

GENERAL

Operational Hours

ATS Hours / AD ADMIN Hours: H24

Night Restrictions between 2100-0500±:

ACFT-types certified in accordance with ICAO Noise Certification:

MTOW above 45t / 99207lbs which are not published in the list of ACFT types permitted for night OPS: TKOFs and LDGs are not permitted.

MTOW above 45t / 99207lbs which are listed in the list of ACFT types permitted for night OPS: TKOFs and LDG are permitted. ACFT shall comply with standards listed in noise categories from 1 to 9.

MTOW at or below 45t / 99207lbs: TKOF and LDGs permitted, ACFT shall comply with standards listed in noise categories from 1 to 9.

ACFT which comply with standards listed in noise categories from 1 to 9 and are not listed in the list of ACFT types permitted for night OPS: O/R

Submit the Noise Certificate of the ACFT to LKPR AD Coordination Department.

Delayed ARR and DEP for ACFT not listed in the list of ACFT types permitted for night OPS: Till 2200±.

Delayed ARR and DEP for ACFT listed in the list of ACFT types permitted for night OPS: Without restrictions.

Night restrictions are not in force in case of EMERG.

Airport Information

RFF: CAT 10

Fuel: Report begin/end of refuelling with PAX on board to OPS unit of RFF. Fire assistance AVBL on PICs request.

PCN: RWY 06/24: 75/R/B/W/T, RWY 12/30: 62/R/B/X/T *, RWY 04/22: 45/F/B/X/T
* Bearing strength exceeding possible via AD.

Operation

RNAV SIDs/STARs Certification Requirements

RNAV 1 certification is required for SID/STAR routes.

ACFT not certificated for RNAV 1 can also utilize SIDs/STARs for RNAV 5.

ACFT not certified for RNAV 5 must inform ATC on first contact.

Preferential RWY: TKOF/LDG RWY 24, 06, 30, 12.

Traffic Note: Generally no TKOFs and LDGs for ACFT without any ICAO Noise Certification.

Transponder Mode S

Select assigned transponder Mode A and activate Mode S, set to AUTO if technically AVBL;

- from push-back or taxi, whichever comes earlier
- after LDG, continuously until fully parked on stand.

Select ACFT identification feature if AVBL.

During parking set up Mode A code 0000 and subsequently set up Mode S transponder off.

Low Visibility Procedures

In force when RVR 600m or below and/or CEIL 250ft or below.

ARR

- Exit RWY 24 via TWY C, D, E or F only.
- Before entering APN, wait for follow-me.
- APIS not AVBL. Guidance by follow-me.

GENERAL**DEP**

- Use HLDG points on TWY A, Z or B only.
- Simultaneous line-up RWY 24 from TWY A and TWY B or TWY Z and TWY B is not permitted.

CAT II/III: Pilots will be informed by ATIS or RTF about initiation of OPS of LVP or LVTO PROC.

RWY Restrictions

With respect to the limited view of the RWY THR, use the TWY in a sharp RWY entry angle prior to TKOF.

RWY 12

0500-2100±: TKOF prohibited for jet ACFT with MTOW above 7t / 15432 lbs.

2100-0500±: LDG/ TKOF prohibited.

RWY 30

0500-2100±: LDG prohibited for jet ACFT with MTOW above 7t / 15432 lbs.

2100-0500±: LDG/ TKOF prohibited.

Exceptions:

- When RWY 06/24 CLSD.
- When ILS for the corresponding RWY is U/S.
- When RWY surface conditions are affected adversely and SFC friction is worse than good.
- When wind shear forecasted or reported, or storms expected.
- When Cross wind exceeds 15KT or tailwind exceeds 5KT.
- EMERG
- When LDG RWY 06/24; cloud base below 150m / 500ft and/or VIS less than 1900m. APCH requires vertical minima of more than 100m / 300ft, whereas cloud base is below 240m / 800ft and/or VIS below 3000m.
- When TKOF RWY 06/24 VIS below 1900m.

RWY 04/22

CLSD for TKOF/LDG. Taxiing and parking approved. No ATC clearance required for crossing RWY.

Segment between TWY L and P MAX wingspan 29m / 95ft.

Segment between TWY L and RWY 12/30 CLSD.

TWY Restrictions

TWY R width 21m / 69ft.

TWY D and L as rapid exit TWYs AVBL.

TWY FF CLSD.

Taxi to RWY 12 along RWY 06/24 prohibited except segment between TWY L and D.

Wingtip clearance 7.5m / 25ft from an obstacle is applied for taxiing on TWY.

TWY J BLUE and ORANGE:

- MAX wingspan 36m / 118ft.
- VIS 400m or above.

Usage of TWY J and TWY J ORANGE in segment between TWY G and TWY H is permitted HJ only.

MAX wingspan 52m / 171ft on following TWYs:

- TWY AA
- TWY A1 (between stands 1 and 3)
- TWY H (between TWY L and B2)
- TWY H1 (between stand 22 and 24)
- TWY K
- TWY S

GENERAL

Note: Taxiing from stand 58 via TWY H in direction of TWY L and F is allowed with MAX wingspan 65m / 213ft.

Taxiing via TWY A1 to stand 3 is allowed for ACFT with MAX wingspan 80m / 262ft.

MAX wingspan 36m / 118ft on following TWYs:

- TWY A to TWY H and viceversa
- TWY D to TWY G and viceversa
- TWY B to TWY A and viceversa
- TWY H1 to TWY F and viceversa

Note: Taxiing via TWY B1 to stand 4A with MAX wingspan 48m / 157ft.

Taxiing TWY B2 to stand 13 is allowed with MAX wingspan 51m / 167ft.

MAX wingspan 29m / 95ft on following TWYs:

- TWY N between TWY P and stand S9

MAX wingspan 19.5m / 64ft on following TWYs:

- TWY N between stand S9 and apron aviation service.

Taxiing from TWY L to TWY R or vice versa only for ACFT with MAX wingspan 36m / 118ft.

Taxiing from TWY L to TWY M or vice versa in direction to/from TWY P permitted only for ACFT with MAX wingspan 36m / 118ft, ACFT with wingspan above 36m / 118ft permitted only in direction to/from TWY F. Use oversteering technique with MAX taxiing speed 10KT.

Taxiing from TWY L to TWY P in direction from TWY M to RWY 12/30 or from TWY P to TWY L in direction from RWY 12/30 to TWY M permitted only for ACFT with MAX wingspan 36m / 118ft. Taxiing of ACFT with wingspan above 36m / 118ft from TWY L to TWY P in direction from THR 30 to APN SOUTH or from TWY P to TWY L in direction from THR 30 to APN SOUTH is cleared only if oversteering technique is used, MAX speed 10KT during oversteering.

MAX speed 10KT for ACFT with wingspan above 36m / 118ft when taxiing on TWY P between RWY 04/22 and APN SOUTH, TWY R and TWY S.

Taxiing for A346/B748/B773 on RWY 04/22, TWYs AA, B1, B2, H, H1, H2, M, N, P(east of TWY L), R, RR and S prohibited.

Taxi/Parking

Do not use more than MNM power on APNs.

Visual Docking Guidance System APIS++ AVBL on stands:

1, 3, 4, 1A, 1B, 3A, 3B, 4A, 5-7, 9-14, 14A, 15-19, 19A, 20, 21, 21A, 22, 22A, 22B, 23, 24, 24A, 24B, 26-31.

APIS: To avoid malfunctions taxi in with MAX 8KT.

Follow-me not AVBL to be led into stands 25, 50-75 and E1-E7.

Marshaller AVBL only if APIS U/S.

Marshaller is compulsory for B747-8 and An-124.

In TWY curves and on TWY at APN taxi speed is limited to 10KT.

APU

Switch off 5min after ARR.

APU switch on is not allowed earlier than 20min before ETD.

If external PWR source is not AVBL APU can be used all the time of standing

If external air handler is not AVBL APU can be used as necessary when time of standing is longer than 1HR.

ARRIVAL**Warnings**

Possible missidentification of RWY 12 and TWY D and TWY L.

OKL VOR/DME MAINT: 1st THU 0800-0900±.

PG DME, PA DME MAINT: 1st WED 0700-1200±.

ILS RWY 30 and 12 MAINT: 1st WED 0700-1200±.

ILS RWY 24 and PR DME MAINT: 2nd MON 2200-0300±.

ILS RWY 06 and PH DME MAINT: 2nd WED 2200-0300±.

Due to ACFT vacating at the end of RWY short-term interference of signal integrity ILS/LOC may happen.

MET balloon release daily 0530/1115/2315± approx FAP ILS RWY 30.

Birds in vicinity of AD.

Speed

MAX IAS 250KT on SLP.

MAX IAS 220KT on SLP2.

MAX IAS 250KT at D28 OKL for ACFT not following STAR.

MAX IAS 210KT on IAF, or:

- in case of radar vectors at PSN base leg
- in case of straight-in APCH at distance of 15NM from THR.

Unless a higher speed is required, this speed should be maintained up to 12NM from THR.

MAX IAS 160KT on final until OM or 4NM from THR.

Communication**MISAP COM Failure**

RWY 24: In case of RCF climb on track 241° to 4000ft, at D10 OKL turn right to OKL and climb to 5000ft.

RWY 30: In case of RCF climb on track 303° to 4000ft, at D10 OKL turn right to OKL and climb to 5000ft.

RWY 06: In case of RCF climb on track 061° to 4000ft, at D10 OKL turn left to OKL and climb to 5000ft.

RWY 12: In case of RCF climb on track 123° to 4000ft, at D10 OKL turn right to OKL and climb to 5000ft.

Arrival Procedure

HIRO 0500-2100±

Vacate RWY via following exit TWYs:

RWY 24: D for JET, C or D for PROP.

RWY 06: L for all ACFT, B for JET.

RWY 30: G for all ACFT.

RWY 12: P for all ACFT, R for JET.

After LDG on RWY 06/24 do not vacate via RWY 12 unless otherwise instructed by ATC.

Unless provided otherwise by ATC, vacating of RWY 06 via TWY Z is prohibited.

Visual APCH: VIS APCH prohibited.

Reverse: Reverse thrust other than idle thrust shall only be used from 2100-0500± if necessary due to safety reasons.

ARRIVAL

Non-standard GP Intercept Position on RWY 06

GP intercepts RWY 06 at 314m / 1030ft after landing threshold.
Remaining DIST beyond GP is 3401m / 11158ft.

RWY 12

GP intercepts RWY 12 at 314m / 1030ft after landing threshold.
Remaining DIST beyond GP is 2936m / 9633ft.

RWY 24

GP intercepts RWY 24 at 326m / 1069ft after landing threshold.
Remaining DIST beyond GP is 3389m / 11119ft.

RWY 30

GP intercepts RWY 30 at 343m / 1126ft after landing threshold.
Remaining DIST beyond GP is 2907m / 9537ft.

DEPARTURE

Take-off Minima

RWY		06/24	
A, B, C	ft - m/km	0 - 125R	-
D		0 - 150R	-
RWY		12/30	
All ACFT	ft - m/km	0 - 800R/800V	-

Speed

Speed restriction below FL100:

- Jet ACFT MAX IAS 250KT
- Propeller driven ACFT MAX IAS 180KT

Departure Procedure**Start-up/Push-back**

Multiple push-back CONDs can be applied for ACFT with MAX wingspan 36m / 118ft on TWY strips EXC of TWY J. ATC allocates the explicit push/pull stop bar to an ACFT crew. The crew passes this information to a ground crew. For safety reasons only minimal ENG PWR shall be used for commencement of taxiing.

For push-back and taxi change to GND without instruction.

Power-back from nose-in stands is cleared for PROP ACFT with MAX 30t / 66139lbs MTOW when VIS equal or above 400m. Only valid for:

- Stand 50-58, 60-64, 70-75 on NORTH APN.
- All Stands on EAST APN.

RESTR may apply when securing state important flights, during this period, ENG start-up and running, use of APU or GPU is prohibited on APN south and adjacent areas. Adhere strictly to ATS or handling agents instructions.

DEPARTURE

Intersection TKOF: INT G for PROP.

HIRO 0500-2100‡

Following intersections for TKOF shall be used:

RWY 24: THR for JET, B for PROP.

RWY 06: E for JET, D for PROP.

RWY 30: THR for JET, R for PROP.

RWY 12: THR for JET, F for PROP.

Noise Abatement Procedure

Use TKOF PROC A.

JET ACFT

Deviation from SID or from the RWY HDG during a DEP given by ATC is not possible:

- RWY 06: until passing D6.2 OKL.
- RWY 24: until passing D5.2 OKL.
- RWY 30: until passing D6.4 OKL.
- RWY 12: until passing D10 OKL.

PROP ACFT

Deviation from SID or from the RWY HDG during a DEP given by ATC is not possible:

- RWY 06/24, 30: 0500-2100‡ until passing 3200ft AMSL.
2100-0500‡ until passing 5000ft AMSL.
- RWY 12: until passing D10 OKL.

Except in case of providing immediate separation minima between ACFT in FLT and/or ensuring FLT safety regarding weather phenomena or bird hazard.

Visual Departure

Visual departures for adverse weather avoidance:

Visual departures for the purpose of adverse weather avoidance during TKOF and initial climb-out are permitted during daytime and for all ACFT up to CAT H inclusive. ATC CLR to execute a visual departure may be issued upon request of the pilot or upon initiative of ATC and accepted by the pilot.

To execute a visual departure:

- the ACFT TKOF performance characteristics shall allow to make an early turn after TKOF ASAP.
- WX conditions in the direction of TKOF and following climb-out shall enable visual reference to terrain up to MSA or Minimum Radar Vectoring Altitude stated in ATC CLR.
- the pilot shall be responsible for OBST CLR until such specified ALT.
- the pilot prior to TKOF shall agree to execute this procedure. The readback of the ATC CLR is considered as agreement.
- with regard to specifics of a visual departure procedure, the flight crew should consider the suitability of the use of reduced thrust TKOF technique.

ATC Slot, Clearance

For ATC CLR and start-up call DLV/TWR. Report PSN and ATIS/QNH.

ACFT intending to TKOF from the other RWY than the RWY in use must report the REQ at least 10min before ENG start-up.

Medium ACFT expect delay when REQ TKOF from THR RWY 12.

Airport Collaborative Decision Making (CDM)

CDM concept in use at this airport. See General Part/RAR/RAR In-Flight.

DEPARTURE**De-icing**

When A-CDM procedures in effect REQ de-icing 25min before TOBT.

When A-CDM procedures are not in effect REQ de-icing 25min before EOBT.

Later REQ will be accepted but can cause a delay.

When CDM PROCs (Collaborative Decision Making Procedures) are in force, the crews request for de-icing will be confirmed by ATC with the phrase: "Expect de-icing pad (designator).

By this phrase it is confirmed to the crew that the de-icing request has been accepted by ATC and a new TSAT has been calculated with regard to the de-icing pad and requested degree of de-icing.

De-icing areas:

- De-icing area 1 on TWY Z in front of THR 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 APN NORTH.
- De-icing area 5 in area of stands 58 on APN NORTH.
- De-icing area 6 in area of stands 62 and 63 on APN NORTH.
- TWY J on level of stands 53 and 54 in exceptional cases.
- APN EAST.
- Area of stands S1-S9 on APN SOUTH (only for ACFT with MTOW 13t / 28660lbs).

At the de-icing stands stop bars installed for exact stop.

- De-icing 36m / 120ft bar for ACFT with MAX wingspan 36m / 120ft.
- De-icing 52m / 170ft bar for ACFT with wingspan 36m / 120ft - 52m / 170ft.
- De-icing 65m / 210ft bar for ACFT with wingspan 52m / 170ft - 65m / 210ft.

