP) 119.0	Apt Elev 1247'	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 5000' At initial contact with RUZYNE Radar state only callsign.
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**DOBEN TWO PAPA (DOBEN 2P) [DOBE2P]**  
RWY 13 RNAV ARRIVAL

**DOBEN THREE ROMEO (DOBEN 3R) [DOBE3R]**  
RWY 31 RNAV ARRIVAL

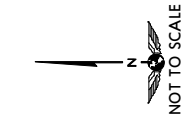
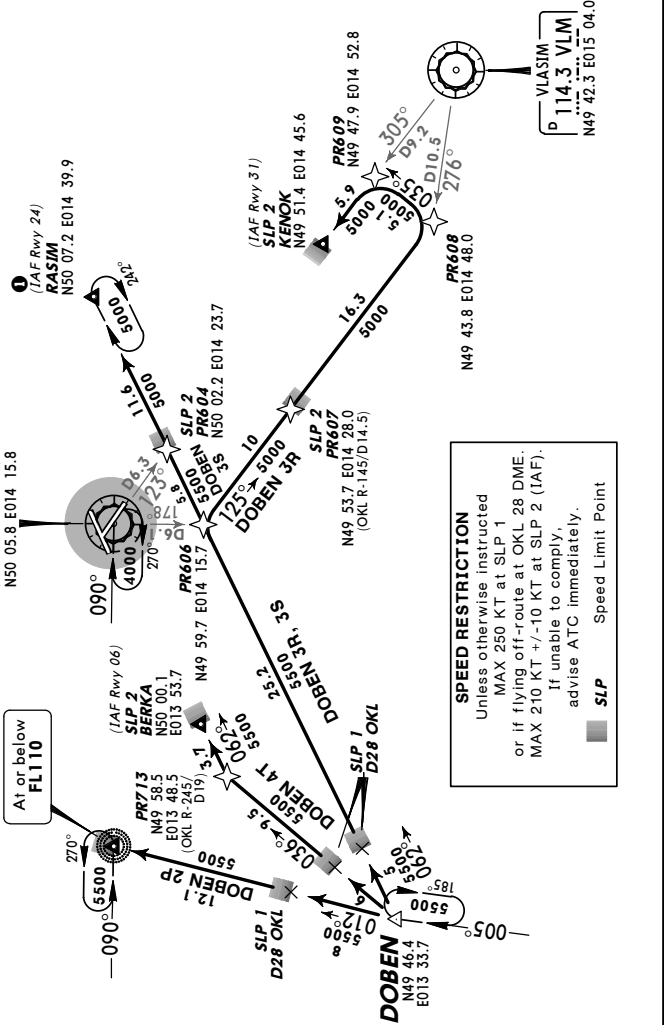
**DOBEN THREE SIERRA (DOBEN 3S) [DOBE3S]**  
RWY 24 RNAV ARRIVAL

**DOBEN FOUR TANGO (DOBEN 4T) [DOBE4T]**  
RWY 06 RNAV ARRIVAL

1 Unless otherwise instructed continue on 060° 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 210 KT +/- 10 KT at SLP 2 (IAF). If unable to comply, advise ATC immediately.

■ SLP Speed Limit Point

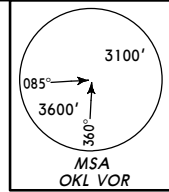


LKPR/PRG  
RUZYNE

JEPPESEN  
13 APR 07 (10-2B)

PRAGUE, CZECH  
RNAV STAR

ATIS 122.15	*RUZYNE Radar (APP) 119.0	Apt Elev 1247'	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 5000' At initial contact with RUZYNE Radar state only callsign.
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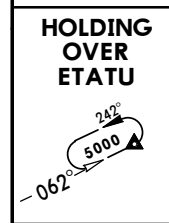
**FRYDLANT ONE PAPA (OKX 1P)**  
RWY 13 RNAV ARRIVAL

**FRYDLANT ONE ROMEO (OKX 1R)**  
RWY 31 RNAV ARRIVAL

**FRYDLANT ONE SIERRA (OKX 1S)**  
RWY 24 RNAV ARRIVAL

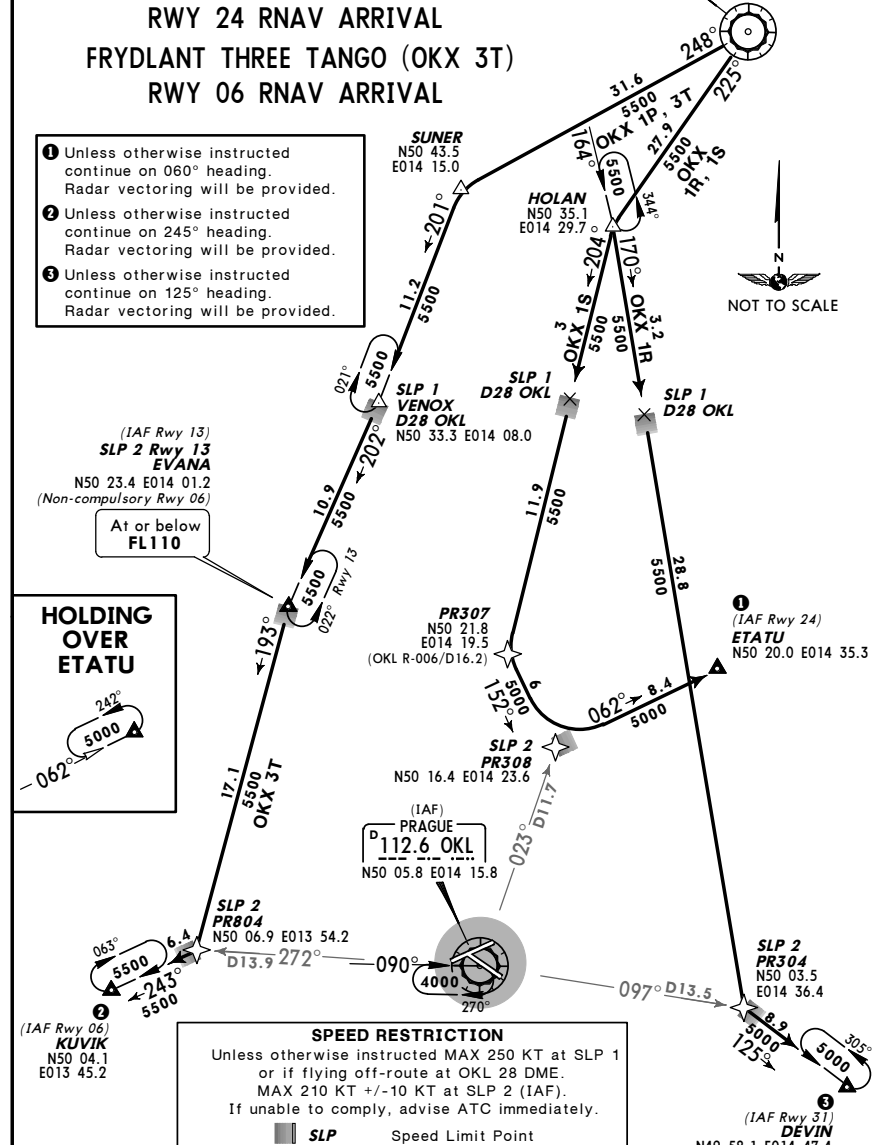
**FRYDLANT THREE TANGO (OKX 3T)**  
RWY 06 RNAV ARRIVAL

- 1 Unless otherwise instructed continue on 060° heading. Radar vectoring will be provided.
- 2 Unless otherwise instructed continue on 245° heading. Radar vectoring will be provided.
- 3 Unless otherwise instructed continue on 125° 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 210 KT +/- 10 KT at SLP 2 (IAF). If unable to comply, advise ATC immediately.

■ SLP Speed Limit Point



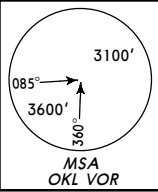
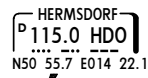
LKPR/PRG  
 RUZYNE

JEPPESEN  
 13 APR 07 (10-2C)

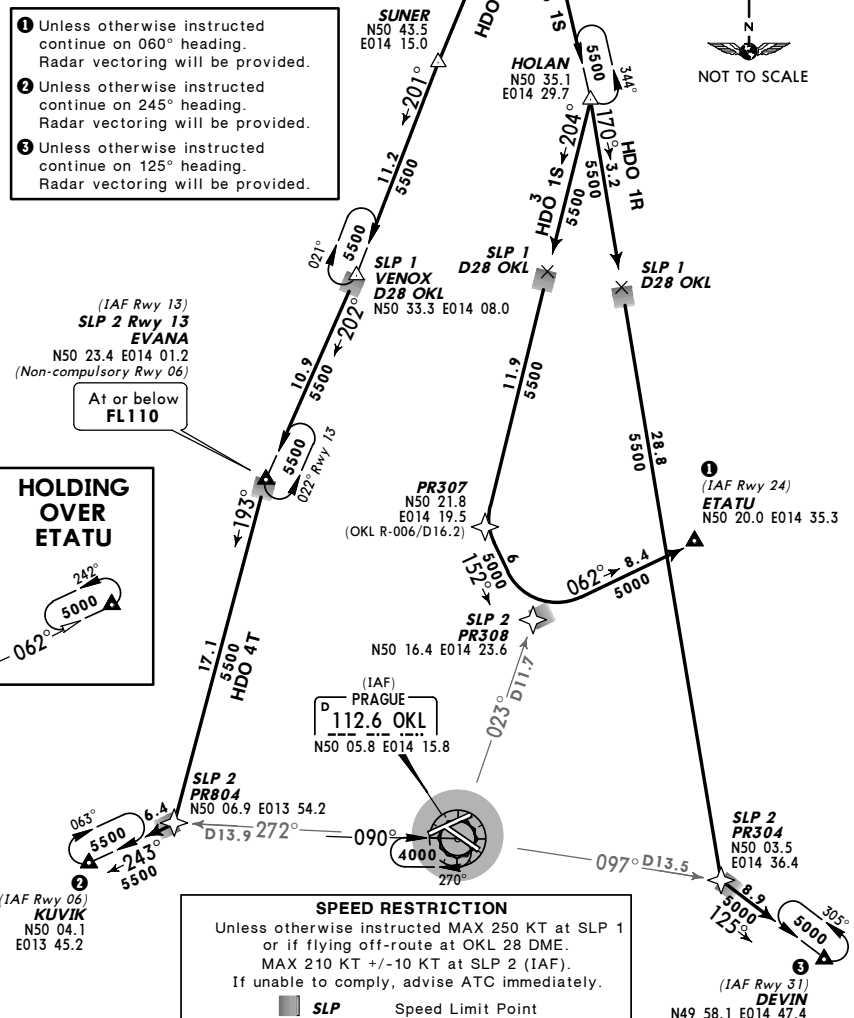
PRAGUE, CZECH  
 RNAV STAR

ATIS 122.15	*RUZYNE Radar (APP) 119.0	Apt Elev 1247'	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 5000' At initial contact with RUZYNE Radar state only callsign.
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HERMSDORF TWO PAPA (HDO 2P)  
 RWY 13 RNAV ARRIVAL  
 HERMSDORF ONE ROMEO (HDO 1R)  
 RWY 31 RNAV ARRIVAL  
 HERMSDORF ONE SIERRA (HDO 1S)  
 RWY 24 RNAV ARRIVAL  
 HERMSDORF FOUR TANGO (HDO 4T)  
 RWY 06 RNAV ARRIVAL



- 1 Unless otherwise instructed continue on 060° heading. Radar vectoring will be provided.
- 2 Unless otherwise instructed continue on 245° heading. Radar vectoring will be provided.
- 3 Unless otherwise instructed continue on 125° 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 210 KT +/-10 KT at SLP 2 (IAF). If unable to comply, advise ATC immediately.

■ SLP Speed Limit Point

CHANGES: SLP at ETATU withdrawn.

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 RUZYNE

JEPPESEN  
 13 APR 07 (10-2D)

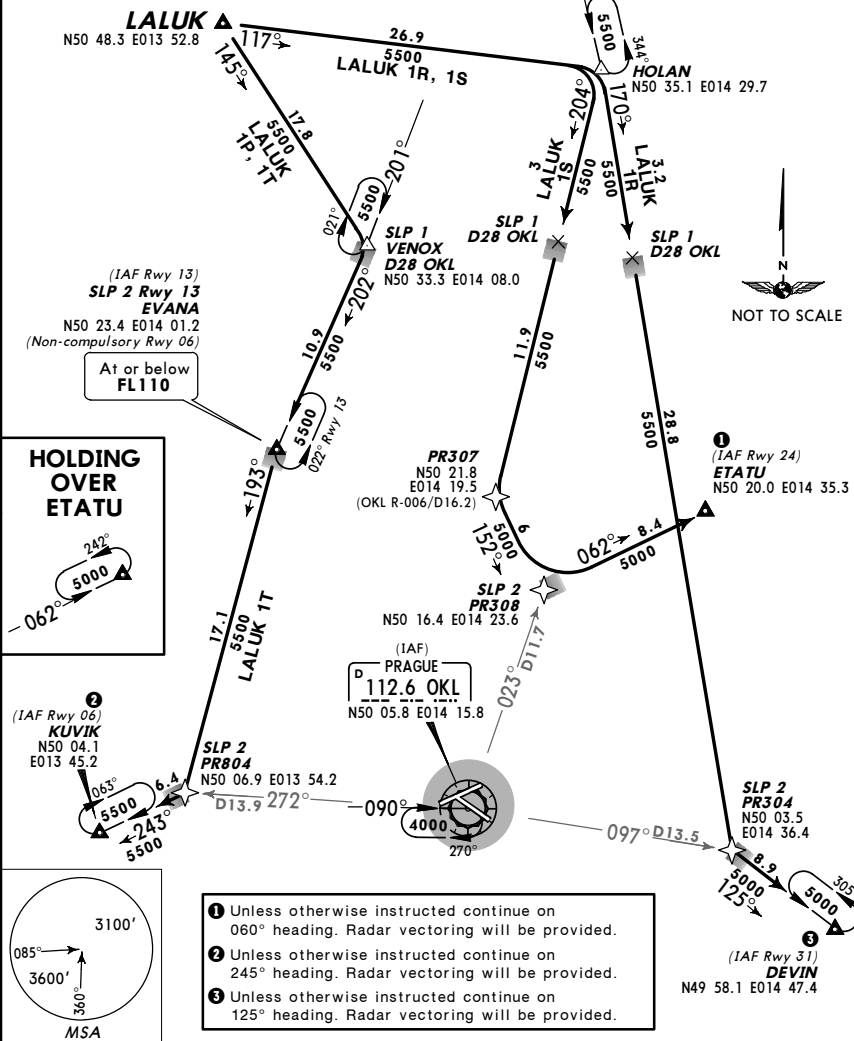
PRAGUE, CZECH  
 RNAV STAR

ATIS 122.15	*RUZYNE Radar (APP) 119.0	Apt Elev 1247'	Alt Set: hPa (MM on request) Trans level: By ATC Trans alt: 5000' At initial contact with RUZYNE Radar state only callsign.
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LALUK ONE PAPA (LALUK 1P) [LALUIP]  
 RWY 13 RNAV ARRIVAL  
 LALUK ONE ROMEO (LALUK 1R) [LALUIR]  
 RWY 31 RNAV ARRIVAL  
 LALUK ONE SIERRA (LALUK 1S) [LALUIS]  
 RWY 24 RNAV ARRIVAL  
 LALUK ONE TANGO (LALUK 1T) [LALUIT]  
 RWY 06 RNAV ARRIVAL

**SPEED RESTRICTION**  
 Unless otherwise instructed MAX 250 KT at SLP 1 or if flying off-route at OKL 28 DME. MAX 210 KT +/-10 KT at SLP 2 (IAF). If unable to comply, advise ATC immediately.

■ SLP Speed Limit Point



**SPEED RESTRICTION**  
 Unless otherwise instructed continue on 060° heading. Radar vectoring will be provided.  
 Unless otherwise instructed continue on 245° heading. Radar vectoring will be provided.  
 Unless otherwise instructed continue on 125° heading. Radar vectoring will be provided.

CHANGES: SLP at ETATU withdrawn.

