JEPPESEN
JeppView for Windows

List of pages in this Trip Kit

General Information

Location: PRAGUE CZE
ICAO/IATA: LKPR / PRG
Lat/Long: N50° 06.0', E014° 15.6'
Elevation: 1234 ft

Airport Use: Public
Daylight Savings: Observed
UTC Conversion: -1:00 = UTC
Magnetic Variation: 4.0° E

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

Sunrise: 0447 Z
Sunset: 1729 Z

Runway Information

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

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

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

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

Communication Information

ATIS: 122.160
Ruzyne Tower: 134.560 Secondary
Ruzyne Tower: 118.110 Secondary
Ruzyne Ground: 134.560 Secondary
Ruzyne Ground: 121.910
Ruzyne Ramp/Taxi: 131.950
Ruzyne Clearance Delivery: 120.060
Ruzyne Clearance Delivery: 134.560 Secondary
Ruzyne Clearance Delivery: 121.910 Secondary
Ruzyne Approach: 136.080 Secondary
Prague Approach: 127.580 VHF-DF
Ruzyne Approach: 119.010 VHF-DF
Prague Approach: 120.530 VHF-DF
Ruzyne Radar: 136.080 Secondary
Ruzyne Information: 127.580 VHF-DF
Prague Radar: 127.580 VHF-DF
Prague Radar: 120.530 VHF-DF
Ruzyne Radar: 119.010 VHF-DF
Ruzyne Radar: 118.310 VHF-DF
Prague Information: 136.175 Flight Info Service RCO
Ruzyne Information: 136.080 Secondary
Ruzyne Information: 118.310 VHF-DF

1. GENERAL

1.1. ATIS

ATIS 122.160

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. FLIGHT RESTRICTIONS

The execution of delayed departures and arrivals of ACFT is permitted till 2300LT.

ACFT certified in accordance with ICAO Annex 16/I, Part II, Chapter 2 or ACFT without certification in accordance with ICAO Annex 16/I, Part II:

Take-offs and landings are not permitted.

ACFT certified in accordance with ICAO Annex 16/I, Part II,

(with exception of Chapter 2):

Between 2200-0600LT:

- ACFT with a MTOW greater than 45t, except ACFT included in the List of ACFT types permitted for night operation, are not permitted for take-off and landing.
- ACFT with a MTOW greater than 45t, which are listed in the List of ACFT types permitted for night operation, are permitted for take-off and landing. Each particular ACFT is obliged to comply with standards for being listed in one of LKPR noise categories from 1 to 9. The number of planned flights is restricted by traffic regulation for night operation. The execution of delayed departures and arrivals is permitted H24.
- ACFT with MTOW less or equal to 45t are permitted for take-off and landing. Each particular ACFT is obliged to comply with standards for being listed in one of LKPR noise categories from 1 to 9. The number of planned flights is restricted by traffic regulation for night operation. The execution of delayed departures and arrivals is permitted H24.

Exemption for ACFT which comply with standards for being listed in one of LKPR noise categories from 1 to 9, which are not listed in the List of ACFT permitted for night operation, can be granted only by the aerodrome operator upon the ACFT operator request.

The execution of delayed departures and arrivals is permitted H24.

List of ACFT permitted for night operation:

(ACFT IATA code)

141, 142, 143, 146, 14F, 14X, 14Y, 14Z, 318, 319, 31N, 320, 321, 32A, 32B, 32C, 32D, 32N, 32Q, 332, 333, 342, 343, 345, 346, 359, 380, 388, 717, 734, 735, 736, 738, 739, 73C, 73E, 73G, 73H, 73J, 73W, 7M7, 7M8, 7M9, 7S8, 74H, 74N, 752, 753, 75M, 75T, 75W, 763, 764, 76W, 772, 773, 77L, 77W, 783, 788, 789, AB6, AR1, AR7, AR8, ARJ, CCX (only the version over 45t MTOW), CS1, CS3, E90, E95, GJ6, SU1, SU7, SU9.

EXCEPTIONS

The above mentioned restrictions do not apply to:

- ACFT returning to the aerodrome due to a failure or meteorological conditions and ACFT forced to carry out an emergency landing;
- Flights finishing or extending interrupted flight due to a forced return caused by a failure or meteorological conditions to LKPR and due to an emergency landing;
- Flights for the purpose of transport of heads of states and governments, royalty and ministers on their official missions;
- Flights for purposes of search and rescue authorized by RCC unit;
- ACFT conducting air rescue service flights including secondary and repatriation flights and flights directly related to human life rescue;
- Civil Aviation Authority flights;
- Flights carried out solely for the purpose of checking or verifying equipment used or intended for use as ground navigation aid, except flights for the purpose of relocating ACFT carrying out such an activity.

1. GENERAL

1.2.2. PREFERENTIAL RWY SYSTEM

RWY in use will be determined in following order:

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

RWY 12

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

RWY 30

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

Exceptions for determination of RWY in use

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

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

Exceptions on request by the pilot-in-command

Above mentioned restrictions are not in force in case of:

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

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

1.2.3. REVERSE THRUST

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

1. GENERAL

1.2.4. RUN-UP TESTS

Engine test runs shall only be carried out at places designated by aerodrome operator.

Between 2200-0600LT engine test runs in other than idle run-up are not permitted.

Engine test runs at the aprons are prohibited except of stands E3 thru E7 on East apron in idling speed for propeller ACFT with MAX wingspan of 95'/29m between 0700-2300LT.

Exceptions

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

1.2.5. AUXILIARY POWER UNITS (APU)

After stopping on stand (at the latest 5 minutes after stopping) an external power source 400 Hz shall be connected to the ACFT and APU shall be switched off.

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

If external power source is not available APU can be used all the time of standing.

If external air handler is not available APU can be used when standing longer than 1 hour.

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

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

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

1.3. LOW VISIBILITY PROCEDURES (LVP)

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

Low Visibility Take-off phase will be initiated if RVR TDZ and/or MID and/or END decreases to 600m and less.

ACFT landing on RWY 24 must only exit via TWY C, D, E or F.

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

Pilots will be informed via ATIS or RTF about initiation of Low Visibility Procedures or Low Visibility Take-off.

ACFT will be vectored to intercept the ILS at least 3NM from FAF.

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

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

1. GENERAL

1.4. SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM

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

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

Flight crew shall select XPNDR, or the equivalent according to specific installation, AUTO if available, not OFF or STDBY, and the assigned Mode A code:

- When requesting push-back or taxi, whichever is earlier.
- After landing, continuously until the ACFT is fully parked on stand.

Flight crew of ACFT equipped with Mode S having an ACFT identification feature shall also set the ACFT identification.

The ACFT identification shall be entered from the request for push-back or taxi, whichever is earlier, through the FMS or the transponder control panel.

During parking flight crew shall set up Mode A code 0000 and subsequently set up Mode S transponder position OFF.

1.5. RWY OPERATIONS

1.5.1. HIGH INTENSITY RWY OPERATIONS (HIRO)

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

1.6. TAXI PROCEDURES

1.6.1. GENERAL

For wingspan restrictions refer to 10-9 charts.

Speed of taxiing of ACFT with wingspan more than 118'/36m is limited to 10 KT on TWY P between RWY 04/22 and apron South, TWY R and TWY S.

TWYs J blue and J orange 400m visibility required.

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

1.7. PARKING INFORMATION

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

1.8. OTHER INFORMATION

Birds in vicinity of APT.

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

In addition, a restricted area LK(R)-9 has been established, designed in such a way that in case of an engine failure during flights at/above its upper level, an area outside densely populated places could be safely reached.

2. ARRIVAL

2.1. SPEED RESTRICTIONS

MAX 250 KT below FL100.

Pilots should typically expect the following speed restrictions to be enforced:

- 220 KT on downwind;
- Between 200 KT and 180 KT on base leg/heading intercepting LOC;
- Between 180 KT and 160 KT when first established on LOC; and
- Thereafter 160 KT to 4 NM DME.

All speed restrictions are to be flown with a maximum tolerance of ± 5 KT.

These speeds are applied for ATC separation and RWY capacity purposes and are mandatory. In the event of a new (non-speed related) ATC clearance being issued, pilots are not absolved from a requirement to maintain a previously allocated speed. ACFT unable to conform to these speeds should inform ATC and state what speeds will be used. In the interests of accurate spacing, pilots are requested to comply with speed adjustments as promptly as feasible within their own operational constraints, advising ATC if circumstances necessitate a change of speed for ACFT performance reasons.

2.2. NOISE ABATEMENT PROCEDURES

Descent gradient for non-precision instrument approach and precision instrument approach shall not be less than gradient published in INSTRUMENT APPROACH CHART.

Between 2200-0600LT the ACFT performing instrument approach can descend below 4000' AMSL after passing FAF of corresponding RWY and contemporaneously must be established on final approach track.

Visual Approach

Visual approaches are prohibited.

Exceptions:

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

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

An ACFT performing visual approach to RWY 30 shall not descend below 3500'/1067m AMSL before establishing on extended centerline of RWY.

Descent gradient of final approach track shall not be less than 3° (5.2%).

2. ARRIVAL

2.3. CAT II/III OPERATIONS

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

2.4. RWY OPERATIONS

2.4.1. HIGH INTENSITY RWY OPERATIONS

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

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

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

2.5. OTHER INFORMATION

2.5.1. RNAV PROCEDURES

RNAV-1 certification is required for RNAV arrival routes.

ACFT not certified for RNAV-1 can also utilize STARs with certification for RNAV-5. ACFT not certified for RNAV may incur delays and/or extended routing during peak periods.

Only PIC of an ACFT not certified for RNAV-5 shall inform ATC on first radio contact.

3. DEPARTURE

3.1. DE-ICING

ACFT crew shall report request for de-icing and requested range of de-icing to Ground Handling Agency at least 25 minutes prior to TOBT. GHA submit request estimated time and place of de-icing. If A-CDM procedures are not applied, report request additionally to delivery on initial contact. Later de-icing request will be accepted but can cause a delay.

Order for de-icing will be determined by ATC depending upon actual traffic situation. Place for de-icing in case of A-CDM procedure application will be determined by GHA, in case of A-CDM procedure absence by ATC.

ATC provides information about de-icing area.

De-icing only on designated places:

- De-icing area 1 on TWY Z in front of threshold RWY 24.
- De-icing area 2 on TWY Z on level of TWY AA.
- De-icing area 3 on TWY AA.
- De-icing area 4 in area of stands 50 and 51 on apron North.
- De-icing area 5 in area of stand 58 on apron North.
- De-icing area 6 in area of stands 62 and 63 on apron North.
- TWY J on level of stands 53 and 54 (exceptional cases).
- Apron East.
- Area of stands S1 and S9 on apron South (up to 13t MTOW).

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

- De-icing 36m line intended for ACFT with MAX wingspan of 118'/36m.
- De-icing 52m line intended for ACFT with wingspan of 118'/36m thru 171'/52m.
- De-icing 65m line intended for ACFT with wingspan of 171'/52m thru 213'/65m.

A holding point CAT I RWY 24 on TWY Z is certified for ACFT operations in meteorological conditions of prevailing visibility of MIM 5km and of cloud base of MIM 1000'. This holding point is, in meteorological conditions worse then minima specified above, serviceable only by those departing ACFT which were subject of deicing at de-icing area 1 and which capability of aircrew's perspective undelayed departure is expected.

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

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

3.2.1. APT COLLABORATIVE DECISION MAKING (A-CDM) PROCEDURE

3.2.1.1. GENERAL

A-CDM procedures are applied H24.

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

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

3. DEPARTURE

3.2.1.2. TARGET OFF-BLOCK TIME (TOBT)

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

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

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

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

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

TOBT is indicated on the APIS++ display.

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

3.2.1.3. TARGET START-UP APPROVAL TIME (TSAT)

TSAT is set by ATC based on:

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

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

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

The flight crew shall request clearance for engine start-up in interval TSAT -5/+5 minutes. If the flight crew does not request in this interval, the flight will be withdrawn from departure sequence in TSAT +7 minutes.

For re-inclusion to the sequence it is necessary to submit a new TOBT value.

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

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

3.2.2. START-UP

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

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

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

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

The flight crew shall request the engine start-up clearance in interval TSAT -5/+5 minutes.

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

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

Pilot-in-command shall establish radio contact on the frequency of Ground for approvement of push-back and taxi. No special instruction for Ground frequency change shall be made from Delivery.

3. DEPARTURE

Pilots of departing IFR ACFT shall establish radio contact on the respective frequency of PRAGUE Radar, referred to SID text description, immediately after take-off.

Tower will not individually give any instructions for change to relevant frequency.

3.2.3. MULTIPLE PUSH-BACK

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

The crew passes this information to a ground personnel.

3.2.4. TAXIING

For taxi-out on the apron use MIM power.

3.3. NOISE ABATEMENT PROCEDURES

For additional information refer to chart 10-4.

With respect to the limited view of the THR RWY consider using the TWY in a sharp RWY entry angle prior to take-off.

Climb with maximum rate considering flight safety.

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

JET ACFT:

- 5000'/1530m AMSL or OKL 6.2 DME, under principle what comes first (RWY 06);
- 5000'/1530m AMSL or OKL 5.2 DME, under principle what comes first (RWY 24);
- 5000'/1530m AMSL or OKL 6.4 DME, under principle what comes first (RWY 30);
- OKL 10 DME or after reaching FL 70 (RWY 12).

PROP ACFT:

- 3200' (RWYs 06, 24, 30 between 0600-2200LT);
- 5000' (RWYs 06, 24, 30 between 2200-0600LT);
- OKL 10 DME or after reaching FL 70 (RWY 12);

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

JET ACFT:

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

3. DEPARTURE

3.4. RWY OPERATIONS

3.4.1. HIGH INTENSITY RWY OPERATIONS

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

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

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

3.5. OTHER INFORMATION

3.5.1. RNAV PROCEDURES

RNAV-1 certification is required for RNAV departure routes.

Separation on parallel departure routes is provided by ATC. ACFT not certified for RNAV-1 can also utilize SIDs with certification for RNAV-5. ACFT not certified for RNAV may incur delays and/or extended routing during peak periods.

Only a PIC of an ACFT not certified for RNAV-5 shall inform ATC on first radio contact. Vectoring will be provided for ACFT not approved for RNAV operations.

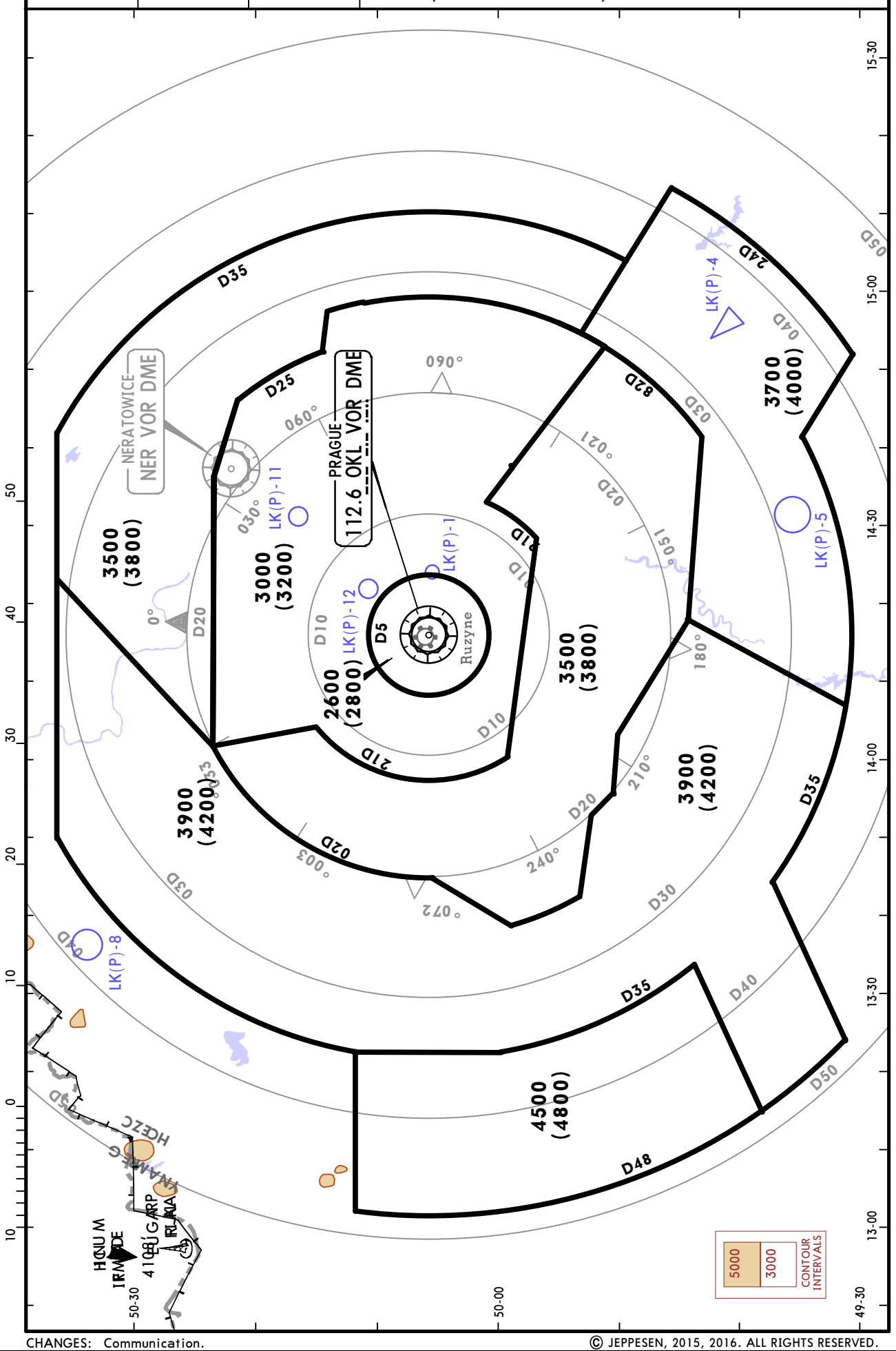
LKPR/PRG
RUZYNE

JEPPESEN
4 NOV 16 (10-1R) Eff 10 Nov

PRAGUE, CZECH
RADAR MINIMUM ALTITUDES

PRAGUE Radar (APP)	*RUZYNE Radar (APP)	Apt Elev
120.530 127.580	118.310 119.010	1234′

Alt Set: hPa (MM on request)
Trans level: By ATC Trans alt: 5000′
Altitudes in brackets are corrected for low temperatures and apply always for the period from 15 NOV until 15 MAR, unless published otherwise by NOTAM.



CHANGES: Communication.

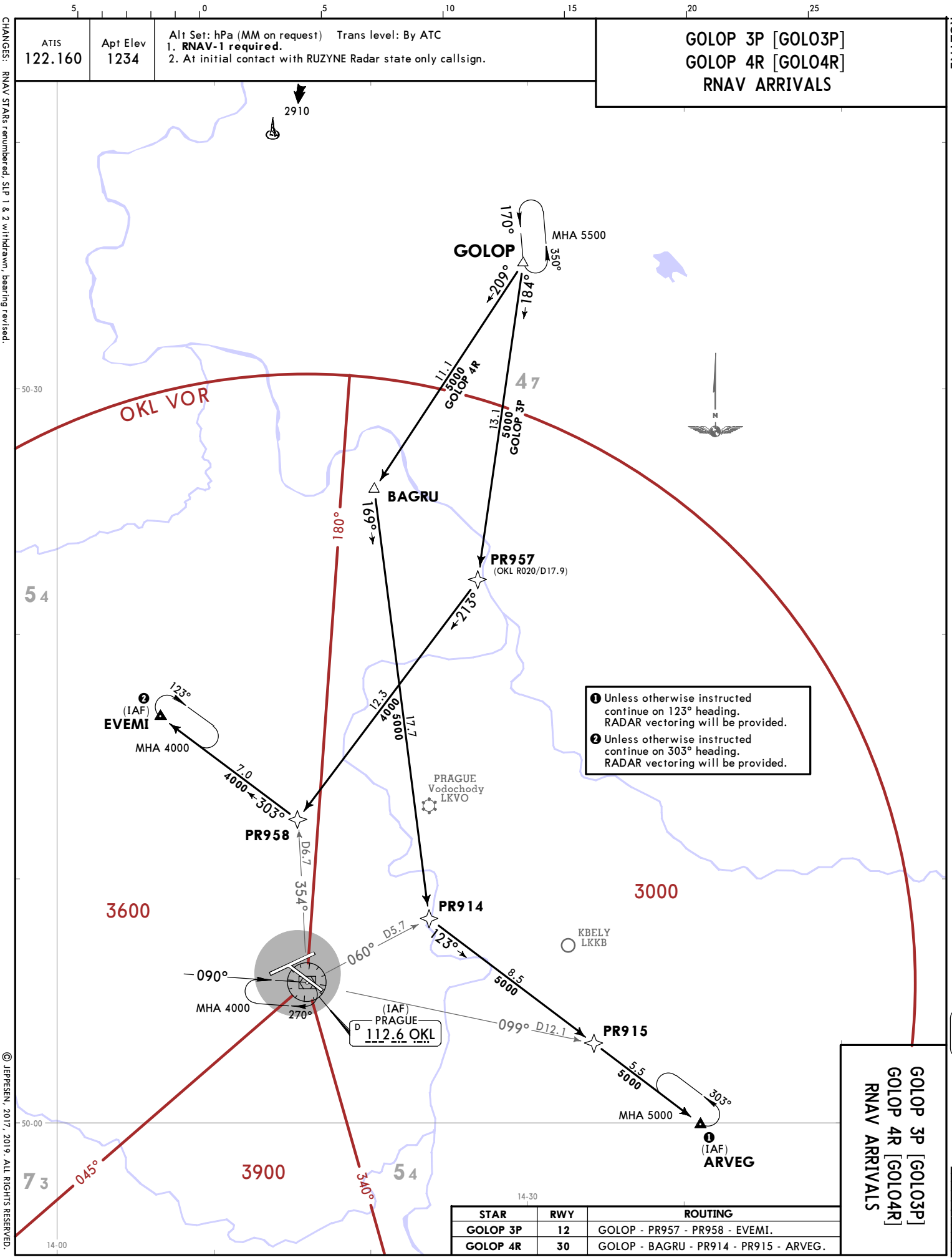
ATIS	Apt Elev
122.160	1234

Alt Set: hPa (MM on request) Trans level: By ATC
1. **RNAV-1 required.**
2. At initial contact with RUZYNE Radar state only callsign.

GOLOP 3P [GOLO3P]
GOLOP 4R [GOLO4R]
RNAV ARRIVALS

LKPR/PRG
RUZYNE

CHANGES: RNAV STARs renumbered, SLP 1 & 2 withdrawn, bearing revised.



❶ Unless otherwise instructed continue on 123° heading. RADAR vectoring will be provided.
❷ Unless otherwise instructed continue on 303° heading. RADAR vectoring will be provided.