ACFT of type A346 and B773 on De-icing area 1.

| De-icing of critical ACFT types on DA2 is possible only if standing in direction of arrival from TWY A1.

06-SEP-2018

PRG-LKPR

2-10

Czech Republic **Prague** Ruzyne

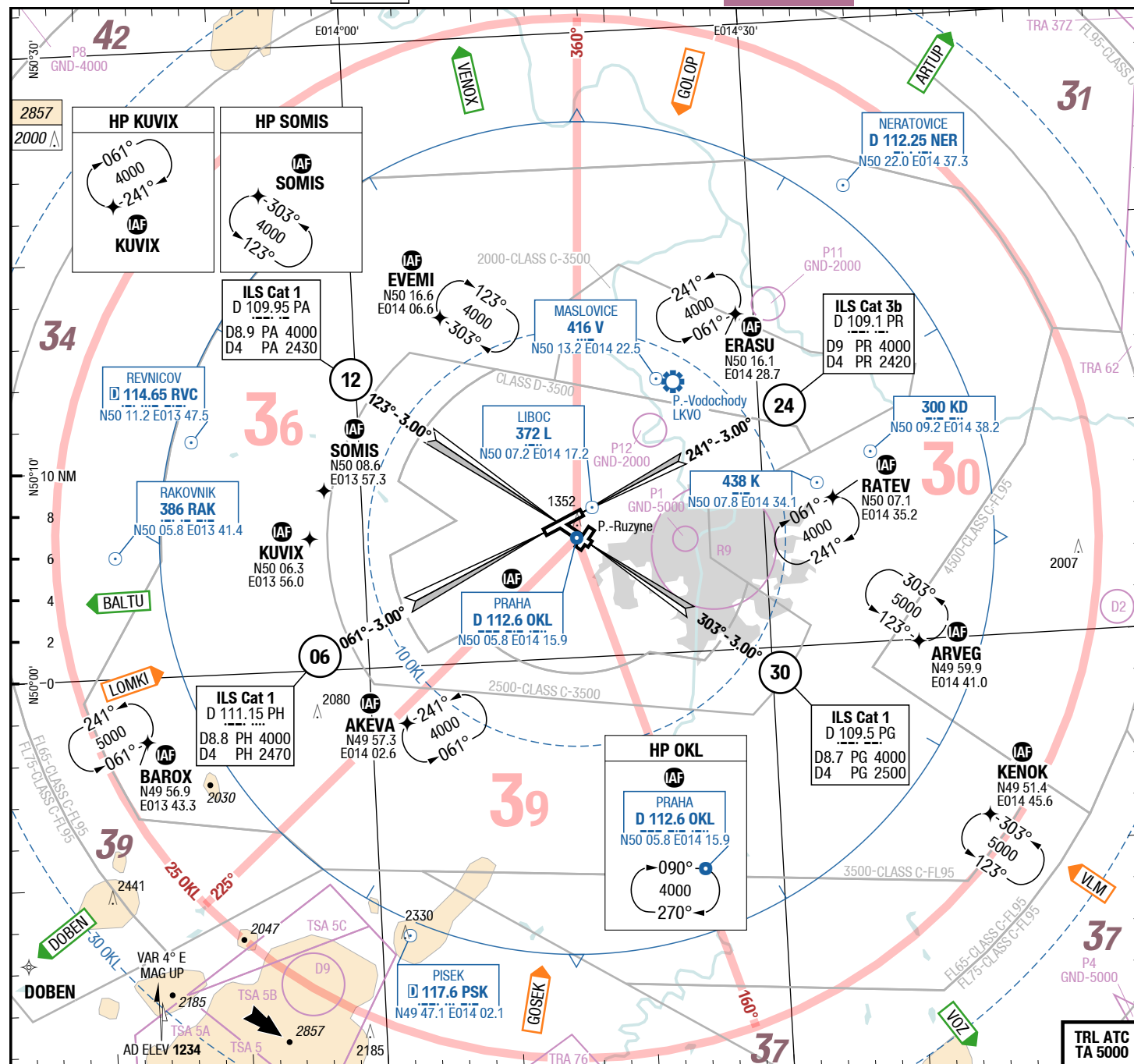
AGC
AFC

AFC

AFC

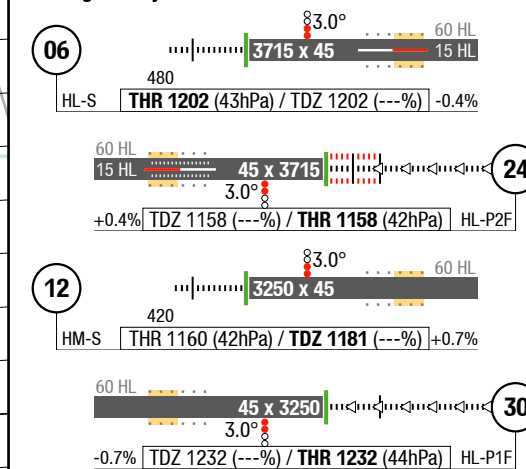
Ruzyne **Prague** Czech Republic

AGC
AFC

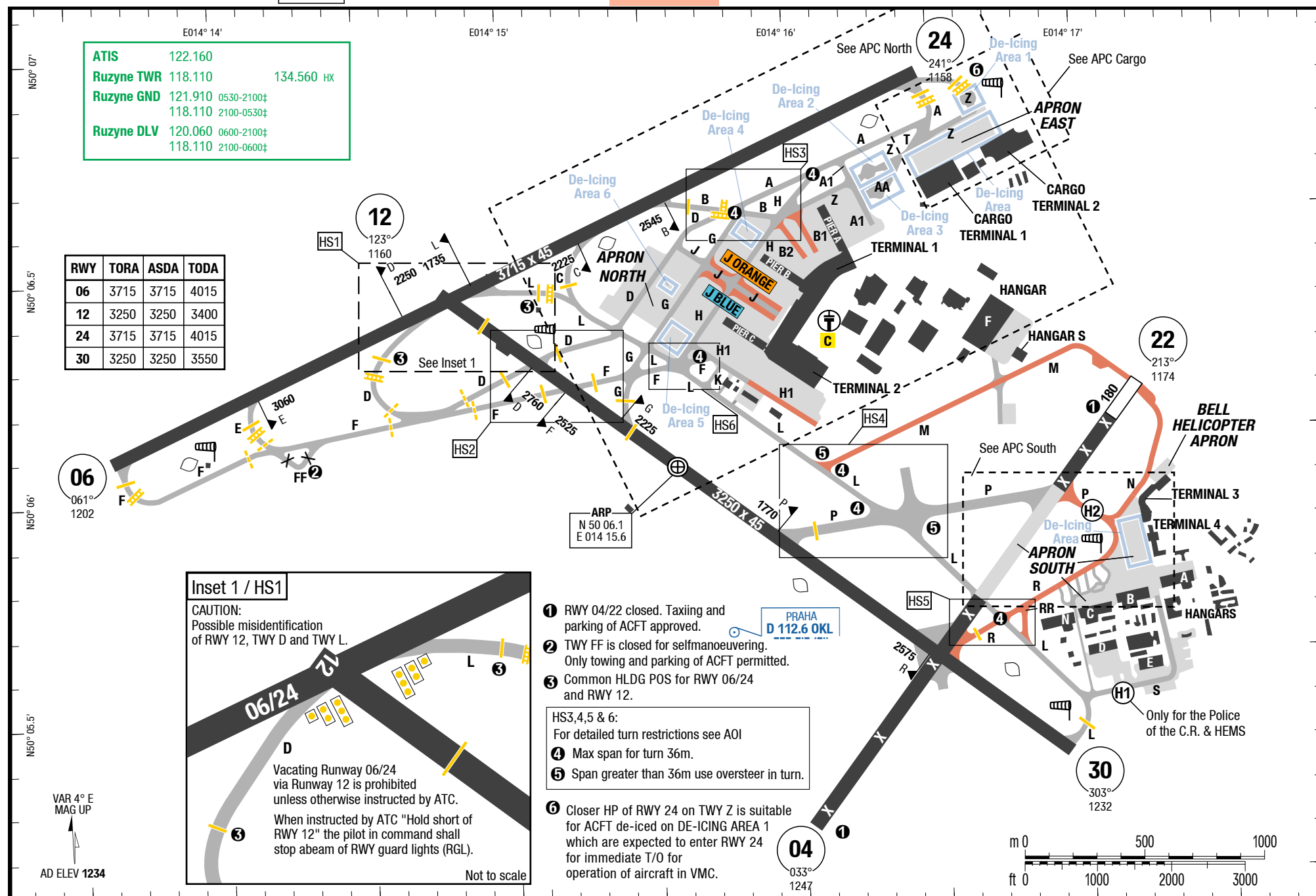


ATIS	122.160	
RAD/APP	120.530	
	127.580	
Ruzyne RAD/APP	119.010	0600-2000‡
	118.310	0600-2000‡ Info
	136.080	HX
	127.580	2000-6000‡
Ruzyne TWR	118.110	
	134.560	HX
Ruzyne GND	121.910	0530-2100‡
	118.110	2100-0530‡
Ruzyne DLV	120.060	0600-2100‡
	118.110	2100-0600‡

Landing RWY system:



Changes: FREQ, SUAs



13-SEP-2018/UFN

06-SEP-2018

PRG-LKPR

Czech Republic Prague Ruzyně

NIL

APC

APC

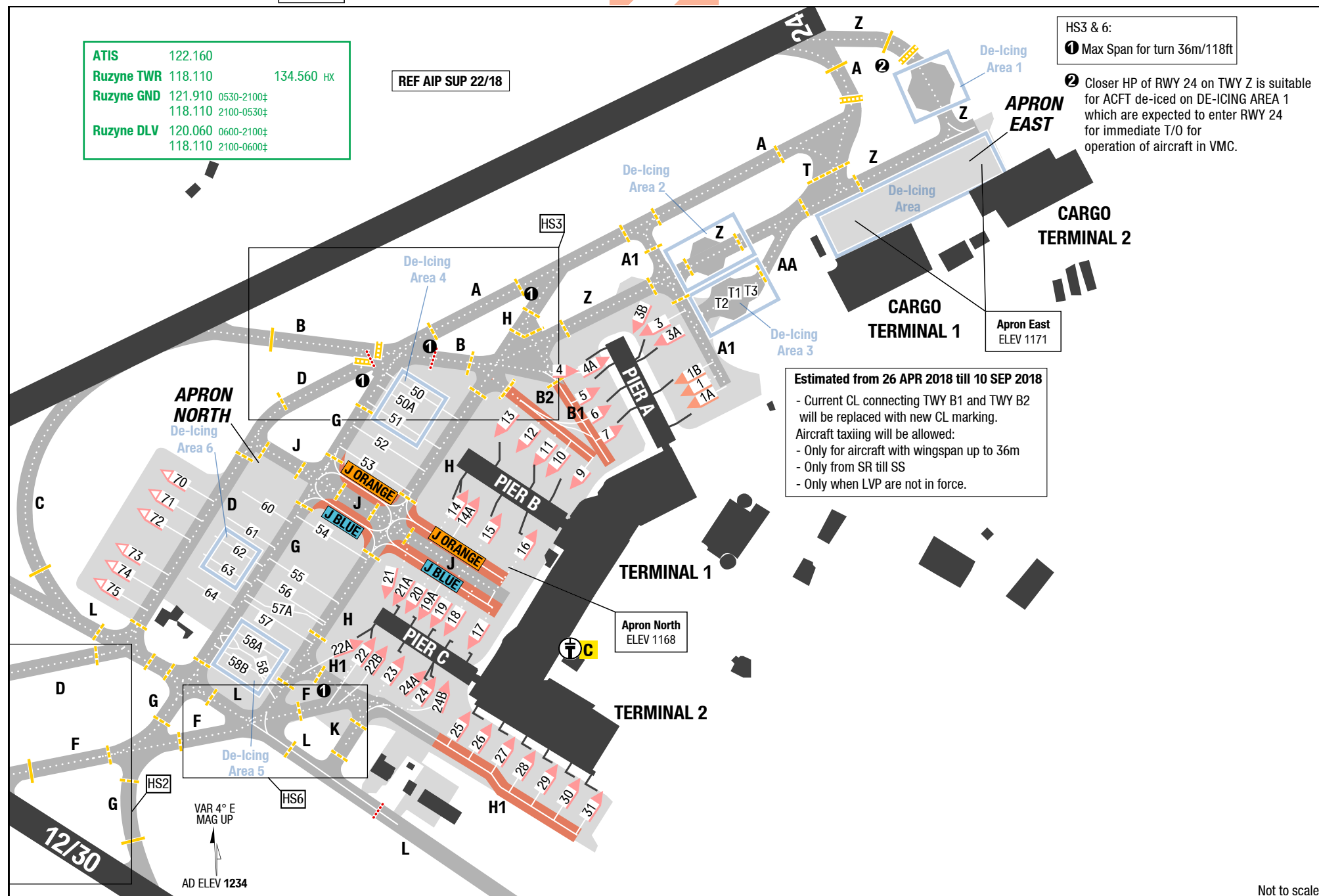
Ruzyně Prague Czech Republic

NIL

Tempo APC North

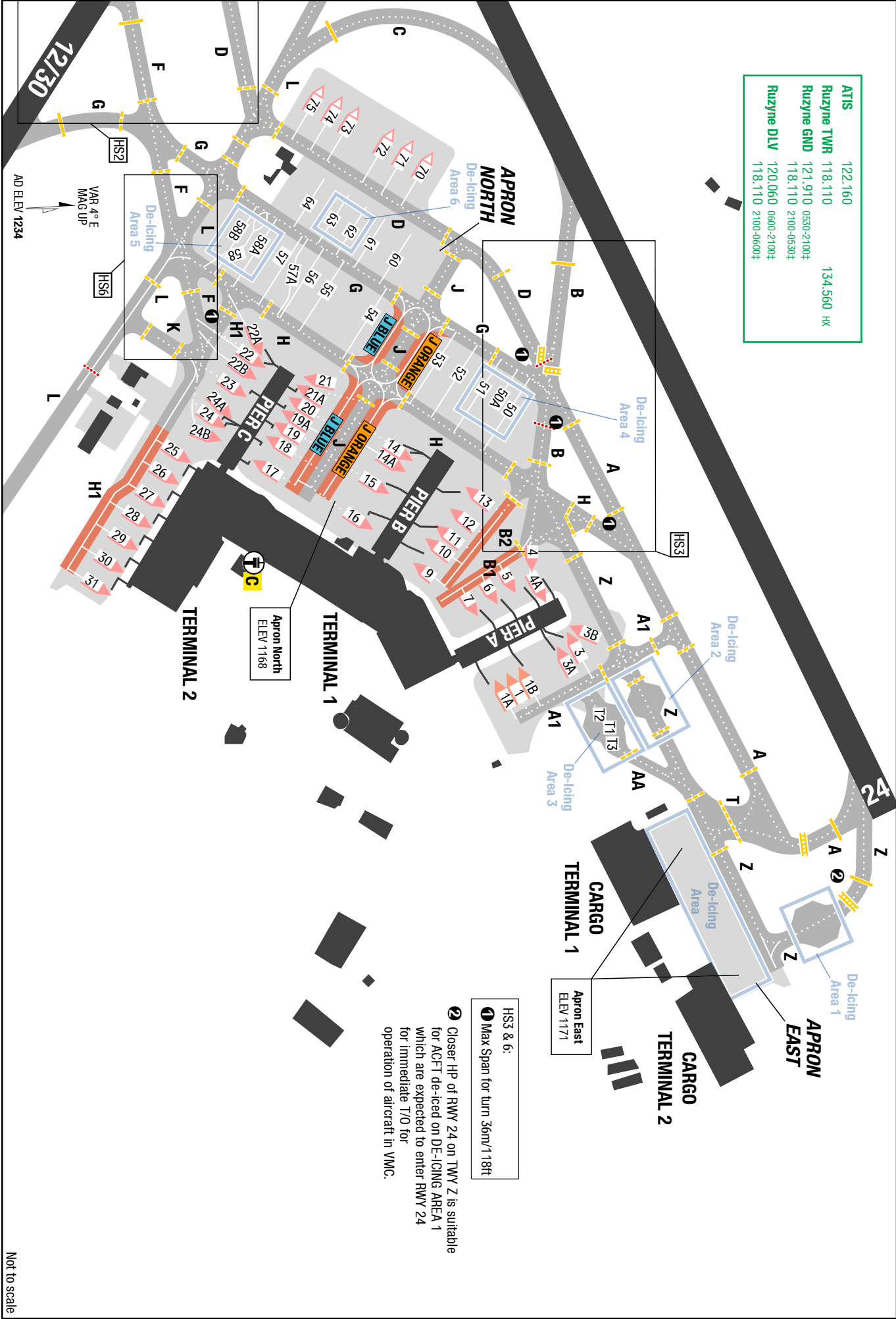
3-28

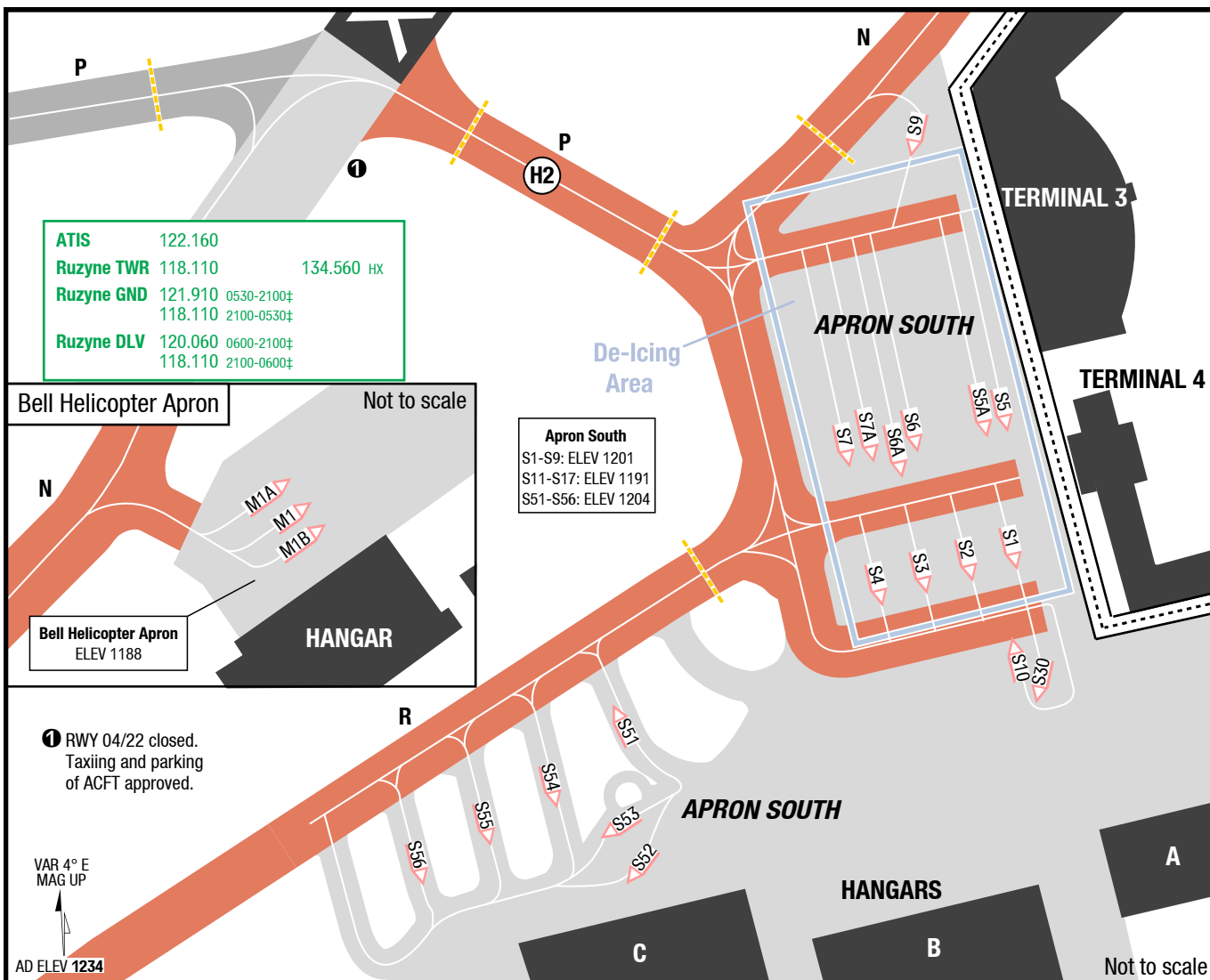
Tempo APC North



Changes: FREQ, Parking Stands

ATIS	122.160	
Ruzyně TWR	118.110	134.560 HK
Ruzyně GND	121.910 0530-2100†	
	118.110 2100-0530†	
Ruzyně DLV	120.060 0600-2100†	
	118.110 2100-0600†	

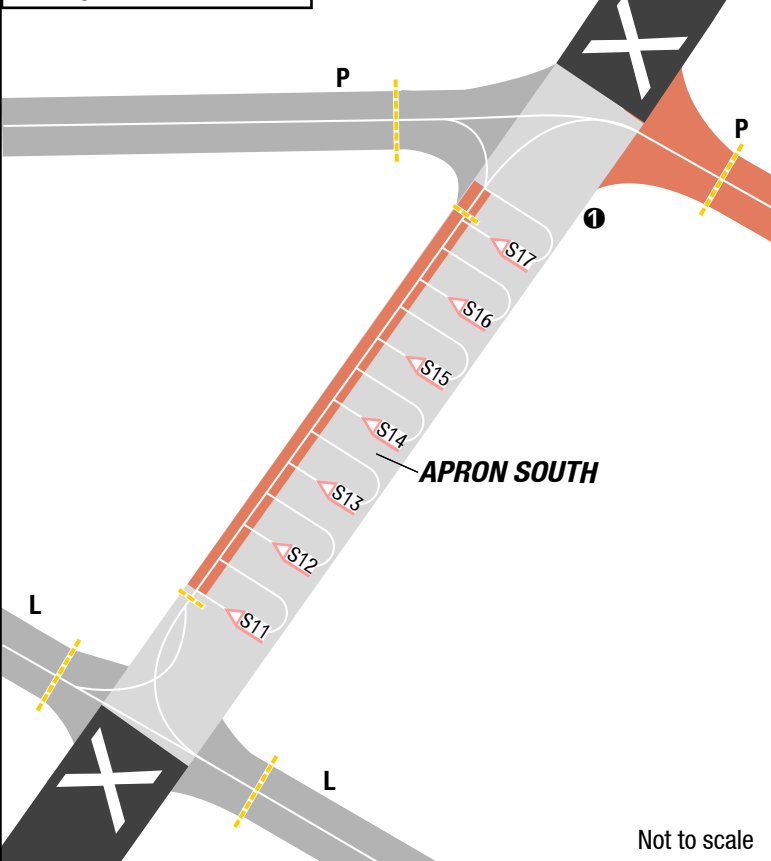




Stand Coordinates

1-1B	N50 06.6 E014 16.2	64	N50 06.4 E014 15.5
3, 3B	N50 06.7 E014 16.1	70	N50 06.6 E014 15.4
3A	N50 06.6 E014 16.2	71-74	N50 06.5 E014 15.4
4-7	N50 06.6 E014 16.1	75	N50 06.5 E014 15.3
9-11	N50 06.5 E014 16.0	M1, M1A	N50 06.0 E014 17.2
12	N50 06.6 E014 16.0	M1B	N50 06.0 E014 17.3
13	N50 06.6 E014 15.9	S1, S2	N50 05.9 E014 17.2
14-15	N50 06.5 E014 15.9	S3, S4	N50 05.9 E014 17.1
16	N50 06.5 E014 16.0	S5	N50 05.9 E014 17.2
17	N50 06.4 E014 15.9	S5A-S9	N50 05.9 E014 17.1
18-21A	N50 06.4 E014 15.8	S10	N50 05.8 E014 17.2
22-22B	N50 06.4 E014 15.7	S11	N50 05.8 E014 16.6
23	N50 06.4 E014 15.8	S12	N50 05.8 E014 16.7
24-24B	N50 06.3 E014 15.8	S13, S14	N50 05.9 E014 16.7
25-27	N50 06.3 E014 15.9	S15, S16	N50 05.9 E014 16.8
28, 29	N50 06.3 E014 16.0	S17	N50 06.0 E014 16.8
30	N50 06.2 E014 16.0	S30	N50 05.8 E014 17.2
31	N50 06.2 E014 16.1	S51-S54	N50 05.8 E014 17.0
50-52	N50 06.6 E014 15.8	S55, S56	N50 05.8 E014 16.9
53	N50 06.5 E014 15.8	T1-T3	N50 06.7 E014 16.3
54	N50 06.5 E014 15.7		
55	N50 06.4 E014 15.7		
56-58B	N50 06.4 E014 15.6		
60	N50 06.5 E014 15.6		
61-63	N50 06.5 E014 15.5		

Parking Stands RWY 04/22



Effective 13-SEP-2018

06-SEP-2018

PRG-LKPR

Czech Republic Prague Ruzyně

NIL

APC Cargo

APC

APC

Ruzyně Prague Czech Republic

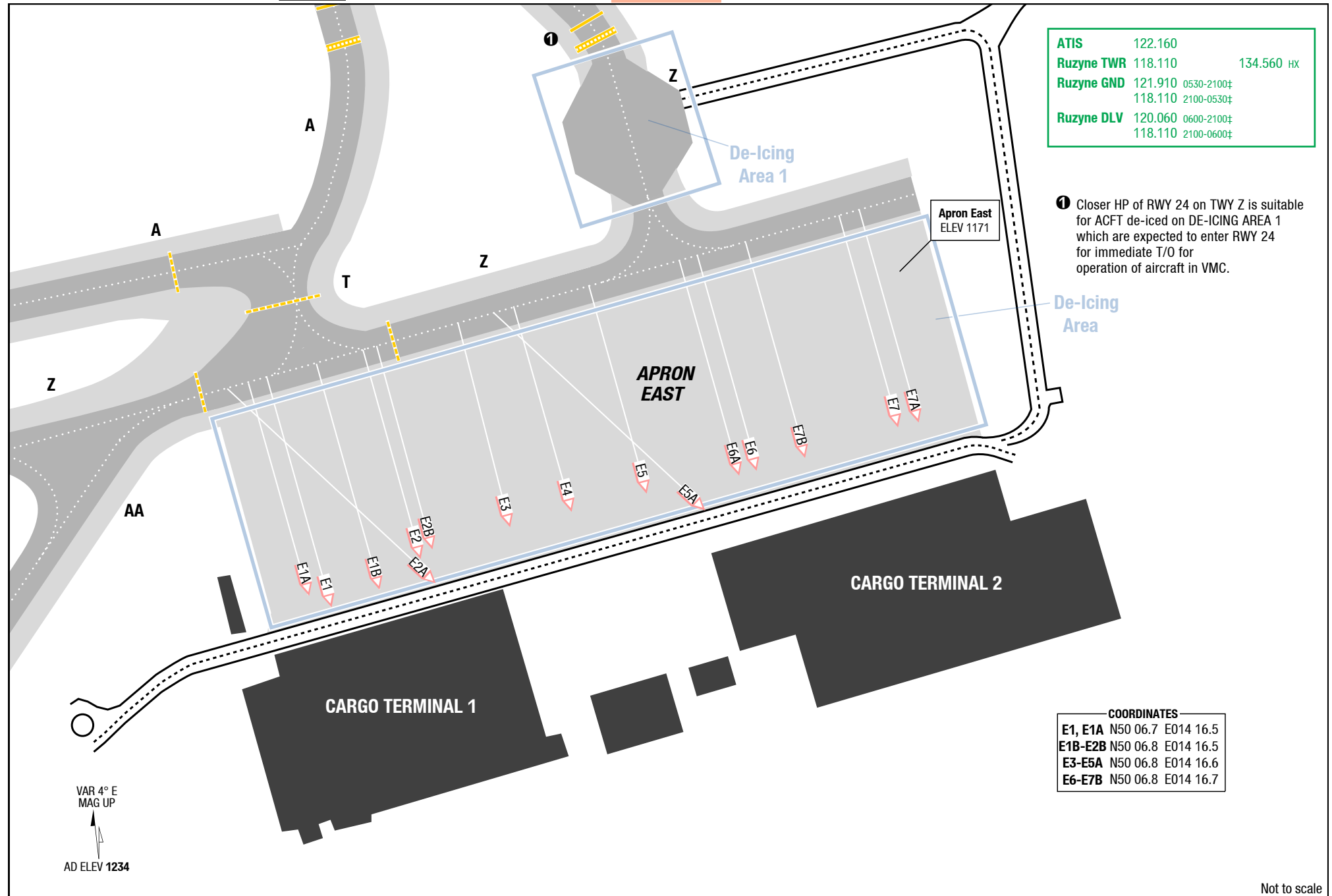
NIL

APC Cargo

3-50

ATIS	122.160	
Ruzyně TWR	118.110	134.560 HX
Ruzyně GND	121.910	0530-2100‡
	118.110	2100-0530‡
Ruzyně DLV	120.060	0600-2100‡
	118.110	2100-0600‡

① Closer HP of RWY 24 on TWY Z is suitable for ACFT de-iced on DE-ICING AREA 1 which are expected to enter RWY 24 for immediate T/O for operation of aircraft in VMC.