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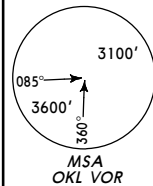
LKPR/PRG  
 RUZYNE

JEPPESEN  
 13 APR 07 (10-2E)

PRAGUE, CZECH  
 RNAV STAR

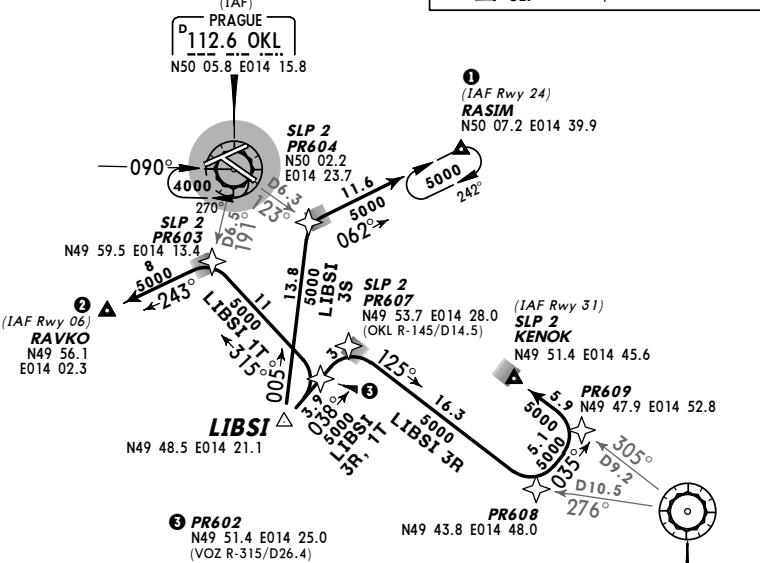
ATIS 122.15 \*RUZYNE Radar (APP) 119.0 Apt Elev 1247'  
 Alt Set: hPa (MM on request)  
 Trans level: By ATC Trans alt: 5000'  
 At initial contact with RUZYNE Radar state only callsign.

LIBSI THREE ROMEO (LIBSI 3R) [LIBS3R]  
 RWY 31 RNAV ARRIVAL  
 LIBSI THREE SIERRA (LIBSI 3S) [LIBS3S]  
 RWY 24 RNAV ARRIVAL  
 LIBSI ONE TANGO (LIBSI 1T) [LIBS1T]  
 RWY 06 RNAV ARRIVAL

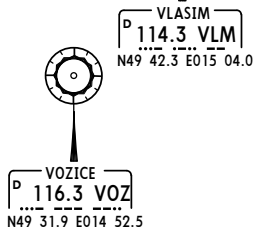
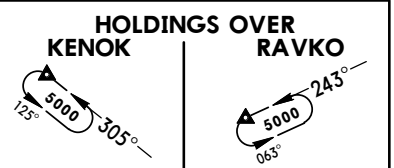


**SPEED RESTRICTION**  
 Unless otherwise instructed  
 MAX 250 KT at SLP 1  
 or if flying off-route at OKL 28 DME.  
 MAX 210 KT +/- 10 KT at SLP 2 (IAF).  
 If unable to comply,  
 advise ATC immediately.

■ SLP Speed Limit Point



- 1 Unless otherwise instructed continue on 060° heading. Radar vectoring will be provided.
- 2 Unless otherwise instructed continue on 245° heading. Radar vectoring will be provided.



CHANGES: SLP at RASIM withdrawn.

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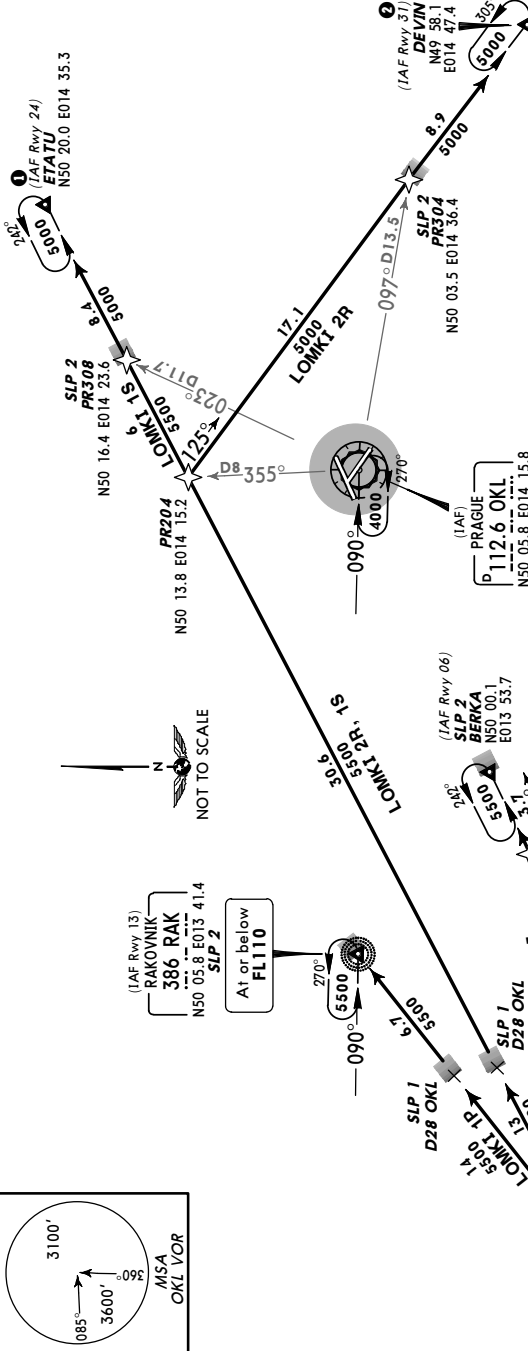
LKPR/PRG  
 RUZYNE

JEPPESEN  
 13 APR 07 (10-2F)

PRAGUE, CZECH  
 RNAV STAR

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

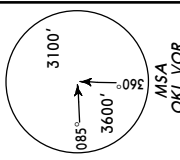
LOMKI ONE PAPA (LOMKI 1P) [LOMK1P]  
 RWY 13 RNAV ARRIVAL  
 LOMKI TWO ROMEO (LOMKI 2R) [LOMK2R]  
 RWY 31 RNAV ARRIVAL  
 LOMKI ONE SIERRA (LOMKI 1S) [LOMK1S]  
 RWY 24 RNAV ARRIVAL  
 LOMKI TWO TANGO (LOMKI 2T) [LOMK2T]  
 RWY 06 RNAV ARRIVAL



**SPEED RESTRICTION**  
 Unless otherwise instructed  
 MAX 250 KT at SLP 1  
 or if flying off-route at OKL 28 DME.  
 MAX 210 KT +/- 10 KT at SLP 2 (IAF).  
 If unable to comply,  
 advise ATC immediately.

■ SLP Speed Limit Point

- 1 Unless otherwise instructed continue on 060° heading. Radar vectoring will be provided.
- 2 Unless otherwise instructed continue on 125° heading. Radar vectoring will be provided.



CHANGES: SLP at ETATU withdrawn.

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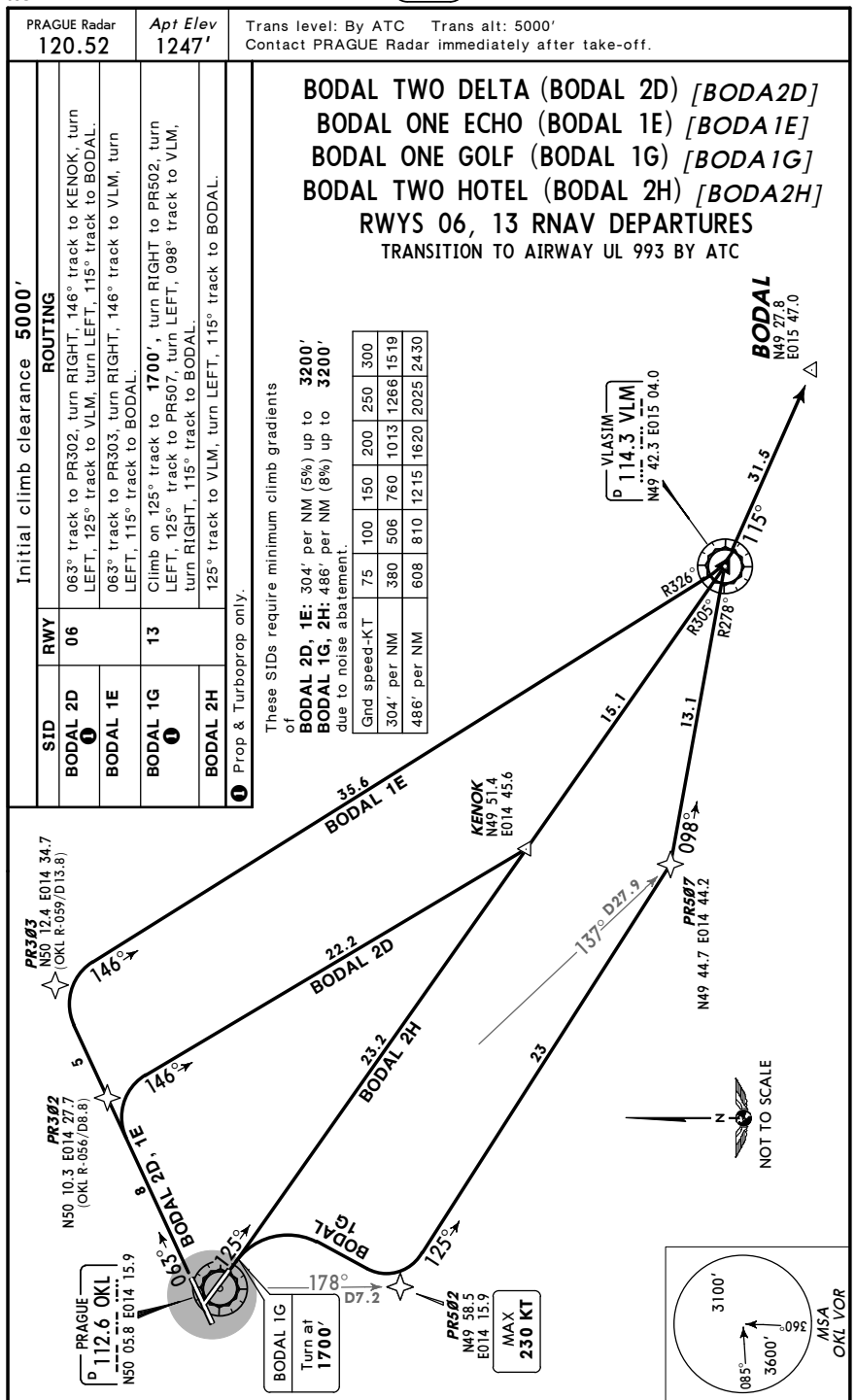




LKPR/PRG  
 RUZYNE

JEPPESEN  
 4 JAN 08 (10-3) Eff 17 Jan

PRAGUE, CZECH  
 RNAV SID



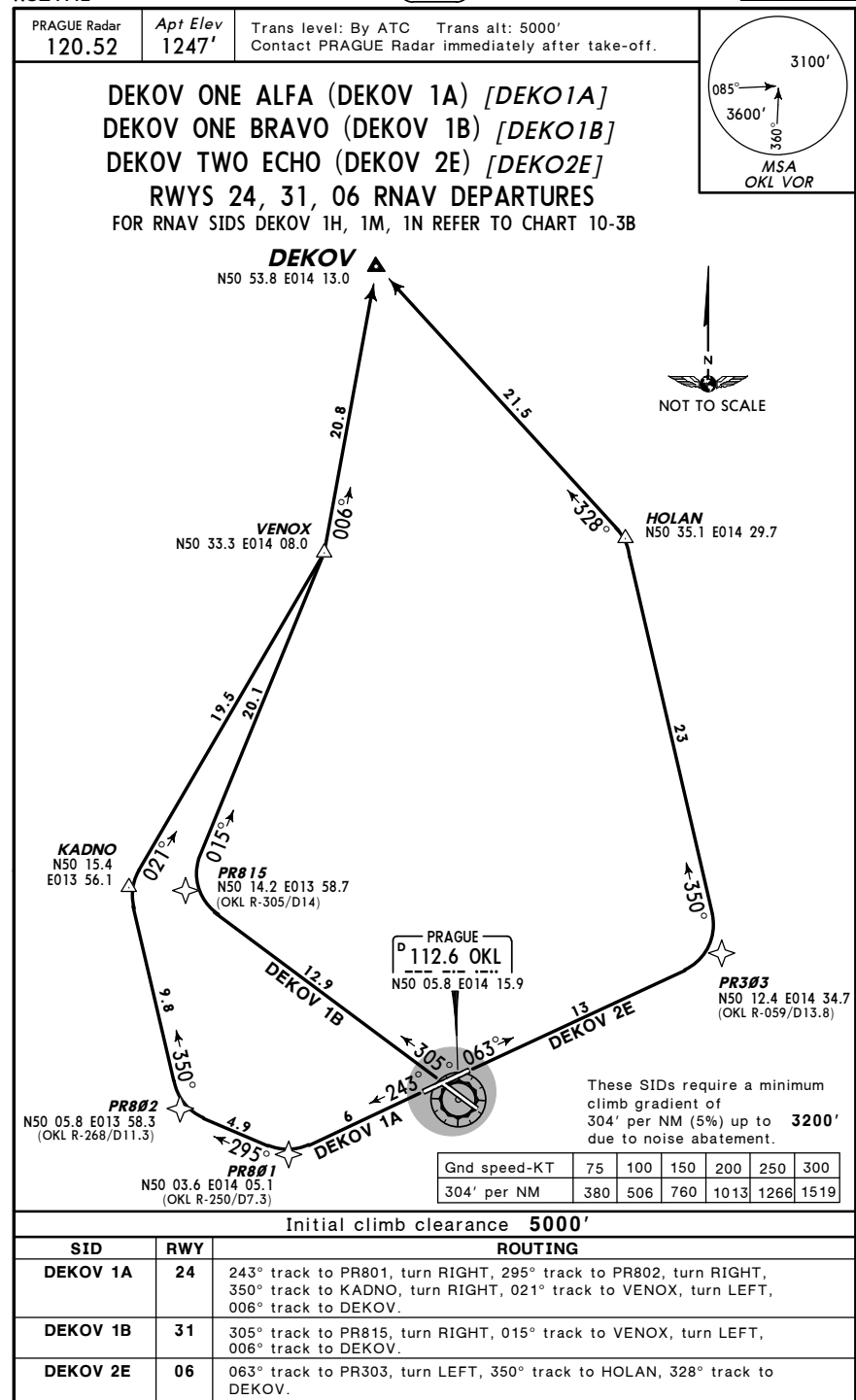
CHANGES: RNAV SID BODAL 1G revised.

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LKPR/PRG  
 RUZYNE

JEPPESEN  
 4 JAN 08 (10-3A) Eff 17 Jan

PRAGUE, CZECH  
 RNAV SID



CHANGES: RNAV SID DEKOV 1E renumbered 2E & revised.

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RUZYNE

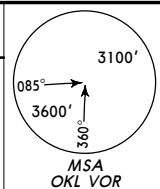
JEPPesen

PRAGUE, CZECH

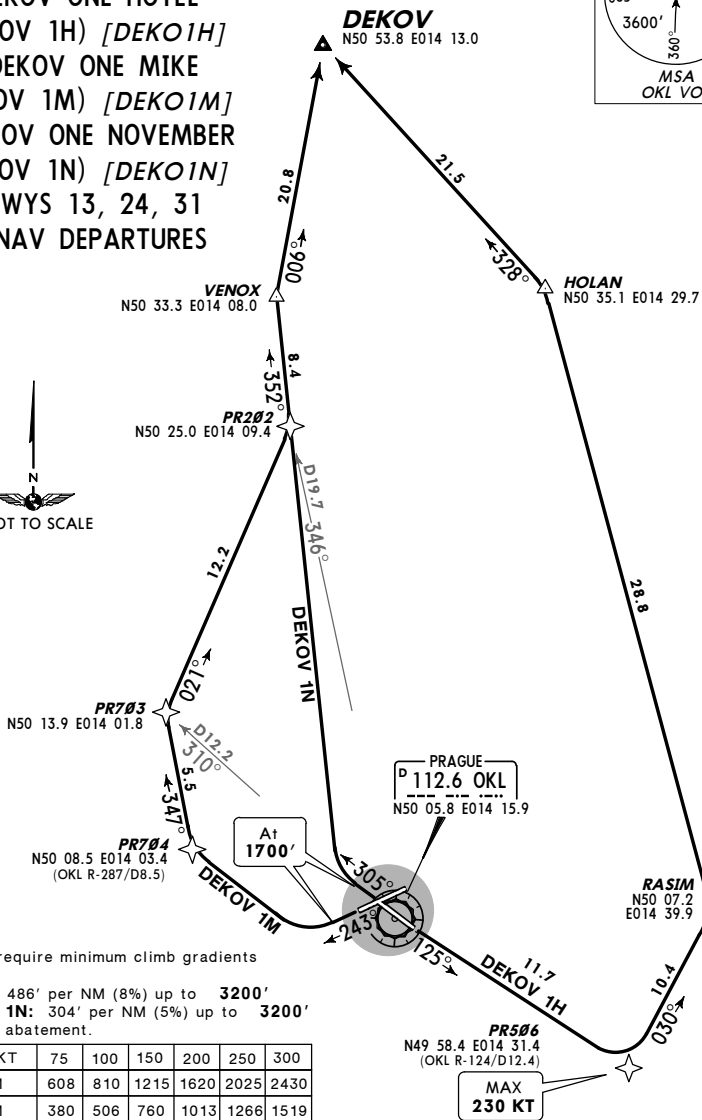
4 JAN 08 (10-3B) Eff 17 Jan

RNAV SID

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



DEKOV ONE HOTEL  
(DEKOV 1H) [DEKO1H]  
DEKOV ONE MIKE  
(DEKOV 1M) [DEKO1M]  
DEKOV ONE NOVEMBER  
(DEKOV 1N) [DEKO1N]  
RWYS 13, 24, 31  
RNAV DEPARTURES



These SIDs require minimum climb gradients of  
DEKOV 1H: 486' per NM (8%) up to 3200'  
DEKOV 1M, 1N: 304' per NM (5%) up to 3200'  
due to noise abatement.