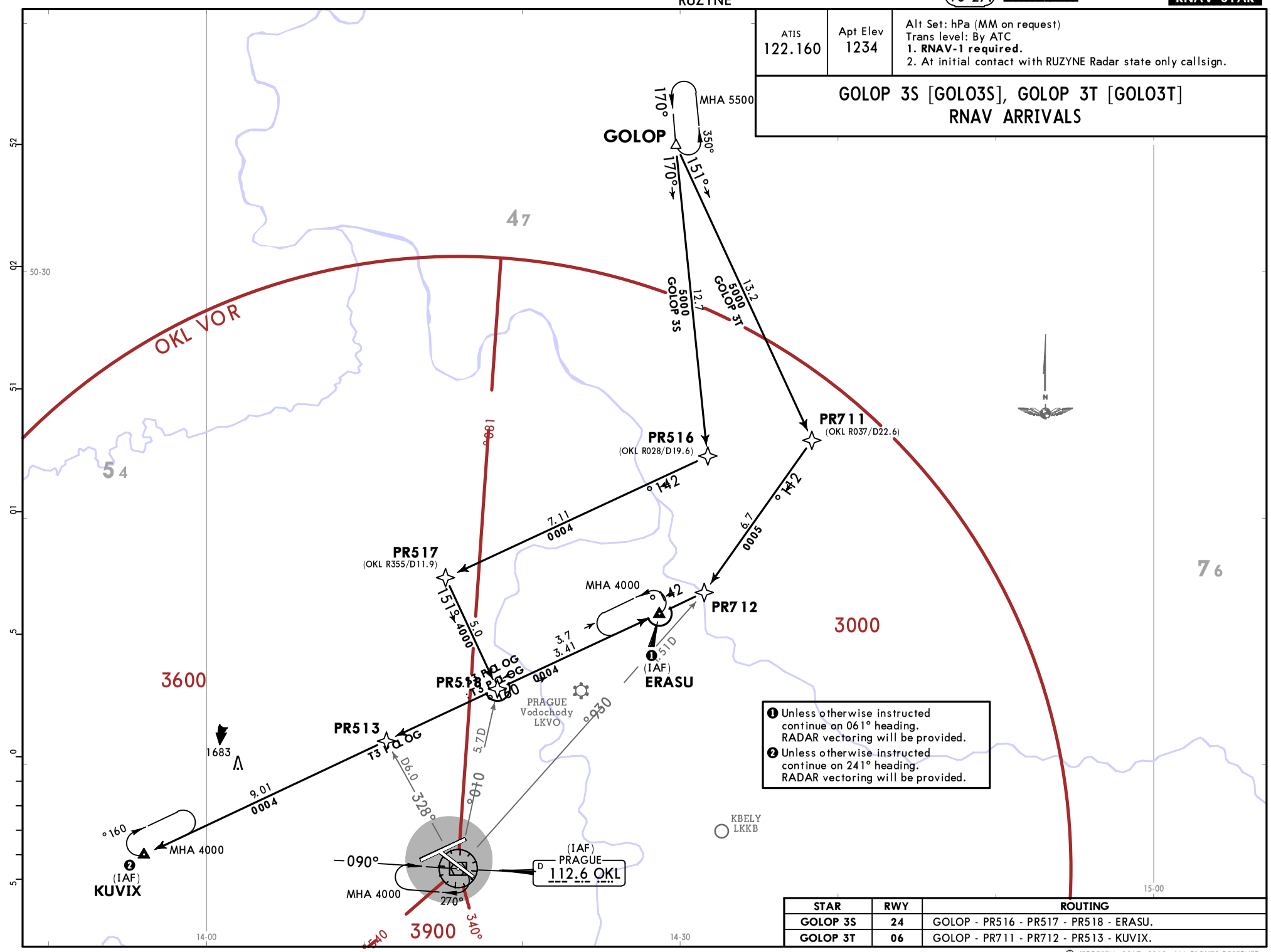
STAR	RWY	ROUTING
GOLOP 3P	12	GOLOP - PR957 - PR958 - EVEMI.
GOLOP 4R	30	GOLOP - BAGRU - PR914 - PR915 - ARVEG.

GOLOP 3P [GOLO3P]
GOLOP 4R [GOLO4R]
RNAV ARRIVALS

JEPPESEN PRAGUE, CZECHIA
15 MAR 19 (10-2) Eff 28 Mar
RNAV STAR

ATIS	Apt Elev	
122.160	1234	Alt Set: hPa (MM on request) Trans level: By ATC **1. RNAV-1 required.** 2. At initial contact with RUZYNE Radar state only callsign.

GOLOP 3S [GOLO3S], GOLOP 3T [GOLO3T]
RNAV ARRIVALS



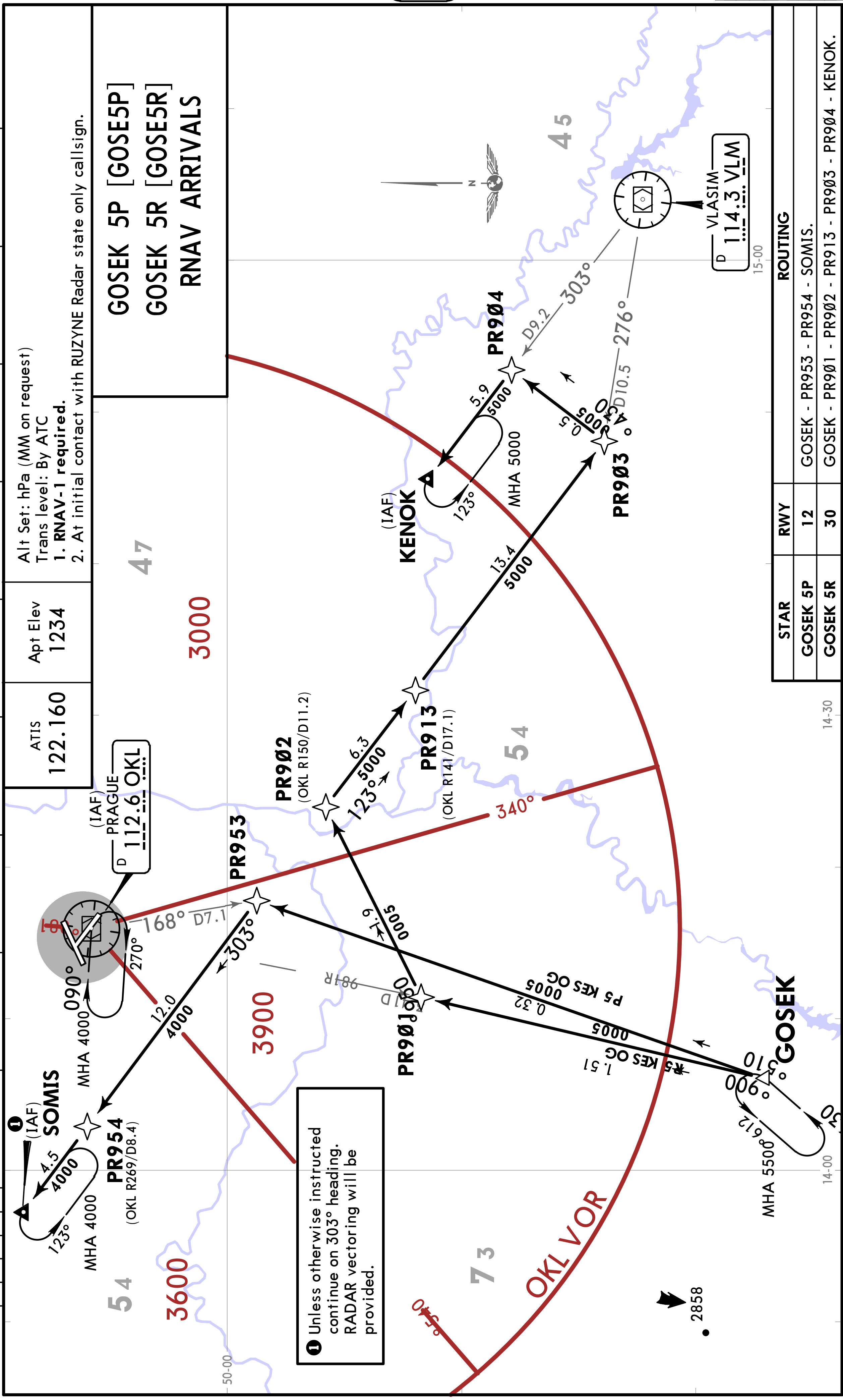
STAR	RWY	ROUTING
GOLOP 3S	24	GOLOP - PR516 - PR517 - PR518 - ERASU.
GOLOP 3T	06	GOLOP - PR711 - PR712 - PR513 - KUVIX.

CHANGES: RNAV STARs renumbered, SLP 1 & 2 withdrawn, bearing revised.

ATIS	Apt Elev
122.160	1234

Alt Set: hPa (MM on request)
Trans level: By ATC
1. **RNAV-1 required.**
2. At initial contact with RUZYNE Radar state only callsign.

GOSEK 5P [GOSE5P]
GOSEK 5R [GOSE5R]
RNAV ARRIVALS

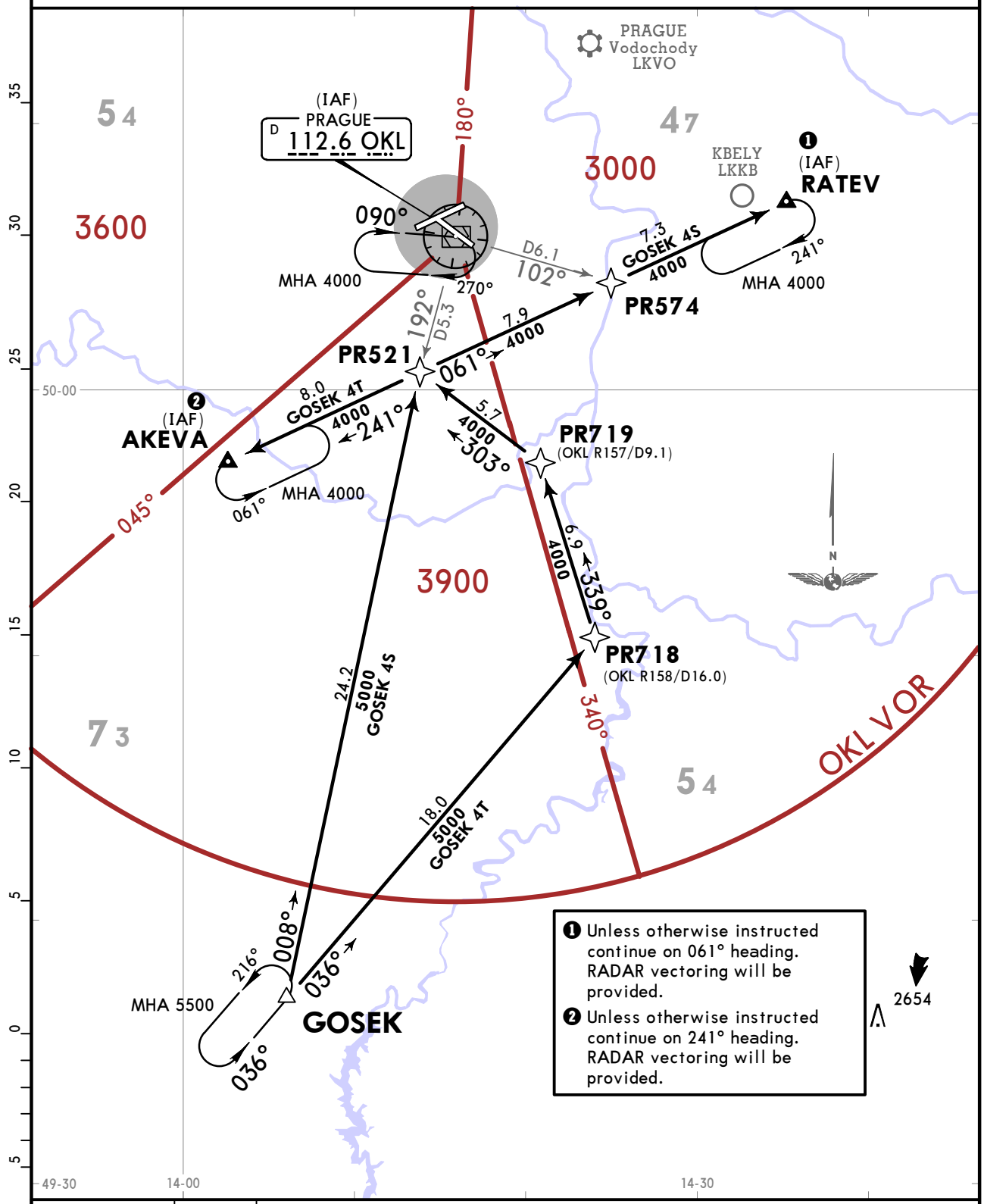


STAR	RWY	ROUTING
GOSEK 5P	12	GOSEK - PR953 - PR954 - SOMIS.
GOSEK 5R	30	GOSEK - PR9Ø1 - PR9Ø2 - PR913 - PR9Ø3 - PR9Ø4 - KENOK.

CHANGES: RNAV STARs renumbered & revised, SLP 1 & 2 withdrawn.

ATIS	Apt Elev	
122.160	1234	Alt Set: hPa (MM on request) Trans level: By ATC **1. RNAV-1 required.** 2. At initial contact with RUZYNE Radar state only callsign.

GOSEK 4S [GOSE4S]
GOSEK 4T [GOSE4T]
RNAV ARRIVALS



❶ Unless otherwise instructed continue on 061° heading. RADAR vectoring will be provided.

❷ Unless otherwise instructed continue on 241° heading. RADAR vectoring will be provided.

2654

STAR	RWY	ROUTING
GOSEK 4S	24	GOSEK - PR521 - PR574 - RATEV.
GOSEK 4T	06	GOSEK - PR718 - PR719 - PR521 - AKEVA.

CHANGES: RNAV STARs renumbered & revised, SLP 1 & 2 withdrawn.

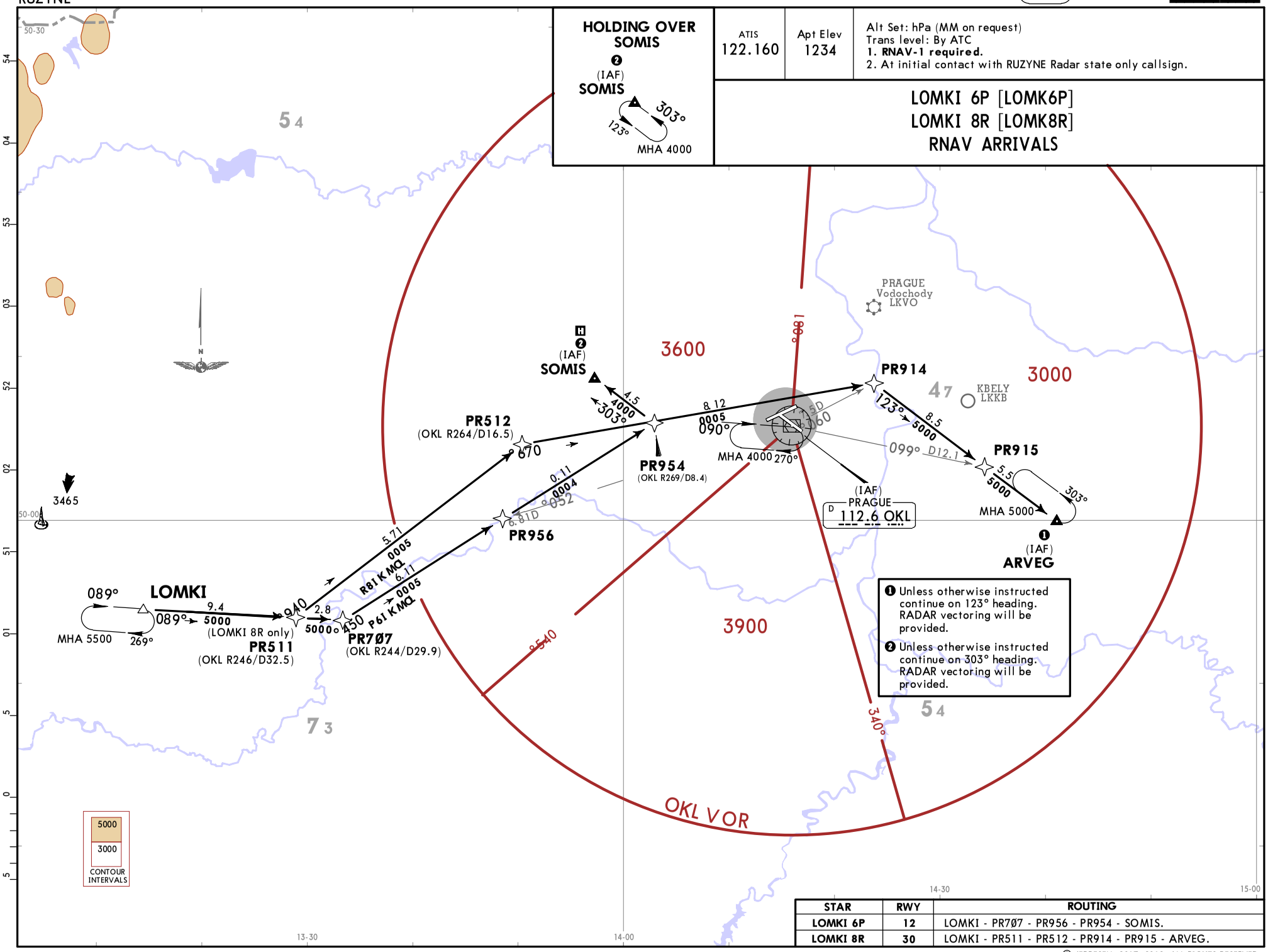
JEPPESEN PRAGUE, CZECHIA
15 MAR 19 (10-2D) Eff 28 Mar
RNAV STAR

LOMKI 6P [LOMK6P]
LOMKI 8R [LOMK8R]
RNAV ARRIVALS

HOLDING OVER SOMIS
❷ (IAF)
SOMIS
303°
123°
MHA 4000

ATIS	Apt Elev
122.160	1234

Alt Set: hPa (MM on request)
Trans level: By ATC
1. **RNAV-1 required.**
2. At initial contact with RUZYNE Radar state only callsign.

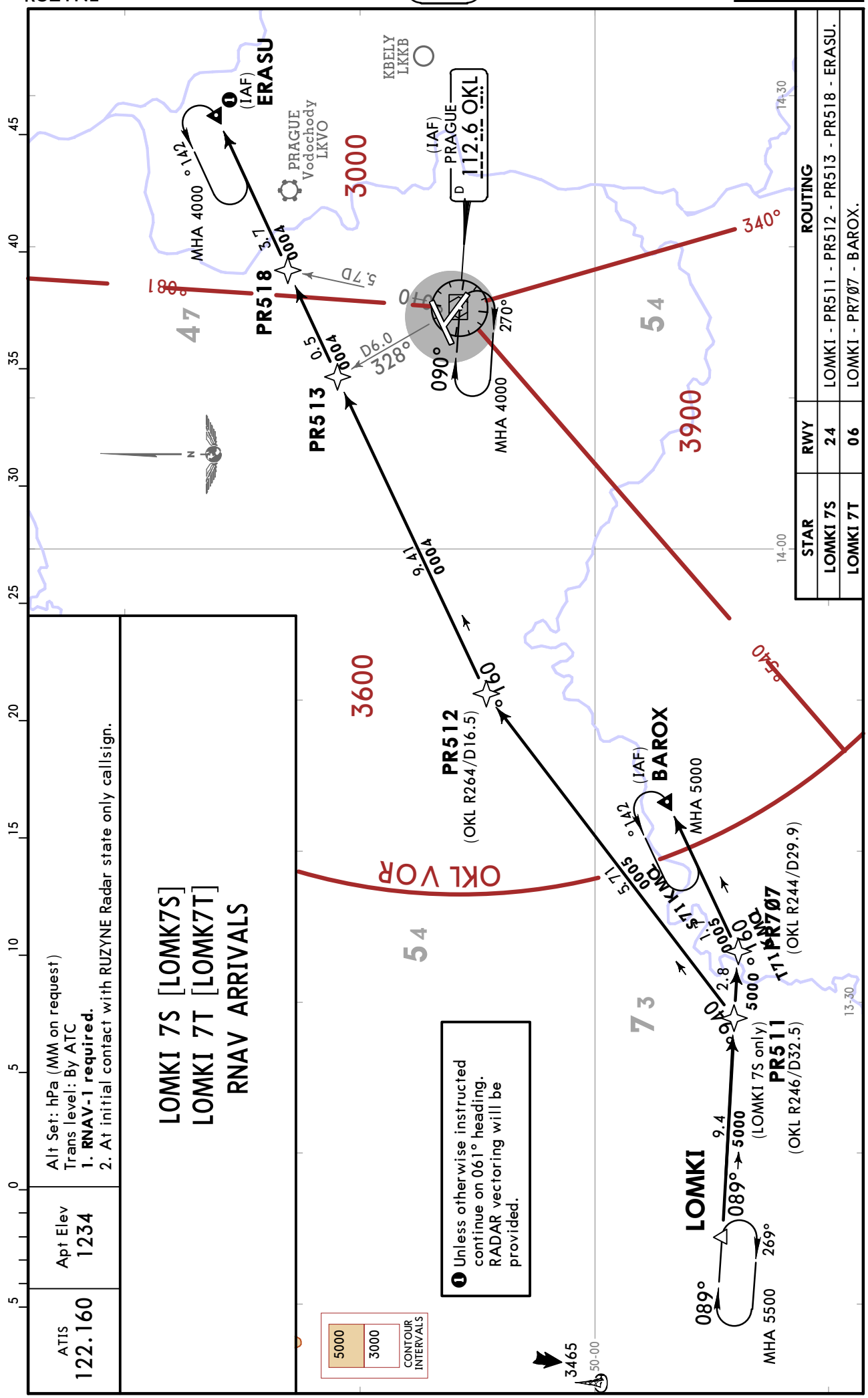


❶ Unless otherwise instructed continue on 123° heading. RADAR vectoring will be provided.

❷ Unless otherwise instructed continue on 303° heading. RADAR vectoring will be provided.

STAR	RWY	ROUTING
LOMKI 6P	12	LOMKI - PR7Ø7 - PR956 - PR954 - SOMIS.
LOMKI 8R	30	LOMKI - PR511 - PR512 - PR914 - PR915 - ARVEG.

CHANGES: RNAV STARs renumbered & revised, SLP 1 & 2 withdrawn, bearing revised.



LKPR/PRG
RUZYNE

JEPPESEN
15 MAR 19 (10-2F) Eff 28 Mar

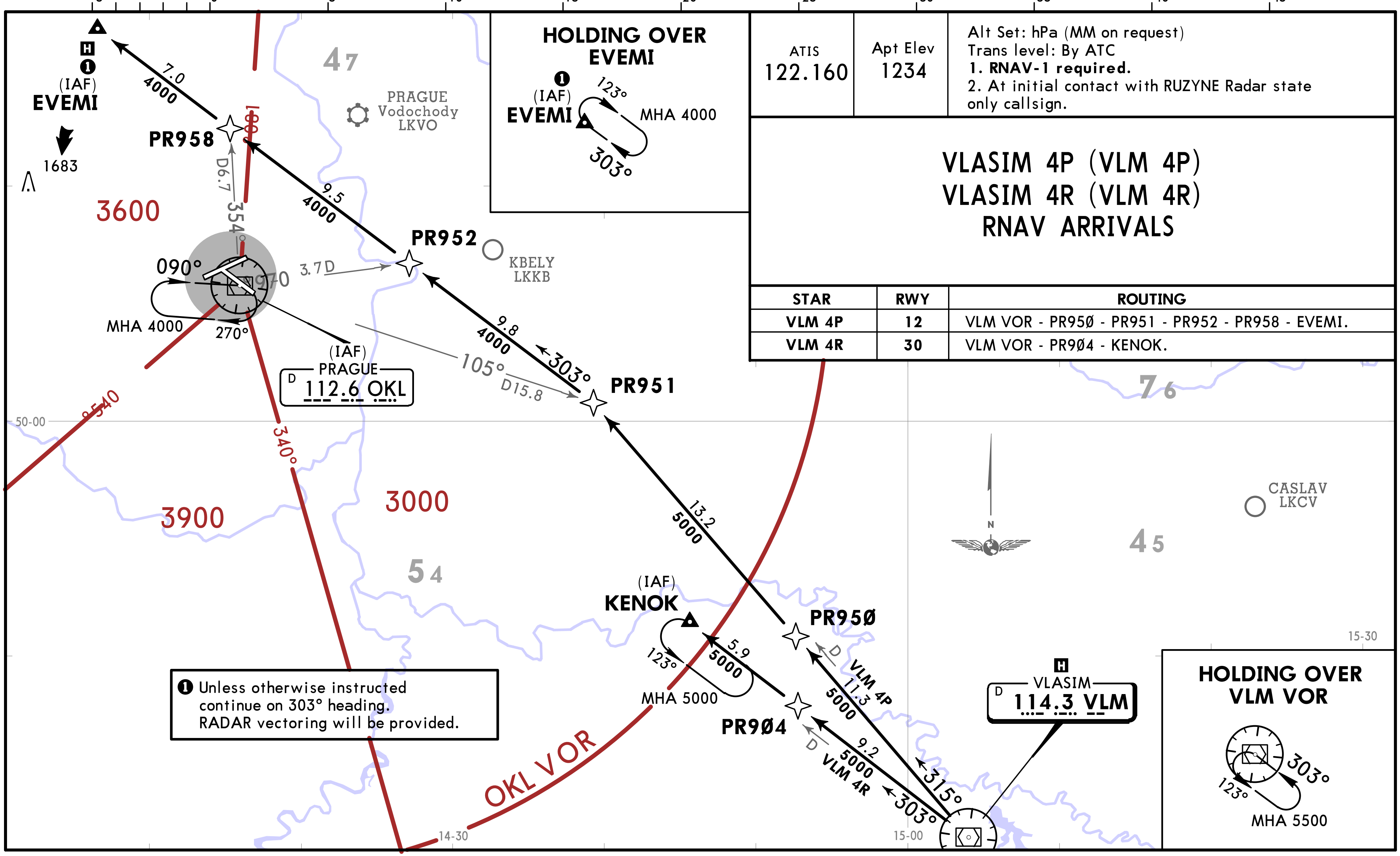
PRAGUE, CZECHIA
RNAV STAR

ATIS	Apt Elev
122.160	1234

Alt Set: hPa (MM on request)
Trans level: By ATC
1. **RNAV-1 required.**
2. At initial contact with RUZYNE Radar state only callsign.