COORDINATES

E1, E1A	N50 06.7	E014 16.5
E1B-E2B	N50 06.8	E014 16.5
E3-E5A	N50 06.8	E014 16.6
E6-E7B	N50 06.8	E014 16.7

Changes: FREQ

Not to scale

© Lido 2018

02-NOV-2017

PRG-LKPR

Czech Republic **Prague** Ruzyne

RNAV SIDs RWYs 12/30

4-10

RNAV SIDs RWYs 06/24

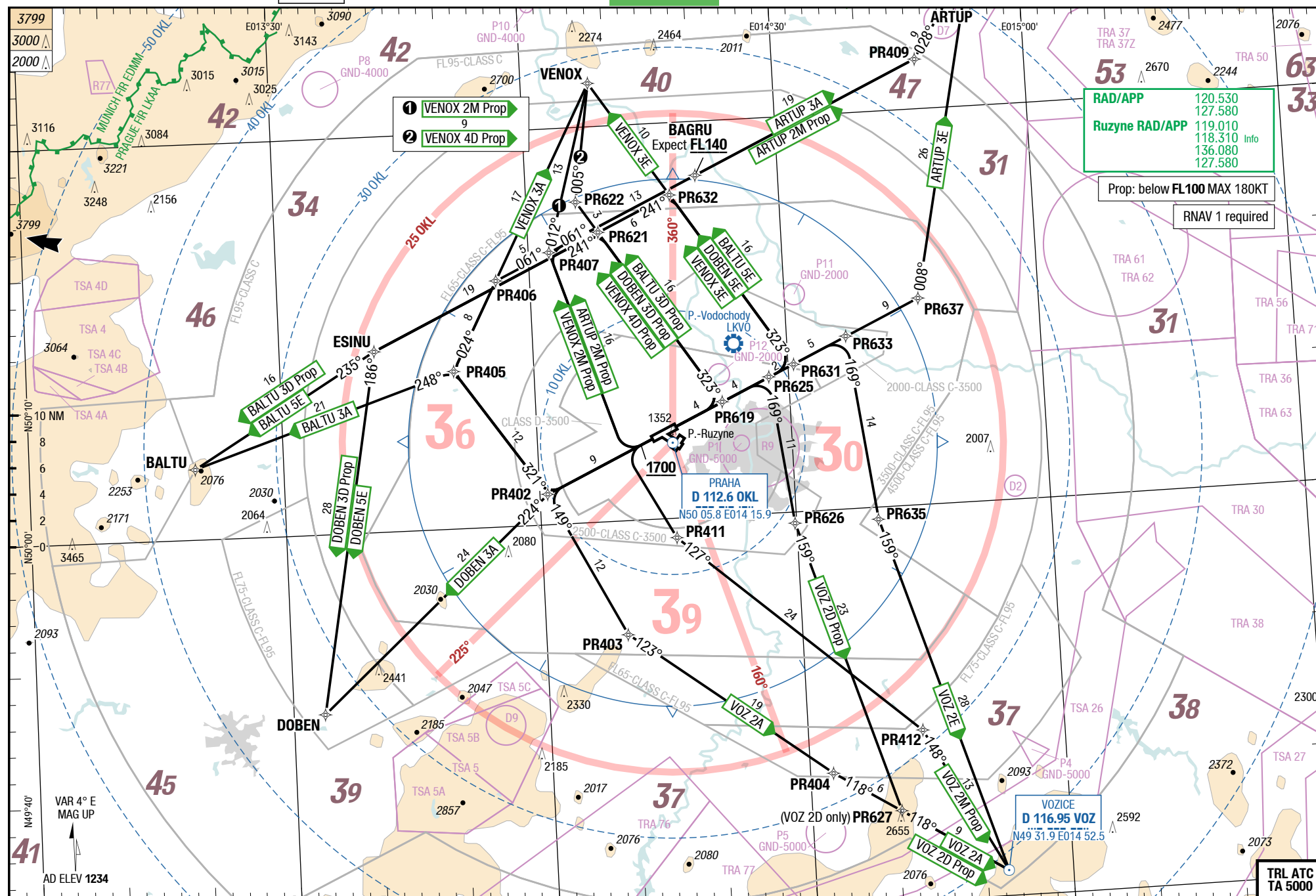
SID

SID

Ruzyně **Prague** Czech Republic

RNAV SIDs RWYs 12/30

RNAV SIDs RWYs 06/24



Changes: WPT , PROC renumbered

TRL ATC
TA 5000

© Lido 2017

02-NOV-2017

Czech Republic **Prague** Ruzyne

Ruzyně **Prague** Czech Republic**PRG-LKPR**

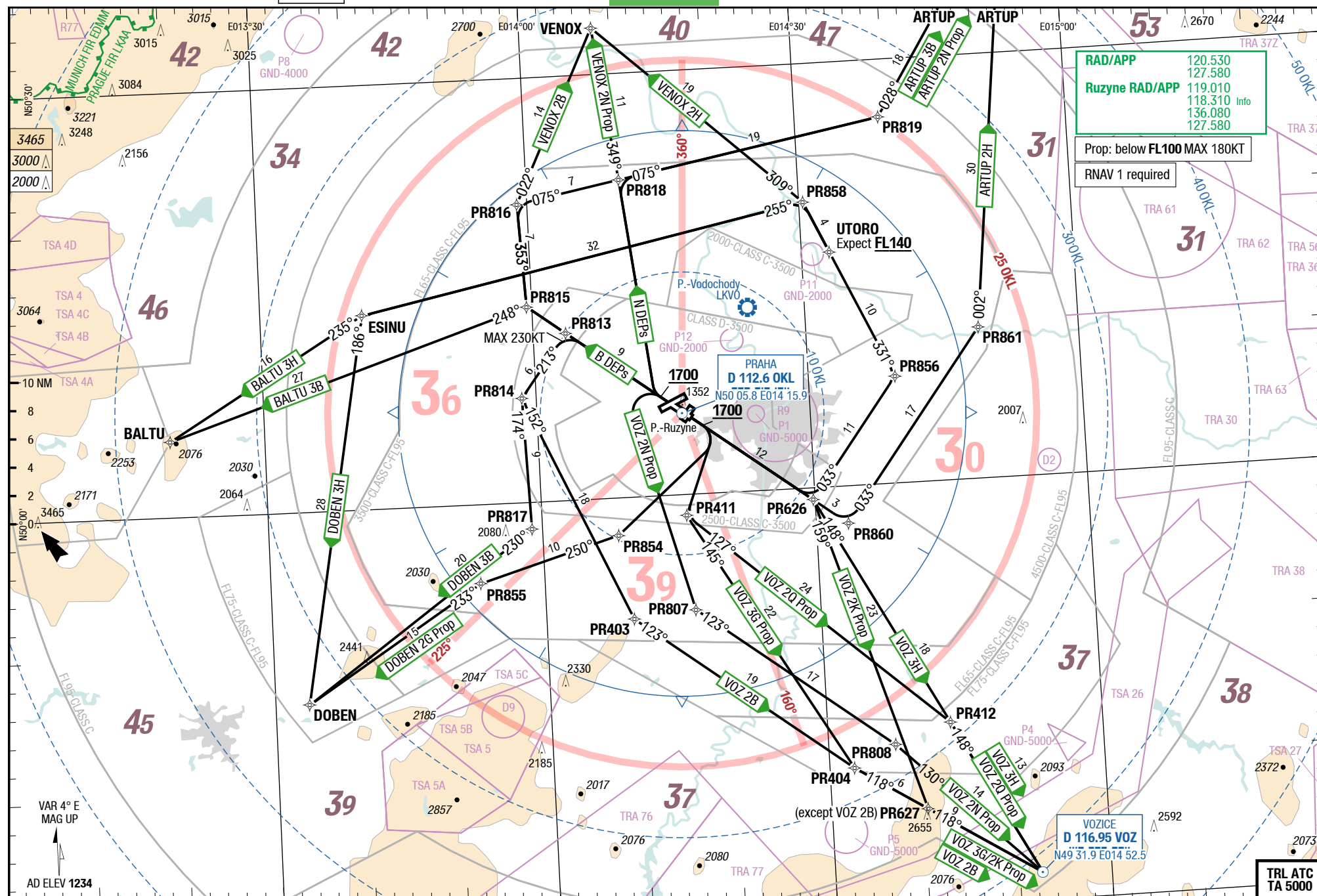
4-20

RNAV SIDs RWYs 12/30

SID

SID

RNAV SIDs RWYs 12/30



Changes: WPT , Track, PROC renumbered

TRL ATC
TA 5000

© Lido 2017

Effective 13-SEP-2018

06-SEP-2018

PRG-LKPR

Czech Republic Prague Ruzyně

NIL

4-30

OMNIDIRECTIONAL DEPARTURES

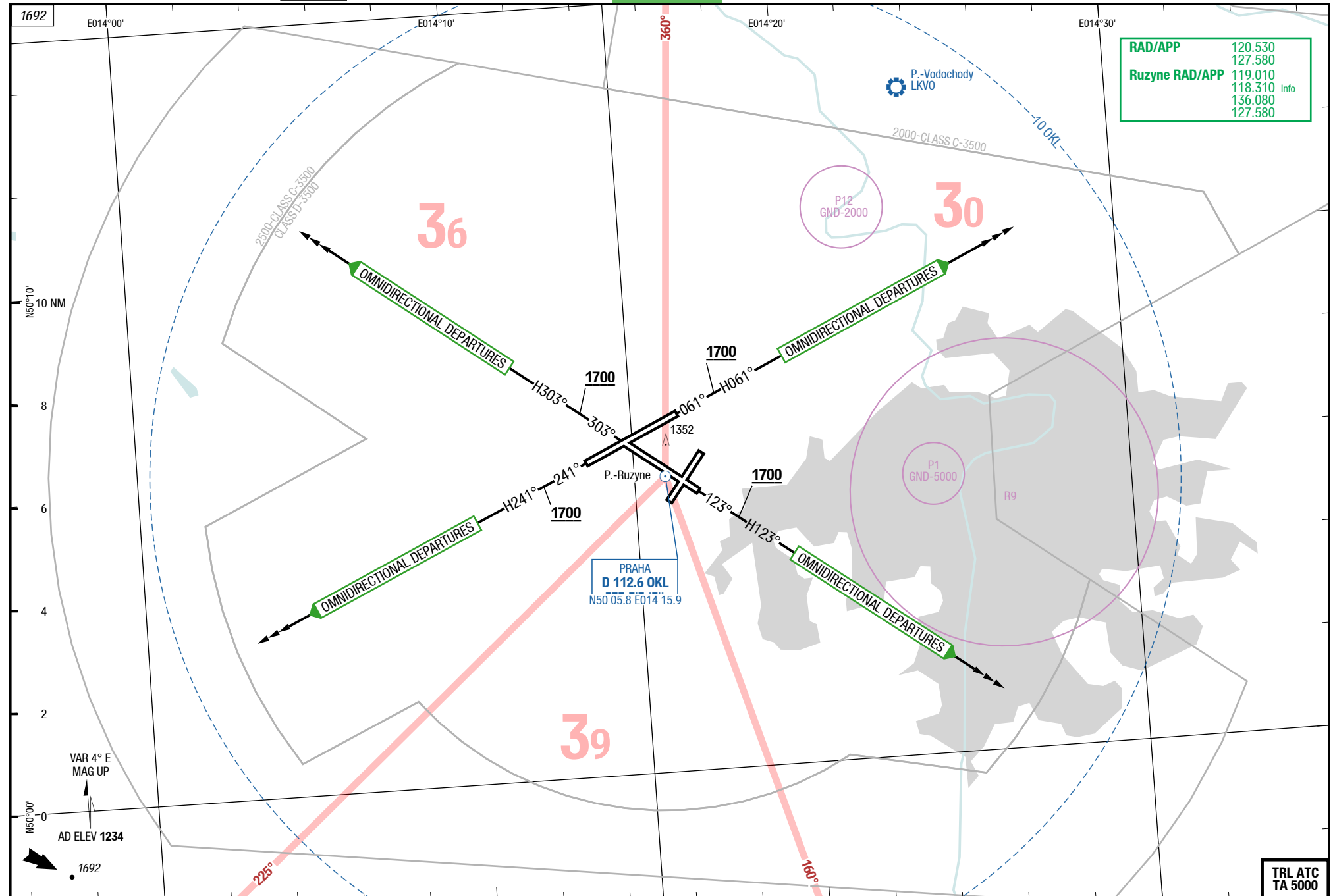
SID

SID

Ruzyně Prague Czech Republic

NIL

OMNIDIRECTIONAL DEPARTURES



Changes: new

TRL ATC
TA 5000

© Lido 2018

PRG-LKPR

5-10

RNAV SIDs RWYs 06/24

ARTUP 3E / BALTU 3D / BALTU 5E / DOBEN 3D / DOBEN 5E / VENOX 3E / VENOX 4D
RWY 06 (061°)

After take-off, contact Prague RAD.

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 06	
ARTUP 3E 5.0% to 3200 120.530 ①	DCT PR637 - ARTUP	initial climb 5000
BALTU 3D (Prop only) 5.0% to 3200 120.530 ①②	DCT PR619 - PR621 - ESINU - BALTU	initial climb 5000
BALTU 5E 5.0% to 3200 120.530 ①②	DCT PR631 - PR632 - PR621 - ESINU - BALTU	initial climb 5000
DOBEN 3D (Prop only) 5.0% to 3200 120.530 ①	DCT PR619 - PR621 - ESINU - DOBEN	initial climb 5000
DOBEN 5E 5.0% to 3200 120.530 ①	DCT PR631 - PR632 - PR621 - ESINU - DOBEN	initial climb 5000
VENOX 3E 5.0% to 3200 120.530 ①	DCT PR631 - PR632 - VENOX	initial climb 5000
VENOX 4D (Prop only) 5.0% to 3200 120.530 ①	DCT PR619 - PR621 - PR622 - VENOX	initial climb 5000

① Climb gradient due to noise abatement.

② Aircraft proceeding after BALTU to VARIK, OKG or RAPET and climbing MNM FL280, must achieve FL280 by these points.

PRG-LKPR

5-20

RNAV SIDs RWYs 06/24

ARTUP 2M / ARTUP 3A / BALTU 3A / DOBEN 3A / VOZICE 2D / VOZICE 2E

RWYs 06 (061°) / 24 (241°)

After take-off, contact Prague RAD.

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 06	
VOZICE 2D VOZ 2D (Prop only) 5.0% to 3200 120.530 ①	DCT PR625 - PR626 - PR627 - VOZ	initial climb 5000
VOZICE 2E VOZ 2E 5.0% to 3200 120.530 ①	DCT PR633 - PR635 - VOZ	initial climb 5000
	Runway 24	
ARTUP 2M (Prop only) 5.0% to 3200 120.530 ①②	241° [A1700+] - DCT PR407 - BAGRU - PR409 - ARTUP	BAGRU expect MNM FL140 initial climb 5000
ARTUP 3A 5.0% to 3200 120.530 ①	DCT PR402 - PR405 - PR406 - PR407 - BAGRU - PR409 - ARTUP	BAGRU expect MNM FL140 initial climb 5000
BALTU 3A 5.0% to 3200 120.530 ①③	DCT PR402 - PR405 - BALTU	 initial climb 5000
DOBEN 3A 5.0% to 3200 120.530 ①	DCT PR402 - DOBEN	 initial climb 5000

① Climb gradient due to noise abatement.

② Valid between 0500-2100†

③ Aircraft proceeding after BALTU to VARIK, OKG or RAPET and climbing MNM FL280, must achieve FL280 by these points.

VENOX 2M / VENOX 3A / VOZICE 2A / VOZICE 2M

RWY 24 (241°)

After take-off, contact Prague RAD.

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 24	
VENOX 2M (Prop only) 5.0% to 3200 120.530 ①②	241° [A1700+] - DCT PR407 - VENOX	initial climb 5000
VENOX 3A 5.0% to 3200 120.530 ①	DCT PR402 - PR405 - PR406 - VENOX	initial climb 5000
VOZICE 2A VOZ 2A 5.0% to 3200 120.530 ①	DCT PR402 - PR403 - PR404 - VOZ	initial climb 5000
VOZICE 2M VOZ 2M (Prop only) 5.0% to 3200 120.530 ①②	241° [A1700+] - DCT PR411 - PR412 - VOZ	initial climb 5000

① Climb gradient due to noise abatement.

② Valid between 0500-2100†

PRG-LKPR

5-40

RNAV SIDs RWYs 12/30

ARTUP 2H / BALTU 3H / DOBEN 2G / DOBEN 3H / VENOX 2H / VOZICE 2K

RWY 12 (123°)

After take-off, contact Prague RAD.

	GS	120	150	180	210	240	270
8.0%	ft/MIN	1000	1300	1500	1800	2000	2200

DESIGNATOR	ROUTING	ALTITUDES
	Runway 12	
ARTUP 2H 8.0% to 3200 120.530 ①	DCT PR860 - PR861 - ARTUP	initial climb 5000
BALTU 3H 8.0% to 3200 120.530 ①④	DCT PR626 - PR856 - UTORO - PR858 - ESINU - BALTU	UTORO expect MNM FL140 initial climb 5000
DOBEN 2G (Prop only) 8.0% to 3200 120.530 ①②	123° [A1700+] - DCT PR854 - PR855 - DOBEN	initial climb 5000
DOBEN 3H 8.0% to 3200 120.530 ①	DCT PR626 - PR856 - UTORO - PR858 - ESINU - DOBEN	UTORO expect MNM FL140 initial climb 5000
VENOX 2H 8.0% to 3200 120.530 ①	DCT PR626 - PR856 - UTORO - PR858 - VENOX	UTORO expect MNM FL140 initial climb 5000
VOZICE 2K VOZ 2K (Prop only) 8.0% to 3200 120.530 ①③	DCT PR626 - PR627 - VOZ	initial climb 5000

① Climb gradient due to noise abatement.