Gnd speed-KT	75	100	150	200	250	300
486' per NM	608	810	1215	1620	2025	2430
304' per NM	380	506	760	1013	1266	1519

Initial climb clearance 5000'

SID	RWY	ROUTING
DEKOV 1H	13	125° track to PR506, turn LEFT, 030° track to RASIM, turn LEFT, 345° track to HOLAN, 328° track to DEKOV.
DEKOV 1M 02	24	Climb on 243° track to 1700', turn RIGHT to PR704, turn RIGHT, 347° track to PR703, turn RIGHT, 021° track to PR202, turn LEFT, 352° track to VENOX, turn RIGHT, 006° track to DEKOV.
DEKOV 1N 02	31	Climb on 305° track to 1700', turn RIGHT to VENOX, turn RIGHT, 006° track to DEKOV.

1 For flights between 0600-2200LT only. 2 Prop & Turboprop only.

LKPR/PRG  
RUZYNE

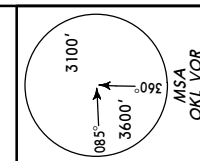
JEPPesen

PRAGUE, CZECH

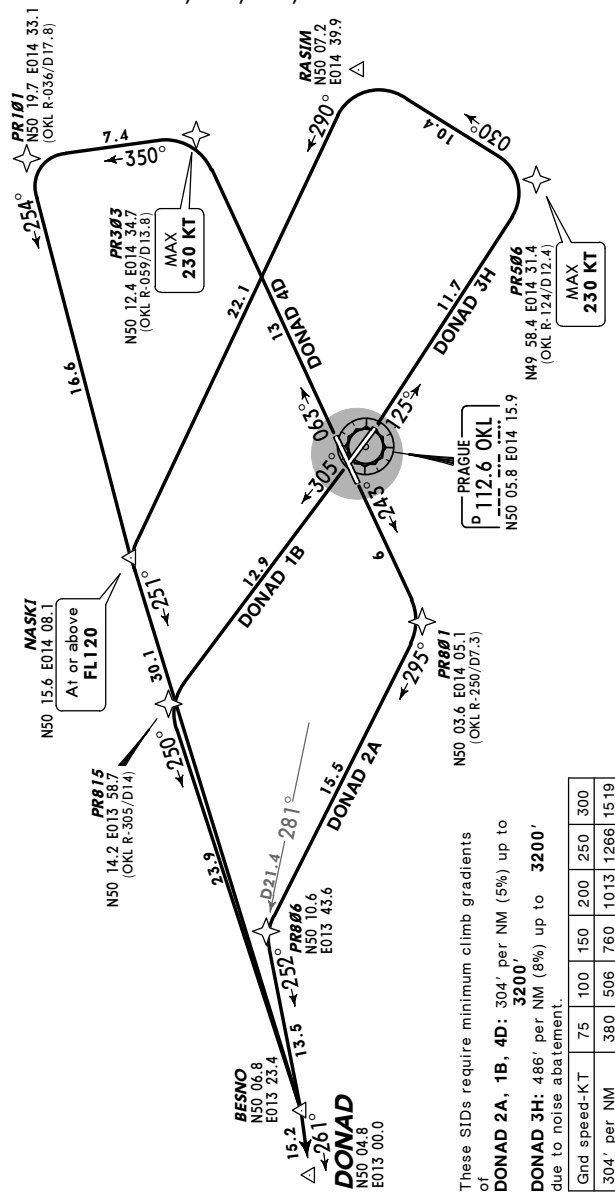
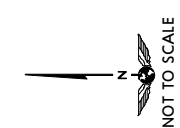
4 JAN 08 (10-3C) Eff 17 Jan

RNAV SID

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



DONAD TWO ALFA (DONAD 2A) [DONA2A]  
DONAD ONE BRAVO (DONAD 1B) [DONA1B]  
DONAD FOUR DELTA (DONAD 4D) [DONA4D]  
DONAD THREE HOTEL (DONAD 3H) [DONA3H]  
RWYS 24, 31, 06, 13 RNAV DEPARTURES



These SIDs require minimum climb gradients of  
DONAD 2A, 1B, 4D: 304' per NM (5%) up to 3200'  
DONAD 3H: 486' per NM (8%) up to 3200'  
due to noise abatement.

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519
486' per NM	608	810	1215	1620	2025	2430

Initial climb clearance 5000'

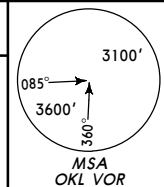
SID	RWY	ROUTING
DONAD 2A	24	243° track to PR801, turn RIGHT, 295° track to PR806, turn LEFT, 252° track to BESNO, 261° track to DONAD.
DONAD 1B	31	305° track to PR815, turn LEFT, 250° track to BESNO, 261° track to DONAD.
DONAD 4D	06	063° track to PR303, turn LEFT, 350° track to PR101, turn LEFT, 254° track to MASKI, 251° track to BESNO, 281° track to DONAD.
DONAD 3H	13	125° track to PR506, turn LEFT, 030° track to RASIM, turn LEFT, 290° track to MASKI, turn LEFT, 251° track to BESNO, turn RIGHT, 261° track to DONAD.

LKPR/PRG  
 RUZYNE

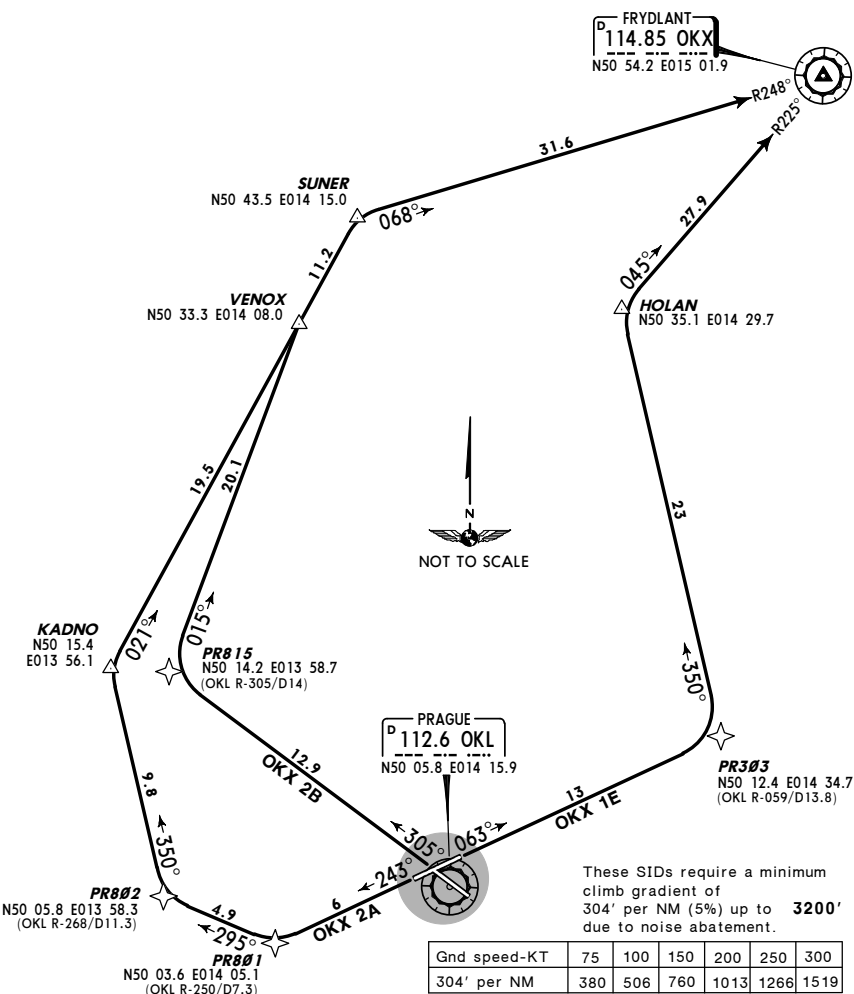
JEPPESEN  
 4 JAN 08 (10-3D) Eff 17 Jan

PRAGUE, CZECH  
 RNAV SID

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



FRYDLANT TWO ALFA (OKX 2A)  
 FRYDLANT TWO BRAVO (OKX 2B)  
 FRYDLANT ONE ECHO (OKX 1E)  
 RWYS 24, 31, 06 RNAV DEPARTURES  
 FOR RNAV SIDS OKX 1H, 2M, 2N REFER TO CHART 10-3E



Initial climb clearance 5000'

SID	RWY	ROUTING
OKX 2A	24	243° track to PR801, turn RIGHT, 295° track to PR802, turn RIGHT, 350° track to KADNO, turn RIGHT, 021° track via VENOX to SUNER, turn RIGHT, 068° track to OKX.
OKX 2B	31	305° track to PR815, turn RIGHT, 015° track to VENOX, 021° track to SUNER, turn RIGHT, 068° track to OKX.
OKX 1E	06	063° track to PR303, turn LEFT, 350° track to HOLAN, turn RIGHT, 045° track to OKX.

CHANGES: RNAV SID OKX 1E established; OKX 2M & 2N transferred.

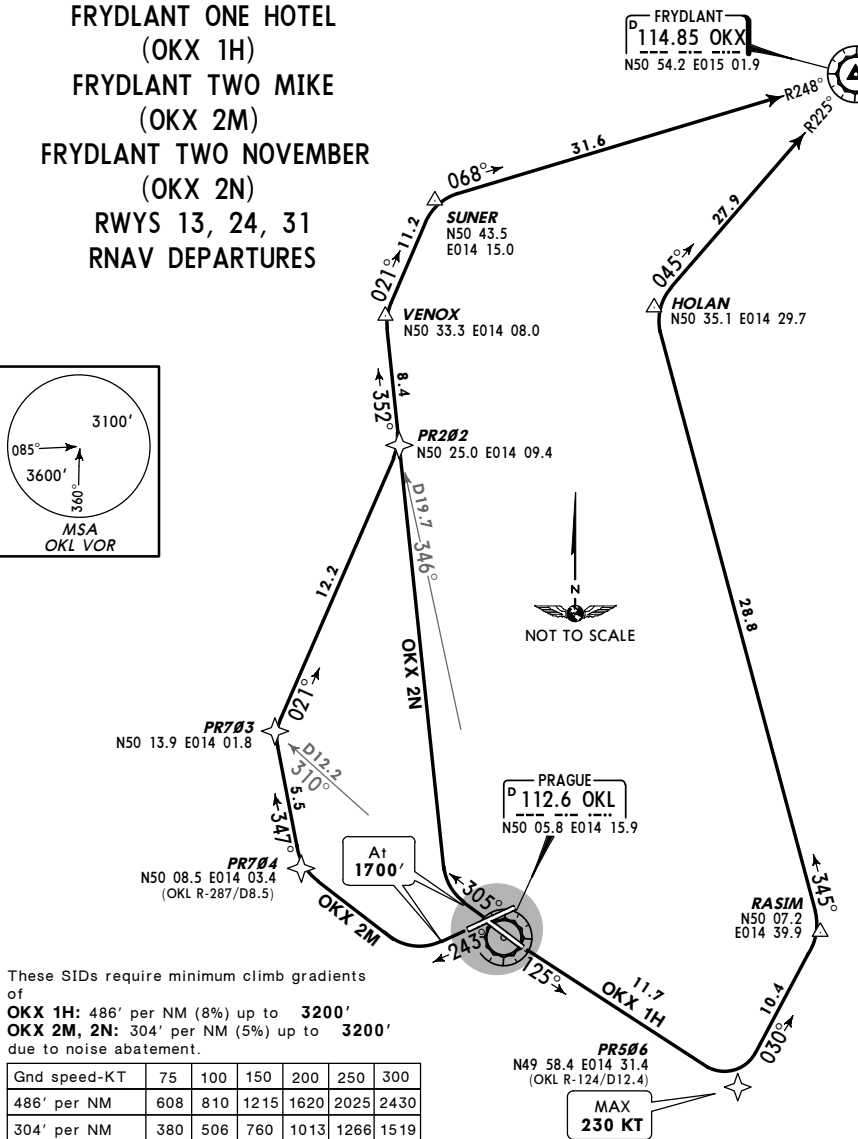
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LKPR/PRG  
 RUZYNE

JEPPESEN  
 4 JAN 08 (10-3E) Eff 17 Jan

PRAGUE, CZECH  
 RNAV SID

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



These SIDs require minimum climb gradients of  
 OKX 1H: 486' per NM (8%) up to 3200'  
 OKX 2M, 2N: 304' per NM (5%) up to 3200'  
 due to noise abatement.

SID	RWY	ROUTING
OKX 1H	13	125° track to PR506, turn LEFT, 030° track to RASIM, turn LEFT, 345° track to HOLAN, turn RIGHT, 045° track to OKX.
OKX 2M	24	Climb on 243° track to 1700', turn RIGHT to PR704, turn RIGHT, 347° track to PR703, turn RIGHT, 021° track to PR202, turn LEFT, 352° track to VENOX, turn RIGHT, 021° track to SUNER, turn RIGHT, 068° track to OKX.
OKX 2N	31	Climb on 305° track to 1700', turn RIGHT to VENOX, turn RIGHT, 021° track to SUNER, turn RIGHT, 068° track to OKX.

① For flights between 0600-2200LT only.

② Prop & Turbo prop only.

CHANGES: RNAV SIDS established & transferred.

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LKPR/PRG  
 RUZYNE

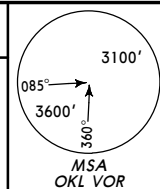
JEPPESEN

PRAGUE, CZECH

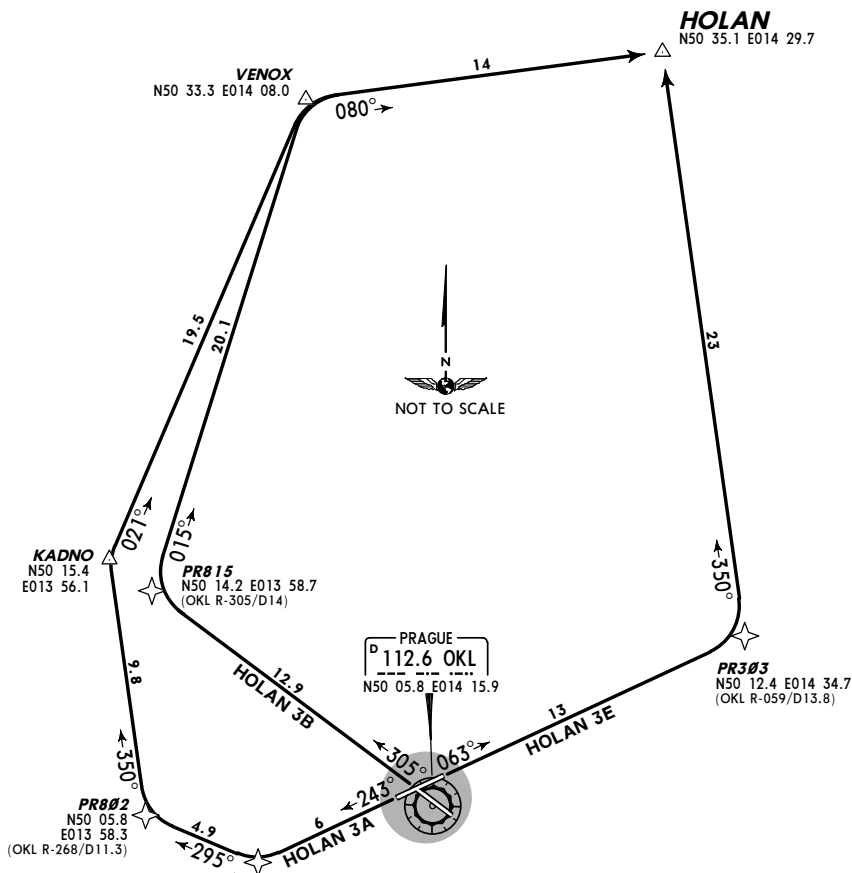
4 JAN 08 (10-3F) Eff 17 Jan

RNAV SID

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



HOLAN THREE ALFA (HOLAN 3A) [HOLA3A]  
 HOLAN THREE BRAVO (HOLAN 3B) [HOLA3B]  
 HOLAN THREE ECHO (HOLAN 3E) [HOLA3E]  
 RWYS 24, 31, 06 RNAV DEPARTURES  
 FOR RNAV SIDS HOLAN 4H, 3M, 3N REFER TO CHART 10-3G



These SIDs require a minimum climb gradient of 304' per NM (5%) up to 3200' due to noise abatement.