VLASIM 4P (VLM 4P)
VLASIM 4R (VLM 4R)
RNAV ARRIVALS

STAR	RWY	ROUTING
VLM 4P	12	VLM VOR - PR95Ø - PR951 - PR952 - PR958 - EVEMI.
VLM 4R	30	VLM VOR - PR9Ø4 - KENOK.



❶ Unless otherwise instructed continue on 303° heading. RADAR vectoring will be provided.

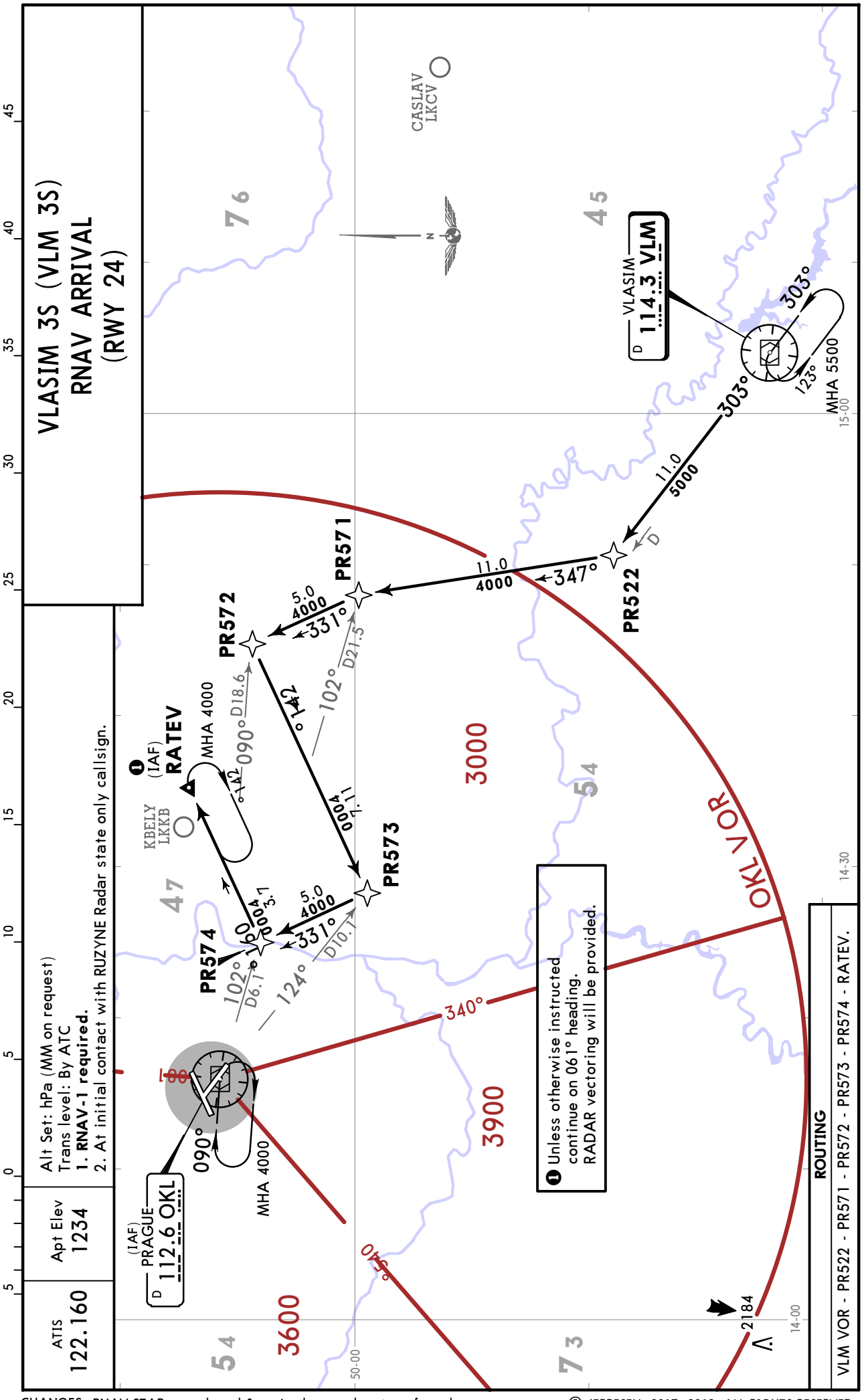
CHANGES: RNAV STARs renumbered & revised, SLP 1 & 2 withdrawn.

LKPR/PRG
RUZYNE

JEPPESEN
15 MAR 19 (10-2G) Eff 28 Mar

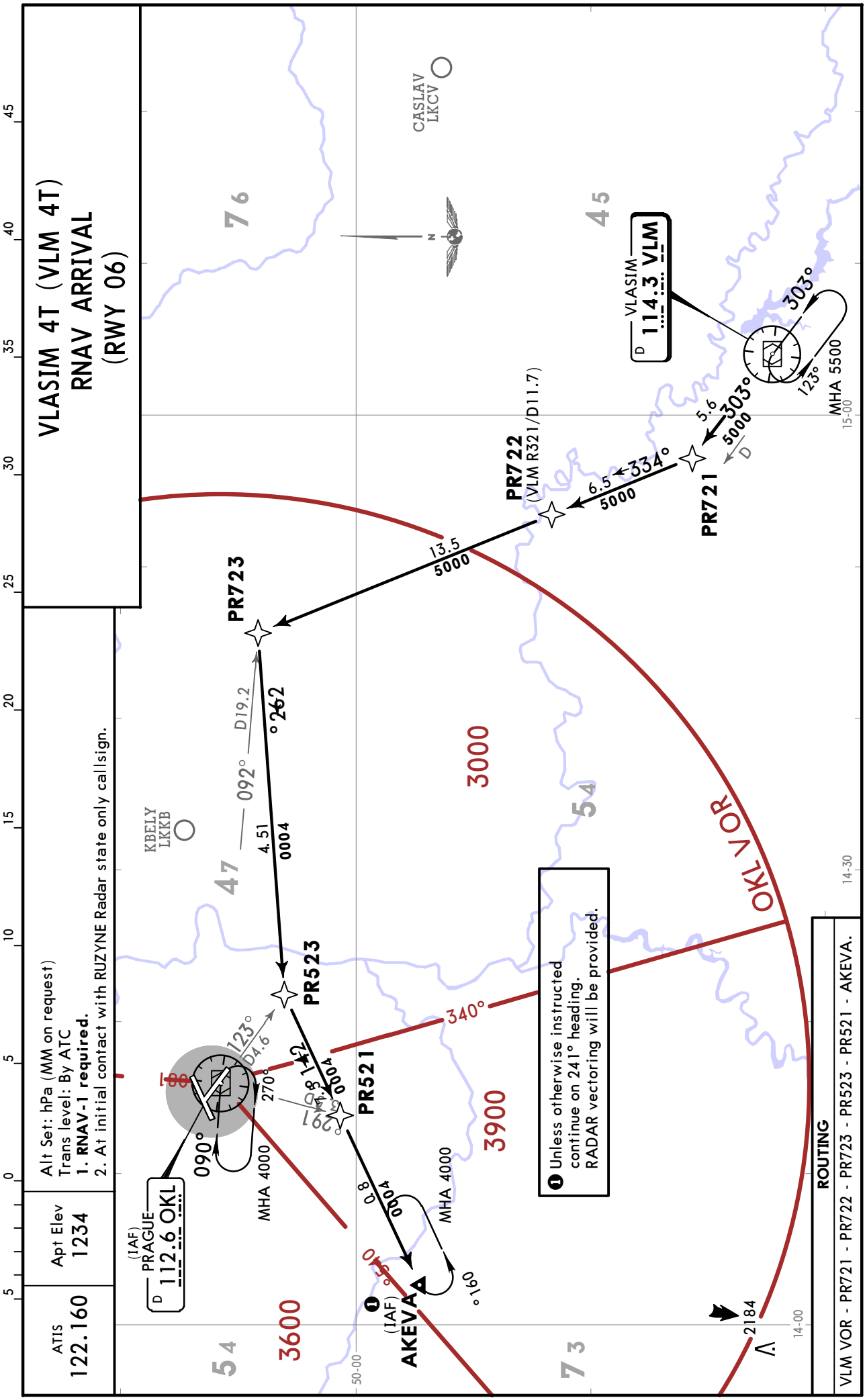
PRAGUE, CZECHIA
RNAV STAR

VLASIM 3S (VLM 3S)
RNAV ARRIVAL
(RWY 24)



CHANGES: RNAV STAR renumbered & revised, procedure transferred.

VLASIM 4T (VLM 4T) RNAV ARRIVAL (RWY 06)



Alt Set: hPa (MM on request)
Trans level: By ATC
1. **RNAV-1 required.**
2. At initial contact with RUZYNE Radar state only callsign.

Apt Elev 1234

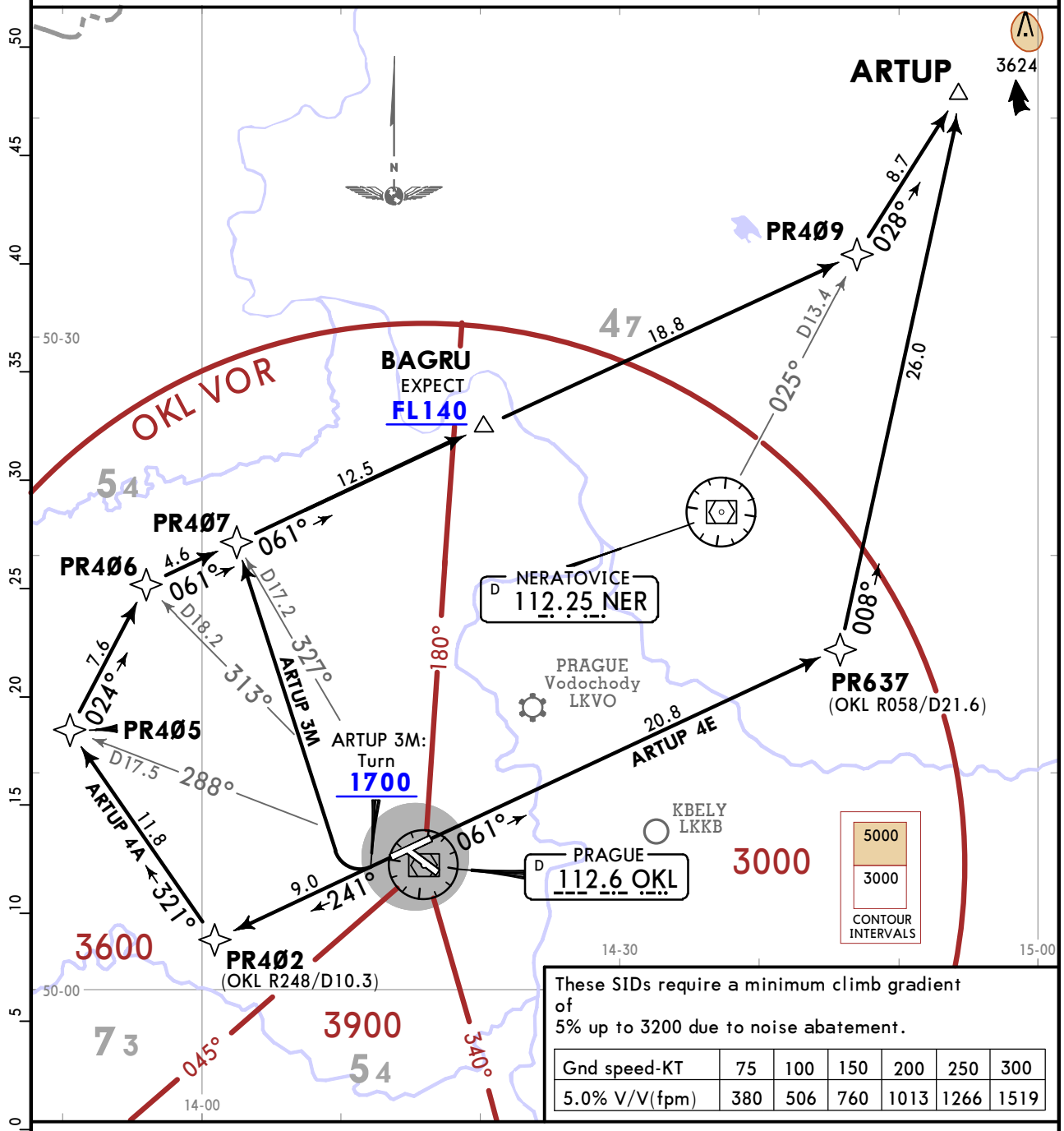
ATIS 122.160

ROUTING
VLM VOR - PR721 - PR722 - PR723 - PR523 - PR521 - AKEVA.

PRAGUE Radar	Apt Elev	
120.530	1234	Trans alt: 5000 **1. RNAV-1 required.** 2. Contact PRAGUE Radar IMMEDIATELY after take-off.

ARTUP 4A [ARTU4A]
ARTUP 4E [ARTU4E]
ARTUP 3M [ARTU3M]
RNAV DEPARTURES

SPEED: JET: MAX 250 KT BELOW FL100
PROP: MAX 180 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED BY ATC



Gnd speed-KT	75	100	150	200	250	300
5.0% V/V(fpm)	380	506	760	1013	1266	1519

Initial climb clearance **5000**

SID	RWY	ROUTING
ARTUP 4A	**24**	241° track to PR402, turn RIGHT, 321° track to PR405, turn RIGHT, 024° track to PR406, turn RIGHT, 061° track via PR407 and BAGRU to PR409, turn LEFT, 028° track to ARTUP.
ARTUP 4E	**06**	061° track to PR637, turn LEFT, 008° track to ARTUP.
ARTUP 3M ❶	**24**	241° track to 1700, turn RIGHT to PR407, turn RIGHT, 061° track via BAGRU to PR409, turn LEFT, 028° track to ARTUP.

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

CHANGES: RNAV SIDs renumbered, magnetic tracks revised.

PRAGUE Radar	Apt Elev	Trans alt: 5000
120.530	1234	**1. RNAV-1 required.** 2. Contact PRAGUE Radar IMMEDIATELY after take-off.

ARTUP 4B [ARTU4B], ARTUP 3H [ARTU3H], ARTUP 3N [ARTU3N] RNAV DEPARTURES

SPEED: JET: MAX 250 KT BELOW FL100
PROP: MAX 180 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED BY ATC

These SIDs require minimum climb gradients of
ARTUP 4B: 5% up to 3200 due to noise abatement.
ARTUP 3H: 8% up to 3200 due to noise abatement.
ARTUP 3N: 5% up to 3200 due to noise abatement; 9% up to 4000 to overfly CTR/TMA Vodochody. If unable advise ATC before entering the RWY at the latest.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
8.0% V/V (fpm)	608	810	1215	1620	2025	2430
9.0% V/V (fpm)	684	911	1367	1823	2279	2734

Initial climb clearance **5000**

SID	RWY	ROUTING
ARTUP 4B	**30**	303° track to PR815, turn RIGHT, 353° track to PR816, turn RIGHT, 075° track via PR818 to PR819, turn LEFT, 028° track to ARTUP.
ARTUP 3H	**12**	123° track to PR86Ø, turn LEFT, 033° track to PR861, turn LEFT, 002° track to ARTUP.
ARTUP 3N ❶	**30**	303° track to 1700, turn RIGHT to PR84Ø, turn LEFT, 340° track to PR818, turn RIGHT, 075° track to PR819, turn LEFT, 028° track to ARTUP.

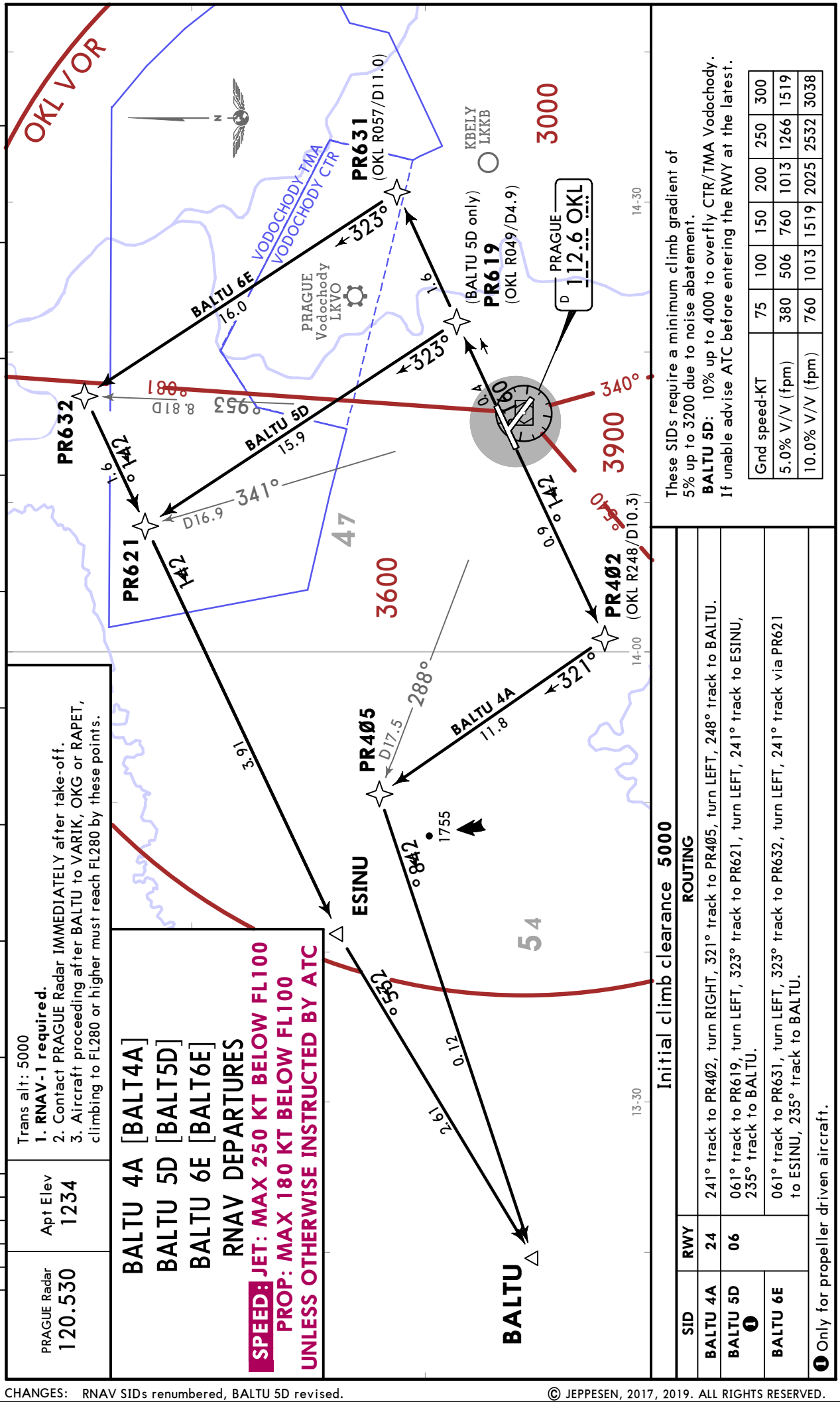
❶ Only for propeller driven aircraft between 0600-2200 LT.

CHANGES: RNAV SIDs renumbered, ARTUP 3N revised.

LKPR/PRG
RUZYNE

JEPPESEN
15 MAR 19 (10-3B) Eff 28 Mar

PRAGUE, CZECHIA
RNAV SID



These SIDs require a minimum climb gradient of 5% up to 3200 due to noise abatement.
BALTU 5D: 10% up to 4000 to overfly CTR/TMA Vodochody.
If unable advise ATC before entering the RWY at the latest.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
10.0% V/V (fpm)	760	1013	1519	2025	2532	3038

Initial climb clearance **5000**

SID	RWY	ROUTING
BALTU 4A	24	241° track to PR402, turn RIGHT, 321° track to PR405, turn LEFT, 248° track to BALTU.
BALTU 5D ❶	06	061° track to PR619, turn LEFT, 323° track to PR621, turn LEFT, 241° track to ESINU, 235° track to BALTU.
BALTU 6E		061° track to PR631, turn LEFT, 323° track to PR632, turn LEFT, 241° track via PR621 to ESINU, 235° track to BALTU.

❶ Only for propeller driven aircraft.

PRAGUE Radar 120.530

Apt Elev 1234

Trans alt: 5000
1. **RNAV-1 required.**
2. Contact PRAGUE Radar IMMEDIATELY after take-off.
3. Aircraft proceeding after BALTU to VARIK, OKG or RAPET, climbing to FL280 or higher must reach FL280 by these points.

BALTU 4A [BALT4A]
BALTU 5D [BALT5D]
BALTU 6E [BALT6E]
RNAV DEPARTURES

SPEED: JET: MAX 250 KT BELOW FL100
PROP: MAX 180 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED BY ATC

CHANGES: RNAV SIDs renumbered, BALTU 5D revised.