② Valid between 0500-2100‡

③ Valid between 0500-2100‡, when RWY 06 is in use.

④ Aircraft proceeding after BALTU to VARIK, OKG or RAPET and climbing MNM FL280, must achieve FL280 by these points.

PRG-LKPR

5-50

RNAV SIDs RWYs 12/30**ARTUP 2N / ARTUP 3B / VOZICE 2Q / VOZICE 3G / VOZICE 3H**

RWYs 12 (123°) / 30 (303°)

After take-off, contact Prague RAD.

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400
8.0%	ft/MIN	1000	1300	1500	1800	2000	2200

DESIGNATOR	ROUTING	ALTITUDES
	Runway 12	
VOZICE 2Q VOZ 2Q (Prop only) 8.0% to 3200 120.530 ①③	123° [A1700+] - DCT PR411 - PR412 - VOZ	initial climb 5000
VOZICE 3G VOZ 3G (Prop only) 8.0% to 3200 120.530 ①②	123° [A1700+] - DCT PR411 - PR404 - PR627 - VOZ	initial climb 5000
VOZICE 3H VOZ 3H 8.0% to 3200 120.530 ①	DCT PR626 - PR412 - VOZ	initial climb 5000
	Runway 30	
ARTUP 2N (Prop only) 5.0% to 3200 120.530 ①②	303° [A1700+] - DCT PR818 - PR819 - ARTUP	initial climb 5000
ARTUP 3B 5.0% to 3200 120.530 ①	DCT PR815 - PR816 - PR818 - PR819 - ARTUP	initial climb 5000

① Climb gradient due to noise abatement.

② Valid between 0500-2100±

③ Valid between 0500-2100±, when RWY 24 is in use.

PRG-LKPR

5-60

RNAV SIDs RWYs 12/30

BALTU 3B / DOBEN 3B / VENOX 2B / VENOX 2N / VOZICE 2B / VOZICE 2N

RWY 30 (303°)

After take-off, contact Prague RAD.

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 30	
BALTU 3B 5.0% to 3200 120.530 ①③	DCT PR815 - BALTU	initial climb 5000
DOBEN 3B 5.0% to 3200 120.530 ①	DCT PR813 [K230-] - PR814 - PR817 - DOBEN	initial climb 5000
VENOX 2B 5.0% to 3200 120.530 ①	DCT PR815 - PR816 - VENOX	initial climb 5000
VENOX 2N (Prop only) 5.0% to 3200 120.530 ①②	303° [A1700+] - DCT PR818 - VENOX	initial climb 5000
VOZICE 2B VOZ 2B 5.0% to 3200 120.530 ①	DCT PR813 [K230-] - PR814 - PR403 - PR404 - VOZ	initial climb 5000
VOZICE 2N VOZ 2N (Prop only) 5.0% to 3200 120.530 ①②	303° [A1700+] - DCT PR807 - PR808 - VOZ	initial climb 5000

① Climb gradient due to noise abatement.

② Valid between 0500-2100†

③ Aircraft proceeding after BALTU to VARIK, OKG or RAPET and climbing MNM FL280, must achieve FL280 by these points.

PRG-LKPR**5-70****OMNIDIRECTIONAL DEPARTURES****OMNIDIRECTIONAL DEPARTURES**

RWYs 06 (061°) / 12 (123°) / 24 (241°) / 30 (303°)

	GS	120	150	180	210	240	270
5.0%	ft/MIN	700	800	1000	1100	1300	1400

DESIGNATOR	ROUTING	ALTITUDES
	Runway 06	
OMNIDIRECTIONAL DEPARTURES 5.0% to 3200	061° to MNM 1700 - HDG 061° expect vectors	
	Runway 12	
OMNIDIRECTIONAL DEPARTURES 5.0% to 3200	123° to MNM 1700 - HDG 123° expect vectors	
	Runway 24	
OMNIDIRECTIONAL DEPARTURES 5.0% to 3200	241° to MNM 1700 - HDG 241° expect vectors	
	Runway 30	
OMNIDIRECTIONAL DEPARTURES 5.0% to 3200	303° to MNM 1700 - HDG 303° expect vectors	