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519

Initial climb clearance 5000'

SID	RWY	ROUTING
HOLAN 3A	24	243° track to PR801, turn RIGHT, 295° track to PR802, turn RIGHT, 350° track to KADNO, turn RIGHT, 021° track to VENOX, turn RIGHT, 080° track to HOLAN.
HOLAN 3B	31	305° track to PR815, turn RIGHT, 015° track to VENOX, turn RIGHT, 080° track to HOLAN.
HOLAN 3E	06	063° track to PR303, turn LEFT, 350° track to HOLAN.

LKPR/PRG  
 RUZYNE

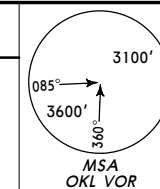
JEPPESEN

PRAGUE, CZECH

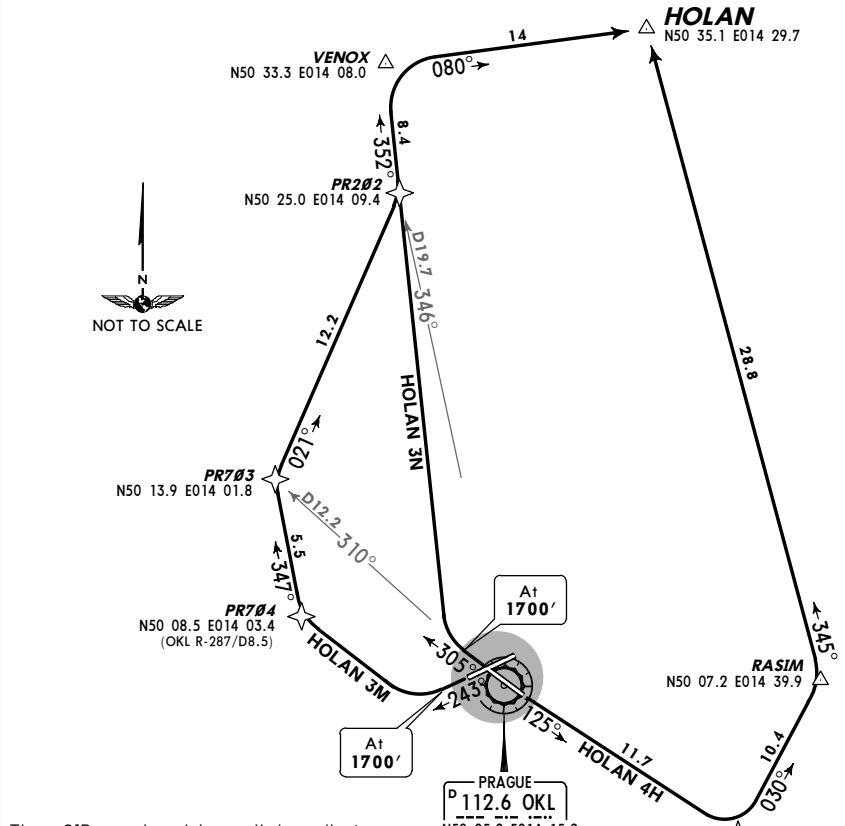
4 JAN 08 (10-3G) Eff 17 Jan

RNAV SID

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



HOLAN FOUR HOTEL (HOLAN 4H) [HOLA4H]  
 HOLAN THREE MIKE (HOLAN 3M) [HOLA3M]  
 HOLAN THREE NOVEMBER (HOLAN 3N) [HOLA3N]  
 RWYS 13, 24, 31 RNAV DEPARTURES



These SIDs require minimum climb gradients of  
 HOLAN 4H: 486' per NM (8%) up to 3200'  
 HOLAN 3M, 3N: 304' per NM (5%) up to 3200'  
 due to noise abatement.

Gnd speed-KT	75	100	150	200	250	300
486' per NM	608	810	1215	1620	2025	2430
304' per NM	380	506	760	1013	1266	1519

Initial climb clearance 5000'

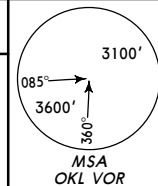
SID	RWY	ROUTING
HOLAN 4H	13	125° track to PR506, turn LEFT, 030° track to RASIM, turn LEFT, 345° track to HOLAN.
HOLAN 3M ①②	24	Climb on 243° track to 1700', turn RIGHT to PR704, turn RIGHT, 347° track to PR703, turn RIGHT, 021° track to PR202, turn LEFT, 352° track to VENOX, turn RIGHT, 080° track to HOLAN.
HOLAN 3N ①②	31	Climb on 305° track to 1700', turn RIGHT to VENOX, turn RIGHT, 080° track to HOLAN.

**LKPR/PRG**  
 RUZYNE

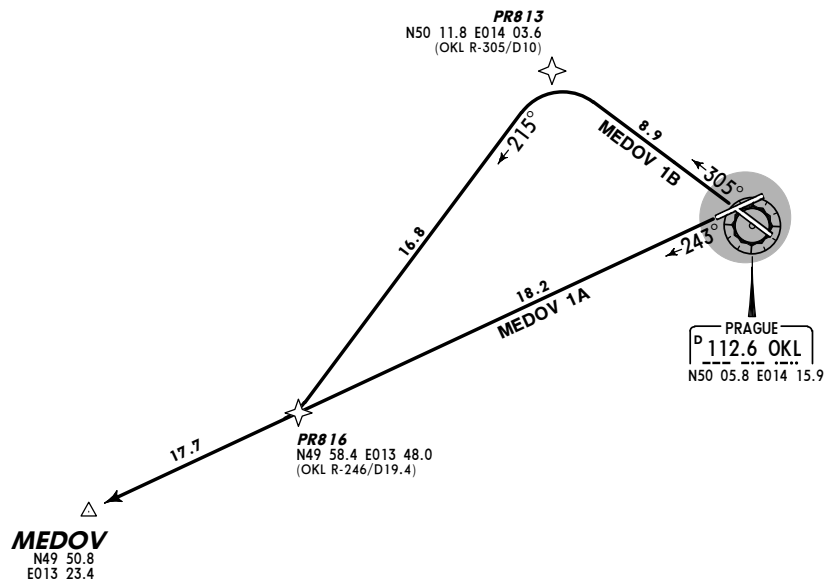
**JEPPesen**  
 4 JAN 08 (10-3H) Eff 17 Jan

**PRAGUE, CZECH**  
**RNAV SID**

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



**MEDOV ONE ALFA (MEDOV 1A) [MEDO1A]**  
**MEDOV ONE BRAVO (MEDOV 1B) [MEDO1B]**  
 RWYS 24, 31 RNAV DEPARTURES  
 FOR RNAV SIDS MEDOV 3E, 3H REFER TO CHART 10-3J



These SIDs require a minimum climb gradient of 304' per NM (5%) up to 3200' due to noise abatement.

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519

Initial climb clearance 5000'

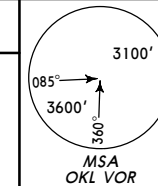
SID	RWY	ROUTING
MEDOV 1A	24	243° track to MEDOV.
MEDOV 1B	31	305° track to PR813, turn LEFT, 215° track to PR816, turn RIGHT, 243° track to MEDOV.

**LKPR/PRG**  
 RUZYNE

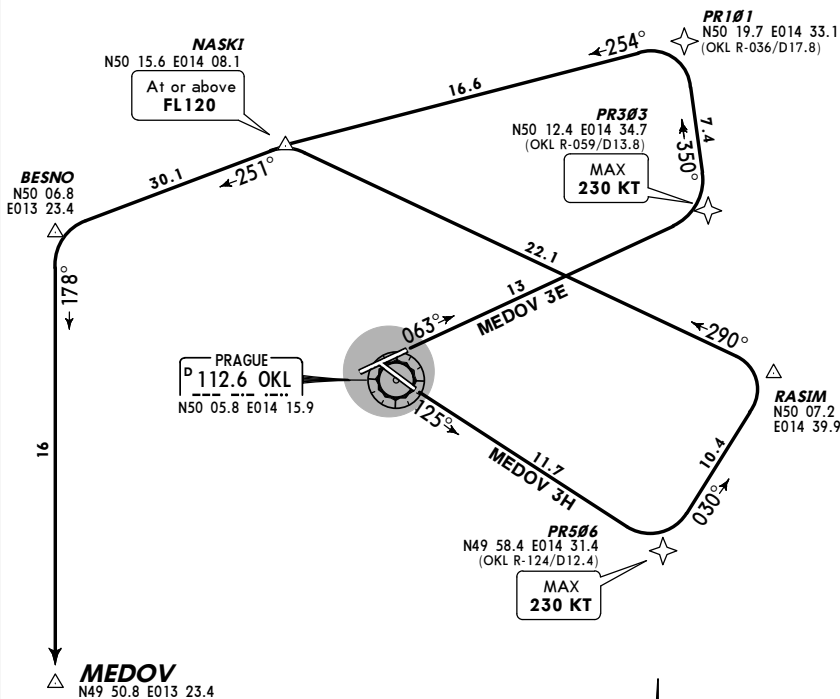
**JEPPesen**  
 4 JAN 08 (10-3J) Eff 17 Jan

**PRAGUE, CZECH**  
**RNAV SID**

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



**MEDOV THREE ECHO (MEDOV 3E) [MEDO3E]**  
**MEDOV THREE HOTEL (MEDOV 3H) [MEDO3H]**  
 RWYS 06, 13 RNAV DEPARTURES



These SIDs require minimum climb gradients of  
**MEDOV 3E:** 304' per NM (5%) up to 3200'  
**MEDOV 3H:** 486' per NM (8%) up to 3200'  
 due to noise abatement.

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519
486' per NM	608	810	1215	1620	2025	2430

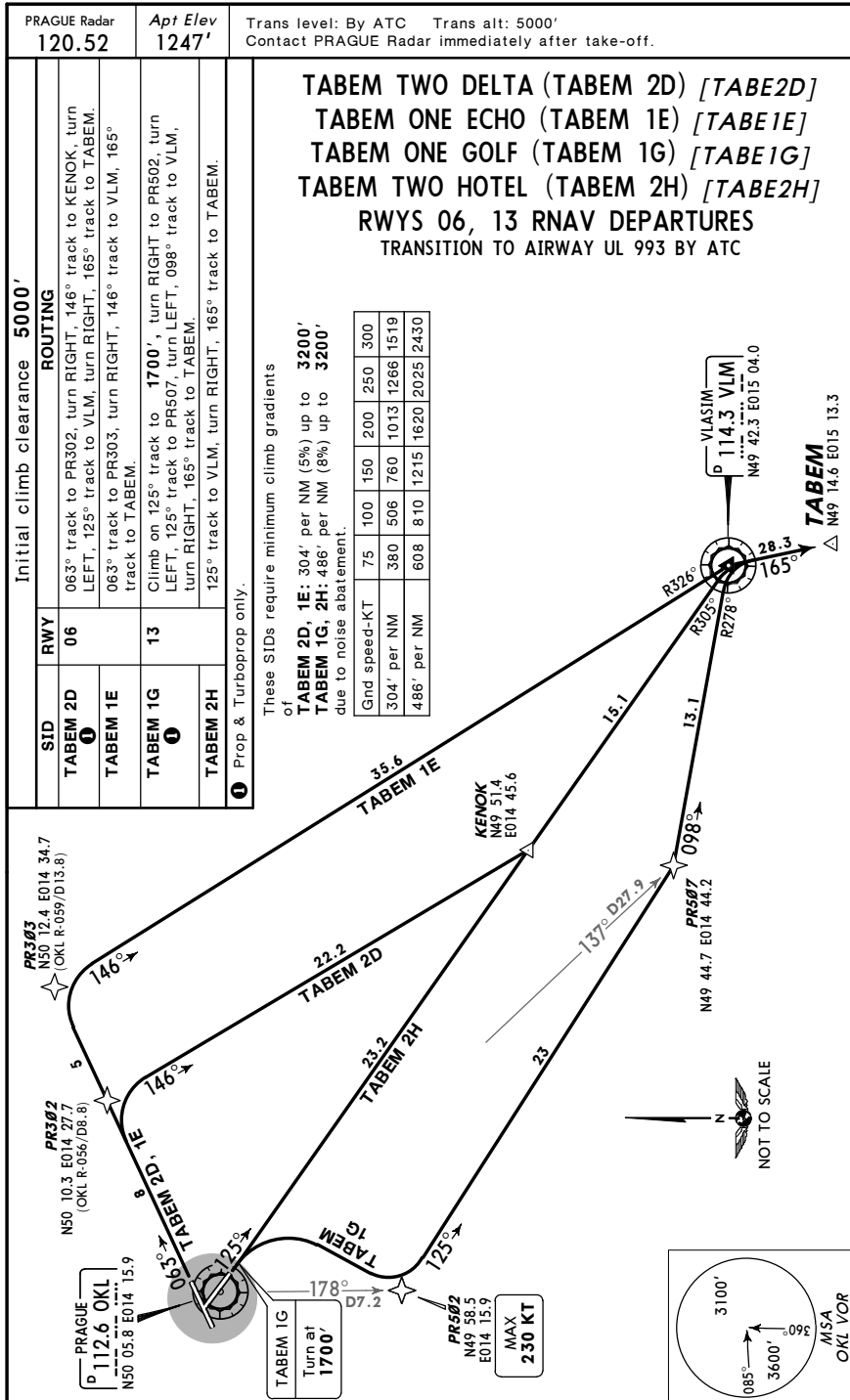
Initial climb clearance 5000'

SID	RWY	ROUTING
MEDOV 3E	06	063° track to PR303, turn LEFT, 350° track to PR101, turn LEFT, 254° track to NASKI, 251° track to BESNO, turn LEFT, 178° track to MEDOV.
MEDOV 3H	13	125° track to PR506, turn LEFT, 030° track to RASIM, turn LEFT, 290° track to NASKI, turn LEFT, 251° track to BESNO, turn LEFT, 178° track to MEDOV.

LKPR/PRG  
 RUZYNE

JEPPESEN  
 4 JAN 08 (10-3K) Eff 17 Jan

PRAGUE, CZECH  
 RNAV SID



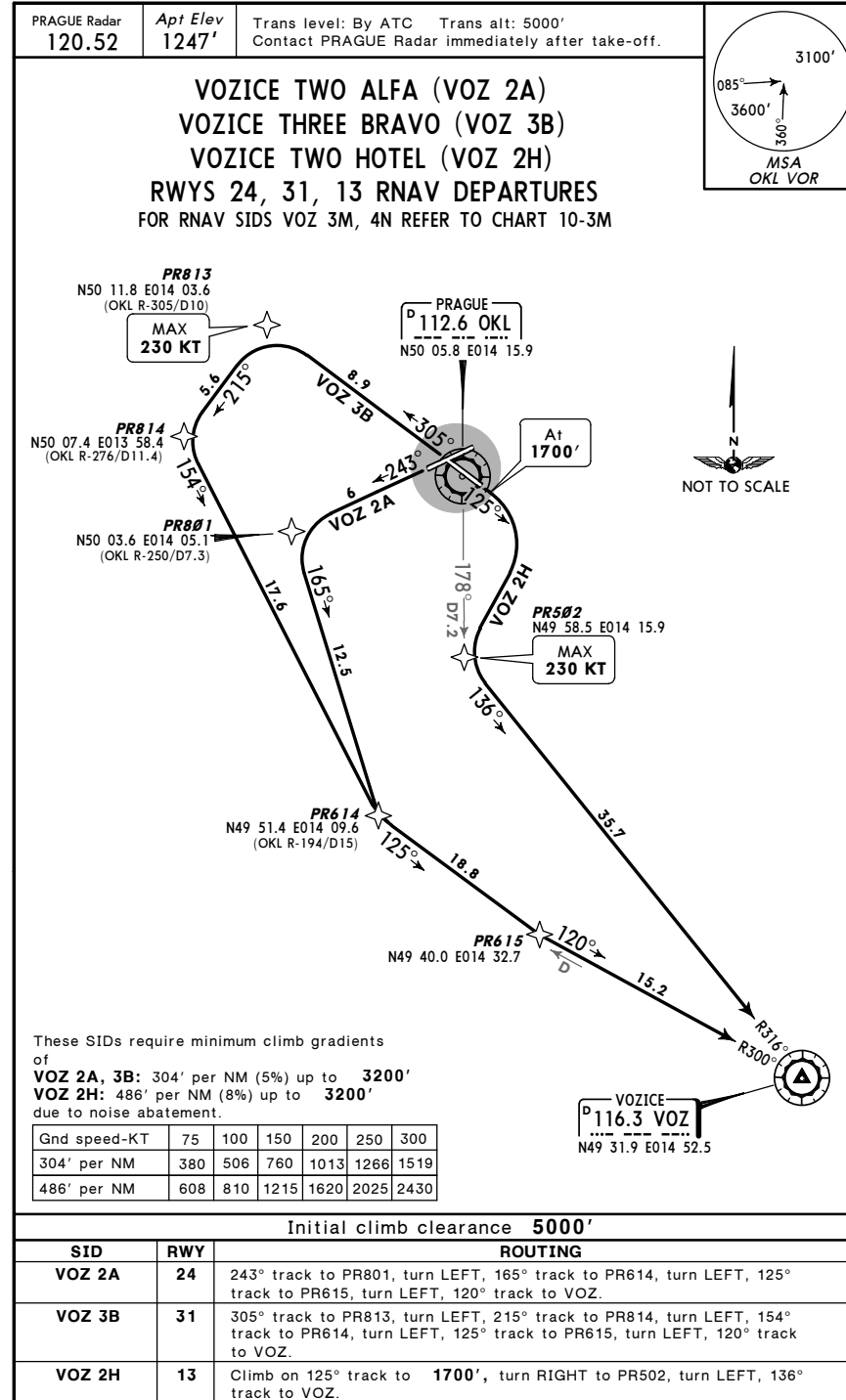
CHANGES: RNAV SID TABEM 1G revised; chart reindexed.