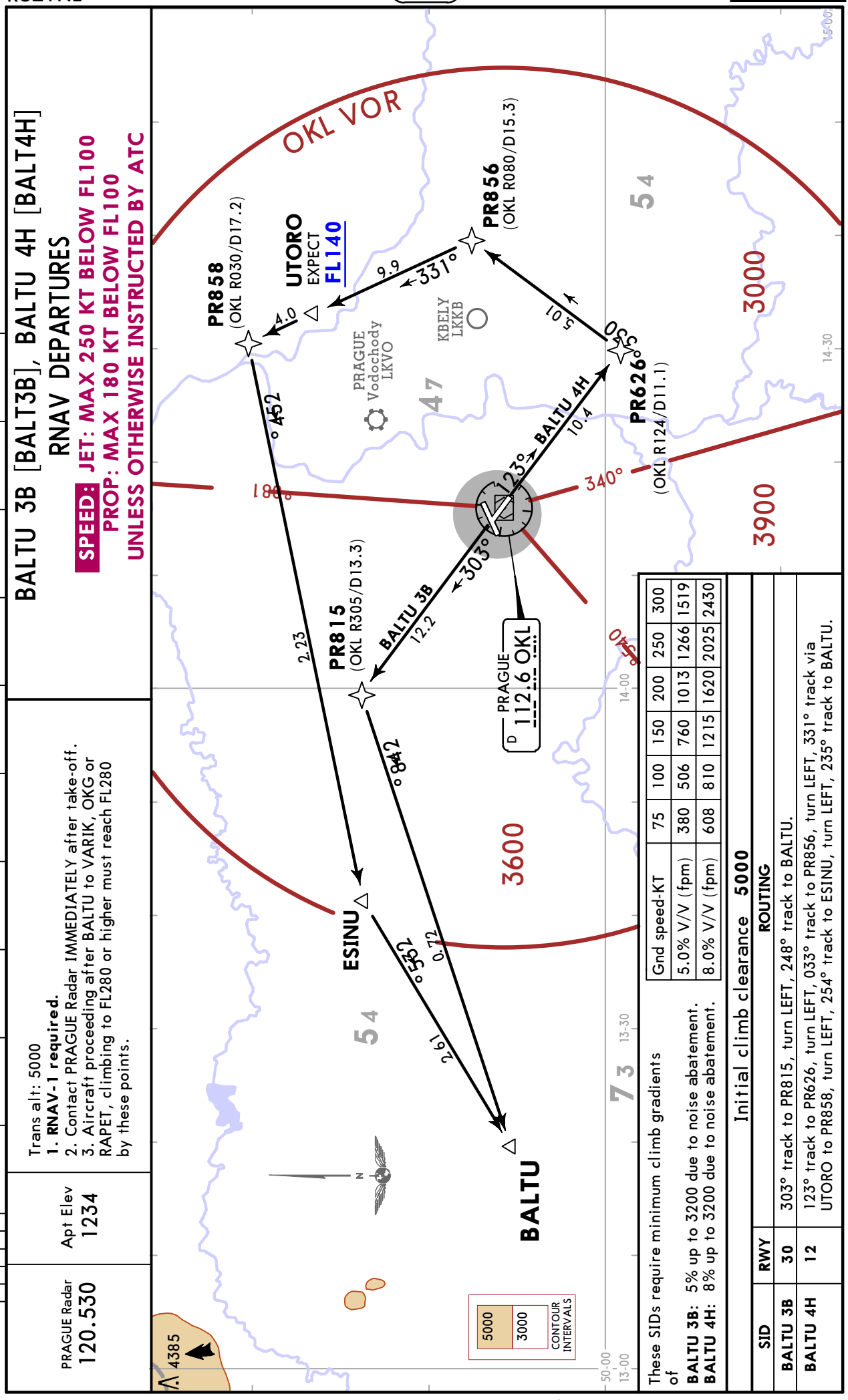
BALTU 3B [BALT3B], BALTU 4H [BALT4H]
RNAV DEPARTURES

SPEED: JET: MAX 250 KT BELOW FL100
PROP: MAX 180 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED BY ATC

PRAGUE Radar 120.530

Apt Elev 1234

Trans alt: 5000
1. **RNAV-1 required.**
2. Contact PRAGUE Radar IMMEDIATELY after take-off.
3. Aircraft proceeding after BALTU to VARIK, OKG or RAPET, climbing to FL280 or higher must reach FL280 by these points.



These SIDs require minimum climb gradients of
BALTU 3B: 5% up to 3200 due to noise abatement.
BALTU 4H: 8% up to 3200 due to noise abatement.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
8.0% V/V (fpm)	608	810	1215	1620	2025	2430

Initial climb clearance **5000**

SID	RWY	ROUTING
BALTU 3B	30	303° track to PR815, turn LEFT, 248° track to BALTU.
BALTU 4H	12	123° track to PR626, turn LEFT, 033° track to PR856, turn LEFT, 331° track via UTORO to PR858, turn LEFT, 254° track to ESINU, turn LEFT, 235° track to BALTU.

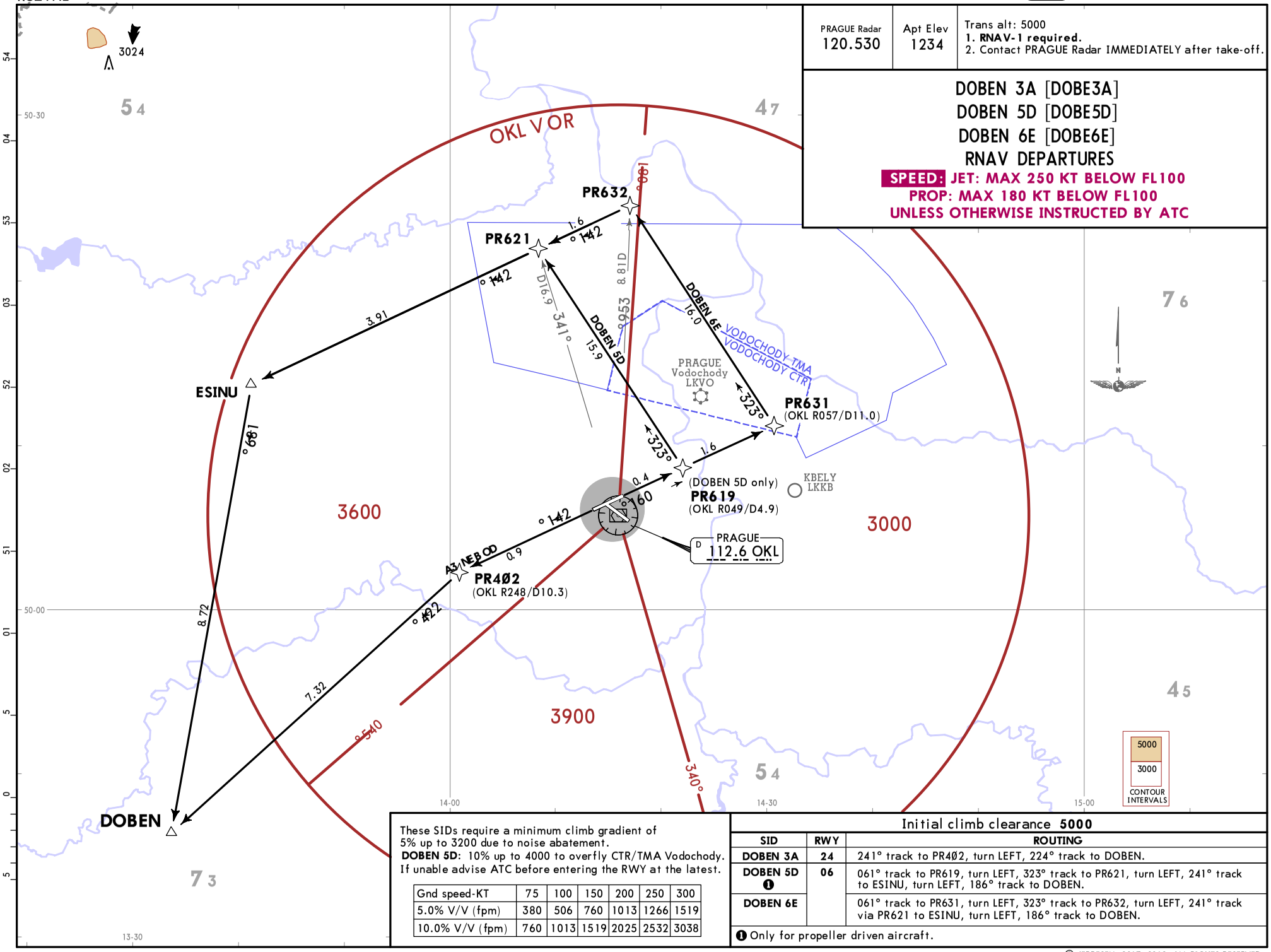
CHANGES: RNAV SID BALTU 3H renumbered 4H.

JEPPESEN PRAGUE, CZECHIA
15 MAR 19 (10-3D) Eff 28 Mar
RNAV SID

PRAGUE Radar	Apt Elev	Trans alt: 5000
120.530	1234	1. RNAV-1 required. 2. Contact PRAGUE Radar IMMEDIATELY after take-off.

DOBEN 3A [DOBE3A]
DOBEN 5D [DOBE5D]
DOBEN 6E [DOBE6E]
RNAV DEPARTURES

SPEED: JET: MAX 250 KT BELOW FL100
PROP: MAX 180 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED BY ATC



These SIDs require a minimum climb gradient of 5% up to 3200 due to noise abatement.
DOBEN 5D: 10% up to 4000 to overfly CTR/TMA Vodochody. If unable advise ATC before entering the RWY at the latest.

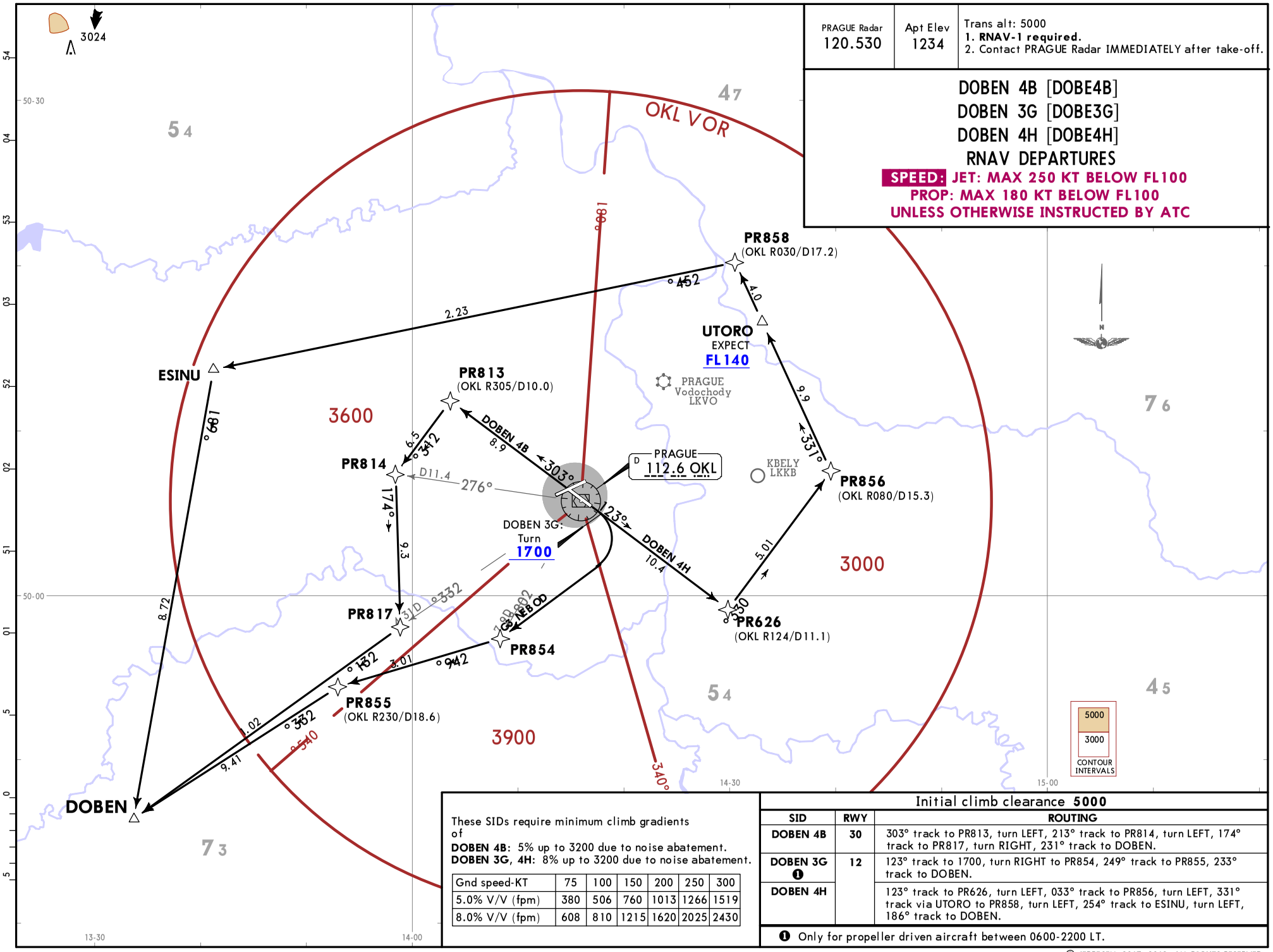
Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
10.0% V/V (fpm)	760	1013	1519	2025	2532	3038

Initial climb clearance **5000**

SID	RWY	ROUTING
DOBEN 3A	24	241° track to PR402, turn LEFT, 224° track to DOBEN.
DOBEN 5D ❶	06	061° track to PR619, turn LEFT, 323° track to PR621, turn LEFT, 241° track to ESINU, turn LEFT, 186° track to DOBEN.
DOBEN 6E		061° track to PR631, turn LEFT, 323° track to PR632, turn LEFT, 241° track via PR621 to ESINU, turn LEFT, 186° track to DOBEN.

❶ Only for propeller driven aircraft.

CHANGES: RNAV SID DOBEN 5E renumbered 6E, DOBEN 4D renumbered 5D and revised.



PRAGUE Radar	Apt Elev	Trans alt: 5000
120.530	1234	1. **RNAV-1 required.** 2. Contact PRAGUE Radar IMMEDIATELY after take-off.

DOBEN 4B [DOBE4B]
DOBEN 3G [DOBE3G]
DOBEN 4H [DOBE4H]
RNAV DEPARTURES

SPEED: JET: MAX 250 KT BELOW FL100
PROP: MAX 180 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED BY ATC

These SIDs require minimum climb gradients of
DOBEN 4B: 5% up to 3200 due to noise abatement.
DOBEN 3G, 4H: 8% up to 3200 due to noise abatement.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
8.0% V/V (fpm)	608	810	1215	1620	2025	2430

Initial climb clearance **5000**

SID	RWY	ROUTING
DOBEN 4B	30	303° track to PR813, turn LEFT, 213° track to PR814, turn LEFT, 174° track to PR817, turn RIGHT, 231° track to DOBEN.
DOBEN 3G ❶	12	123° track to 1700, turn RIGHT to PR854, 249° track to PR855, 233° track to DOBEN.
DOBEN 4H		123° track to PR626, turn LEFT, 033° track to PR856, turn LEFT, 331° track via UTORO to PR858, turn LEFT, 254° track to ESINU, turn LEFT, 186° track to DOBEN.

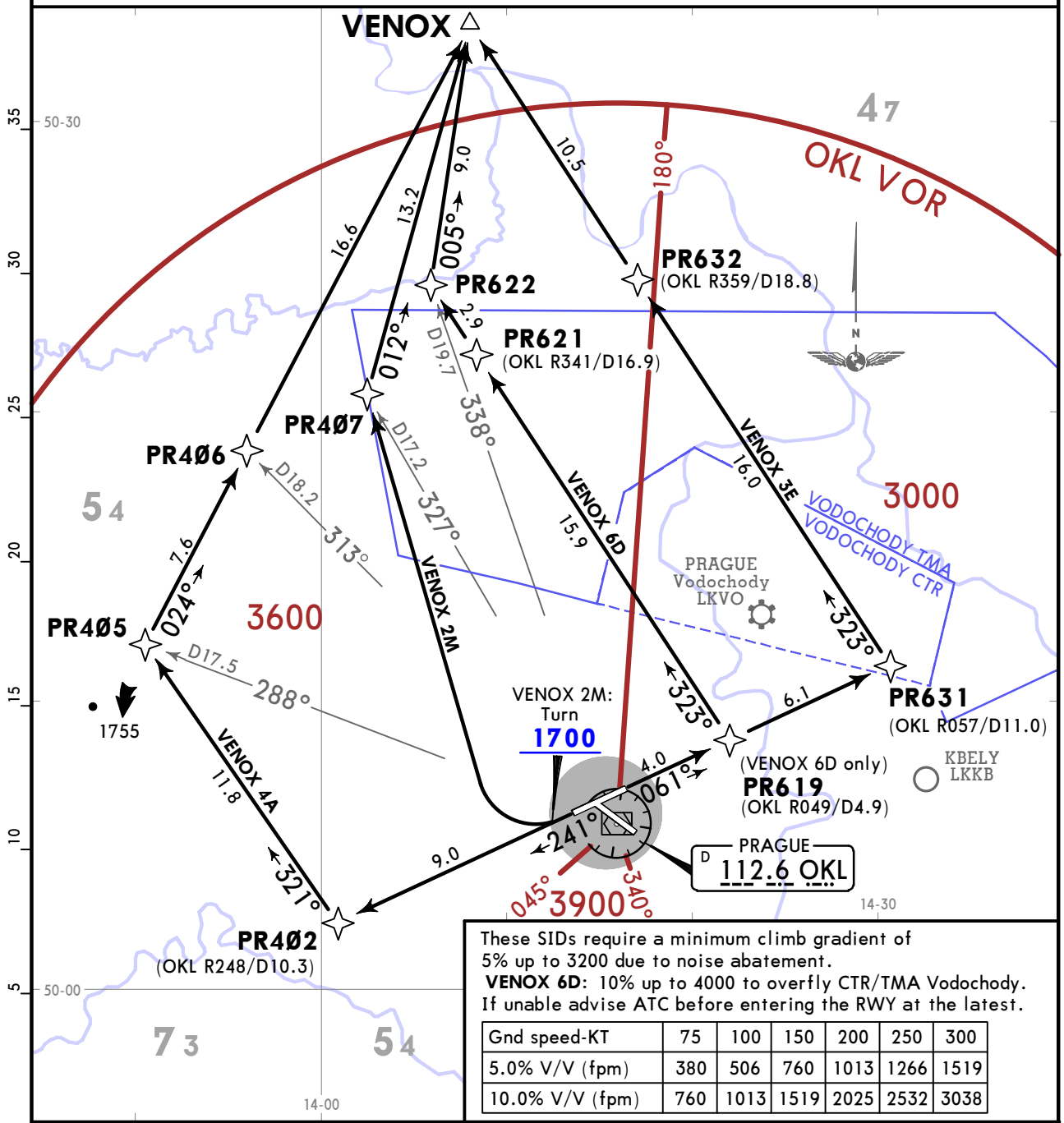
❶ Only for propeller driven aircraft between 0600-2200 LT.

CHANGES: RNAV SIDs renumbered, magnetic tracks revised.

PRAGUE Radar	Apt Elev	
120.530	1234	Trans alt: 5000 **1. RNAV-1 required.** 2. Contact PRAGUE Radar IMMEDIATELY after take-off.

VENOX 4A [VENO4A], VENOX 6D [VENO6D]
VENOX 3E [VENO3E], VENOX 2M [VENO2M]
RNAV DEPARTURES

SPEED: JET: MAX 250 KT BELOW FL100
PROP: MAX 180 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED BY ATC



These SIDs require a minimum climb gradient of 5% up to 3200 due to noise abatement.
VENOX 6D: 10% up to 4000 to overfly CTR/TMA Vodochody.
If unable advise ATC before entering the RWY at the latest.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
10.0% V/V (fpm)	760	1013	1519	2025	2532	3038

Initial climb clearance **5000**

SID	RWY	ROUTING
VENOX 4A	**24**	241° track to PR4Ø2, turn RIGHT, 321° track to PR4Ø5, turn RIGHT, 024° track via PR4Ø6 to VENOX.
VENOX 6D ❶	**06**	061° track to PR619, turn LEFT, 323° track to PR622 via PR621, turn RIGHT, 005° track to VENOX.
VENOX 3E		061° track to PR631, turn LEFT, 323° track via PR632 to VENOX.
VENOX 2M ❷	**24**	241° track to 1700, turn RIGHT to PR4Ø7, turn RIGHT, 012° track to VENOX.

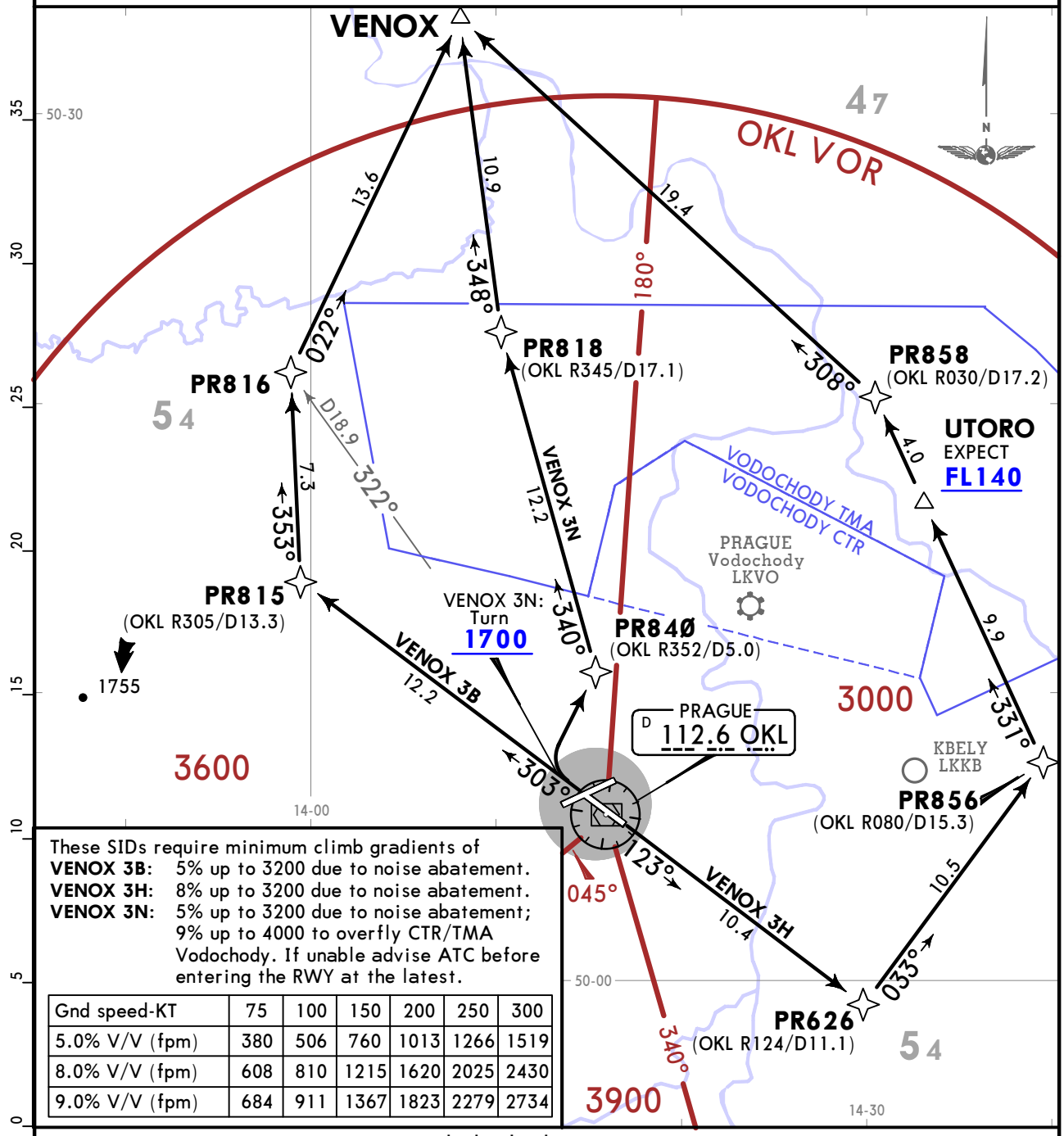
❶ Only for propeller driven aircraft. ❷ Only for propeller driven aircraft between 0600-2200 LT.

CHANGES: RNAV SIDs renumbered & revised.

PRAGUE Radar	Apt Elev	
120.530	1234	Trans alt: 5000 **1. RNAV-1 required.** 2. Contact PRAGUE Radar IMMEDIATELY after take-off.