Effective 09-NOV-2017

02-NOV-2017

PRG-LKPR

Czech Republic Prague Ruzyně

RNAV STARs RWY 12

RNAV STARs RWY 06

STAR

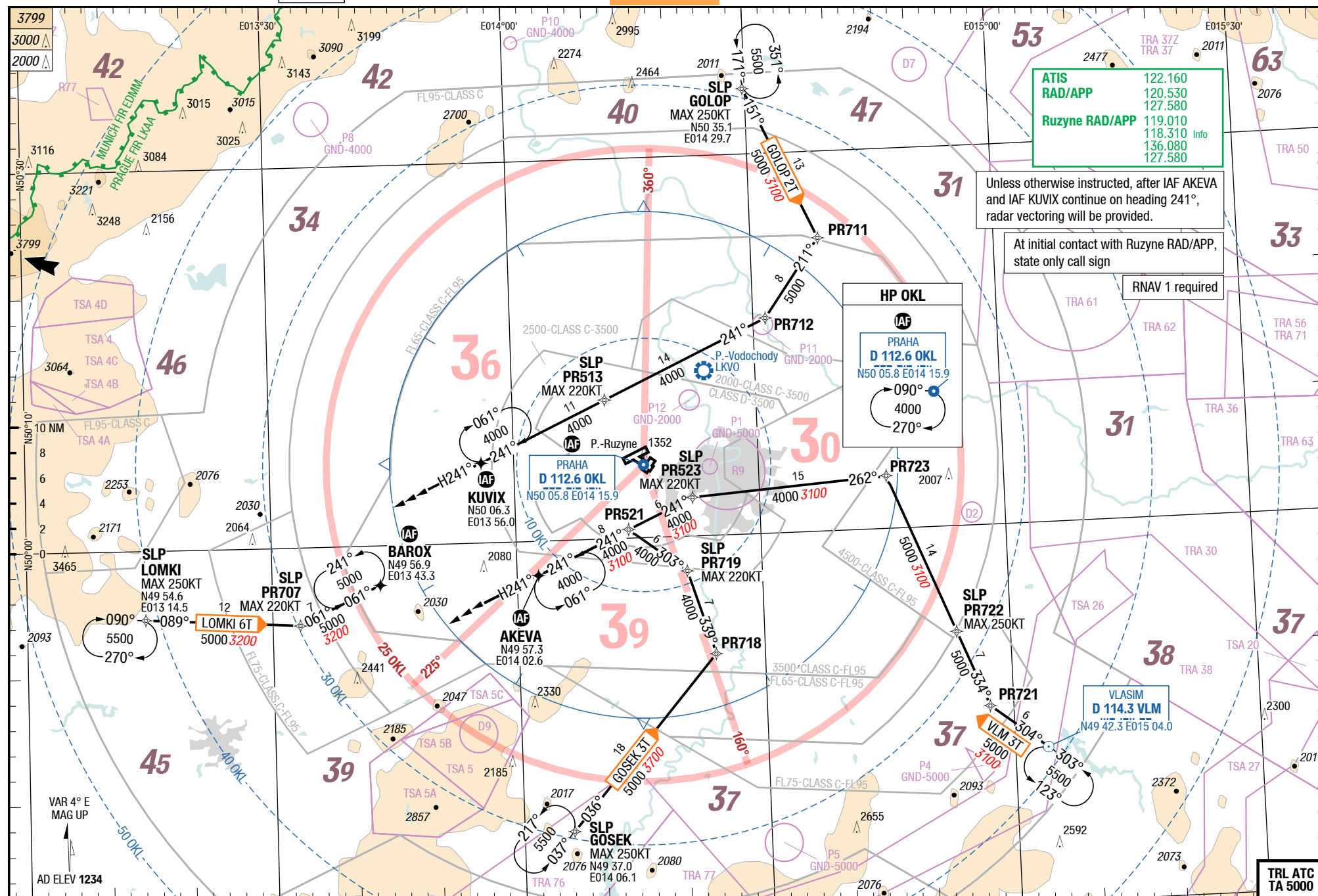
STAR

Ruzyně Prague Czech Republic

RNAV STARs RWY 12

RNAV STARs RWY 06

6-10



Changes: PROC, Track, Note, PROC rennumbered

02-NOV-2017

Czech Republic **Prague** Ruzyne

STAR

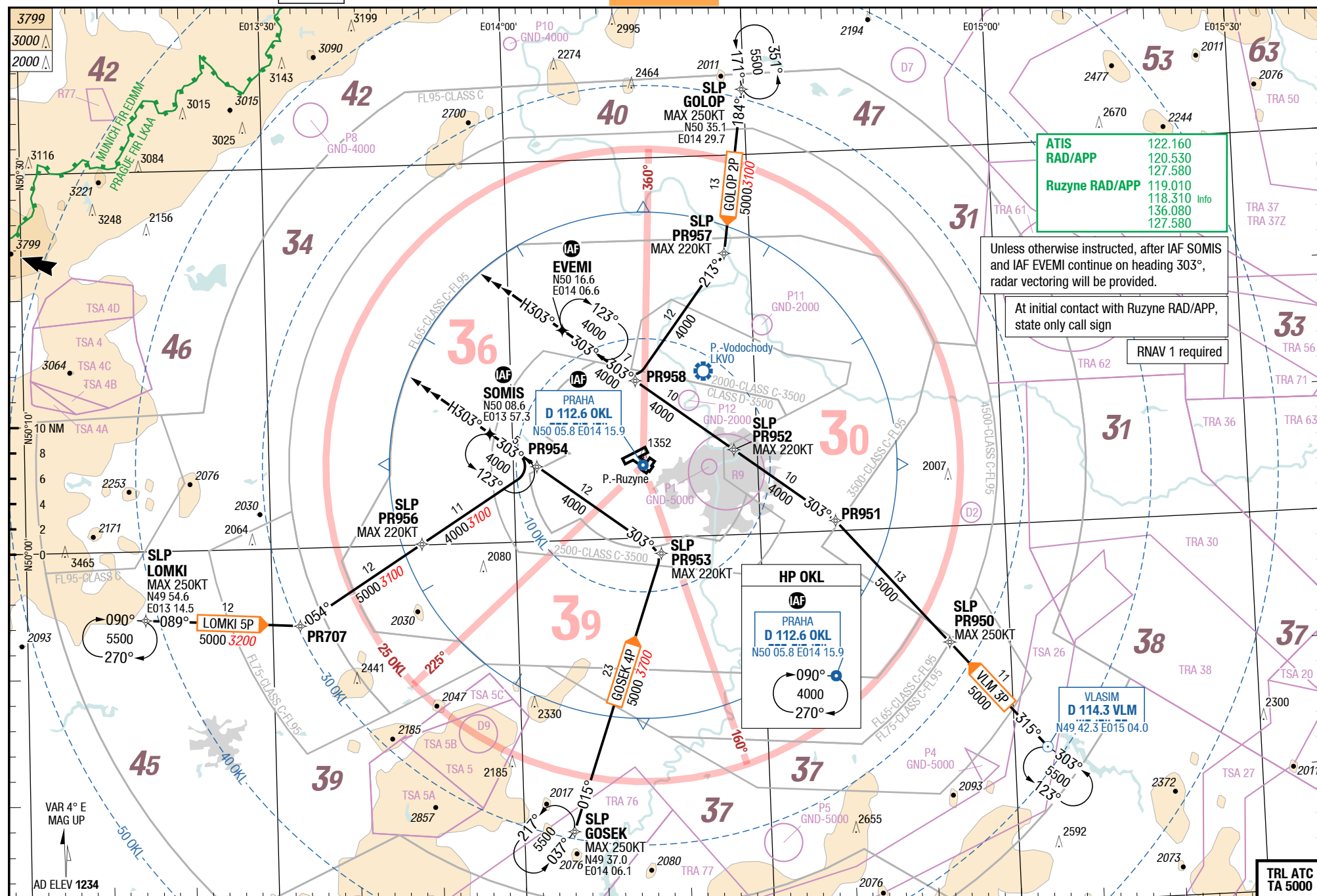
STAR

Ruzyně **Prague** Czech Republic**PRG-LKPR**

6-20

RNAV STARs RWY 12

RNAV STARs RWY 12



Changes: PROC, Track, PROC renumbered, Note

TRL ATC
TA 5000

© Lido 2017

PRG-LKPR

RNAV STARs RWY 30

6-30

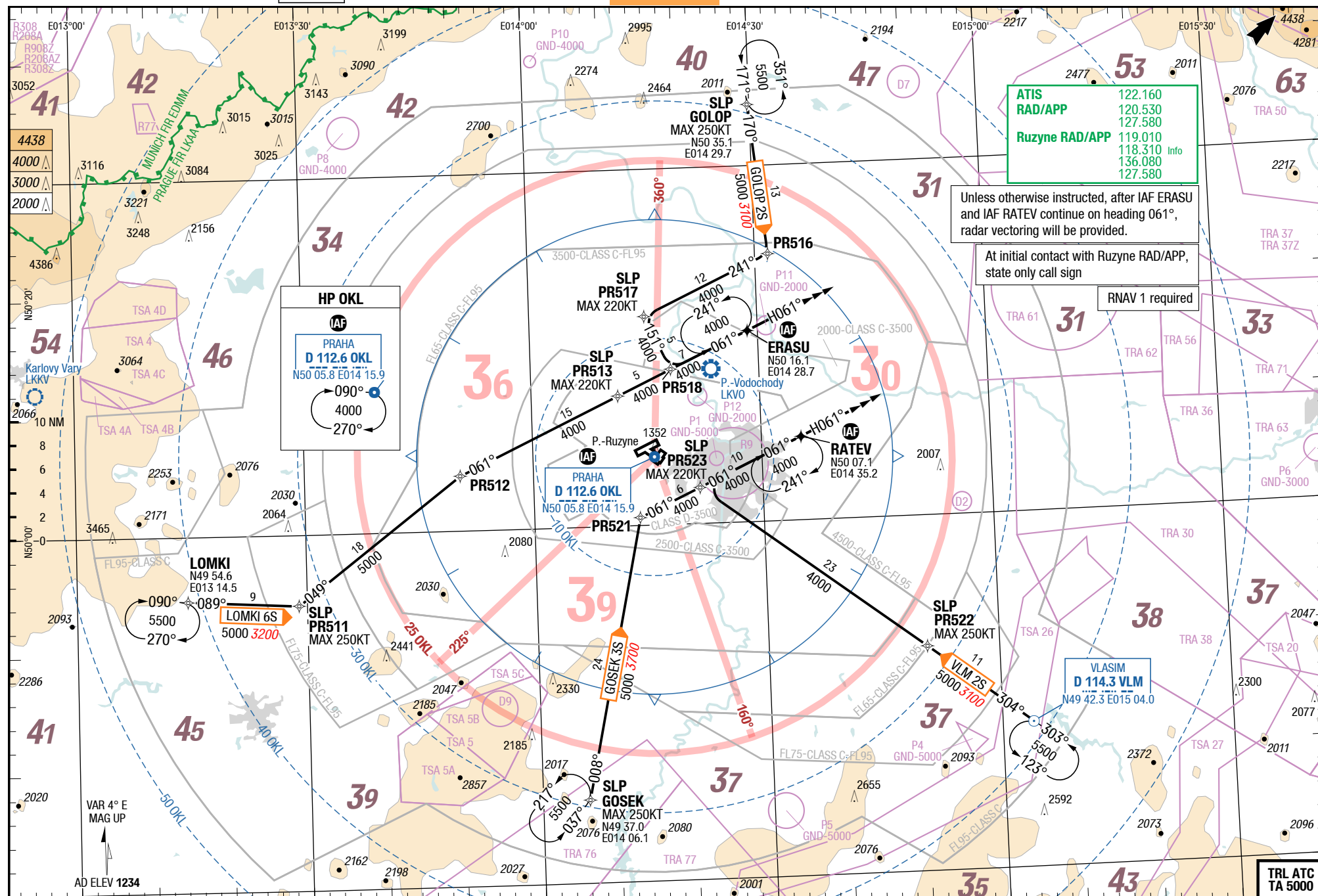
RNAV STARs RWY 24

STAR

STAR

RNAV STARs RWY 30

RNAV STARs RWY 24



Changes: PROC, Track, PROC renumbered, Note

© Lido 2017

02-NOV-2017

PRG-LKPR

Czech Republic **Prague** Ruzyne

STAR

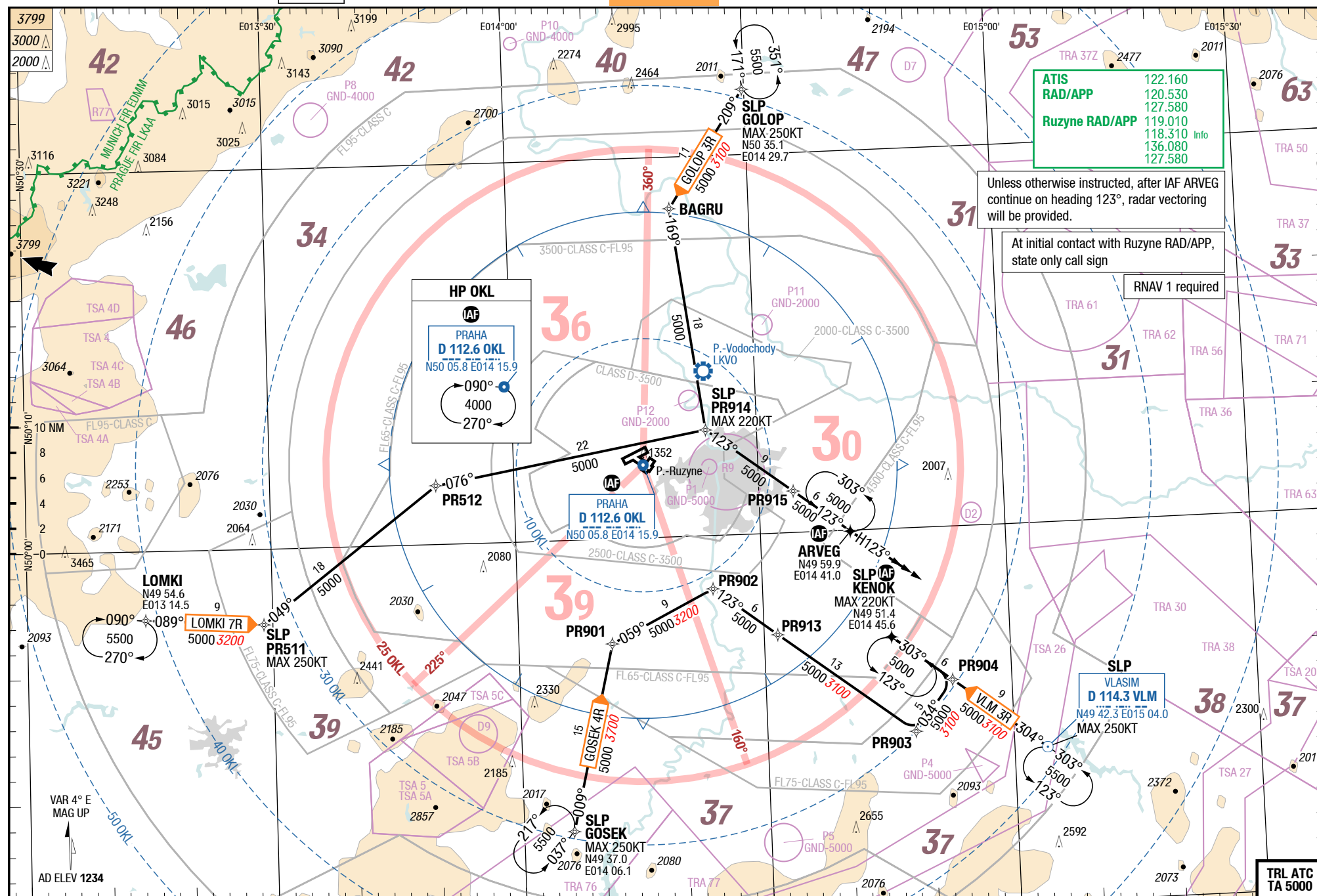
STAR

Ruzyně **Prague** Czech Republic

RNAV STARs RWY 30

6-40

RNAV STARs RWY 30

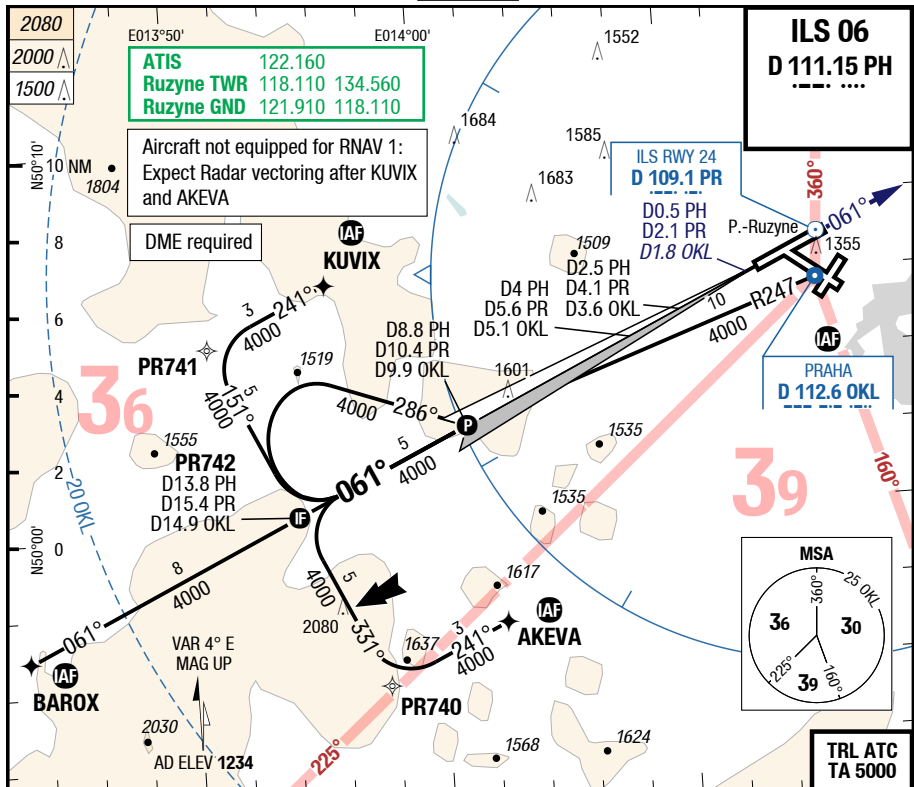


Changes: PROC, Track, PROC renumbered, Note

PRG-LKPR

7-10

ILS 06



06		Cat 1 DME ¹⁾	LOC DME	Circling	
C	ft - m/km ft	200 - 750R 1410	380 - 1.3 1580	640 - 2.4V 1870 ²⁾	
D	ft - m/km ft	200 - 750R 1410	380 - 1.3 1580	Not authorized	

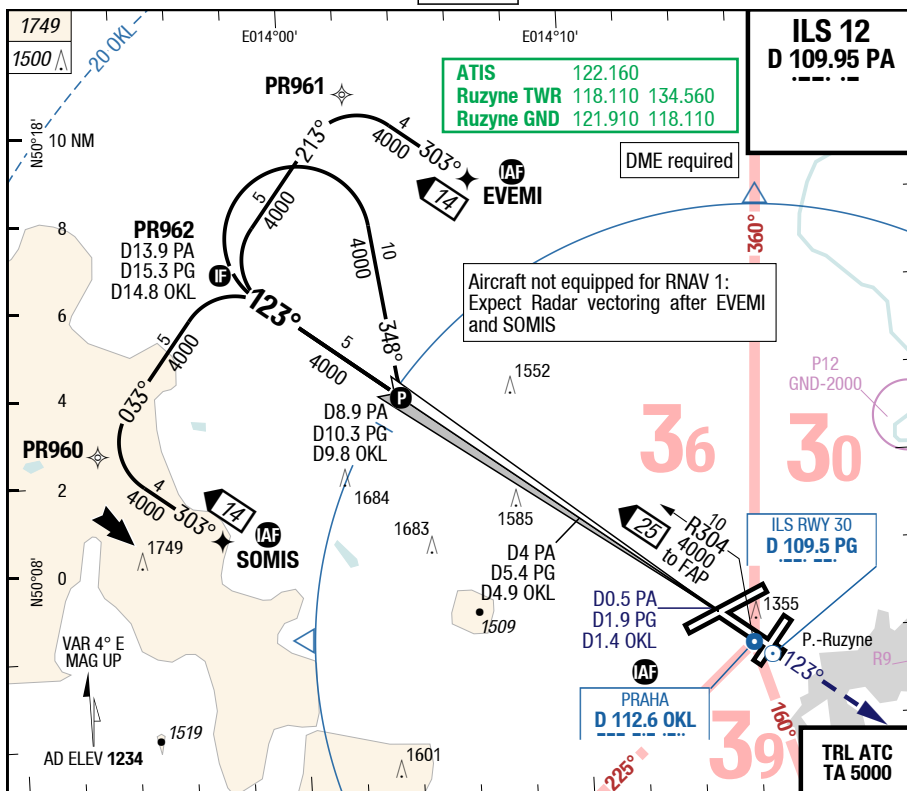
1) With EVS RVR 550m
2) Clockwise RWY 30 to RWY 24 only

Changes: MIN

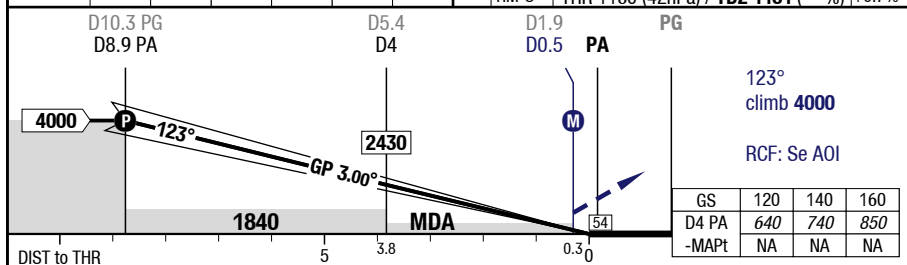
PRG-LKPR

7-20

ILS 12



LOC 3.00° D PA	8.9	7	6	5	3	2	<div><div>12</div><div><div><div>8.3°</div><div>60 HL</div></div><div><div>420</div><div>3250 x 45</div></div></div></div>
	4000	3390	3070	2760	2120	1800	



12		Cat 1 DME 1)	LOC DME			Circling
C	ft - m/km ft	200 - 750R 1390	320 - 1.0 1500			640 - 2.4V 1870 2)
D	ft - m/km ft	200 - 750R 1390	320 - 1.0 1500			Not authorized

1) With EVS RVR 550m

2) Clockwise RWY 30 to RWY 24 only

23-FEB-2017

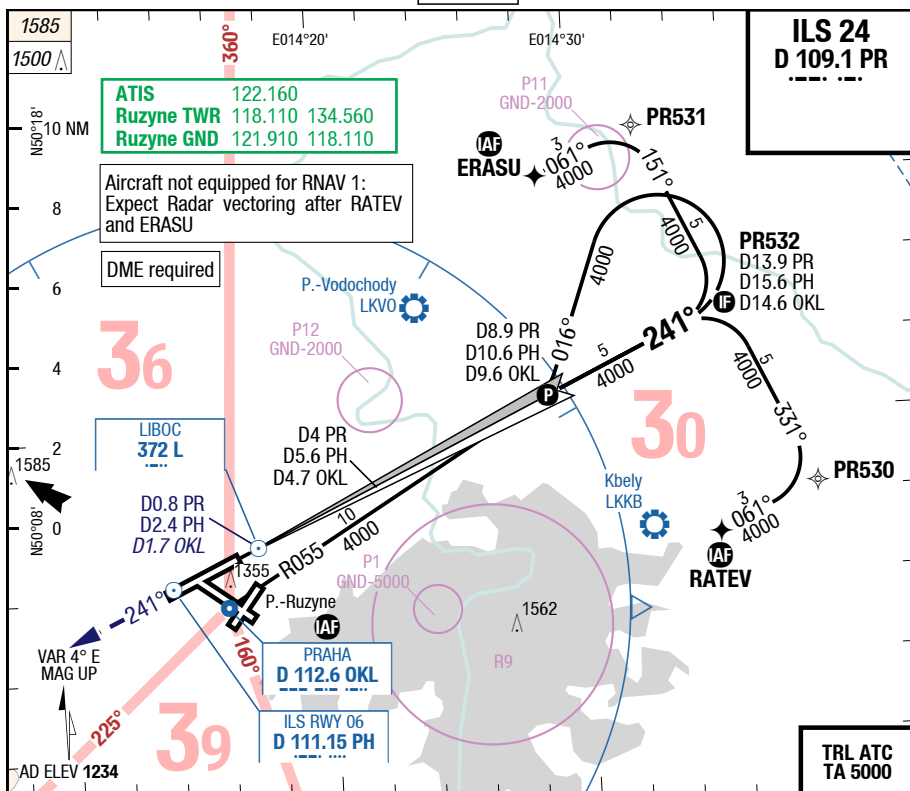
Czech Republic Prague Ruzyně

IAC

PRG-LKPR

7-30

ILS 24



24		Cat 3b DME	Cat 2 DME	Cat 1 DME ¹⁾	LOC DME	Circling
C	ft - m/km ft	0 - 75R Company	100 - 300R 101 RA	200 - 550 1360	300 - 750 1450	640 - 2.4V 1870²⁾
D	ft - m/km ft	0 - 75R Company	100 - 300R 101 RA³⁾	200 - 550 1360	300 - 750 1450	Not authorized

1) With EVS 350m
2) Clockwise RWY 30 to RWY 24 only
3) If not conducting autoland RVR 350m required