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JEPPESEN  
 4 JAN 08 (10-3L) Eff 17 Jan

PRAGUE, CZECH  
 RNAV SID



CHANGES: RNAV SID VOZ 2H revised; chart reindexed.

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LKPR/PRG  
 RUZYNE

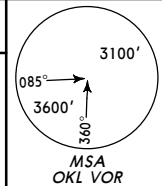
JEPPESEN

PRAGUE, CZECH

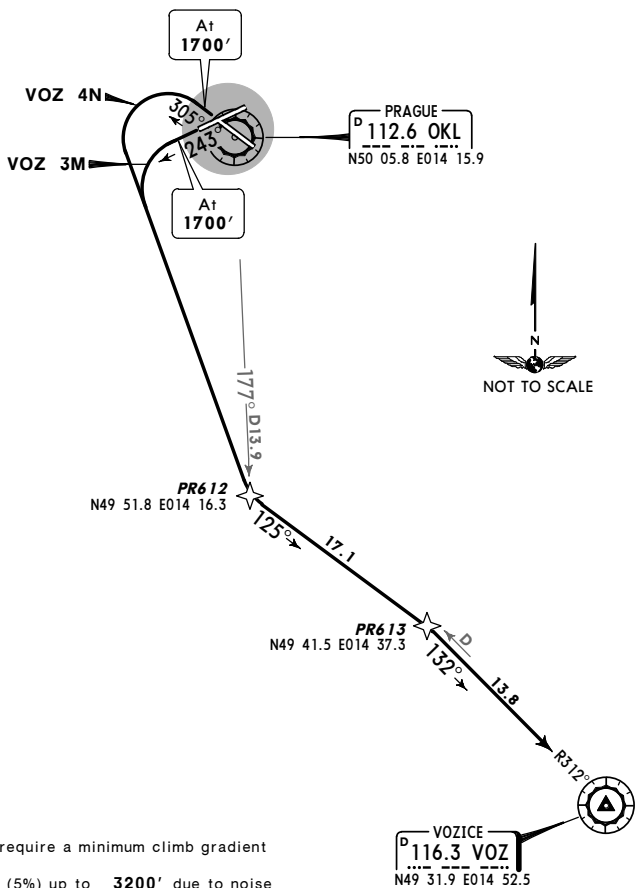
4 JAN 08 (10-3M) Eff 17 Jan

RNAV SID

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



**VOZICE THREE MIKE (VOZ 3M)**  
**VOZICE FOUR NOVEMBER (VOZ 4N)**  
**RWYS 24, 31 RNAV DEPARTURES**  
 PROP & TURBOPROP ONLY  
 FOR FLIGHTS BETWEEN 0600-2200LT ONLY



These SIDs require a minimum climb gradient of 304' per NM (5%) up to 3200' due to noise abatement.

Gnd speed-KT	75	100	150	200	250	300
304' per NM	380	506	760	1013	1266	1519

Initial climb clearance 5000'

SID	RWY	ROUTING
VOZ 3M	24	Climb on 243° track to 1700', turn LEFT to PR612, turn LEFT, 125° track to PR613, turn RIGHT, 132° track to VOZ.
VOZ 4N	31	Climb on 305° track to 1700', turn LEFT to PR612, turn LEFT, 125° track to PR613, turn RIGHT, 132° track to VOZ.

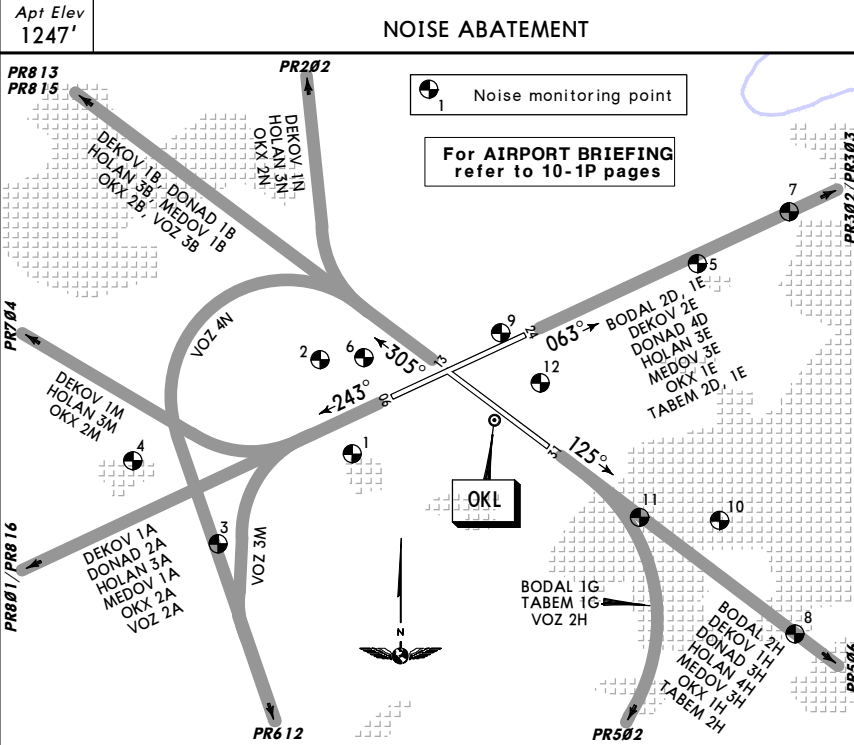
LKPR/PRG  
 RUZYNE

JEPPESEN

PRAGUE, CZECH

4 JAN 08 (10-4) Eff 17 Jan

NOISE

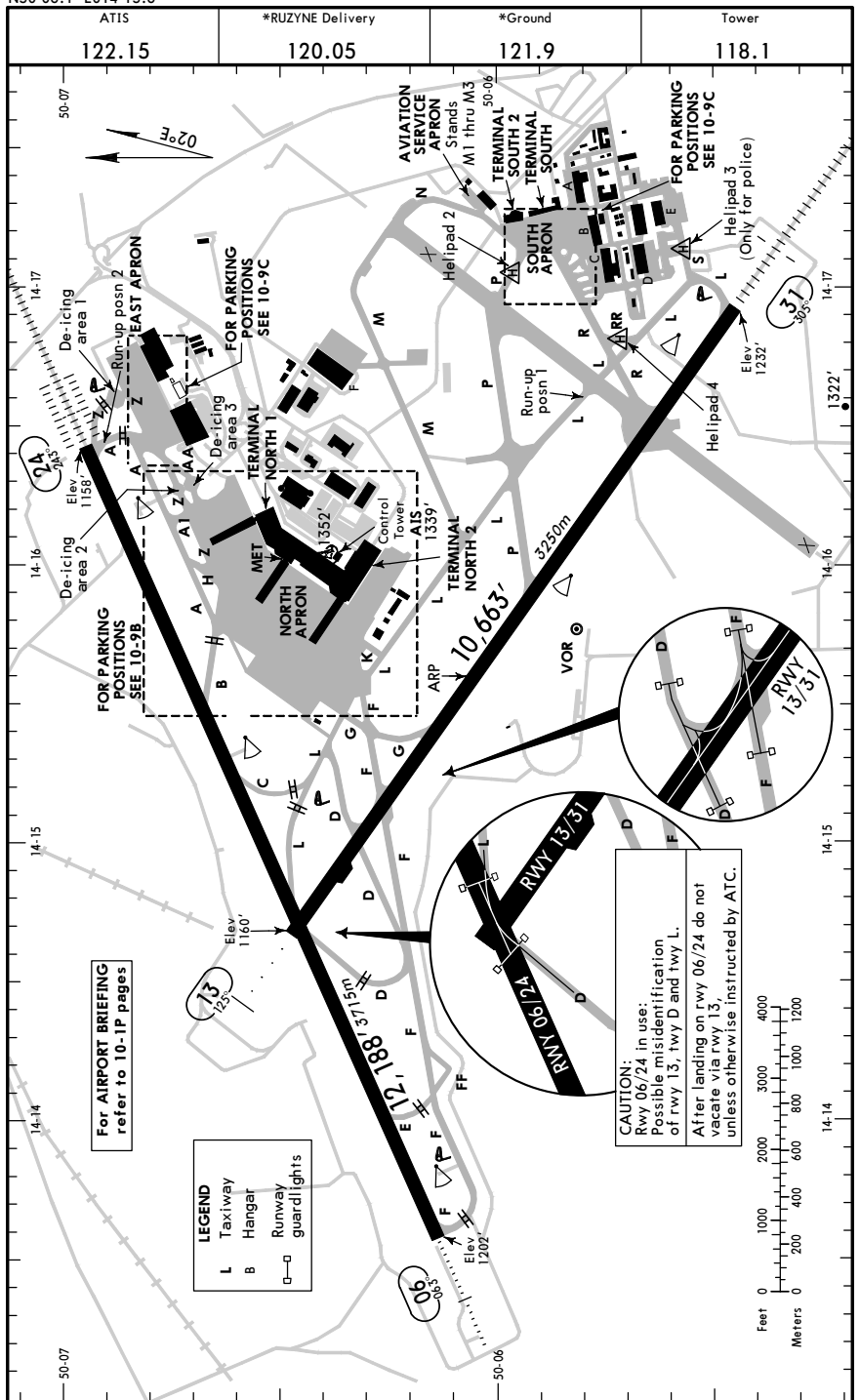


Noise monitoring point  
 For AIRPORT BRIEFING refer to 10-1P pages

CHANGES: OKX 1E & 1H established; DEKOV 1E & HOLAN 2E renumbered 2E & 3E.

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ADDITIONAL RUNWAY INFORMATION					
RWY	USABLE LENGTHS			TAKE-OFF	WIDTH
	Threshold	LANDING BEYOND			
		Glide Slope			
06	HIRL (60m) HIALS PAPI-L (2.98°) HST-L	10,958' 3340m		3	148' 45m
24	HIRL (60m) CL (15m) ALSF-II TDZ 1 REIL 2 RVR	11,040' 3365m		3	
1 PAPI-L (2.99°) 2 HST-D, E & F 3 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)					
13	HIRL (60m) MIALS PAPI-L (3.03°)			3	148' 45m
31	HIRL (60m) HIALS SFL PAPI-L (2.98°) RVR	9442' 2878m		3	
4 TAKE-OFF RUN AVAILABLE RWY 13: From rwy head 10,663' (3250m) twy D int 9055' (2760m) twy F int 8284' (2525m) twy G int 7300' (2225m)					
RWY 31: From rwy head 10,663' (3250m) twy R int 8448' (2575m) twy P int 5807' (1770m)					

JAR-OPS TAKE-OFF 1					
	Rwy 24			All Rwys	
	Approved Operators	LVP must be in Force		LVP must be in Force	
	HIRL, CL & mult. RVR req	RL, CL & mult. RVR req 4	RL & CL 4	RCLM (DAY only) or RL 5	RCLM (DAY only) or RL 6 NIL (DAY only)
A					
B	125m 2	150m	200m	250m	400m 500m
C					
D	150m 3	200m	250m	300m	

1 Operators applying U.S. Ops Specs: CL required below 300m; approved guidance system required below 150m.  
 2 NON JAR OPS operators. 3 CAT A: RVR 125m/VIS 150m, B: RVR/VIS 150m, C: RVR 150m/VIS 200m.  
 4 RVR 150m/OVS 200m. 5 Not applicable. 6 W/o RL: NA. 7 CAT B, C & D w/o RL: NA.

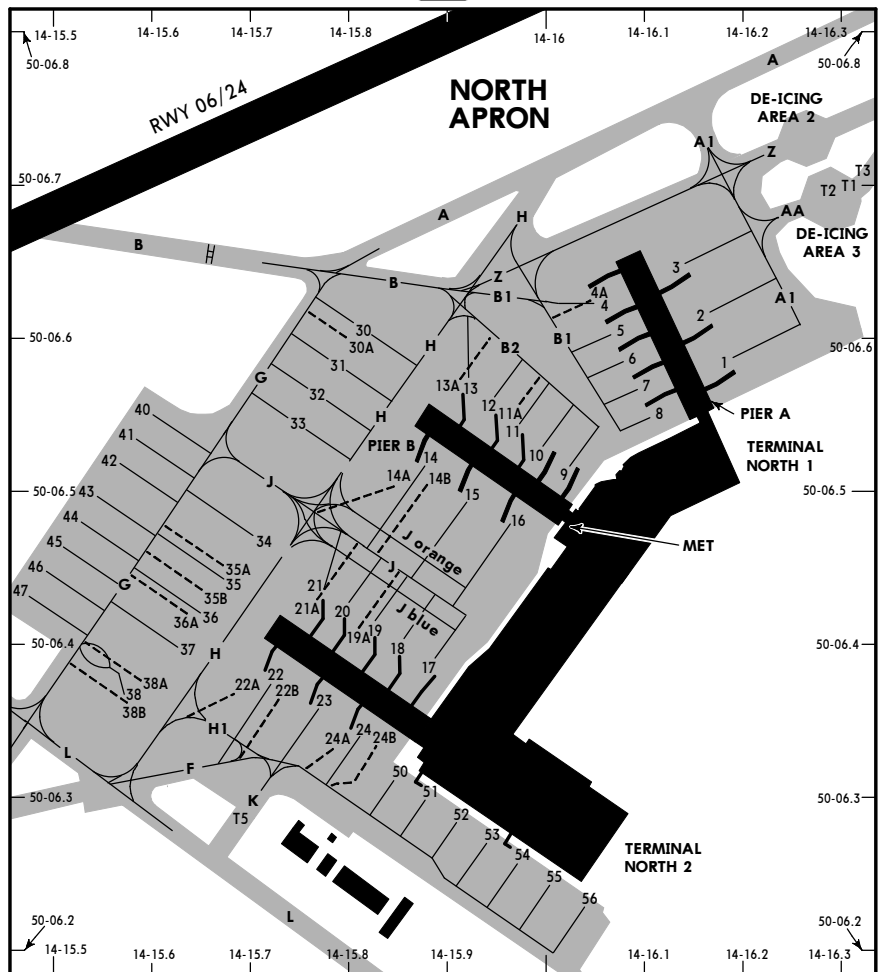
LKPR/PRG

JEPPesen

PRAGUE, CZECH

25 MAY 07 10-9B

RUZYNE



**INS COORDINATES**

STAND No.	COORDINATES	STAND No.	COORDINATES
1, 2	N50 06.6 E014 16.2	35B thru 38B	N50 06.4 E014 15.6
3	N50 06.7 E014 16.1	40	N50 06.6 E014 15.6
4 thru 8	N50 06.6 E014 16.1	41, 42	N50 06.5 E014 15.6
9 thru 11A	N50 06.5 E014 16.0	43 thru 46	N50 06.5 E014 15.5
12 thru 13A	N50 06.6 E014 15.9	47	N50 06.4 E014 15.5
14 thru 15	N50 06.5 E014 15.9	50 thru 52	N50 06.3 E014 15.9
16	N50 06.5 E014 16.0	53, 54	N50 06.3 E014 16.0
17, 18	N50 06.4 E014 15.9	55, 56	N50 06.2 E014 16.0
19 thru 21A	N50 06.4 E014 15.8	T1 thru T3	N50 06.7 E014 16.3
22, 22A, 22B	N50 06.4 E014 15.7	T5	N50 06.3 E014 15.7
23	N50 06.4 E014 15.8		
24 thru 24B	N50 06.3 E014 15.8		
30 thru 32	N50 06.6 E014 15.8		
33	N50 06.5 E014 15.8		
34 thru 35A	N50 06.5 E014 15.7		

CHANGES: Twys designations. De-icing areas. Notes.