VENOX 3B [VENO3B], VENOX 3H [VENO3H]
VENOX 3N [VENO3N]
RNAV DEPARTURES

SPEED: JET: MAX 250 KT BELOW FL100
PROP: MAX 180 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED BY ATC



These SIDs require minimum climb gradients of
VENOX 3B: 5% up to 3200 due to noise abatement.
VENOX 3H: 8% up to 3200 due to noise abatement.
VENOX 3N: 5% up to 3200 due to noise abatement; 9% up to 4000 to overfly CTR/TMA Vodochody. If unable advise ATC before entering the RWY at the latest.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
8.0% V/V (fpm)	608	810	1215	1620	2025	2430
9.0% V/V (fpm)	684	911	1367	1823	2279	2734

Initial climb clearance **5000**

SID	RWY	ROUTING
VENOX 3B	**30**	303° track to PR815, turn RIGHT, 353° track to PR816, turn RIGHT, 022° track to VENOX.
VENOX 3H	**12**	123° track to PR626, turn LEFT, 033° track to PR856, turn LEFT, 331° track via UTORO to PR858, turn LEFT, 308° track to VENOX.
VENOX 3N ❶	**30**	303° track to 1700, turn RIGHT to PR840, turn LEFT, 340° track to PR818, turn RIGHT, 348° track to VENOX.

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

CHANGES: RNAV SIDs renumbered & revised.

LKPR/PRG
RUZYNE

JEPPESEN
15 MAR 19 (10-3H) Eff 28 Mar

PRAGUE, CZECHIA
RNAV SID

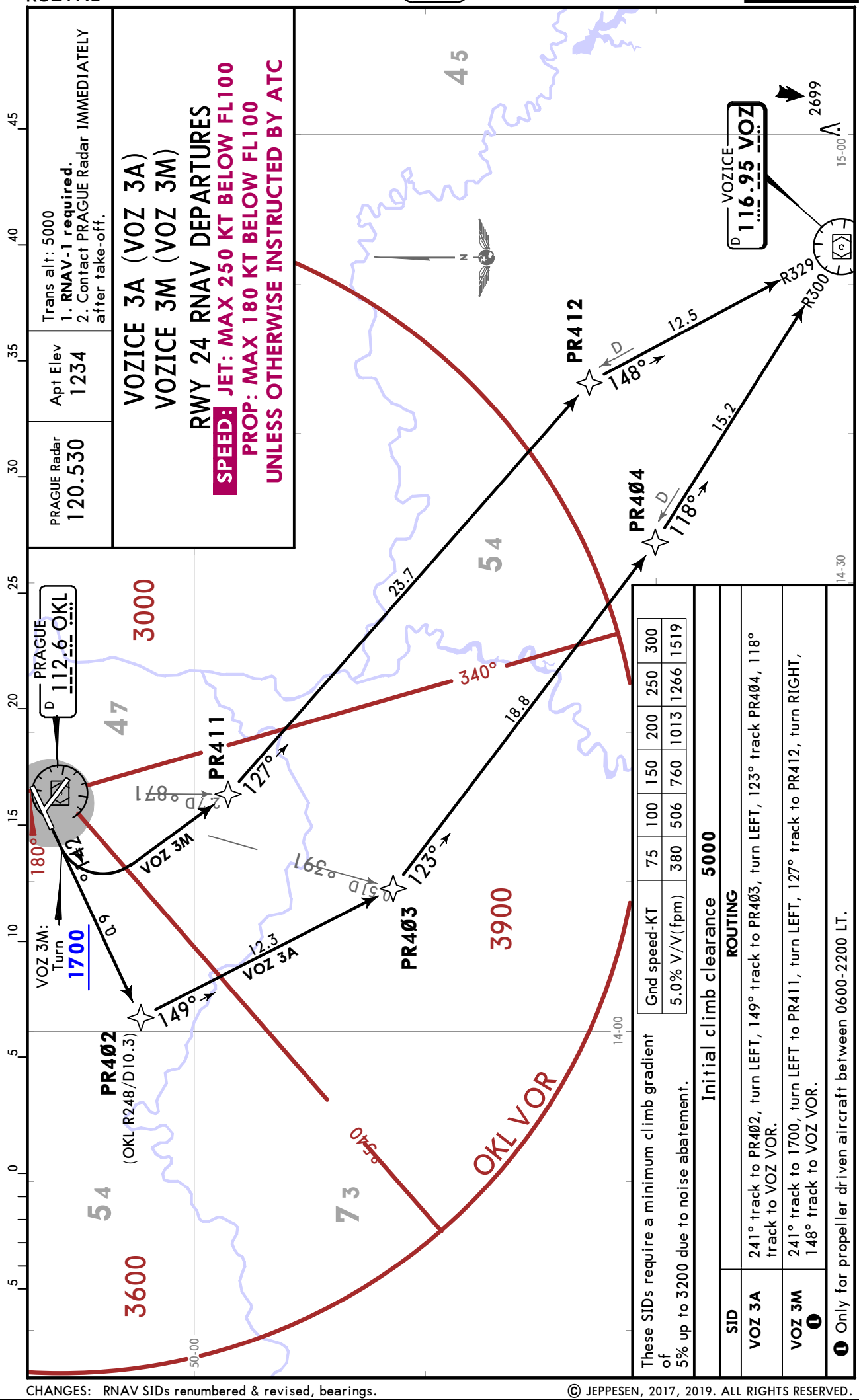
PRAGUE Radar 120.530

Apt Elev 1234

Trans alt: 5000
1. **RNAV-1 required.**
2. Contact PRAGUE Radar IMMEDIATELY after take-off.

VOZICE 3A (VOZ 3A)
VOZICE 3M (VOZ 3M)
RWY 24 RNAV DEPARTURES

SPEED: JET: MAX 250 KT BELOW FL100
PROP: MAX 180 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED BY ATC



Gnd speed-KT	75	100	150	200	250	300
5.0% V/V(fpm)	380	506	760	1013	1266	1519

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

Initial climb clearance 5000

SID	ROUTING
VOZ 3A	241° track to PR402, turn LEFT, 149° track to PR403, turn LEFT, 123° track PR404, 118° track to VOZ VOR.
VOZ 3M ❶	241° track to 1700, turn LEFT to PR411, turn LEFT, 127° track to PR412, turn RIGHT, 148° track to VOZ VOR.

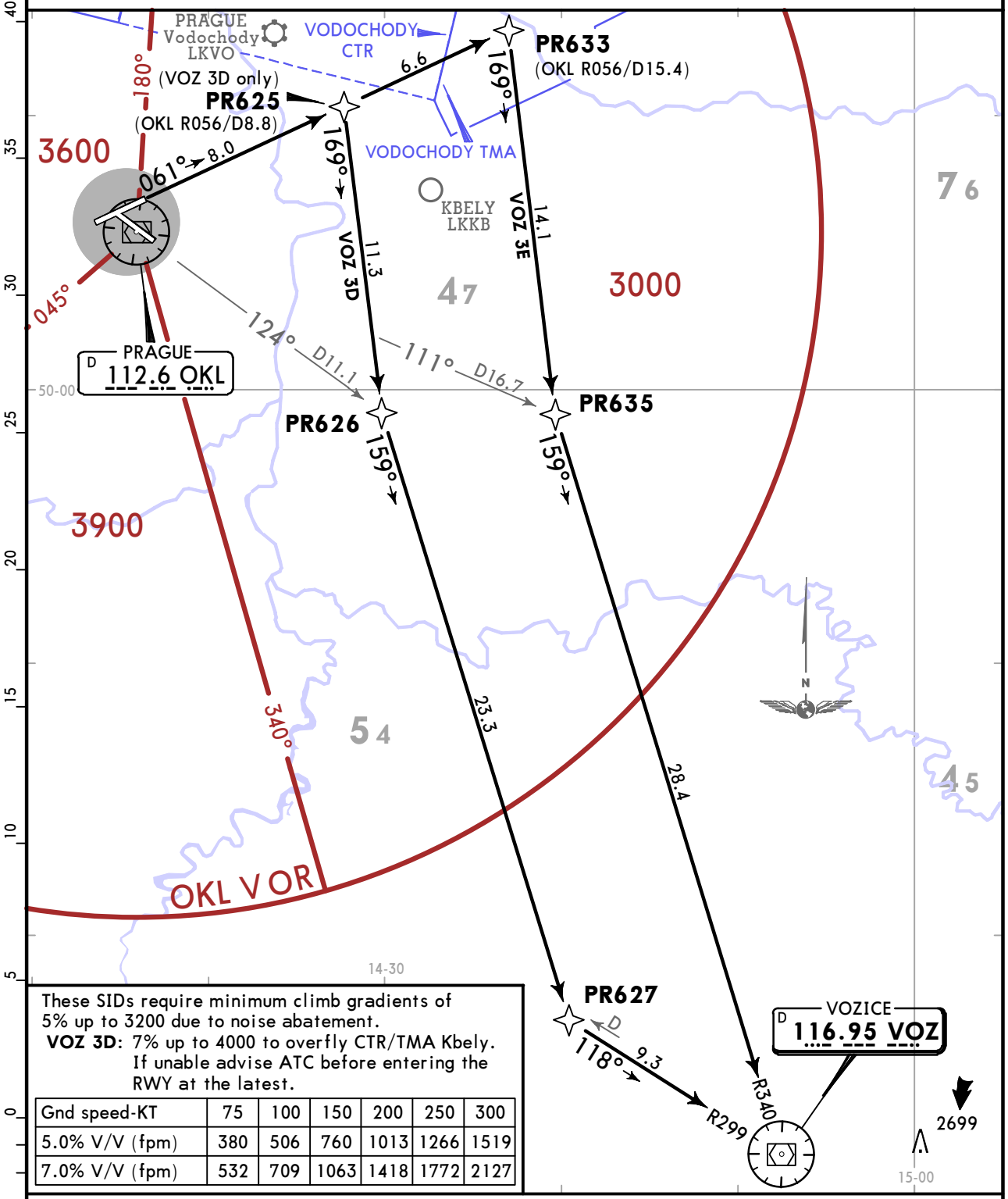
❶ Only for propeller driven aircraft between 0600-2200 LT.

CHANGES: RNAV SIDs renumbered & revised, bearings.

PRAGUE Radar	Apt Elev	Trans alt: 5000
120.530	1234	**1. RNAV-1 required.** 2. Contact PRAGUE Radar IMMEDIATELY after take-off.

VOZICE 3D (VOZ 3D), VOZICE 3E (VOZ 3E)
RWY 06 RNAV DEPARTURES

SPEED: JET: MAX 250 KT BELOW FL100
PROP: MAX 180 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED BY ATC



These SIDs require minimum climb gradients of 5% up to 3200 due to noise abatement.
VOZ 3D: 7% up to 4000 to overfly CTR/TMA Kbely. If unable advise ATC before entering the RWY at the latest.

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519
7.0% V/V (fpm)	532	709	1063	1418	1772	2127

Initial climb clearance **5000**

SID	ROUTING
VOZ 3D ❶	061° track to PR625, turn RIGHT, 169° track to PR626, 159° track to PR627, turn LEFT, 118° track to VOZ VOR.
VOZ 3E	061° track to PR633, turn RIGHT, 169° track to PR635, 159° track to VOZ VOR.

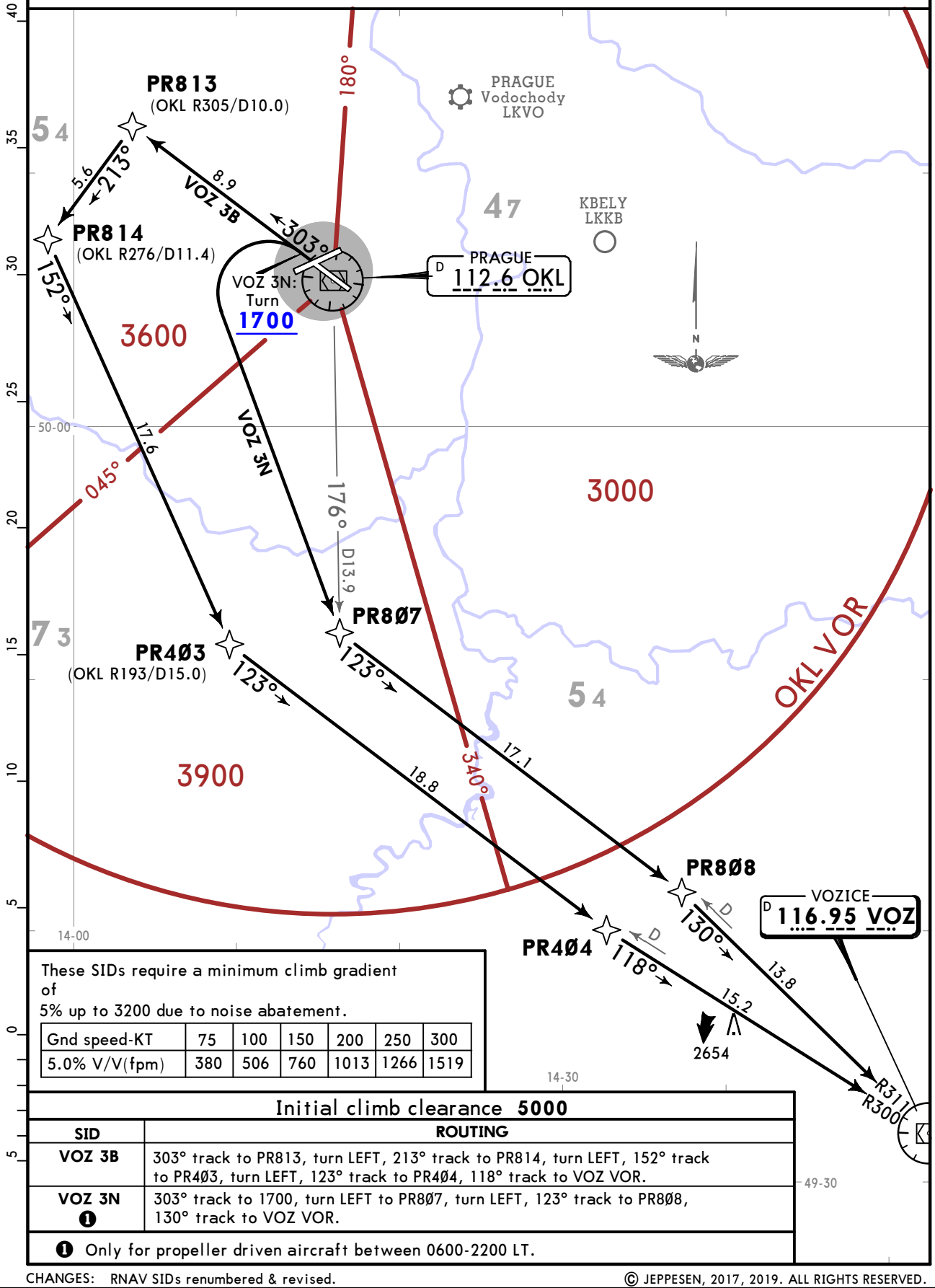
❶ Only for propeller driven aircraft.

CHANGES: RNAV SIDs renumbered, bearings & climb gradient revised.

PRAGUE Radar	Apt Elev	Trans alt: 5000
120.530	1234	**1. RNAV-1 required.** 2. Contact PRAGUE Radar IMMEDIATELY after take-off.

VOZICE 3B (VOZ 3B), VOZICE 3N (VOZ 3N)
RWY 30 RNAV DEPARTURES

SPEED: JET: MAX 250 KT BELOW FL100
PROP: MAX 180 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED BY ATC



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

Gnd speed-KT	75	100	150	200	250	300
5.0% V/V(fpm)	380	506	760	1013	1266	1519

Initial climb clearance **5000**

SID	ROUTING
VOZ 3B	303° track to PR813, turn LEFT, 213° track to PR814, turn LEFT, 152° track to PR4Ø3, turn LEFT, 123° track to PR4Ø4, 118° track to VOZ VOR.
VOZ 3N ❶	303° track to 1700, turn LEFT to PR8Ø7, turn LEFT, 123° track to PR8Ø8, 130° track to VOZ VOR.

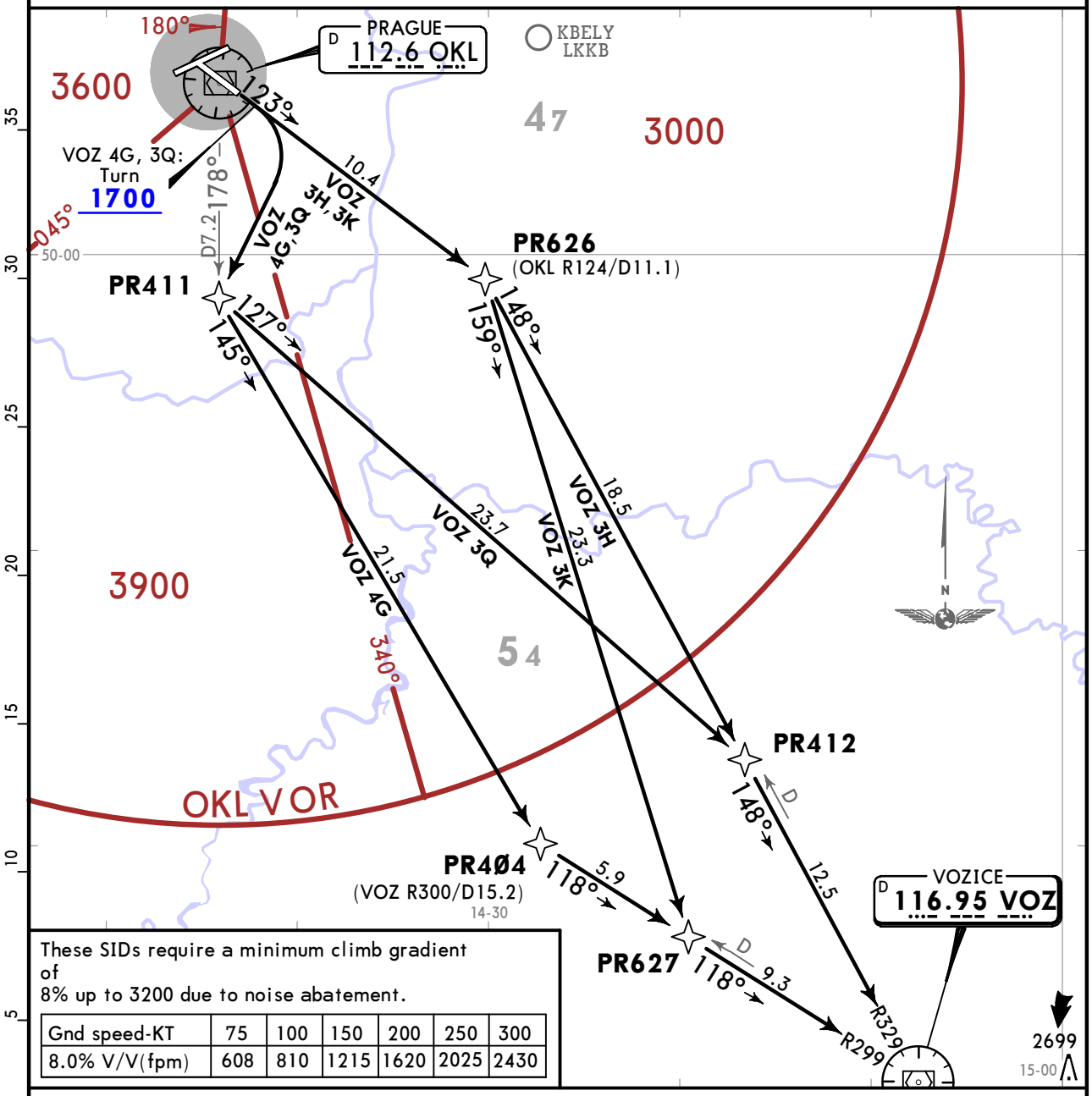
❶ Only for propeller driven aircraft between 0600-2200 LT.

CHANGES: RNAV SIDs renumbered & revised.

PRAGUE Radar	Apt Elev	Trans alt: 5000
120.530	1234	**1. RNAV-1 required.** 2. Contact PRAGUE Radar IMMEDIATELY after take-off.

VOZICE 4G (VOZ 4G), VOZICE 3H (VOZ 3H)
VOZICE 3K (VOZ 3K), VOZICE 3Q (VOZ 3Q)
RWY 12 RNAV DEPARTURES

SPEED: JET: MAX 250 KT BELOW FL100
PROP: MAX 180 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED BY ATC



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

Gnd speed-KT	75	100	150	200	250	300
8.0% V/V(fpm)	608	810	1215	1620	2025	2430

Initial climb clearance **5000**

SID	ROUTING
VOZ 4G ❶	123° track to 1700, turn RIGHT to PR411, turn LEFT, 145° track to PR4Ø4, turn LEFT, 118° track via PR627 to VOZ VOR.
VOZ 3H	123° track to PR626, turn RIGHT, 148° track via PR412 to VOZ VOR.
VOZ 3K ❷	123° track to PR626, turn RIGHT, 159° track to PR627, turn LEFT, 118° track to VOZ VOR.
VOZ 3Q ❸	123° track to 1700, turn RIGHT to PR411, turn LEFT, 127° track to PR412, turn RIGHT, 148° track to VOZ VOR.

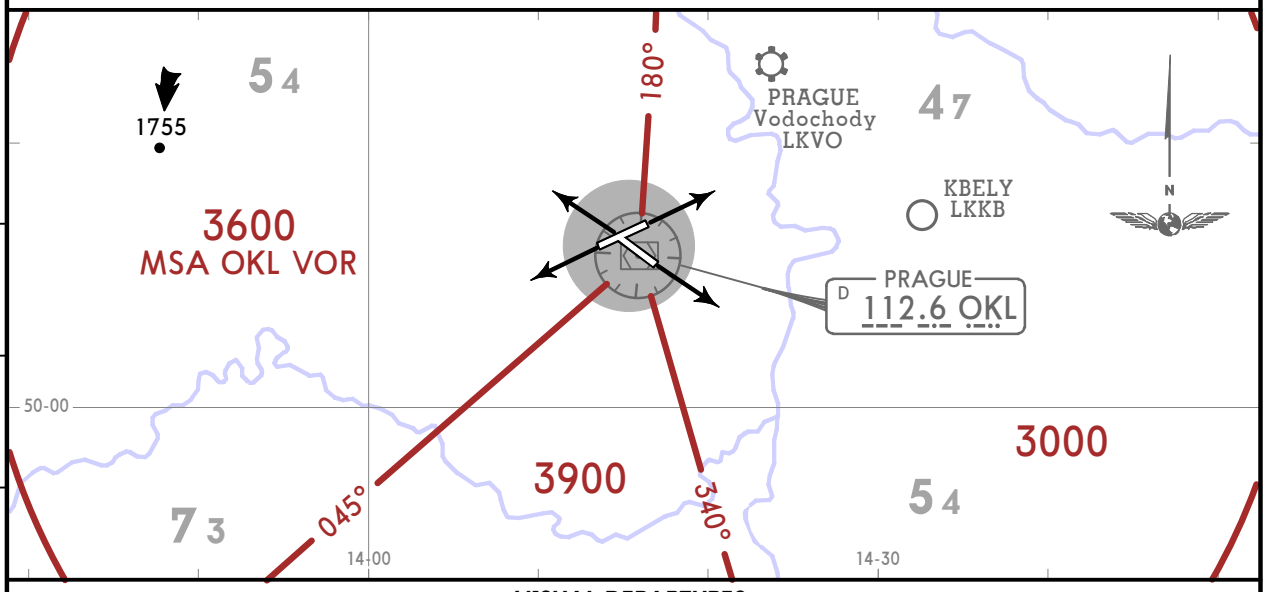
❶ Only for propeller driven aircraft between 0600-2200 LT.
❷ Only for propeller driven aircraft between 0600-2200 LT, when Rwy 06 is in use.
❸ Only for propeller driven aircraft between 0600-2200 LT, when Rwy 24 is in use.