Changes: Editorial

23-FEB-2017

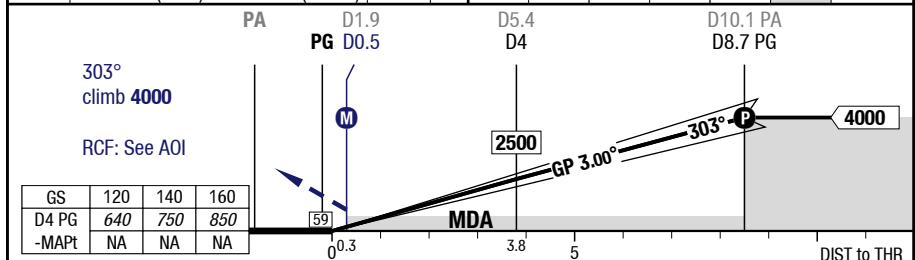
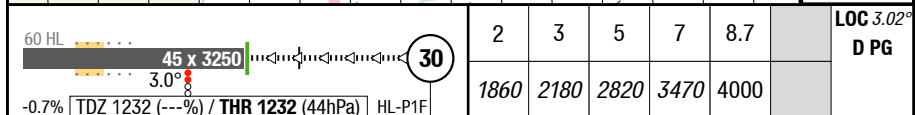
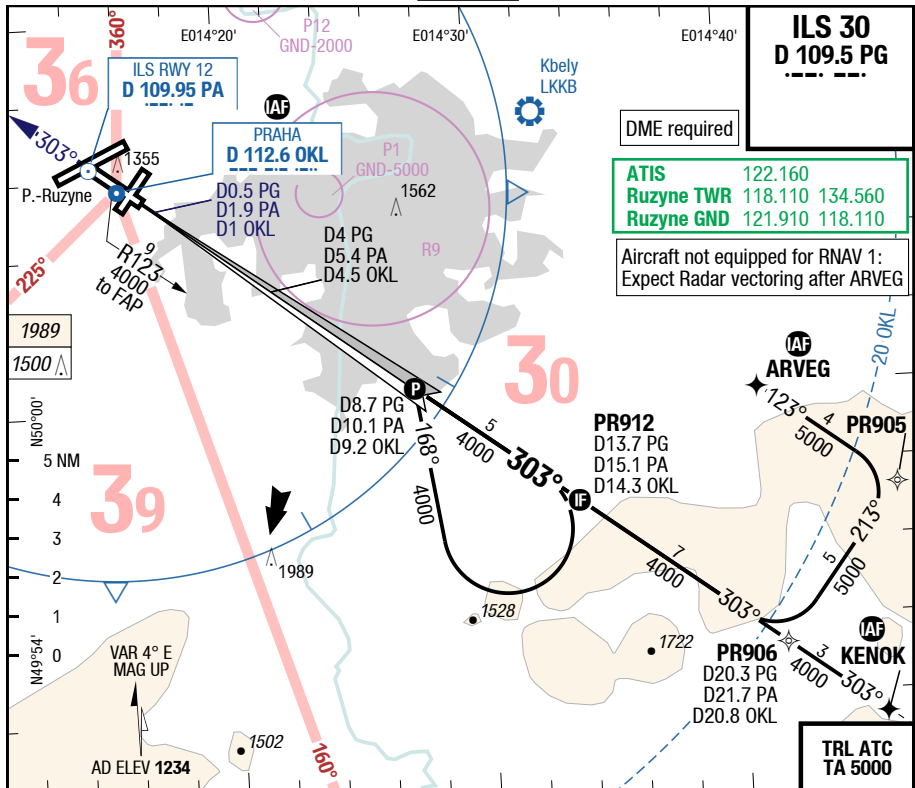
Czech Republic Prague Ruzyně

IAC

PRG-LKPR

7-40

ILS 30



30	Cat 1 DME ¹⁾	LOC DME				Circling
C	ft - m/km ft	200 - 550R 1440	350 - 900 1580			640 - 2.4V 1870 ²⁾
D	ft - m/km ft	200 - 550R 1440	350 - 900 1580			Not authorized

1) FD, AP or HGS required, else RVR 750m

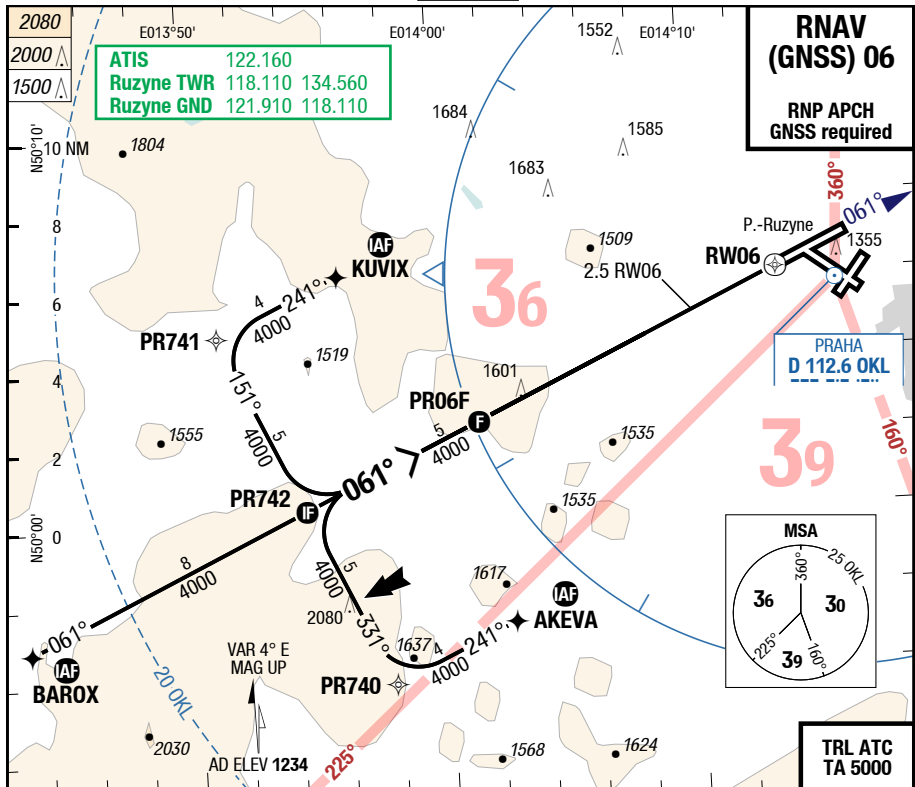
2) Clockwise RWY 30 to RWY 24 only


Changes: Nil

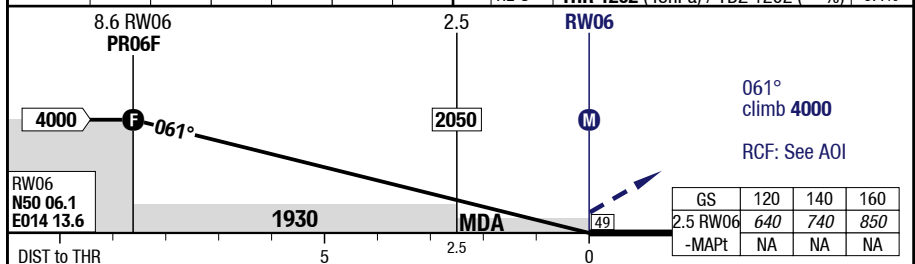
PRG-LKPR

7-50

RNAV (GNSS) 06



3.00° RW06	8.6	7	5	4	3	2	06	
	4000	3480	2850	2530	2210	1890		



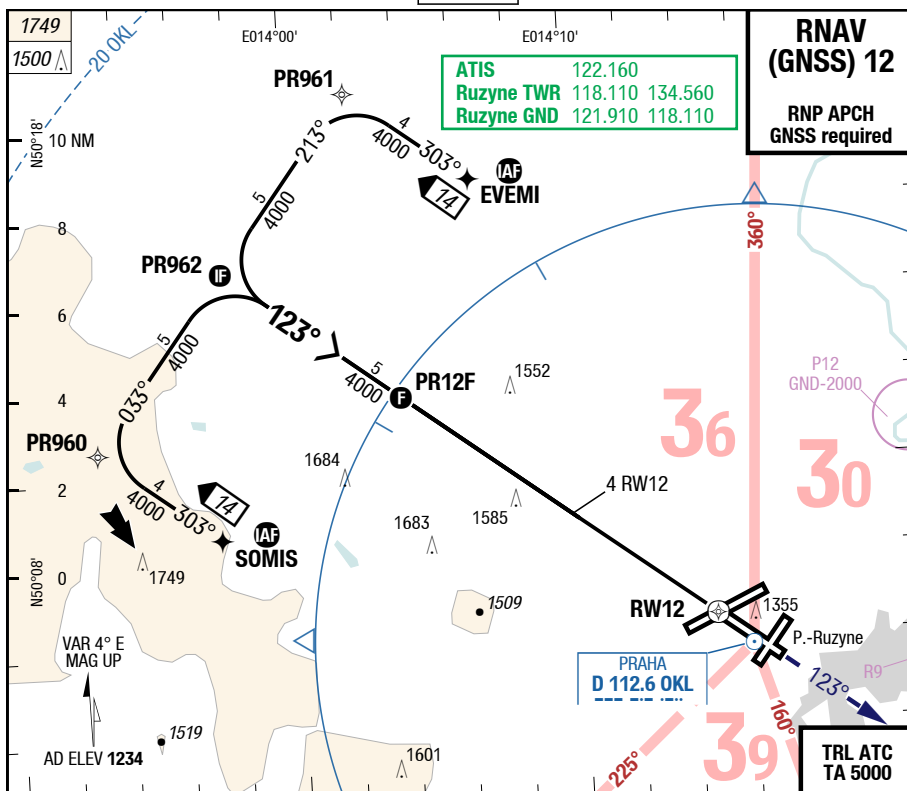
06	RNAV GNSS VNAV 1) 2)	RNAV GNSS LNAV				Circling
C	ft - m/km 1520	400 - 1.4 1600				640 - 2.4V 1870 3)
D	ft - m/km 1520	400 - 1.4 1600				Not authorized

1) Uncompensated Baro VNAV NA below -15°C (5°F)

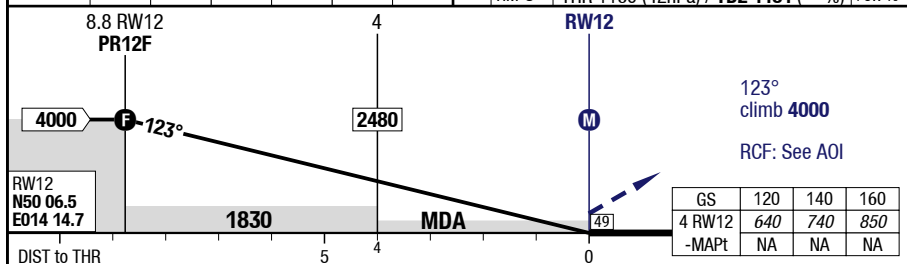
3) Clockwise RWY 30 to RWY 24 only

2) With EVS 650m

Changes: MIN



3.00° RW12	8.8	7	6	5	3	2	(12)	HM-S TMR 1160 (42hPa) / TDZ 1181 (---%) +0.7%	83.0° 3250 x 45 60 HL 420
	4000	3440	3120	2810	2170	1850			



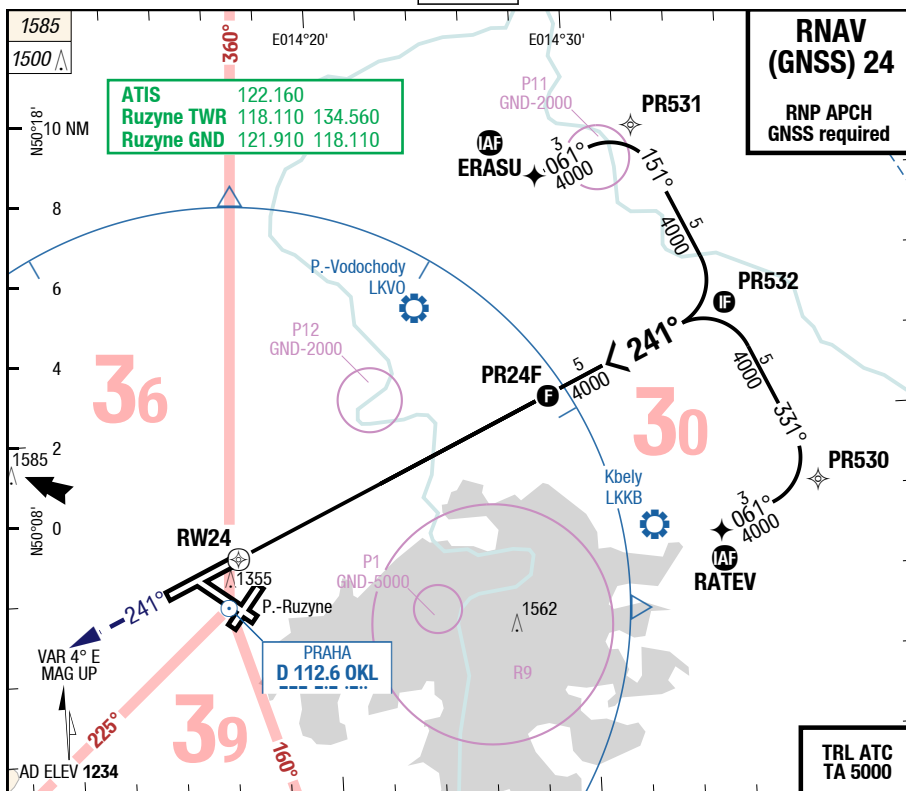
12		RNAV GNSS VNAV 1) 2)	RNAV GNSS LNAV				Circling
C	ft - m/km ft	280 - 900 1460	350 - 1.2 1530				640 - 2.4V 1870 ³⁾
D	ft - m/km ft	280 - 900 1460	350 - 1.2 1530				Not authorized

1) Uncompensated Baro VNAV NA below -15°C (5°F)

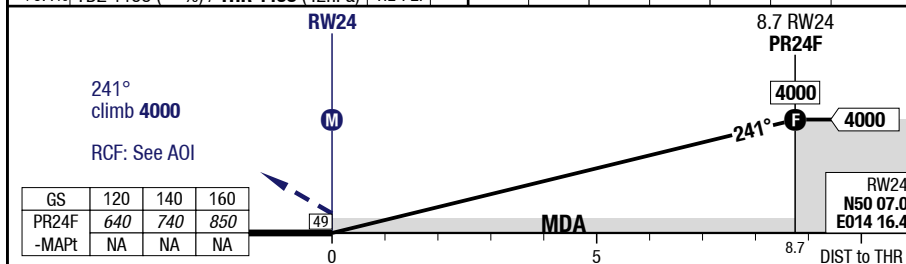
3) Clockwise RWY 30 to RWY 24 only

2) With EVS 600m

Changes: Nil



60 HL	15 HL	45 x 3715	3.0°	24	2	3	4	5	6	8.7	3.00° RW24
+0.4%	TDZ 1158 (---) /	THR 1158 (42hPa)	HL-P2F		1850	2170	2480	2800	3120	4000	



24		RNAV GNSS VNAV 1) 2)	RNAV GNSS LNAV				Circling
C	ft - m/km ft	330 - 800 1480	420 - 1.2 1570				640 - 2.4V 1870 ³⁾
D	ft - m/km ft	330 - 800 1480	420 - 1.2 1570				Not authorized

1) Uncompensated Baro VNAV NA below -15°C (5°F)