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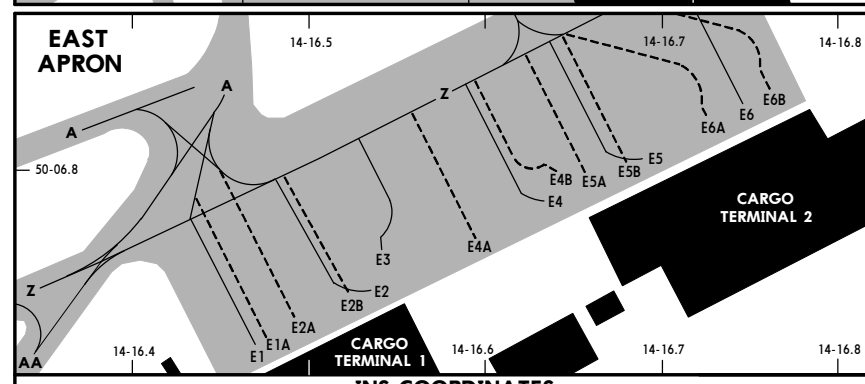
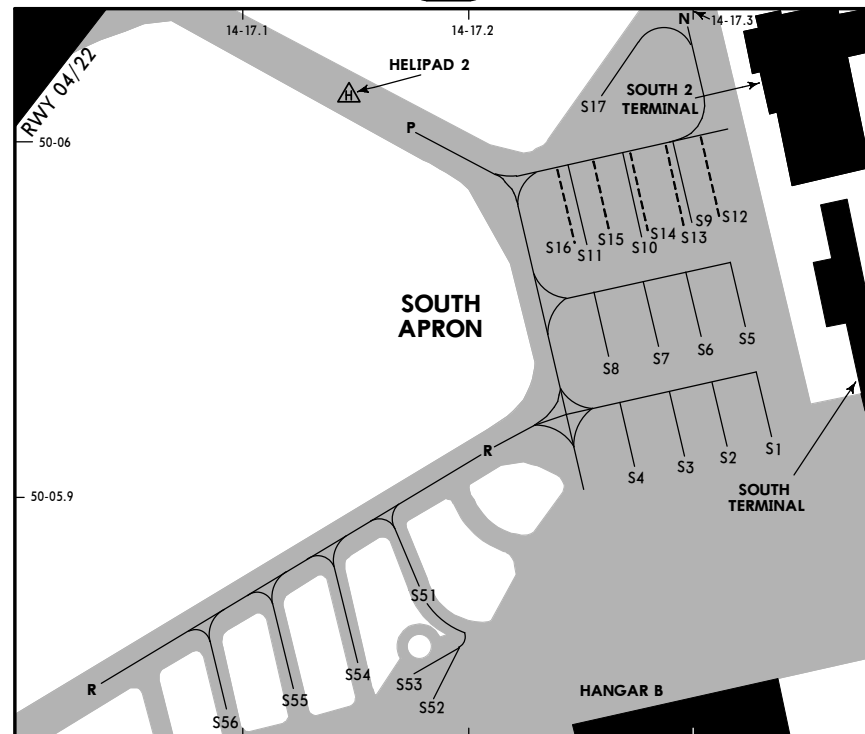
LKPR/PRG

JEPPesen

PRAGUE, CZECH

25 MAY 07 10-9C

RUZYNE



**INS COORDINATES**

STAND No.	COORDINATES	STAND No.	COORDINATES
E1, E1A	N50 06.7 E014 16.5	S1, S2	N50 05.9 E014 17.3
E2	N50 06.8 E014 16.5	S3, S4	N50 05.9 E014 17.2
E2A	N50 06.7 E014 16.5	S5, S6	N50 05.9 E014 17.3
E2B, E3	N50 06.8 E014 16.5	S7, S8	N50 05.9 E014 17.2
E4, E4A, E4B	N50 06.8 E014 16.6	S9	N50 06.0 E014 17.3
E5	N50 06.8 E014 16.7	S10, S11	N50 06.0 E014 17.2
E5A	N50 06.8 E014 16.6	S12, S13	N50 06.0 E014 17.3
E5B thru E6B	N50 06.8 E014 16.7	S14 thru S17	N50 06.0 E014 17.2
M1	N50 06.0 E014 17.3	S51	N50 05.9 E014 17.1
M2	N50 06.0 E014 17.2	S52, S53	N50 05.8 E014 17.1
M3	N50 06.1 E014 17.2	S54 thru S56	N50 05.8 E014 17.0

CHANGES: Twy designations. Note transferred to 10-1P pages.

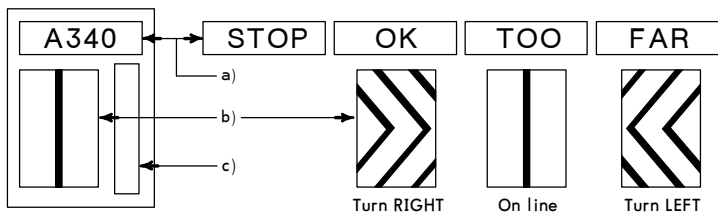
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LKPR/PRG

JEPPesen  
 25 MAY 07 (10-9D)

PRAGUE, CZECH  
 RUZYNE

**VISUAL DOCKING GUIDANCE SYSTEM "APIS++"**



- a) Display indicating: Aircraft type, aircraft series (in some cases also number of doors), line number, "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**

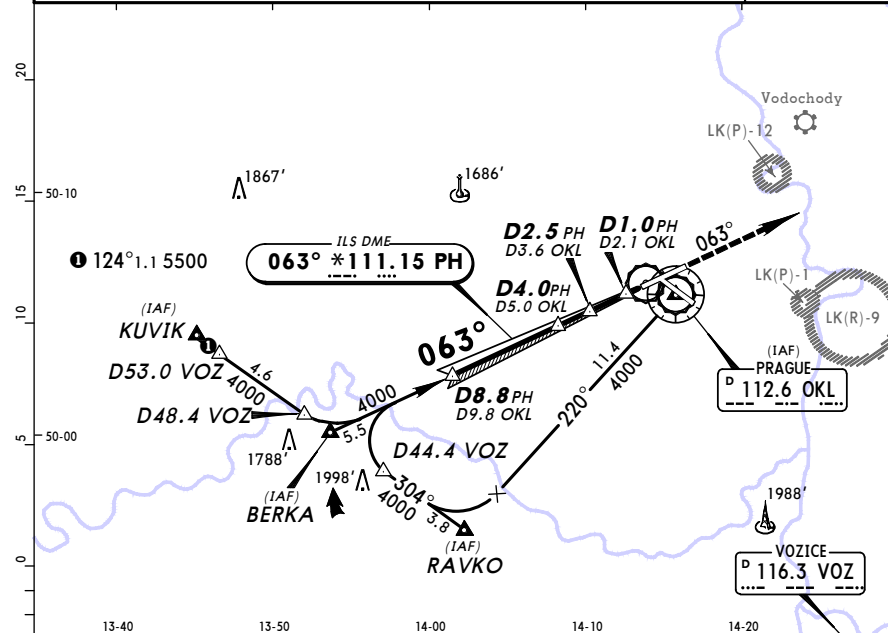
1. Follow lead-in line and the center line beacon guidance.
2. Check correct aircraft type flashing.
3. Fully yellow colored closing rate indicator indicates that aircraft position is at least 15m to stop position. When distance is 13m to stop position the yellow colored closing rate indication starts to shorten from the bottom. Only aircraft type is flashing on the display.
4. **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.
5. When stop position is reached, display indicates "STOP". Correct parking is indicated as "OK".
6. If aircraft overshoots the limit for correct parking, display indicates "TOO/FAR".
7. Display automatically shuts down after parking.
8. Azimuth guidance only for left seat available.

LKPR/PRG  
 RUZYNE

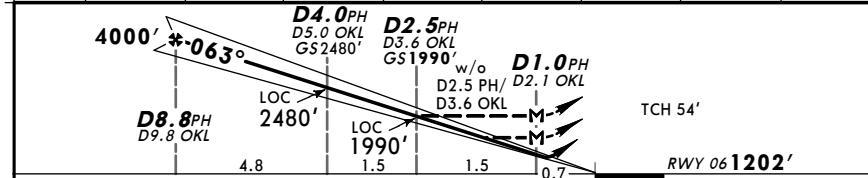
JEPPesen  
 30 MAR 07 (11-1) Eff 12 Apr

PRAGUE, CZECH  
 ILS DME Rwy 06

ATIS	PRAGUE Radar (APP)	*RUZYNE Radar (APP)	RUZYNE Tower	*Ground
122.15	120.52 127.57	119.0	118.1	121.9
LOC PH *111.15	Final Apcr Crs 063°	GS D2.5 PH 1990' (788')	ILS DA(H) 1402' (200')	Apt Elev 1247' RWY 1202'
MISSED APCH: Climb on track 063° to 4000'. Radar vectoring will be provided. MISSED APCH WITH RADIO FAILURE: Climb on track 063° to 4000', at D10.0 OKL turn LEFT to OKL 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



LOC (GS out)	PH DME	7.0	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE		3460'	3130'	2800'	2480'	2150'	1830'	1510'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 4000' on 063°
ILS GS 3.00° or	377	484	538	646	753	861	
LOC Descent Gradient 5.2%							

JAR-OPS STRAIGHT-IN LANDING RWY 06				CIRCLE-TO-LAND			
ILS		LOC (GS out)		w/o D2.5 PH/D3.6 OKL			
DA(H) 1402' (200')		with D2.5 PH/D3.6 OKL MDA(H) 1560' (358')		w/o D2.5 PH/D3.6 OKL MDA(H) 1990' (788')			
FULL		ALS out		ALS out		ALS out	
A	RVR 1200m	RVR 1200m	RVR 1500m	RVR 1500m	RVR 1500m	Max Kts	MDA(H) VIS
B	RVR 1300m	RVR 1000m	RVR 1500m	RVR 1500m	RVR 1500m	100	1650' (403') 3 1500m
C	RVR 700m 1	RVR 1000m	RVR 1400m	RVR 1800m	RVR 1800m	135	1750' (503') 3 1600m
D	RVR 1600m	RVR 1000m	RVR 2000m	RVR 2000m	RVR 2000m	180	1850' (603') 2 3 2400m
						D	NOT AUTHORIZED

1 NON JAR-OPS operators: CAT C & D: RVR/VIS 800m. 2 Not authorized East of apt approximately between extended RCL 06/24 & 13/31. 3 After LOC (GS out)apch w/o D2.5 PH/D3.6 OKL: 1990' (743').

LKPR/PRG  
 RUZYNE

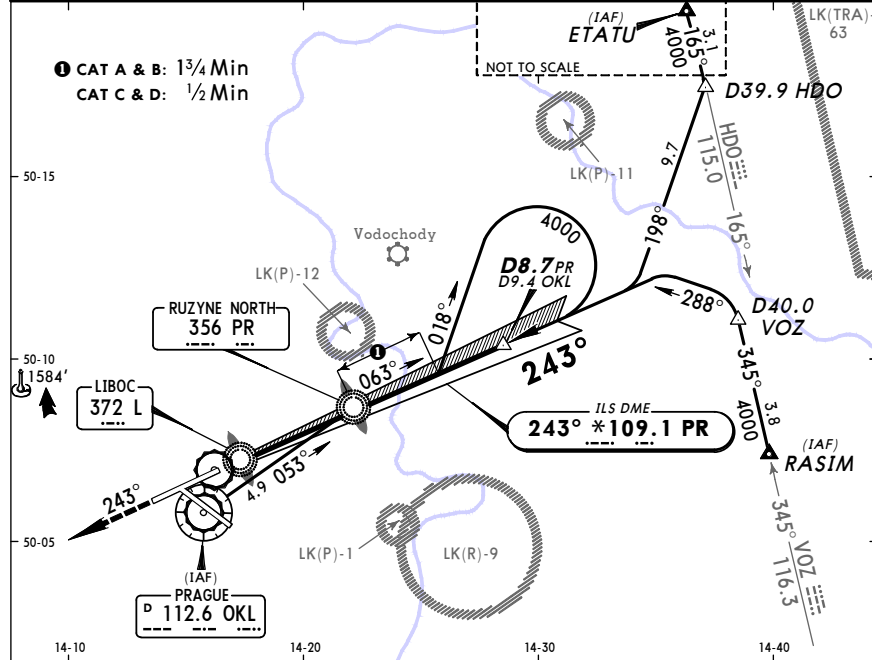
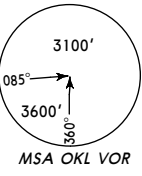
JEPPESEN  
 30 MAR 07 (11-2) Eff 12 Apr

PRAGUE, CZECH  
 ILS Rwy 24

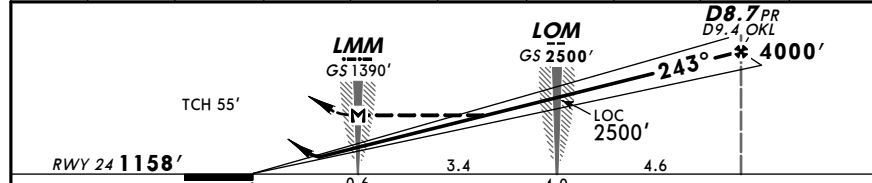
ATIS 122.15	PRAGUE Radar (APP) 120.52 127.57	*RUZYNE Radar (APP) 119.0	RUZYNE Tower 118.1	*Ground 121.9
LOC PR *109.1	Final Apch Crs 243°	GS LOM 2500' (1342')	ILS DA(H) 1358' (200')	Apt Elev 1247' RWY 1158'

MISSED APCH: Climb on track 243° to 4000'. Radar vectoring will be provided. MISSED APCH WITH RADIO FAILURE: Climb on track 243° to 4000', at D10.0 OKL turn RIGHT to OKL VOR and climb to 5000'.

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



LOC (GS out)	PR DME ALTITUDE	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0
		1470'	1790'	2110'	2440'	2760'	3090'	3420'	3750'



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	484	538	646	753	861

MAP at LMM

JAR-OPS STRAIGHT-IN LANDING RWY 24				CIRCLE-TO-LAND			
ILS DA(H) 1358' (200')		LOC (GS out) MDA(H) 1420' (262')		Not authorized East of apt approximately between extended RCL 06/24 & 13/31.			
FULL	ALS out	LMM out	ALS out	Max Kts	MDA(H)	VIS	
A				100	1650' (403')	1500m	
B	RVR 550m	RVR 1000m	RVR 800m	135	1750' (503')	1600m	
C			RVR 1200m	180	1850' (603')	2400m	
D					NOT AUTHORIZED		

NON JAR-OPS operators. CAT C & D: RVR 550m/VIS 600m. CAT B & C: RVR 800m/VIS 900m.