CHANGES: RNAV SIDs renumbered, bearings revised.

Apt Elev	Trans alt: 5000
1234	

OMNIDIRECTIONAL & VISUAL DEPARTURES

SPEED: JET: MAX 250 KT BELOW FL100
PROP: MAX 180 KT BELOW FL100
UNLESS OTHERWISE INSTRUCTED BY ATC



VISUAL DEPARTURES

Visual departures for the purpose of adverse weather avoidance during take-off and initial climb-out are permitted during the daytime and for all aircraft up to CAT H inclusive.
ATC clearance to execute a visual departure may be issued upon request of the pilot or upon initiative of the ATC and accepted by the pilot.
Visual departures for the purpose of airport capacity enhancement are permitted only during the daytime and only piston and single engine turboprop aircraft up to CAT B inclusive of wake turbulence category LIGHT and for piston and turboschaft aircraft of CAT H of wake turbulence category LIGHT.
ATC clearance to execute a visual departure may be issued only upon initiative of the ATC and accepted by the pilot.
To execute a visual departure:
- the aircraft take-off performance characteristics shall allow to make an early turn after take-off as soon as possible,
- meteorological conditions in the direction of take-off and the following climb-out shall enable visual reference to terrain up to MSA or Minimum Radar Vectoring Altitude stated in ATC clearance,
- the pilot shall be responsible for obstacle clearance until such specified altitude,
- the pilot prior to take-off shall agree to execute this procedure. The readback of the ATC clearance is considered as the agreement,
- with regard to specifics of a visual departure procedure, the flight crew should consider the suitability of the use of reduced thrust take-off technique.

OMNIDIRECTIONAL DEPARTURES

Omnidirectional departures for the purpose of adverse weather avoidance during take-off and initial climb-out are permitted during the daytime and night and for all aircraft up to CAT H inclusive.
ATC clearance to execute a visual departure may be issued upon request of the pilot or upon initiative of the ATC and accepted by the pilot.
Omnidirectional departures for the purpose of airport capacity enhancement are permitted only for piston and single engine turboprop aircraft up to CAT B inclusive and wake turbulence category LIGHT and for piston and turboschaft aircraft of CAT H and wake turbulence category LIGHT.
Omnidirectional departures for the purpose of airport capacity enhancement are not permitted from 2200 to 0600LT.
ATC clearance to execute an omnidirectional departure may be issued only upon initiative of the ATC and accepted by the pilot.
The pilot shall be responsible for adherence to such obtained ATC clearance.
The pilot prior to take-off agree to execute this procedure. The readback of the ATC clearance is considered as the agreement.
With regard to projected climb gradient of an omnidirectional departure procedure, the flight crew should consider the suitability of the use of reduced take-off technique.
After take off climb as rapidly as practicable to at least 2800.

These departures require a minimum climb gradient of
5% up to 3200.

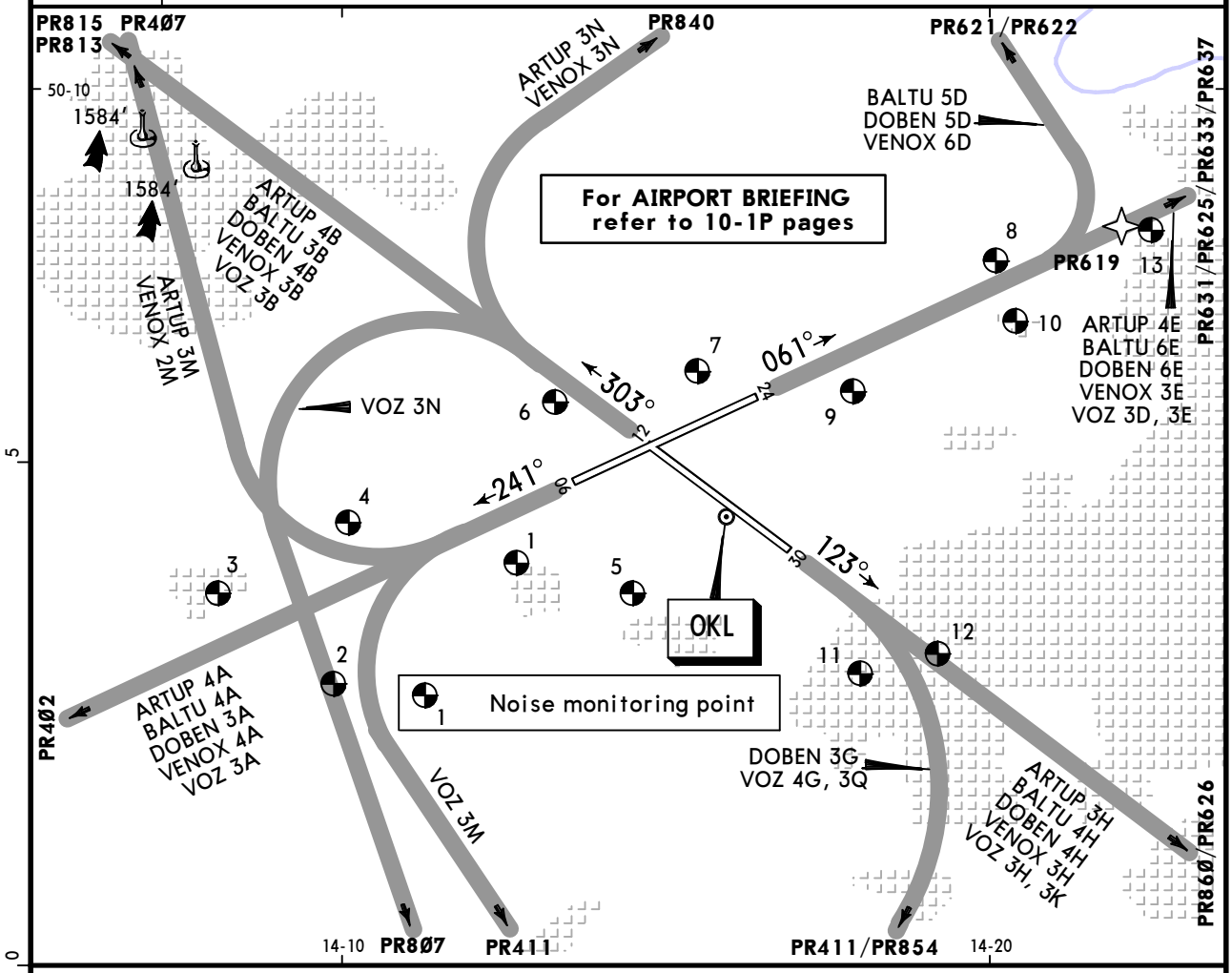
Gnd speed-KT	75	100	150	200	250	300
5.0% V/V (fpm)	380	506	760	1013	1266	1519

RWY	ROUTING
24/30/06/12	Climb straight ahead. Minimum turn altitude 1700.

CHANGES: Reissue.

Apt Elev
1234'

NOISE ABATEMENT

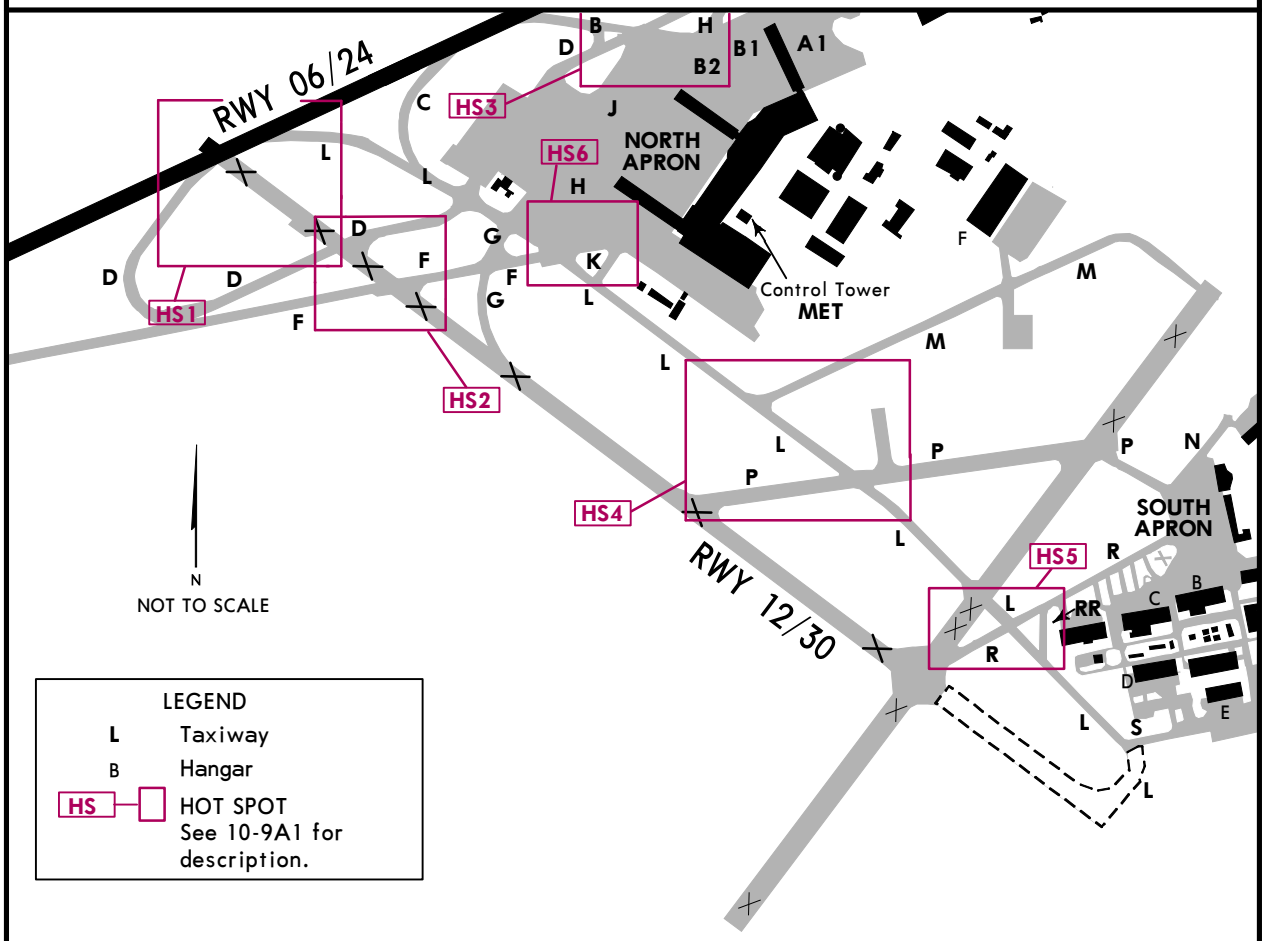


NOISE MONITORING POINT/NAME/LOCATION		
1	Jenec	N50 05.3 E014 12.7
2	Cerveny Ujezd	N50 04.1 E014 09.9
3	Unhost	N50 05.0 E014 08.1
4	Pavlov	N50 05.7 E014 10.1
5	Hostivice	N50 05.0 E014 14.5
6	Dobroviz	N50 06.9 E014 13.3
7	Knezeves	N50 07.2 E014 15.5
8	Horomerice village center	N50 08.3 E014 20.1
9	Predni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

CHANGES: RNAV SIDs renumbered & revised.

AIRPORT CONSTRUCTION

REFER ALSO TO LATEST NOTAMS



PHASE 1:

RWY 12/30 closed for take-offs and landings.

Taxiing of ACFT in section between RWY 06/24 and TWY R from SR to SS according to instructions issued by TWR.

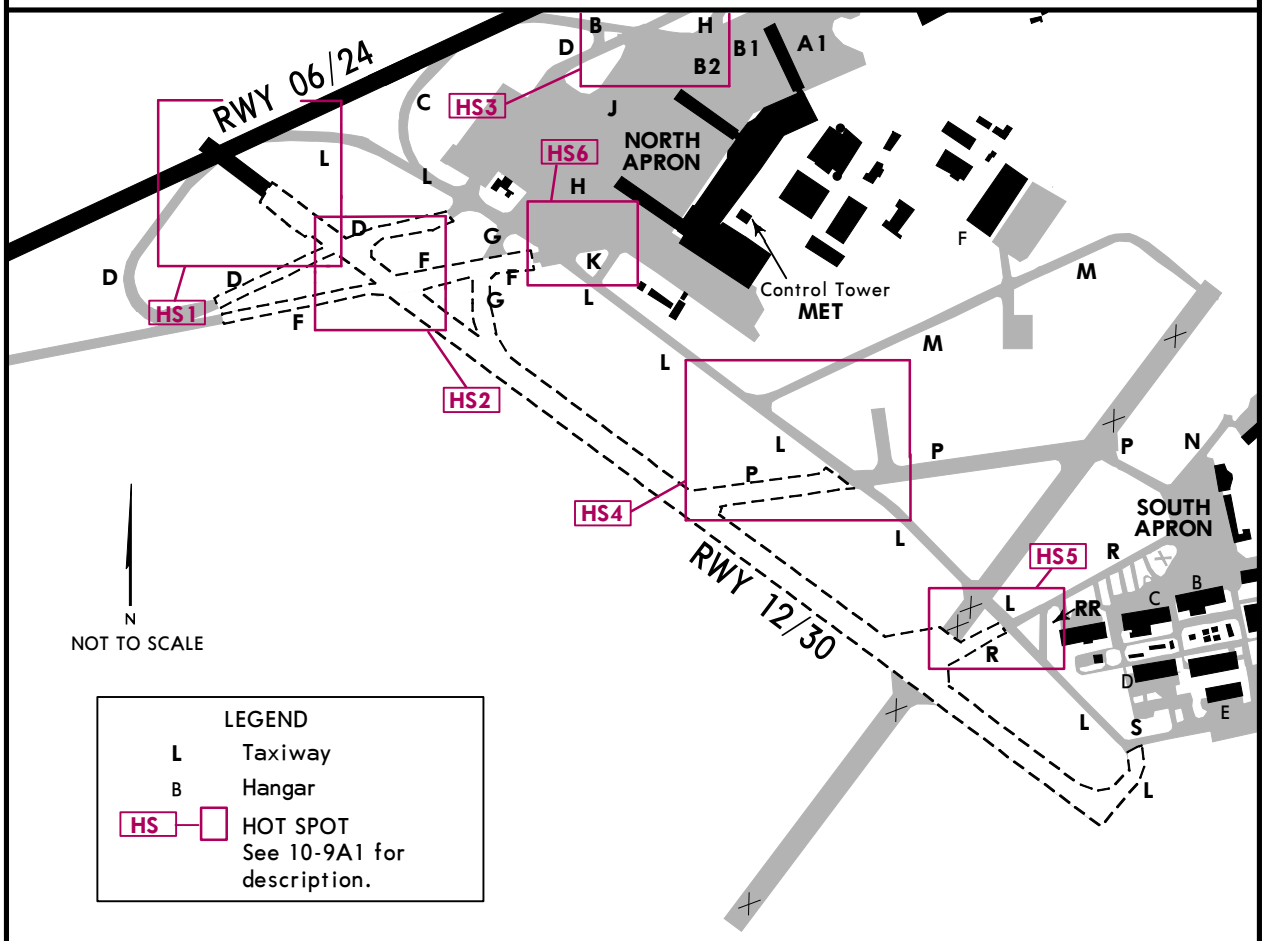
TWY L closed in section between TWY S and THR RWY 30.
TWY S - MAX wingspan of 118'/36m.

ILS RWY 12 (11-2) and ILS RWY 30 (11-4) - out of order

CHANGES: New temporary chart.

AIRPORT CONSTRUCTION (Continued)

REFER ALSO TO LATEST NOTAMS



PHASE 2:

RWY 12/30 will be closed for take-offs and landings.

Following TWYs will be closed:
- TWY G in section between RWY 12/30 and TWY F;
- TWY P in section between RWY 12/30 and TWY L;
- TWY R in section between RWY 12/30 and TWY L;
- TWY L in section between THR RWY 30 and TWY S;

TWY S - MAX wingspan of 118'/36 m;

ILS RWY 12 (11-2) and ILS RWY 30 (11-4) - out of order

Depending on meteorological conditions, the following TWYs will be closed for short period of time by NOTAM:
- TWY D in section between TWY F and TWY L;
- TWY F in section between TWY D and TWY L;

CHANGES: New temporary chart.

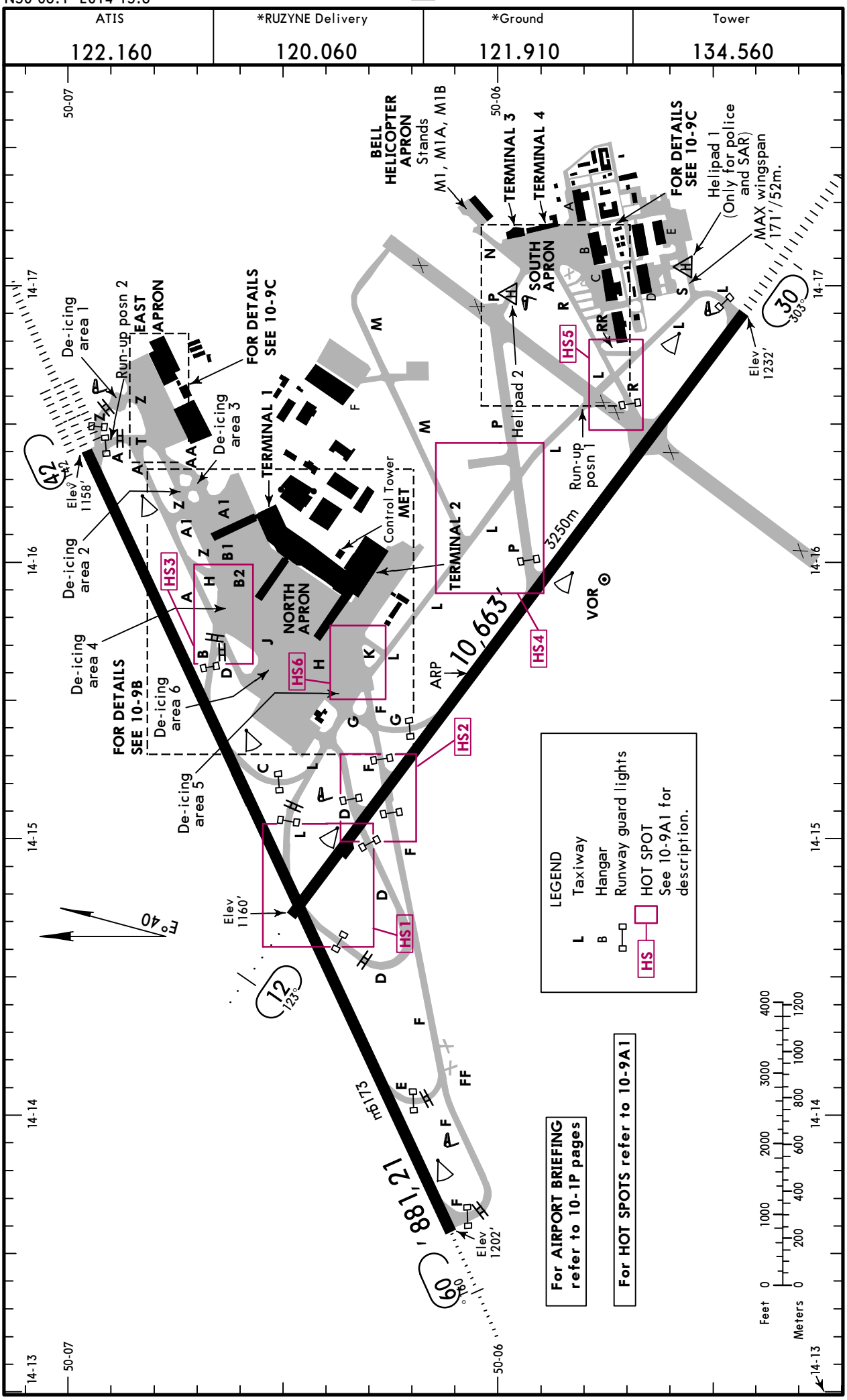
LKPR/PRG

Apt Elev 1234′
N50 06.1 E014 15.6

JEPPESEN
16 NOV 18 (10-9)

PRAGUE, CZECHIA
RUZYNE

ATIS	*RUZYNE Delivery	*Ground	Tower
122.160	120.060	121.910	134.560



CHANGES: Communication.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND Threshold	LANDING BEYOND Glide Slope	TAKE-OFF	WIDTH
06	HIRL (60m) CL (15m) HIALS PAPI-L(3.00°) HSTIL-L		10,973'3345m	❸	148' 45m
24	HIRL (60m) CL (15m) ALSF-II TDZ ❶ REIL ❷ RVR		11,034'3363m		

❶ PAPI-L (3.00°)
❷ HSTIL-D

❸ TAKE-OFF RUN AVAILABLE

RWY 06:
From rwy head 12,188'(3715m)
twy E int 10,039'(3060m)
twy D int 7382'(2250m)

RWY 24:
From rwy head 12,188'(3715m)
twy B int 8350'(2545m)
twy L int 5692'(1735m)

12	HIRL (60m) HIALS PAPI-L (3.00°) RVR		9691' 2954m	❹	148' 45m
30	HIRL (60m) HIALS SFL PAPI-L (3.00°) RVR		9448' 2880m		

❹ TAKE-OFF RUN AVAILABLE

RWY 12:
From rwy head 10,663'(3250m)
twy D int 9055'(2760m)
twy F int 8284'(2525m)
twy G int 7300'(2225m)

RWY 30:
From rwy head 10,663'(3250m)
twy R int 8448'(2575m)
twy P int 5807'(1770m)

Standard TAKE-OFF

RWY 06, 24

Low Visibility Take-off

	HIRL, CL & relevant RVR	HIRL	MIRL or RL	NIL (DAY only)
A	RVR 150m [1] VIS 200m	300m	RVR 400m VIS 600m	RVR 800m VIS 1200m
B				
C			RVR 500m VIS 750m	
D	RVR 200m VIS 250m	RVR 300m VIS 400m	RVR 600m VIS 900m	

RWY 12, 30

	HIRL	MIRL or RL	NIL (DAY only)
A	800m	800m	RVR 800m VIS 1200m
B			
C			
D		RVR 800m VIS 900m	

[1] Approved operators: RVR 125m.

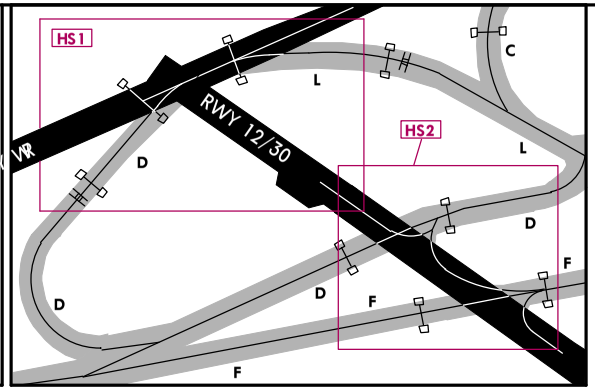
CHANGES: None.