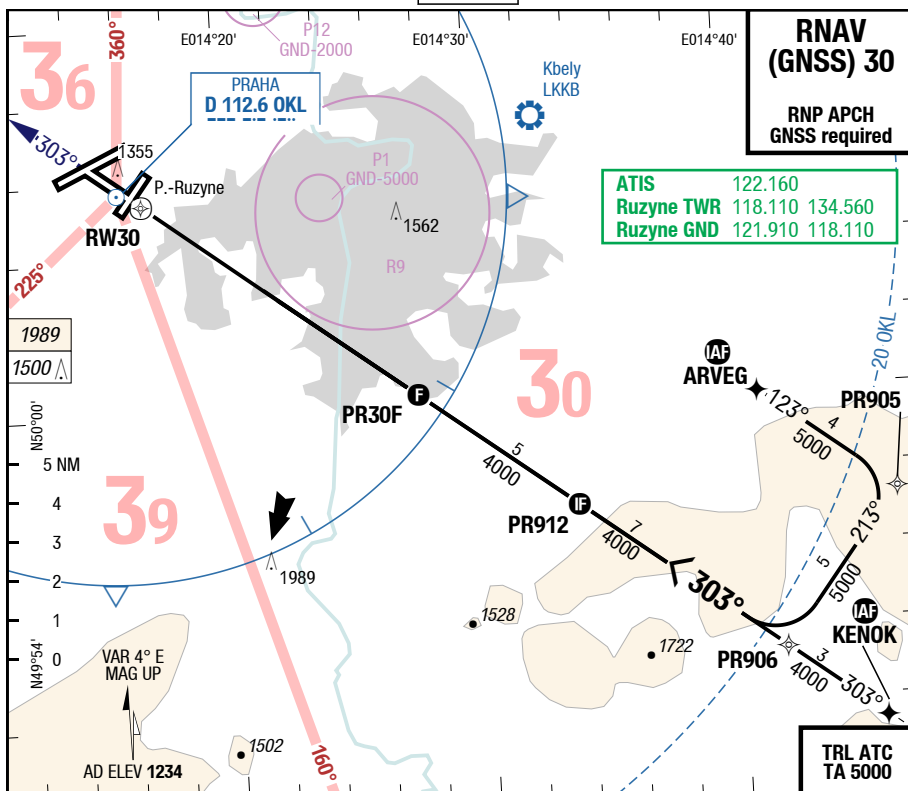
3) Clockwise RWY 30 to RWY 24 only

2) With EVS 550m

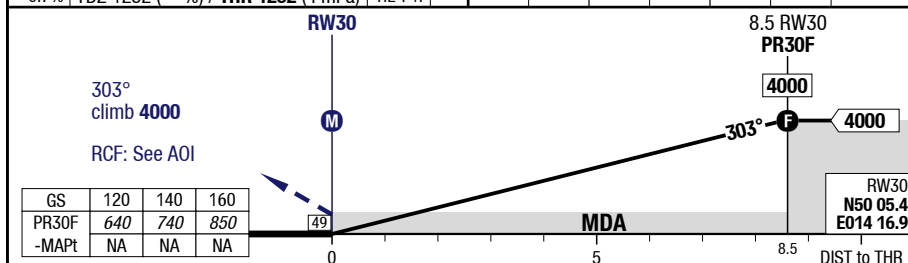
Changes: FREQ

RNAV (GNSS) 30

7-80



60 HL	45 x 3250	30	3	4	5	6	7	8.5	3.00° RW30
-0.7%	TDZ 1232 (---%) / THR 1232 (44hPa)	HL -P1F	2240	2560	2880	3200	3510	4000	



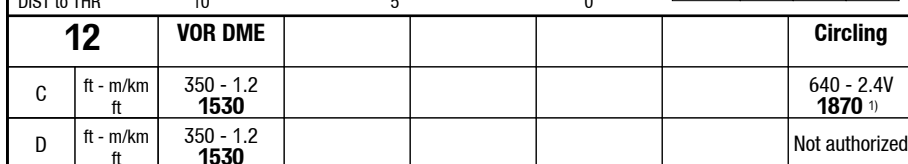
30		RNAV GNSS VNAV 1) 2)	RNAV GNSS LNAV				Circling
C	ft - m/km ft	290 - 750 1520	380 - 1.0 1610				640 - 2.4V 1870 3)
D	ft - m/km ft	290 - 750 1520	380 - 1.0 1610				Not authorized

1) Uncompensated Baro VNAV NA below -15°C (5°F)

3) Clockwise RWY 30 to RWY 24 only

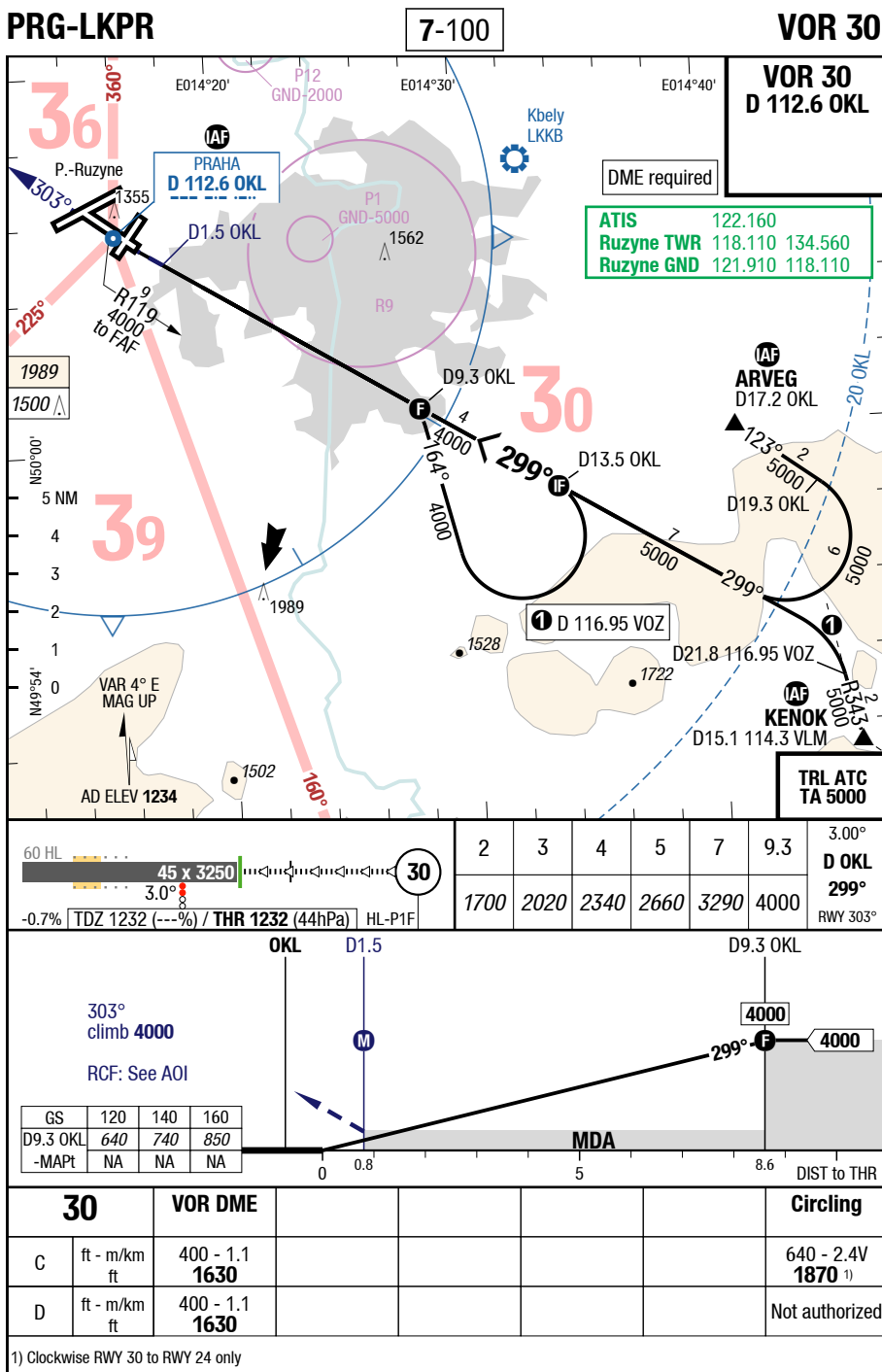
2) With EVS 550m

Changes: FREQ

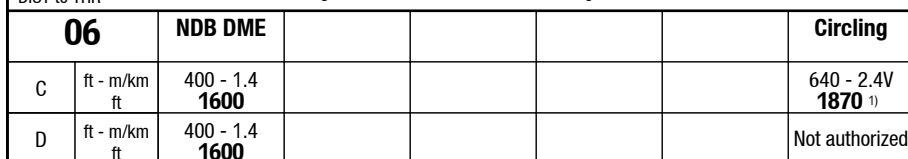


© Lido 2016

Changes: FREQ



NDB 06



© Lido 2017

23-FEB-2017

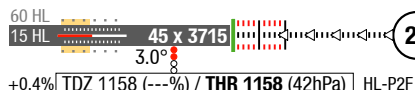
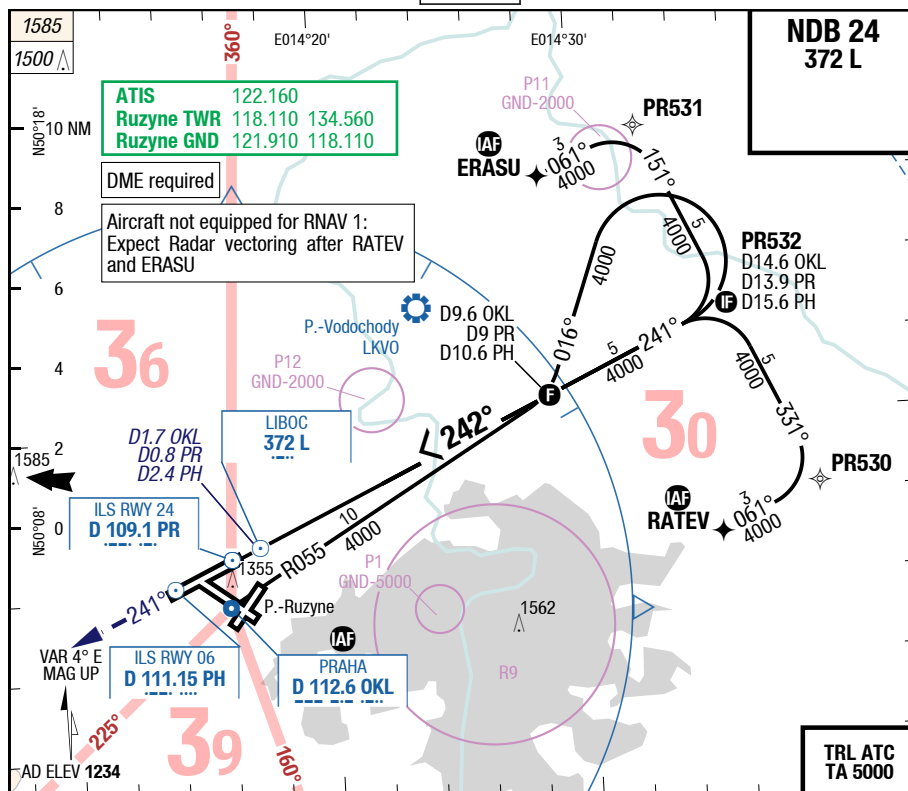
Czech Republic Prague Ruzyně

IAC

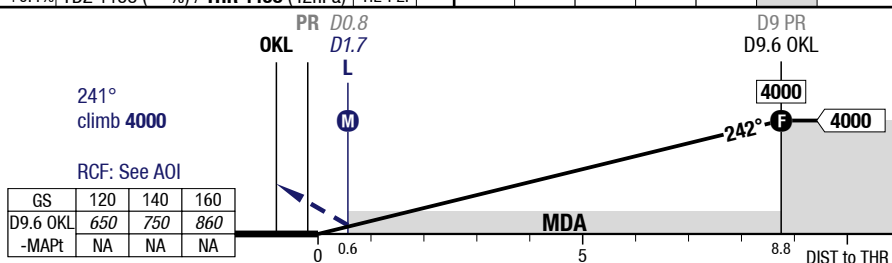
PRG-LKPR

7-120

NDB 24



3	5	7	8	9.6	3.04°
1870	2540	3200	3520	4000	D OKL
					242°
					RWY 241°



24	NDB DME					Circling
C	ft - m/km ft	310 - 750 1460				640 - 2.4V 1870 ¹⁾
D	ft - m/km ft	310 - 750 1460				Not authorized

1) Clockwise RWY 30 to RWY 24 only

Changes: Reprint

Effective 23-JUN-2016

16-JUN-2016

PRG-LKPR

Czech Republic Prague Ruzyně

NIL

MRC

MRC

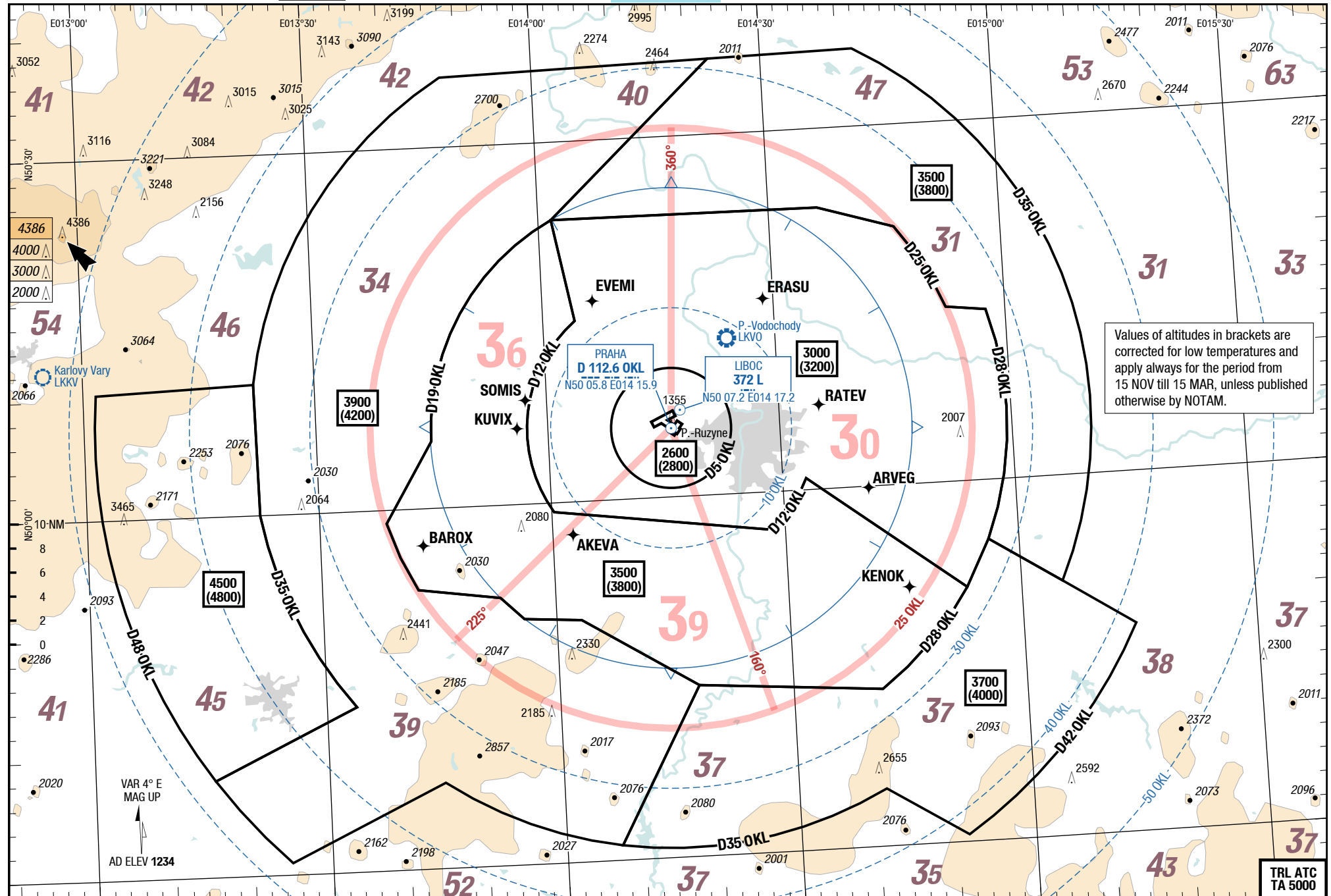
MRC

Ruzyně Prague Czech Republic

NIL

MRC

8-10



Changes: VAR