LKPR/PRG  
 RUZYNE

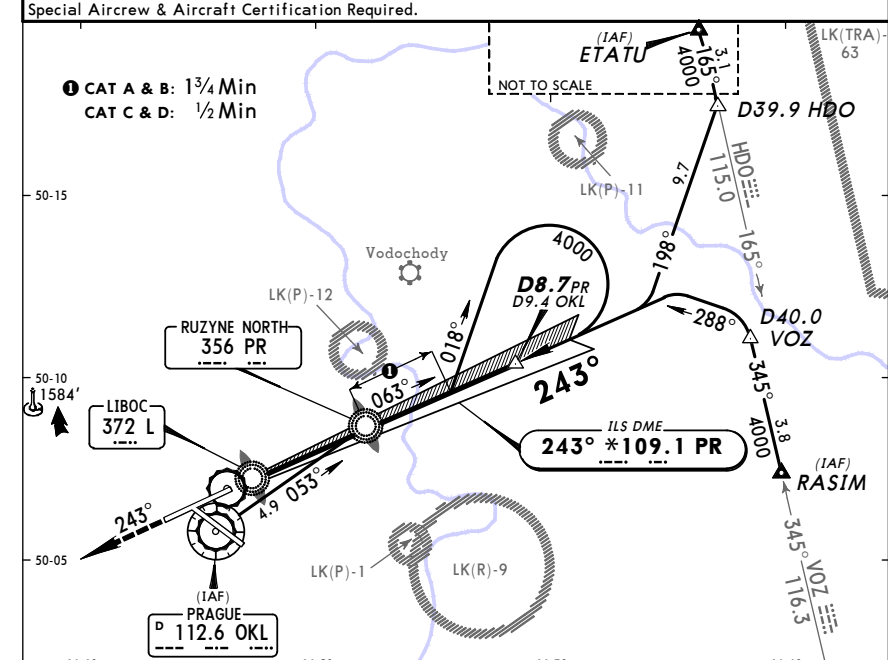
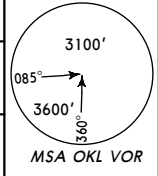
JEPPESEN  
 30 MAR 07 (11-2A) Eff 12 Apr

PRAGUE, CZECH  
 CAT II ILS Rwy 24

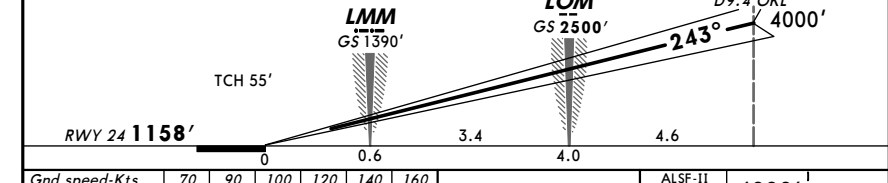
ATIS 122.15	PRAGUE Radar (APP) 120.52 127.57	*RUZYNE Radar (APP) 119.0	RUZYNE Tower 118.1	*Ground 121.9
LOC PR *109.1	Final Apch Crs 243°	GS LOM 2500' (1342')	CAT II ILS DA(H) RA 102' (1258' (100'))	Apt Elev 1247' RWY 1158'

MISSED APCH: Climb on track 243° to 4000'. Radar vectoring will be provided. MISSED APCH WITH RADIO FAILURE: Climb on track 243° to 4000', at D10.0 OKL turn RIGHT to OKL VOR and climb to 5000'.

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



LOC (GS out)	PR DME ALTITUDE	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0
		1470'	1790'	2110'	2440'	2760'	3090'	3420'	3750'



Gnd speed-Kts	70	90	100	120	140	160
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	484	538	646	753	861

MAP at LMM

JAR-OPS STRAIGHT-IN LANDING RWY 24				CIRCLE-TO-LAND			
ILS DA(H) 1358' (200')		LOC (GS out) MDA(H) 1420' (262')		Not authorized East of apt approximately between extended RCL 06/24 & 13/31.			
FULL	ALS out	LMM out	ALS out	Max Kts	MDA(H)	VIS	
A				100	1650' (403')	1500m	
B	RVR 550m	RVR 1000m	RVR 800m	135	1750' (503')	1600m	
C			RVR 1200m	180	1850' (603')	2400m	
D					NOT AUTHORIZED		

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

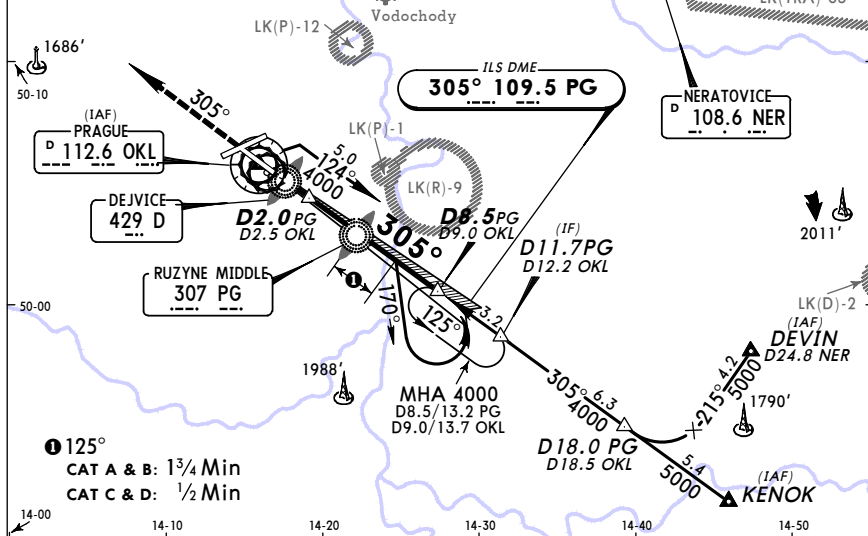
LKPR/PRG  
 RUZYNE

JEPPesen  
 16 NOV 07  
 Eff 22 Nov (11-3)

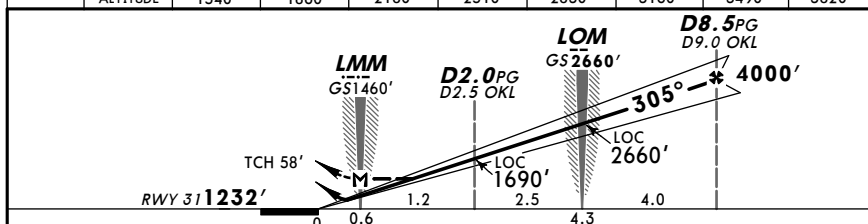
PRAGUE, CZECH  
 ILS Rwy 31

ATIS 122.15	PRAGUE Radar (APP) 120.52 127.57	*RUZYNE Radar (APP) 119.0	RUZYNE Tower 118.1	*Ground 121.9
LOC PG 109.5	Final Apch Crs 305°	GS LOM 2660'(1428')	ILS DA(H) 1432'(200')	Apt Elev 1247' RWY 1232'

MISSED APCH: Climb on track 305° to 4000'. Radar vectoring will be provided. MISSED APCH WITH RADIO FAILURE: Climb on track 305° to 4000', at D10.0 OKL turn RIGHT to OKL VOR and climb to 5000'.  
 Alt Set: hPa (MM on req) Rwy Elev: 44 hPa Trans level: By ATC Trans alt: 5000'



LOC (GS out)	PG DME	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0
	OKL DME	1.5	2.5	3.5	4.5	5.5	6.5	7.5	8.5
	ALTITUDE	1540'	1860'	2180'	2510'	2830'	3160'	3490'	3820'



Gnd speed-Kts	70	90	100	120	140	160		HIALS	4000'	on	305°
ILS GS 3.00° or LOC Descent Gradient 5.2%	377	484	538	646	753	861		PAPI			

JAR-OPS		STRAIGHT-IN LANDING RWY 31				CIRCLE-TO-LAND	
ILS		LOC (GS out)					
DA(H) 1432'(200')		with D2.0 PG/D2.5 OKL		w/o D2.0 PG/D2.5 OKL			
FULL	ALS out	MDA(H) 1520'(288')	MDA(H) 1690'(458')	LMM out	ALS out	Max Kts	MDA(H) VIS
A						100	1650'(403') 1500m
B						135	1750'(503') 1600m
C	RVR 550m	RVR 1000m	NOT AUTH	RVR 1500m	RVR 1000m	180	1850'(603') 2400m
D		RVR 1200m	NOT AUTH	RVR 1600m	RVR 1200m		
			NOT AUTH	RVR 1800m	RVR 1600m		
						D	NOT AUTHORIZED

NON JAR-OPS operators. 1 CAT A & B RVR 550m/VIS 600m, C & D: RVR 600m/VIS 700m.  
 2 CAT B & C: RVR 800m/VIS 900m. 3 After LOC (GS out) apch w/o D2.0 PG/D2.5 OKL: 1690' (443').  
 4 Not authorized East of apt approximately between extended RCL 06/24 & 13/31.

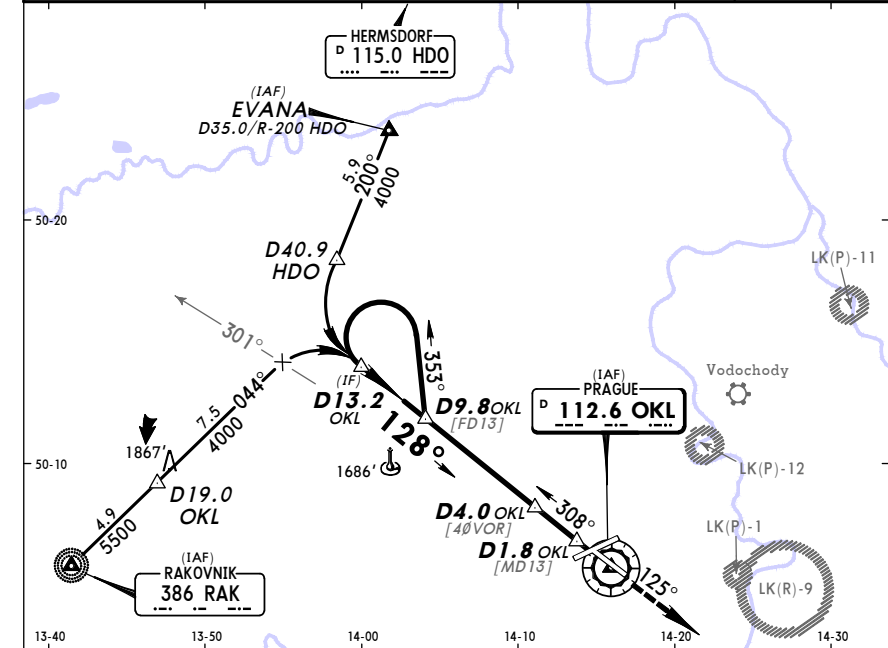
LKPR/PRG  
 RUZYNE

JEPPesen  
 16 NOV 07  
 Eff 22 Nov (13-1)

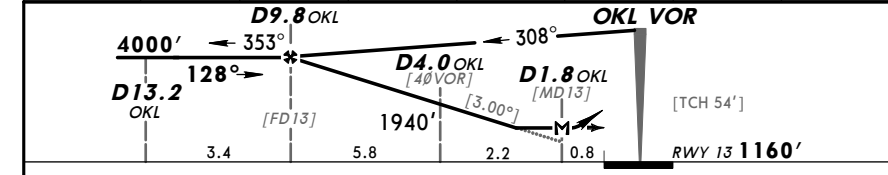
PRAGUE, CZECH  
 VOR DME Rwy 13

ATIS 122.15	PRAGUE Radar (APP) 120.52 127.57	*RUZYNE Radar (APP) 119.0	RUZYNE Tower 118.1	*Ground 121.9
VOR OKL 112.6	Final Apch Crs 128°	Minimum Alt D9.8 OKL 4000'(2840')	MDA(H) (CONDITIONAL) 1570'(410')	Apt Elev 1247' RWY 1160'

MISSED APCH: Climb on track 125° to 4000'. Radar vectoring will be provided. MISSED APCH WITH RADIO FAILURE: Climb on track 125° to 4000', at D10.0 OKL turn RIGHT to OKL VOR and climb to 5000'.  
 Alt Set: hPa (MM on req) Rwy Elev: 42 hPa Trans level: By ATC Trans alt: 5000'



OKL DME	9.0	8.0	7.0	6.0	5.0	4.0	3.0
ALTITUDE	3740'	3420'	3100'	2780'	2460'	2140'	1820'



Gnd speed-Kts	70	90	100	120	140	160		HIALS	4000'	on	125°
Descent Gradient 5.24% or Descent angle [3.00°]	372	478	531	637	743	849		PAPI			

JAR-OPS		STRAIGHT-IN LANDING RWY 13				CIRCLE-TO-LAND	
VOR		LOC (GS out)					
DA(H) 1570'(410')		with D4.0 OKL		w/o D4.0 OKL			
FULL	ALS out	MDA(H) 1940'(780')	MDA(H) 1570'(410')	LMM out	ALS out	Max Kts	MDA(H) VIS
A						100	1650'(403') 1500m
B						135	1750'(503') 1600m
C	RVR 1300m	RVR 1500m	NOT AUTH	RVR 1500m	RVR 1000m	180	1850'(603') 2400m
D		RVR 1200m	NOT AUTH	RVR 1600m	RVR 1200m		
			NOT AUTH	RVR 1800m	RVR 1600m		
						D	NOT AUTHORIZED

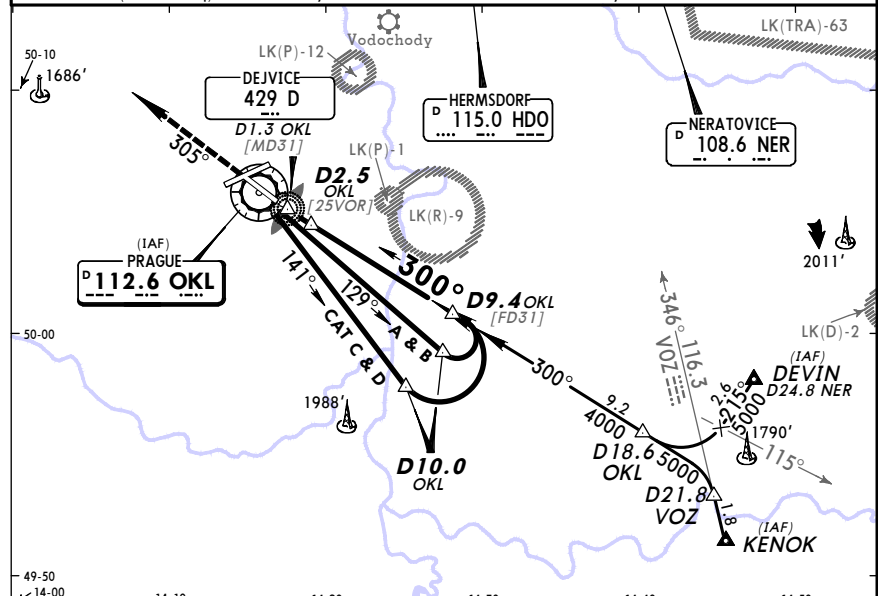
Not authorized East of apt approximately between extended RCL 06/24 & 13/31.  
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LKPR/PRG PRAGUE, CZECH  
 RUZYNE RZUZYNE 30 MAR 07 (13-2) Eff 12 Apr VOR DME Rwy 31

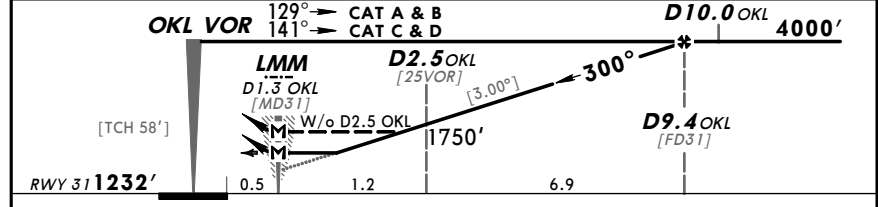
ATIS 122.15	PRAGUE Radar (APP) 120.52 127.57	*RUZYNE Radar (APP) 119.0	RUZYNE Tower 118.1	*Ground 121.9
VOR OKL 112.6	Final Aptch Crs 300°	Minimum Alt D9.4 OKL 4000'(2768')	MDA(H) (CONDITIONAL) 1570'(338')	Apt Elev 1247' RWY 1232'

MISSED APCH: Climb on track 305° to 4000'. Radar vectoring will be provided. MISSED APCH WITH RADIO FAILURE: Climb on track 305° to 4000', at D10.0 OKL turn RIGHT to OKL VOR and climb to 5000'.

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



OKL DME	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
ALTITUDE	1350'	1660'	1980'	2310'	2630'	2960'	3290'	3620'	3950'



JAR-OPS	STRAIGHT-IN LANDING RWY 31				CIRCLE-TO-LAND			
	With D2.5 OKL		W/o D2.5 OKL		With D2.5 OKL		W/o D2.5 OKL	
	MDA(H) 1570'(338')		MDA(H) 1750'(518')		MDA(H) 1650'(403')		MDA(H) 1750'(503')	
A	RVR 900m	ALS out	RVR 1000m	ALS out	100	1500m	1500m	1500m
B	RVR 1500m		RVR 1500m		135	1600m	1600m	1600m
C	RVR 1800m		RVR 2000m		180	2400m	2400m	2400m
D	RVR 2000m		RVR 2000m		D	NOT AUTHORIZED		

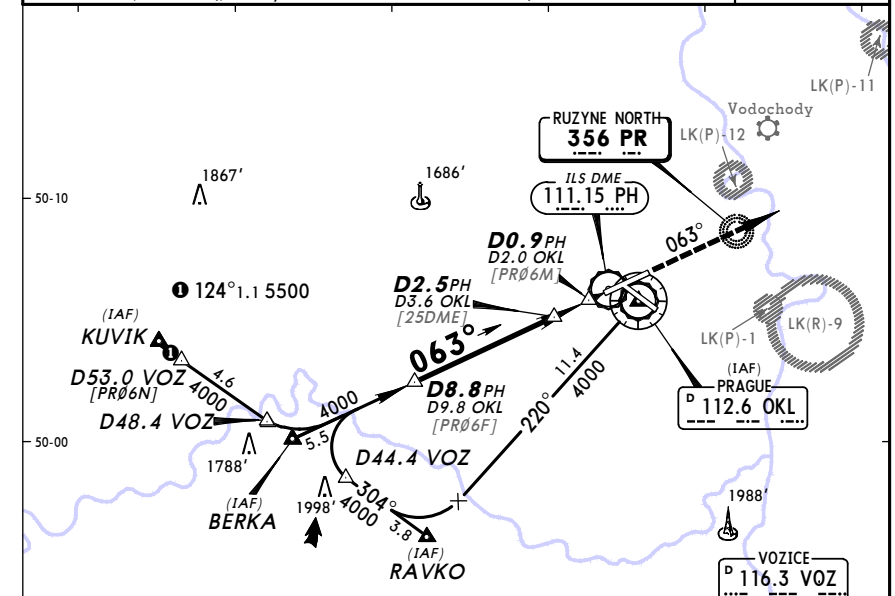
Not authorized East of apt approximately between extended RCL 06/24 & 13/31.