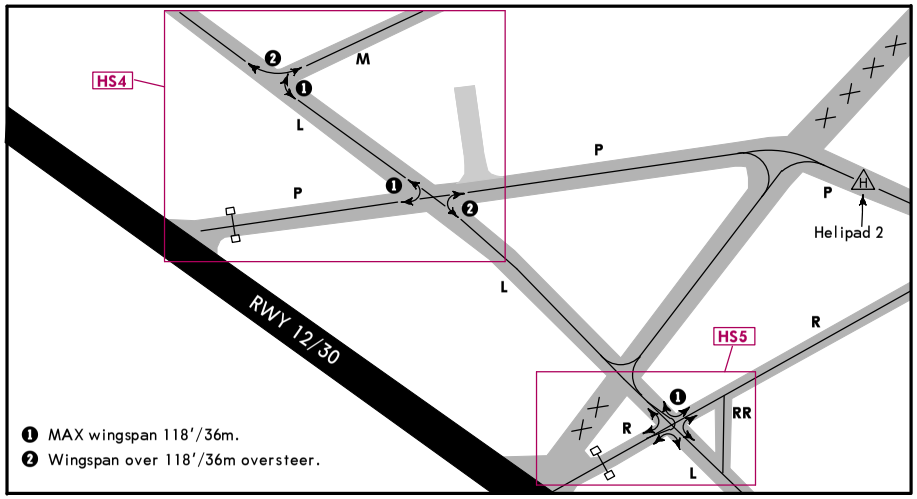
HOT SPOTS
(For information only, not to be construed as ATC instructions.)

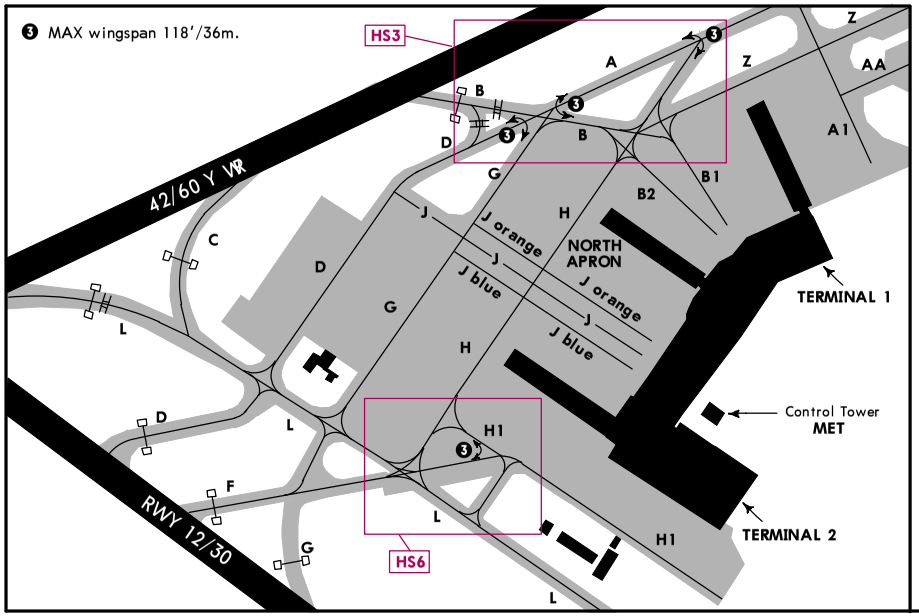
Rwy 06/24 in use:
Possible misidentification of rwy 12, twy D and twy L. After landing on rwy 06/24 do not vacate via rwy 12, unless otherwise instructed by ATC.

LEGEND
Runway guardlights

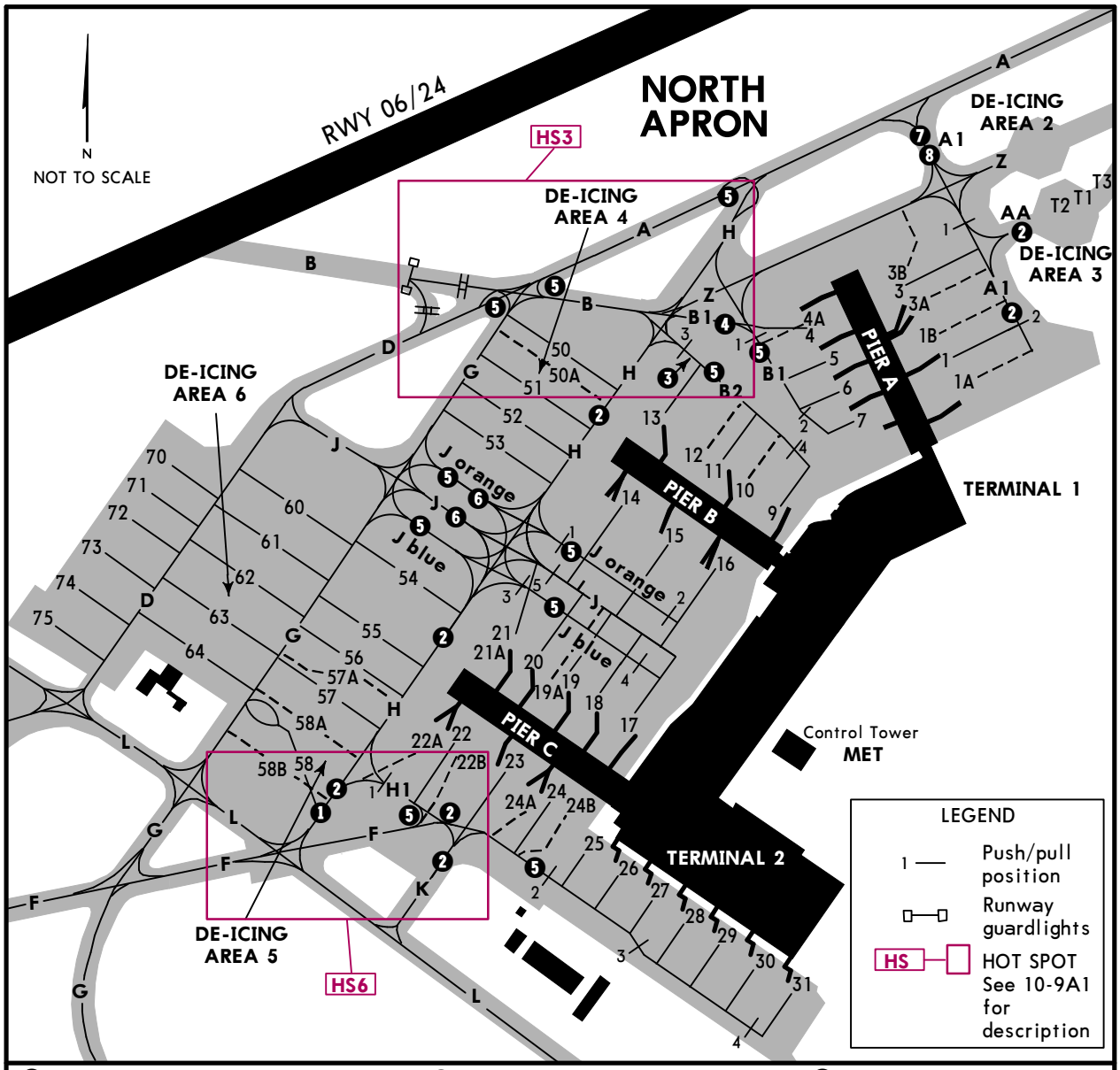
HS1 Prohibited taxiing of acft to rwy 12 along rwy 06/24 with exemption of the segment between twy L and twy D.







CHANGES: None.

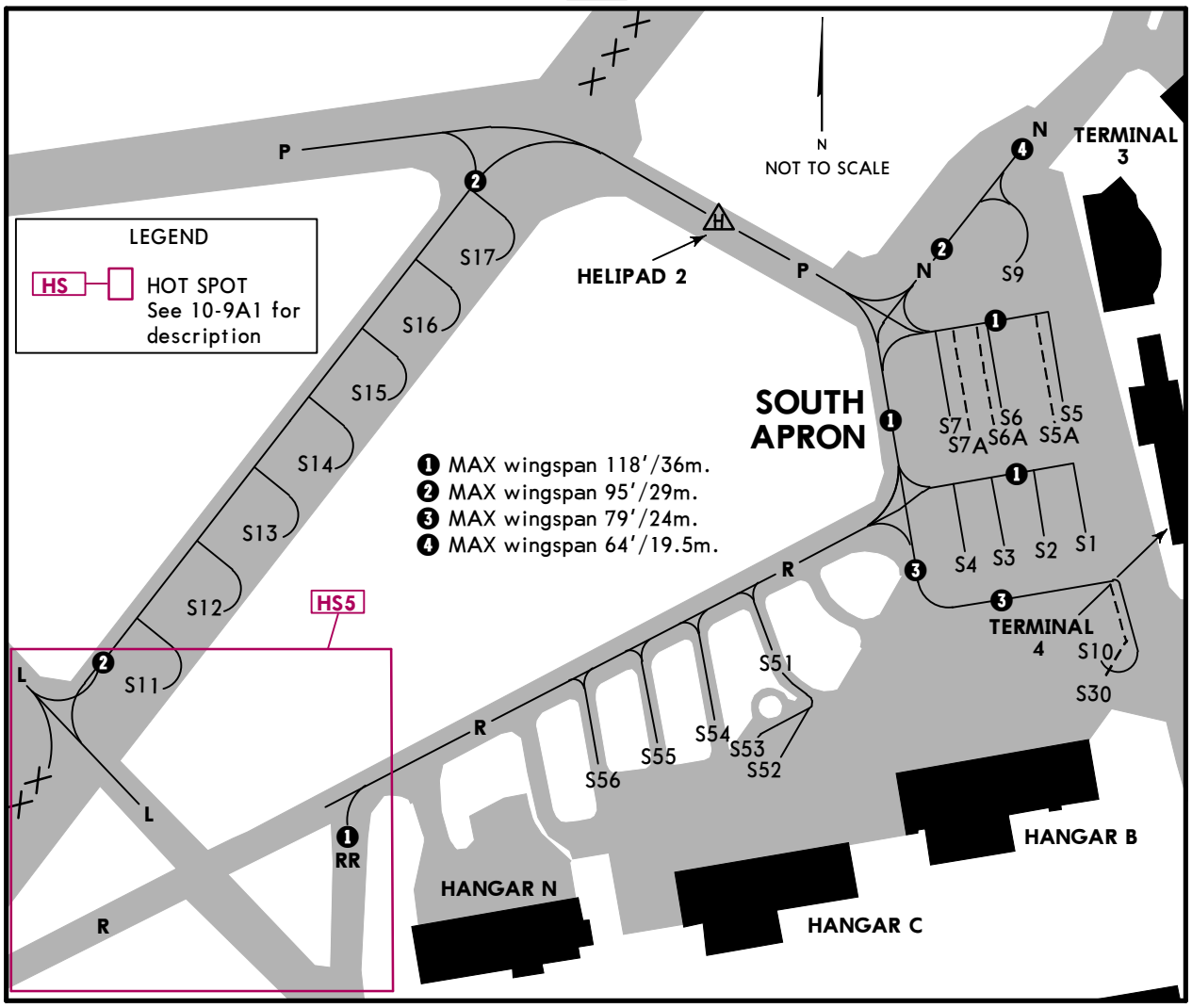


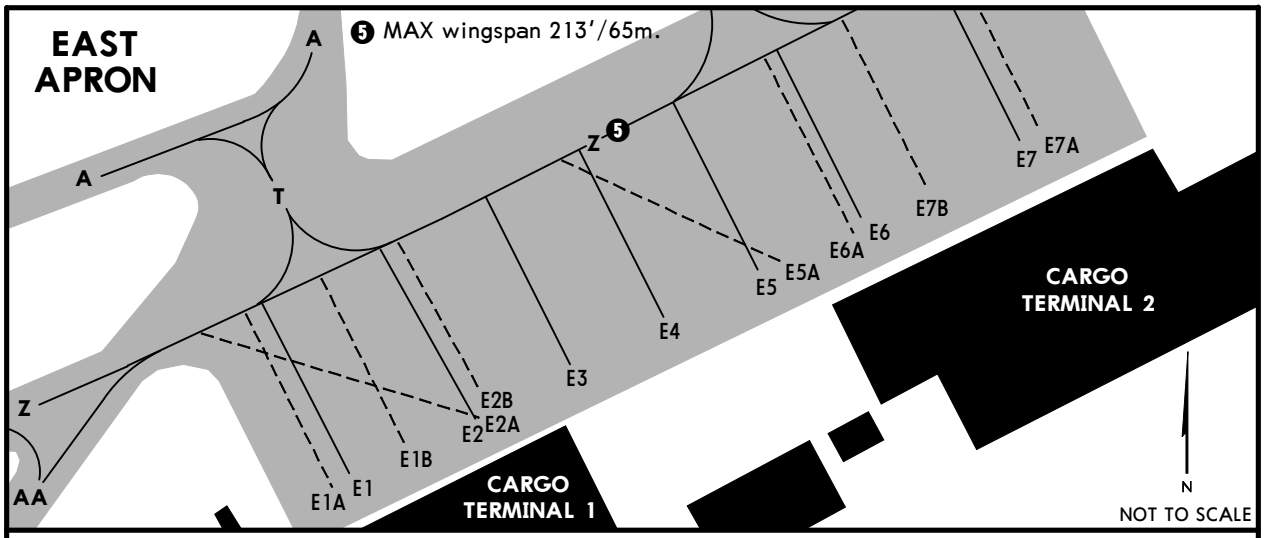
❶ MAX wingspan 213'/65m.
❷ MAX wingspan 171'/52m.
❸ MAX wingspan 167'/51m.
❹ MAX wingspan 118'/36m (Taxiing to stand 4A: MAX wingspan 171'/52 m).
❺ MAX wingspan 118'/36m.
❻ Usage of TWY J and TWY J Orange in segment between TWY G and TWY H is permitted day only.
❼ Towing of ACFT along TWY A1 to stand 1: MAX wingspan 213'/65m.
❽ Taxiing to stand 3: MAX wingspan 262'/80m.

INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
1, 1A, 1B	N50 06.6 E014 16.2	25 thru 27	N50 06.3 E014 15.9
3	N50 06.7 E014 16.1	28, 29	N50 06.3 E014 16.0
3A	N50 06.6 E014 16.2	30	N50 06.2 E014 16.0
3B	N50 06.7 E014 16.1	31	N50 06.2 E014 16.1
4 thru 7	N50 06.6 E014 16.1	50 thru 52	N50 06.6 E014 15.8
9 thru 11	N50 06.5 E014 16.0	53	N50 06.5 E014 15.8
12	N50 06.6 E014 16.0	54	N50 06.5 E014 15.7
13	N50 06.6 E014 15.9	55	N50 06.4 E014 15.7
14, 15	N50 06.5 E014 15.9	56 thru 58B	N50 06.4 E014 15.6
16	N50 06.5 E014 16.0	60	N50 06.5 E014 15.6
17	N50 06.4 E014 15.9	61 thru 63	N50 06.5 E014 15.5
18 thru 21A	N50 06.4 E014 15.8	64	N50 06.4 E014 15.5
22 thru 22B	N50 06.4 E014 15.7	70	N50 06.6 E014 15.4
23	N50 06.4 E014 15.8	71 thru 74	N50 06.5 E014 15.4
24 thru 24B	N50 06.3 E014 15.8	75	N50 06.5 E014 15.3
		T1 thru T3	N50 06.7 E014 16.3

CHANGES: Taxilane withdrawn. Push/pull positions.



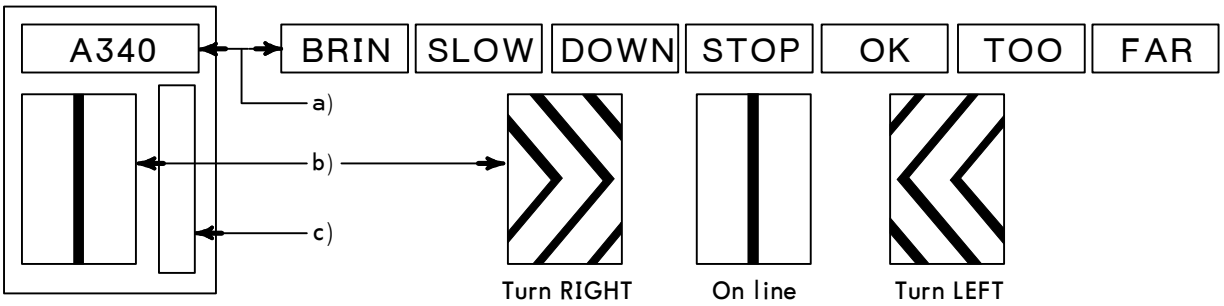


INS COORDINATES

STAND No.	COORDINATES	STAND No.	COORDINATES
E1, E1A	N50 06.7 E014 16.5	S5A thru S7A	N50 05.9 E014 17.1
E1B thru E2B	N50 06.8 E014 16.5	S9	N50 05.9 E014 17.1
E3 thru E5A	N50 06.8 E014 16.6	S10	N50 05.8 E014 17.2
E6 thru E7B	N50 06.8 E014 16.7	S11	N50 05.8 E014 16.6
M1	N50 06.0 E014 17.2	S12	N50 05.8 E014 16.7
M1A	N50 06.1 E014 17.2	S13, S14	N50 05.9 E014 16.7
M1B	N50 06.0 E014 17.3	S15, S16	N50 05.9 E014 16.8
S1, S2	N50 05.9 E014 17.2	S17	N50 06.0 E014 16.8
S3, S4	N50 05.9 E014 17.1	S30	N50 05.8 E014 17.2
S5	N50 05.9 E014 17.2	S51 thru S54	N50 05.8 E014 17.0
		S55, S56	N50 05.8 E014 16.9

CHANGES: None.

VISUAL DOCKING GUIDANCE SYSTEM "APIS++"



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

INSTRUCTIONS

1. If "STOP/BRIN" is displayed, "STOP/ aircraft stand designation" or "STOP" entry of aircraft to the stand is prohibited.
2. Follow lead-in line and the center line beacon guidance.
3. Check correct aircraft type flashing.
4. Maximum speed of taxiing to stand is 11 km/h (6 KT). If taxi speed is higher correct function of docking guidance system for aircraft parking is not guaranteed. If speed of taxiing aircraft exceeds 11 km/h (6 KT) the display shows "SLOW/DOWN"
5. Fully yellow colored closing rate indicator indicates that aircraft position is at least 15m to stop position. When distance is 13m to stop position the yellow colored closing rate indication starts to shorten from the bottom. Only aircraft type is flashing on the display.
6. ATTENTION: If the nose of aircraft is at level of bridge cab and distance indicator does not indicate distance and at the same time line number flashing on the display, the aircraft shall be stopped immediately.
7. ATTENTION: If "STOP" sign is displayed or the centre line beacon or the closing rate indicator are gone out the aircraft must be stopped immediately.
8. Slow down the moving of aircraft to stop the aircraft in right position.
9. When stop position is reached, display indicates "STOP" and "OK" subsequently.
10. If aircraft overshoots the limit for correct parking, display indicates "TOO/FAR". In that case the shifting of aircraft to the right stop position will be requested.
11. Display automatically shuts down after parking.
12. Azimuth guidance only for left seat available.

LKPR/PRG
RUZYNE

JEPPESEN
16 NOV 18 (11-1)

PRAGUE, CZECHIA
ILS Rwy 06

BRIEFING STRIP TM

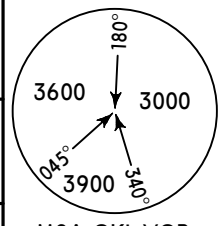
ATIS	PRAGUE Radar (APP)	*RUZYNE Radar (APP)	*RUZYNE Radar (INFO)	RUZYNE Tower	*Ground
122.160	120.530 127.580	119.010	118.310	134.560	121.910

LOC PH	Final Apch Crs	GS	ILS DA(H)	Apt Elev / Rwy
*111.15	061°	D4.0 PH 2470′ (1268′)	1402′ (200′)	Apt Elev 1234′ / Rwy 1202′

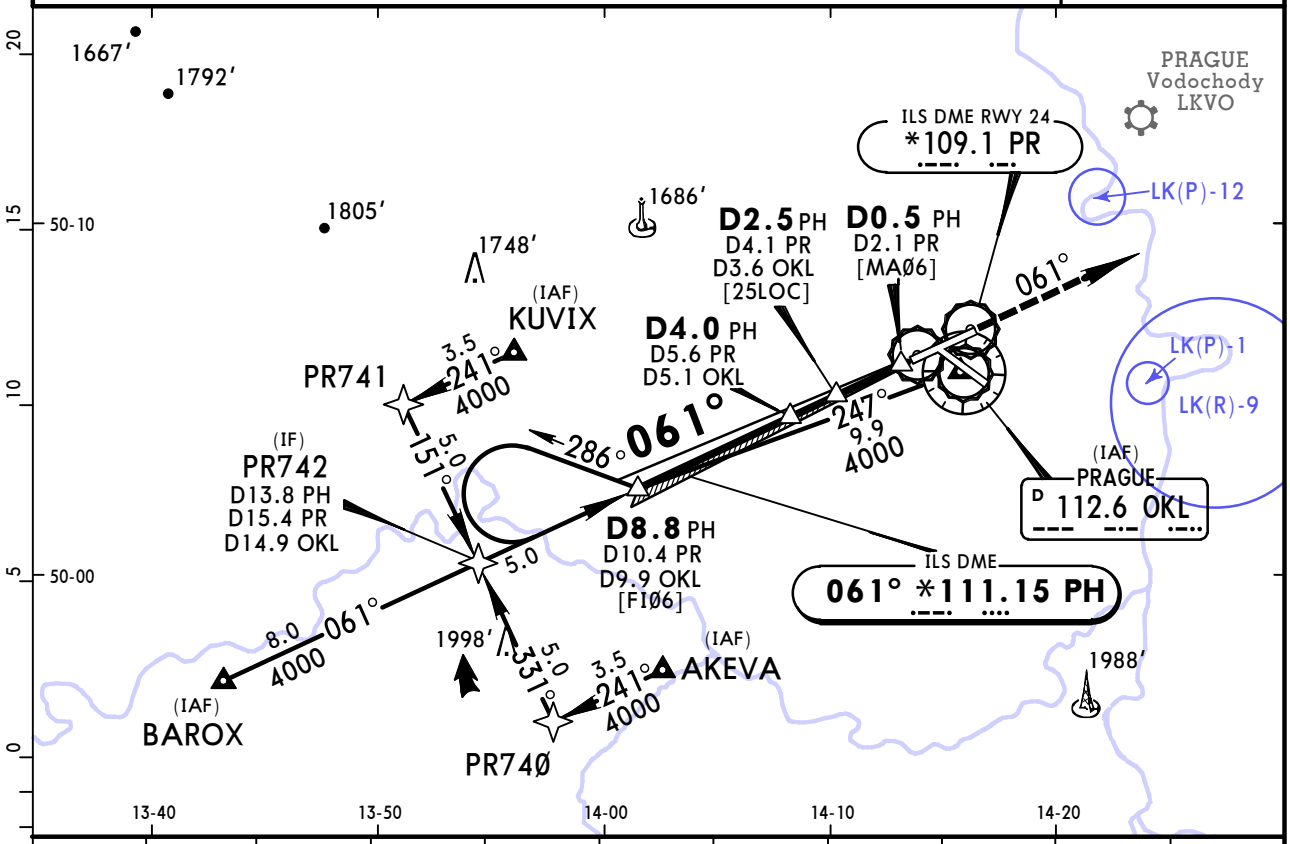
MISSED APCH: Climb on 061° to 4000′. Radar vectoring will be provided.
MISSED APCH WITH COMM FAILURE: Climb on 061° to 4000′. At D10.0 OKL turn LEFT to VOR and climb to 5000′.