LKPR/PRG PRAGUE, CZECH  
 RUZYNE RZUZYNE 30 MAR 07 (16-1) Eff 12 Apr (GPS) NDB DME Rwy 06

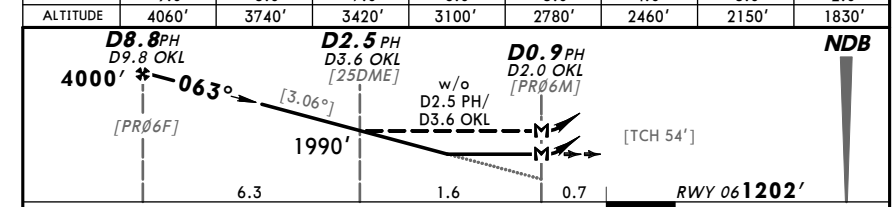
ATIS 122.15	PRAGUE Radar (APP) 120.52 127.57	*RUZYNE Radar (APP) 119.0	RUZYNE Tower 118.1	*Ground 121.9
NDB PR 356	Final Aptch Crs 063°	Minimum Alt D8.8 PH 4000'(2798')	MDA(H) (CONDITIONAL) 1650'(448')	Apt Elev 1247' RWY 1202'

MISSED APCH: Climb on track 063° to 4000'. Radar vectoring will be provided. MISSED APCH WITH RADIO FAILURE: Climb on track 063° to 4000', at D10.0 OKL turn LEFT to OKL VOR and climb to 5000'.

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



PH DME	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
ALTITUDE	4060'	3740'	3420'	3100'	2780'	2460'	2150'	1830'



JAR-OPS	STRAIGHT-IN LANDING RWY 06				CIRCLE-TO-LAND			
	with D2.5 PH/D3.6 OKL		w/o D2.5 PH/D3.6 OKL		with D2.5 PH/D3.6 OKL		w/o D2.5 PH/D3.6 OKL	
	MDA(H) 1650'(448')		MDA(H) 1990'(788')		MDA(H) 1650'(403')		MDA(H) 2470'(1223')	
A	RVR 1200m	ALS out	RVR 1500m	ALS out	100	1500m	1500m	1500m
B	RVR 1300m		RVR 1500m		135	1600m	1600m	1600m
C	RVR 1400m		RVR 1800m		180	2400m	2400m	2400m
D	RVR 1600m		RVR 2000m		D	NOT AUTHORIZED		

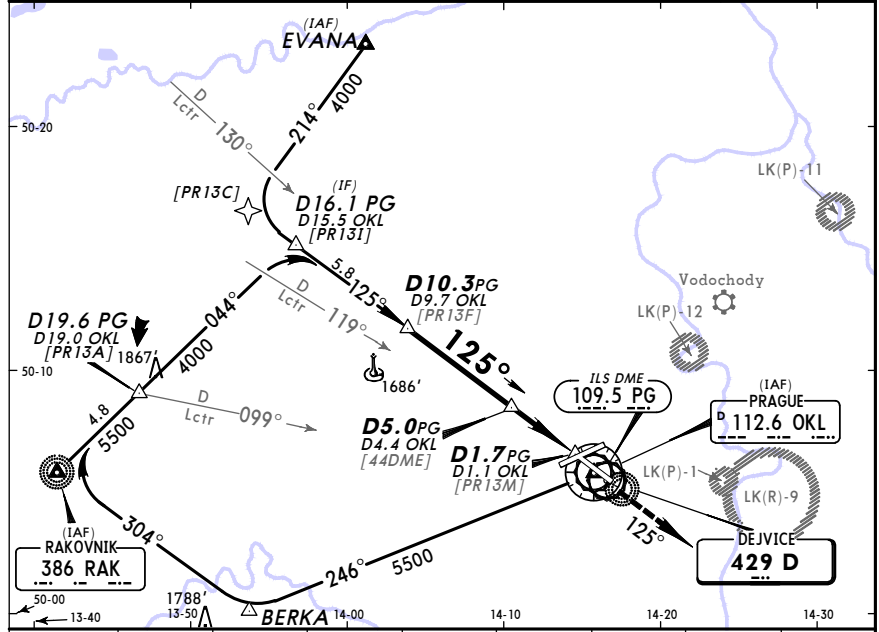
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**LKPR/PRG**  
**RUZYNE**  
 30 MAR 07  
 Eff 12 Apr (16-2)  
**PRAGUE, CZECH**  
 (GPS) NDB DME Rwy 13

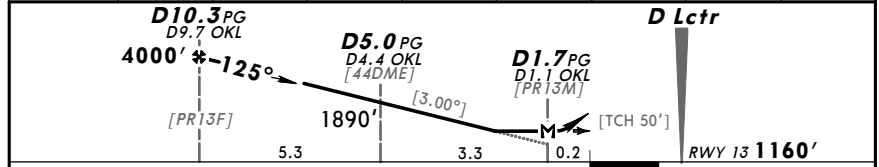
ATIS 122.15		PRAGUE Radar (APP) 120.52 127.57		*RUZYNE Radar (APP) 119.0		RUZYNE Tower 118.1		*Ground 121.9	
Lctr D <b>429</b>	Final Aptch Crs <b>125°</b>	Minimum Alt <b>D10.3 PG</b> 4000' (2840')	MDA(H) (CONDITIONAL) <b>1530' (370')</b>	Apt Elev 1247'		RWY 1160'			

MISSED APCH: Climb on track 125° to 4000'. Radar vectoring will be provided. MISSED APCH WITH RADIO FAILURE: Climb on track 125° to 4000', at D10.0 OKL turn RIGHT to OKL 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



PG DME	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0
OKL DME	9.4	8.4	7.4	6.4	5.4	4.4	3.4	2.4
ALTITUDE	3900'	3580'	3260'	2950'	2630'	2310'	1990'	1670'



Gnd speed-Kts	70	90	100	120	140	160	MALS 4000' on 125°	
Descent Gradient 5.24% or Descent angle [3.00°]	372	478	531	637	743	849	PAPI	

JAR-OPS STRAIGHT-IN LANDING RWY 13				CIRCLE-TO-LAND				
With D5.0 PG/D4.4 OKL MDA(H) 1530' (370')		W/o D5.0 PG/D4.4 OKL MDA(H) 1890' (730')		With D5.0 PG/D4.4 OKL		W/o D5.0 PG/D4.4 OKL		
A	RVR 1300m	ALS out	ALS out	Max Kts	MDA(H)	VIS	MDA(H)	VIS
B	RVR 1400m	RVR 1500m	RVR 1500m	100	1650' (403')	1500m	1890' (729')	1500m
C	RVR 1600m	RVR 1800m	RVR 2000m	135	1750' (503')	1600m	1890' (729')	1600m
D	RVR 1800m	RVR 2000m	RVR 2000m	180	1850' (603')	2400m	1890' (729')	2400m
D				NOT AUTHORIZED				

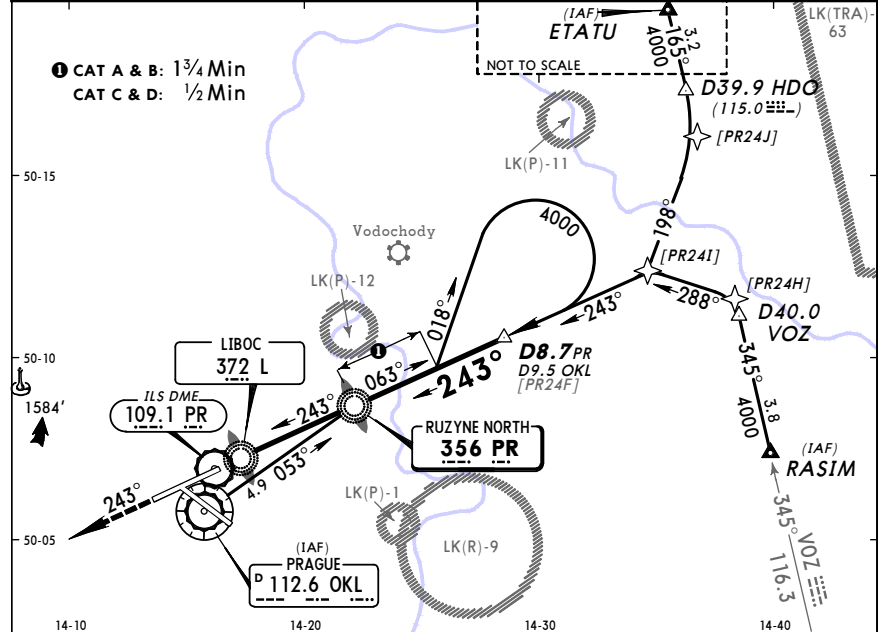
Not authorized East of apt approximately between extended RCL 06/24 & 13/31.

**LKPR/PRG**  
**RUZYNE**  
 30 MAR 07  
 Eff 12 Apr (16-3)  
**PRAGUE, CZECH**  
 (GPS) NDB DME Rwy 24

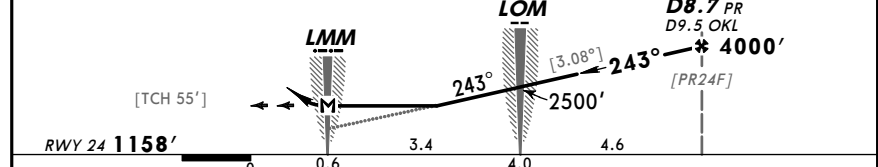
ATIS 122.15		PRAGUE Radar (APP) 120.52 127.57		*RUZYNE Radar (APP) 119.0		RUZYNE Tower 118.1		*Ground 121.9	
NDB PR <b>356</b>	Final Aptch Crs <b>243°</b>	Minimum Alt <b>D8.7 PR</b> 4000' (2842')	MDA(H) (452') <b>1610'</b>	Apt Elev 1247'		RWY 1158'			

MISSED APCH: Climb on track 243° to 4000'. Radar vectoring will be provided. MISSED APCH WITH RADIO FAILURE: Climb on track 243° to 4000', at D10.0 OKL turn RIGHT to OKL 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



PR DME	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0
ALTITUDE	1470'	1790'	2110'	2440'	2760'	3090'	3420'	3750'



Gnd speed-Kts	70	90	100	120	140	160	MALS 4000' on 243°	
Descent Gradient 5.36% or Descent angle [3.08°]	380	489	543	652	760	869	PAPI	

JAR-OPS STRAIGHT-IN LANDING RWY 24				CIRCLE-TO-LAND				
With D5.0 PG/D4.4 OKL MDA(H) 1530' (370')		W/o D5.0 PG/D4.4 OKL MDA(H) 1890' (730')		With D5.0 PG/D4.4 OKL		W/o D5.0 PG/D4.4 OKL		
A	RVR 900m	ALS out	ALS out	Max Kts	MDA(H)	VIS	MDA(H)	VIS
B	RVR 1000m	RVR 1500m	RVR 1500m	100	1650' (403')	1500m	1890' (729')	1500m
C	RVR 1600m	RVR 1800m	RVR 2000m	135	1750' (503')	1600m	1890' (729')	1600m
D	RVR 1400m	RVR 2000m	RVR 2000m	180	1850' (603')	2400m	1890' (729')	2400m
D				NOT AUTHORIZED				

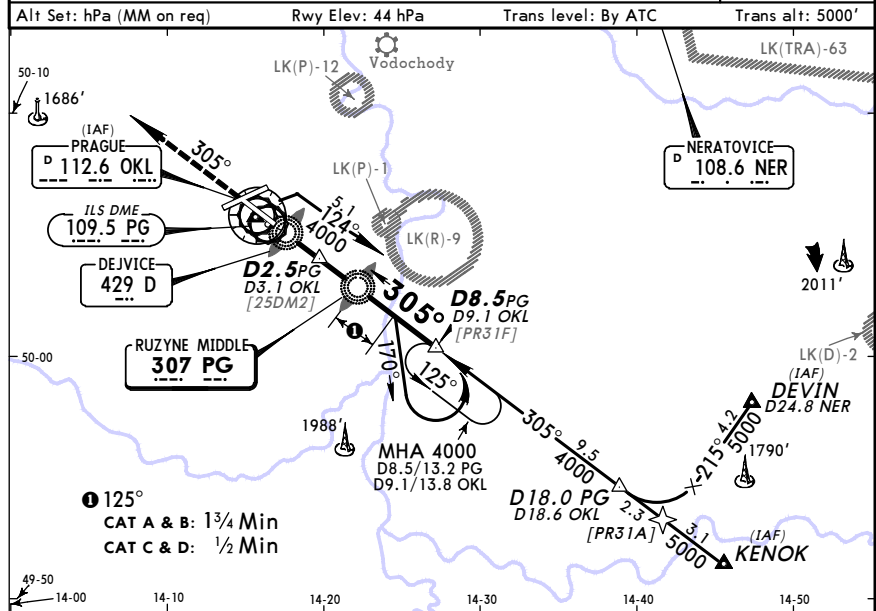
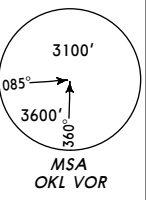
Not authorized East of apt approximately between extended RCL 06/24 & 13/31.

**LKPR/PRG** **JEPPESEN** **PRAGUE, CZECH**  
**RUZYNE** **Eff 12 Apr** **(16-4)** **(GPS/NDB DME Rwy 31**

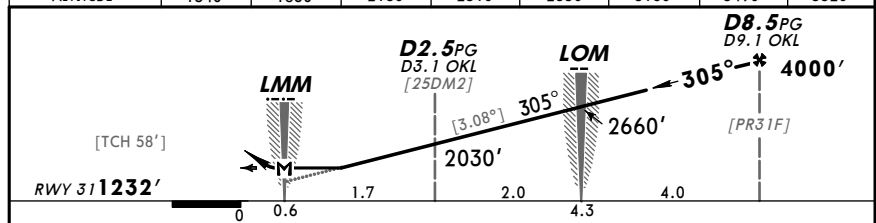
ATIS 122.15	PRAGUE Radar (APP) 120.52 127.57	*RUZYNE Radar (APP) 119.0	RUZYNE Tower 118.1	*Ground 121.9
NDB PG 307	Final Apch Crs 305°	Minimum Alt D8.5 PG 4000'(2768')	MDA(H) (CONDITIONAL) 1600'(368')	Apt Elev 1247' RWY 1232'

MISSED APCH: Climb on track 305° to 4000'. Radar vectoring will be provided. MISSED APCH WITH RADIO FAILURE: Climb on track 305° to 4000', at D10.0 OKL turn RIGHT to OKL VOR and climb to 5000'.

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



PG DME	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0
OKL DME	1.6	2.6	3.6	4.6	5.6	6.6	7.6	8.6
ALTITUDE	1540'	1860'	2180'	2510'	2830'	3160'	3490'	3820'



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI 4000' on 305°
Descent Gradient 5.37% or Descent angle [3.08°]	381	490	545	654	763	872	

	STRAIGHT-IN LANDING RWY 31				CIRCLE-TO-LAND				
	With D2.5 PG/D3.1 OKL MDA(H) 1600'(368')		W/o D2.5 PG/D3.1 OKL MDA(H) 2030'(798')		With D2.5 PG/D3.1 OKL		W/o D2.5 PG/D3.1 OKL		
A	RVR 900m	ALS out	RVR 1200m	ALS out	Max Kts 100	MDA(H) 1650'(403')	VIS 1500m	MDA(H) 2030'(783')	VIS 1500m
B	RVR 1500m		RVR 1500m		135	1750'(503')	1600m	2030'(783')	1600m
C	RVR 1000m		RVR 1400m		180	1850'(603')	2400m	2030'(783')	2400m
D	RVR 1400m		RVR 1800m			NOT AUTHORIZED			

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 CHANGES: Missed apch. © JEPPESEN SANDERSON, INC., 2001, 2007. ALL RIGHTS RESERVED.