Alt Set: hPa Rwy Elev: 43 hPa Trans level: By ATC Trans alt: 5000′

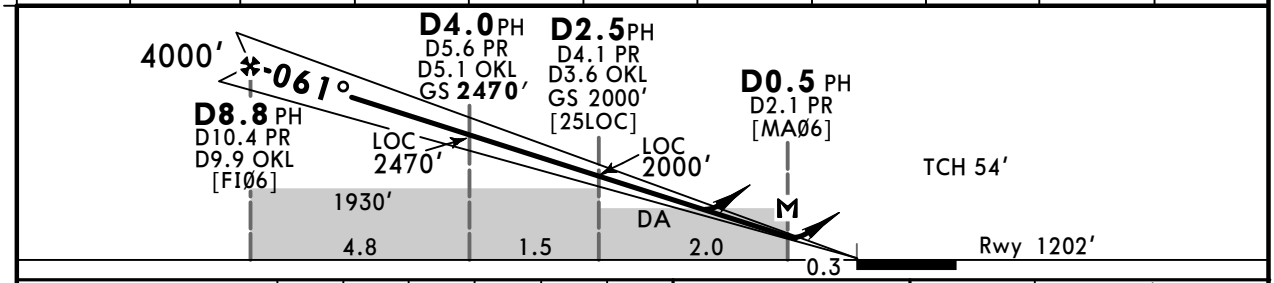
1. **DME required.** 2. Acft not equipped for RNAV-1 expect radar vectoring after IAF KUVIX and AKEVA.



MSA OKL VOR



LOC (GS out)									
PH DME	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
PR DME	10.6	9.6	8.6	7.6	6.6	5.6	4.6	3.6	2.6
ALTITUDE	4050′	3730′	3420′	3100′	2780′	2460′	2150′	1820′	1510′



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
LOC Descent Angle	3.05°	378	486	540	648	755	863
MAP at D0.5 PH/D2.1 PR							

HIALS
PAPI
4000′ on 061°

PANS OPS

Standard STRAIGHT-IN LANDING RWY **06**

	ILS DA(H) 1402′ (200′) FULL	ILS DA(H) 1402′ (200′) ALS out	LOC (GS out) CDFA DA/MDA(H) 1580′ (378′)	LOC (GS out) CDFA DA/MDA(H) 1580′ (378′) ALS out	Max Kts	CIRCLE-TO-LAND MDA(H)	VIS
A	RVR 750m VIS 1100m	1200m	RVR 1300m VIS 1500m	1500m	100	1650′ (416′)	1500m
B			RVR 1300m VIS 1650m	RVR 1500m VIS 1650m	135	1740′ (506′) 1	1600m
C			RVR 1300m VIS 1800m	RVR 1700m VIS 1800m	180	1870′ (636′) 2	2400m
D			RVR 1400m VIS 2100m	RVR 1700m VIS 2100m	D	NOT AUTHORIZED	

1 or higher straight-in minimums. 2 Not authorized East of apt between extended RCL 06/24 & 12/30.

CHANGES: Communication.

LKPR/PRG
RUZYNE

JEPPESEN
16 NOV 18 (11-2)

PRAGUE, CZECHIA
ILS Rwy 12

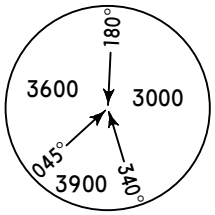
ATIS	PRAGUE Radar (APP)	*RUZYNE Radar (APP)	*RUZYNE Radar (INFO)	RUZYNE Tower	*Ground
122.160	120.530 127.580	119.010	118.310	134.560	121.910

BRIEFING STRIP

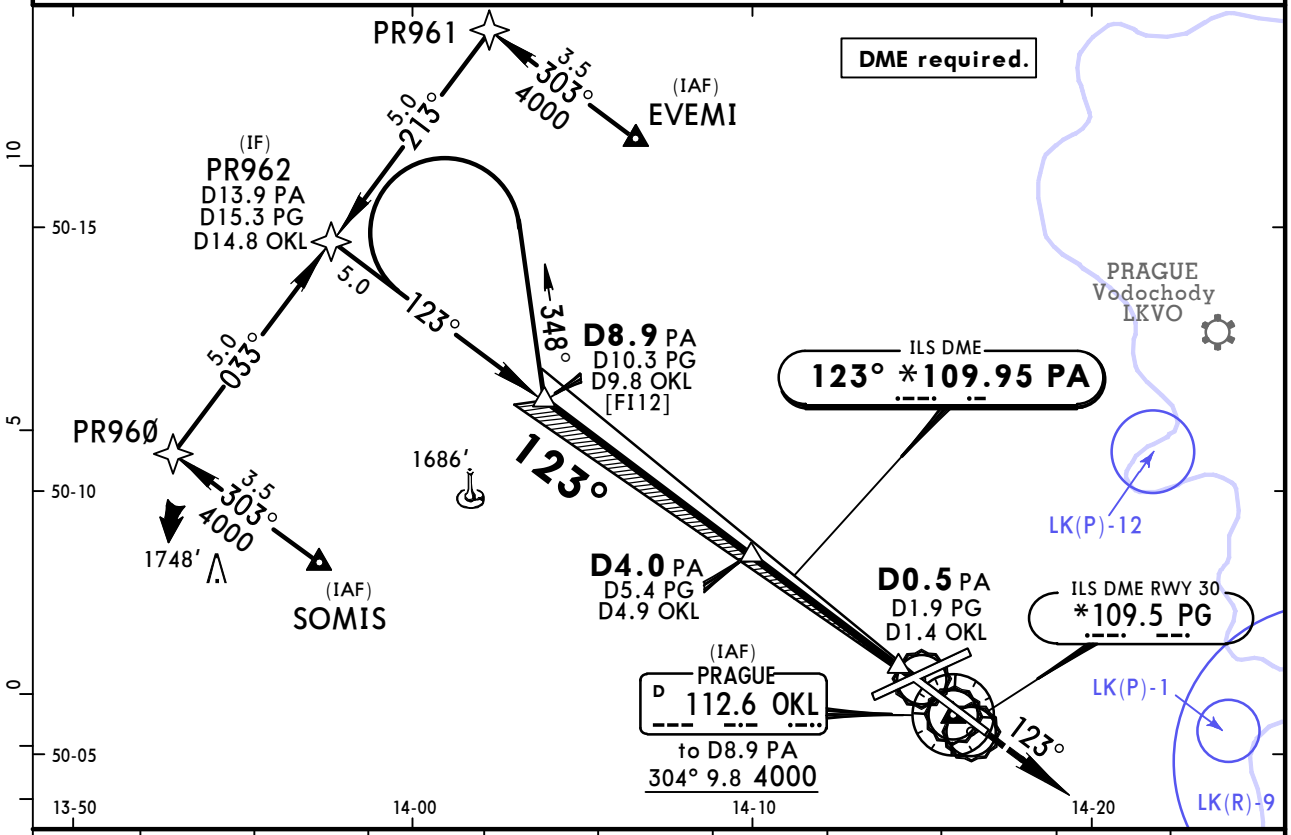
LOC PA	Final Apch Crs	GS D4.0 PA	ILS DA(H)	Apt Elev 1234′ / Rwy 1160′
*109.95	123°	2430′ (1270′)	1360′ (200′)	

MISSED APCH: Climb on 123° to 4000′. Radar vectoring will be provided.
MISSED APCH WITH COMM FAILURE: Climb on 123° to 4000′. At D10.0 OKL turn RIGHT to VOR and climb to 5000′.

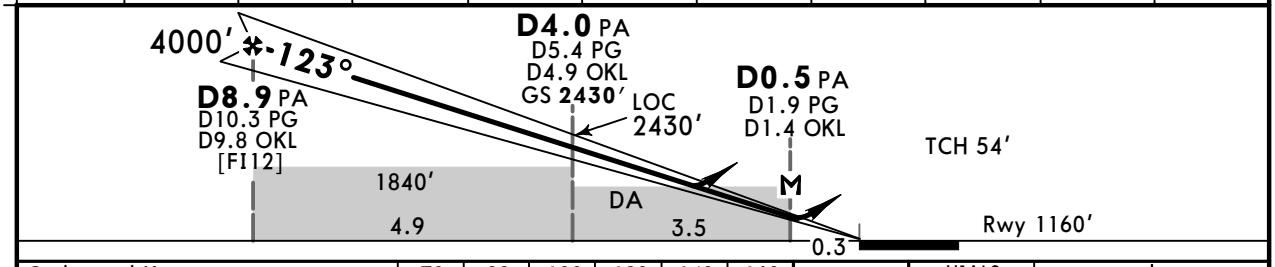
Alt Set: hPa Rwy Elev: 42 hPa Trans level: By ATC Trans alt: 5000′
Acft not equipped for RNAV-1 expect radar vectoring after IAF EVEMI and SOMIS.



MSA OKL VOR



LOC (GS out)									
PA DME	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
PG DME	10.4	9.4	8.4	7.4	6.4	5.4	4.4	3.4	2.4
OKL DME	9.9	8.9	7.9	6.9	5.9	4.9	3.9	2.9	1.9
ALTITUDE	4020′	3700′	3390′	3070′	2750′	2430′	2110′	1790′	1480′



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

HIALS
PAPI
4000′ on 123°

PANS OPS

Standard STRAIGHT-IN LANDING RWY 12

	ILS DA(H) 1360′ (200′) FULL	ILS DA(H) 1360′ (200′) ALS out	LOC (GS out) CDFA DA/MDA(H) 1500′ (340′)	LOC (GS out) CDFA DA/MDA(H) 1500′ (340′) ALS out
A	RVR 750m VIS 1100m	1200m	RVR 1100m VIS 1500m	1500m
B			RVR 1100m VIS 1650m	RVR 1500m VIS 1650m
C			RVR 1200m VIS 1800m	RVR 1500m VIS 1800m
D			RVR 1400m VIS 2100m	RVR 1500m VIS 2100m

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1650′ (416′)	1500m
135	1740′ (506′) 1	1600m
180	1870′ (636′) 2	2400m
D	NOT AUTHORIZED	

1 or higher straight-in minimums. 2 Not authorized East of apt between extended RCL 06/24 & 12/30.

CHANGES: Communication.

LKPR/PRG
RUZYNE

JEPPESEN
16 NOV 18 (11-3)

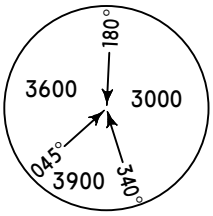
PRAGUE, CZECHIA
ILS Rwy 24

ATIS	PRAGUE Radar (APP)	*RUZYNE Radar (APP)	*RUZYNE Radar (INFO)	RUZYNE Tower	*Ground
122.160	120.530 127.580	119.010	118.310	134.560	121.910

BRIEFING STRIP

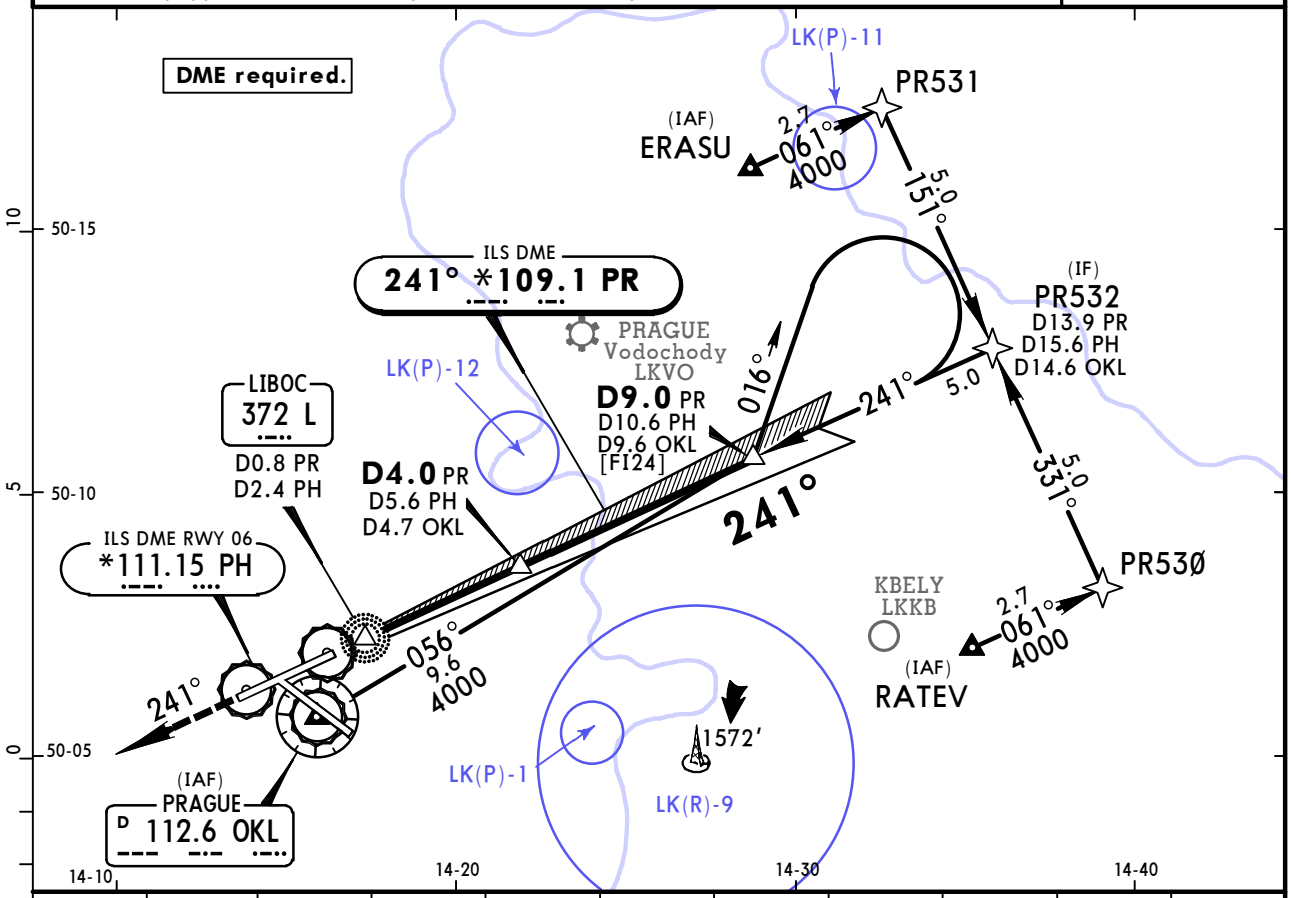
LOC PR	Final Apch Crs	GS	ILS DA(H)	
*109.1	241°	D4.0 PR 2420′ (1262′)	1358′ (200′)	Apt Elev 1234′ Rwy 1158′

MISSED APCH: Climb on 241° to 4000′. Radar vectoring will be provided.
MISSED APCH WITH COMM FAILURE: Climb on 241° to 4000′. At D10.0 OKL turn RIGHT to VOR and climb to 5000′.

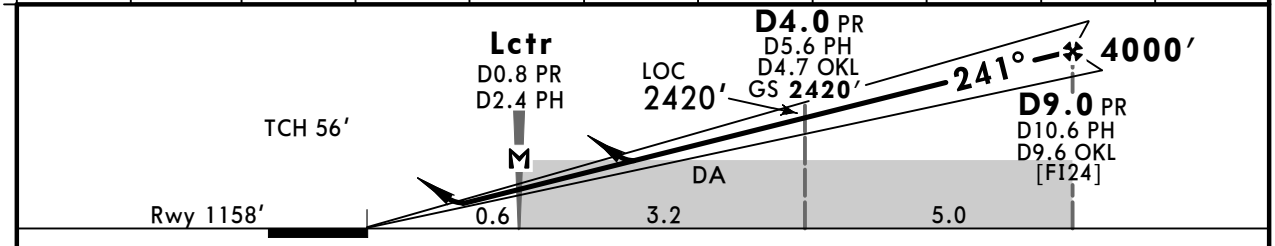


MSA OKL VOR

Alt Set: hPa Rwy Elev: 42 hPa Trans level: By ATC Trans alt: 5000′
Acft not equipped for RNAV-1 expect radar vectoring after IAF RATEV and ERASU.



LOC (GS out)									
PR DME	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
PH DME	2.6	3.6	4.6	5.6	6.6	7.6	8.6	9.6	10.6
OKL DME	1.9	2.8	3.7	4.7	5.7	6.7	7.7	8.6	9.6
ALTITUDE	1470′	1780′	2100′	2420′	2740′	3060′	3380′	3690′	4000′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at Lctr/D0.8 PR/D2.4 PH						

ALSF-II
REIL
PAPI
4000′ on 241°

PANS OPS

Standard STRAIGHT-IN LANDING RWY 24

	ILS DA(H) 1358′ (200′) FULL	ILS DA(H) 1358′ (200′) TDZ or CL out	ILS DA(H) 1358′ (200′) ALS out	LOC (GS out) CDFA DA/MDA(H) 1450′ (292′)	LOC (GS out) CDFA ALS out
A	RVR 550m VIS 800m	RVR 550m [1] VIS 800m	1200m	RVR 800m VIS 1200m	1400m
B					
C					
D				RVR 1200m VIS 1800m	RVR 1400m VIS 1800m

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1650′ (416′)	1500m
135	1740′ (506′)	1600m
180	1870′ (636′) [2]	2400m
D	NOT AUTHORIZED	

[1] W/o HUD/AP/FD: RVR 750m. [2] Not authorized East of apt between extended RCL 06/24 & 12/30.

CHANGES: Communication.

LKPR/PRG
RUZYNE

JEPPESEN
16 NOV 18 (11-3A)

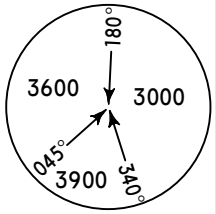
PRAGUE, CZECHIA
CAT II/III ILS Rwy 24

ATIS	PRAGUE Radar (APP)	*RUZYNE Radar (APP)	*RUZYNE Radar (INFO)	RUZYNE Tower	*Ground
122.160	120.530 127.580	119.010	118.310	134.560	121.910

BRIEFING STRIP™

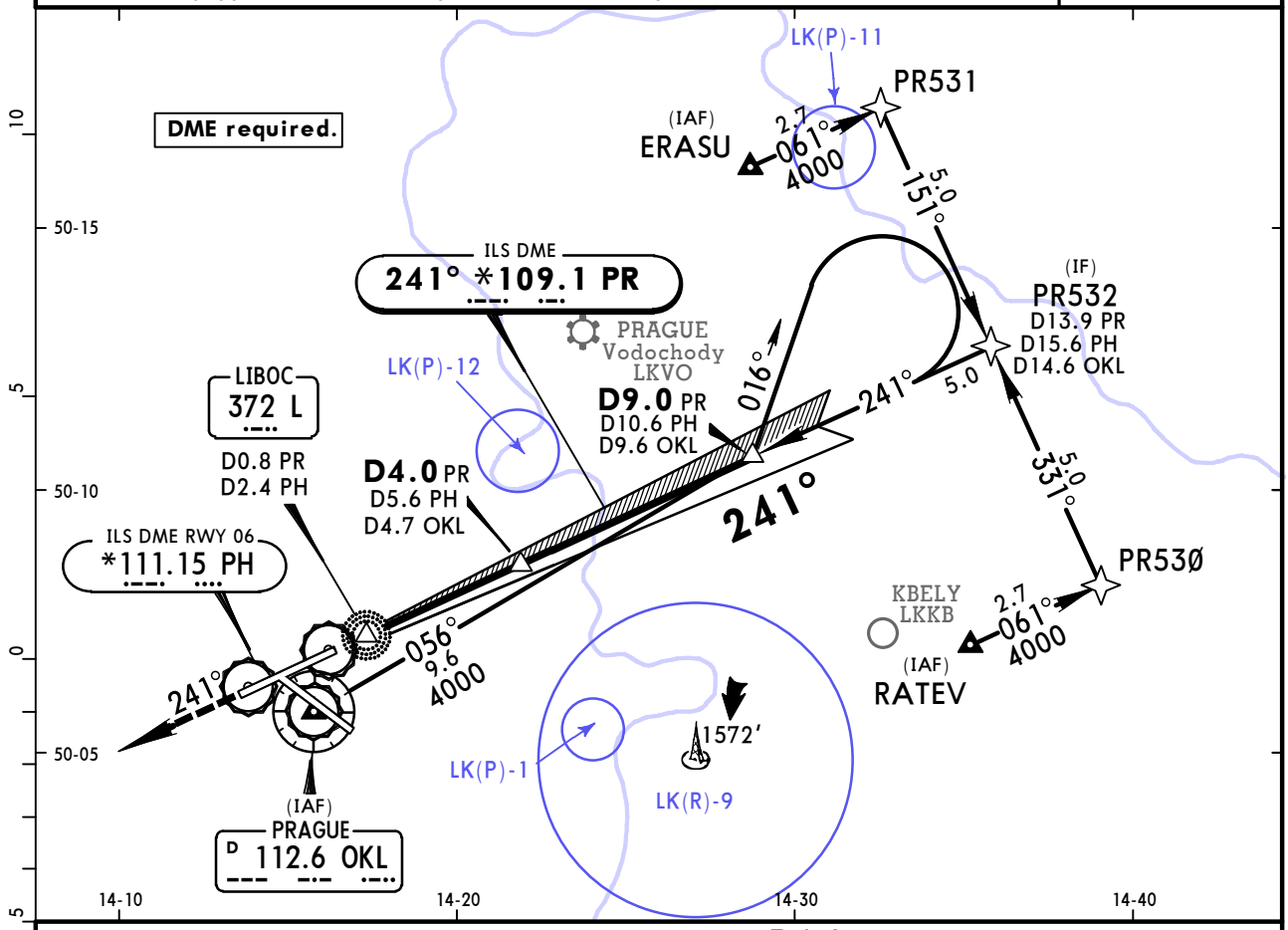
LOC PR	Final Apch Crs	GS	CAT II & IIIA ILS Refer to Minimums	Apt Elev 1234′ Rwy 1158′
*109.1	241°	D4.0 PR 2420′ (1262′)		

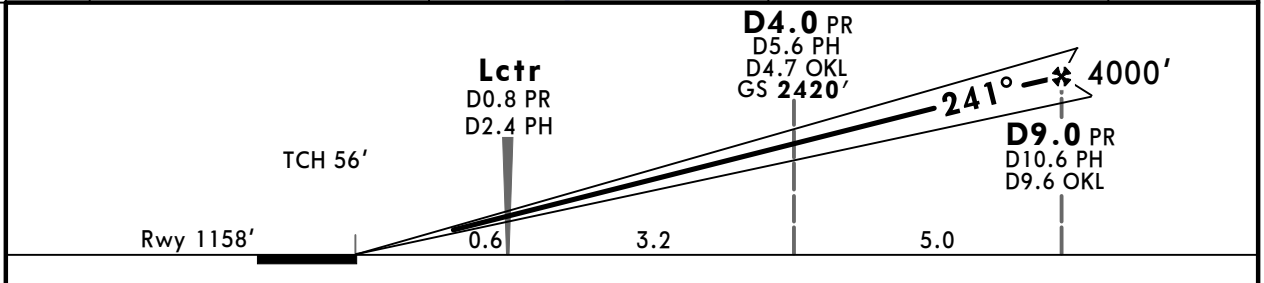
MISSED APCH: Climb on 241° to 4000′. Radar vectoring will be provided.
MISSED APCH WITH COMM FAILURE: Climb on 241° to 4000′. At D10.0 OKL turn RIGHT to VOR and climb to 5000′.



MSA OKL VOR

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





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849

ALSF-II
REIL
PAPI
4000′ on 241°

Standard STRAIGHT-IN LANDING RWY 24

CAT IIIA ILS	CAT II ILS
1	
DH 50′	RA 101′ DA(H) 1258′ (100′)
RVR 200m	RVR 300m

1 CAT IIIB: Min RVR 75m.

PANS OPS

CHANGES: Communication.

LKPR/PRG
RUZYNE

JEPPESEN
16 NOV 18 (11-4)

PRAGUE, CZECHIA
ILS Rwy 30

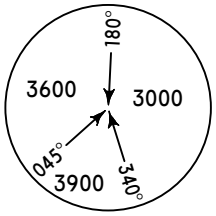
ATIS	PRAGUE Radar (APP)	*RUZYNE Radar (APP)	*RUZYNE Radar (INFO)	RUZYNE Tower	*Ground
122.160	120.530 127.580	119.010	118.310	134.560	121.910

BRIEFING STRIP ™

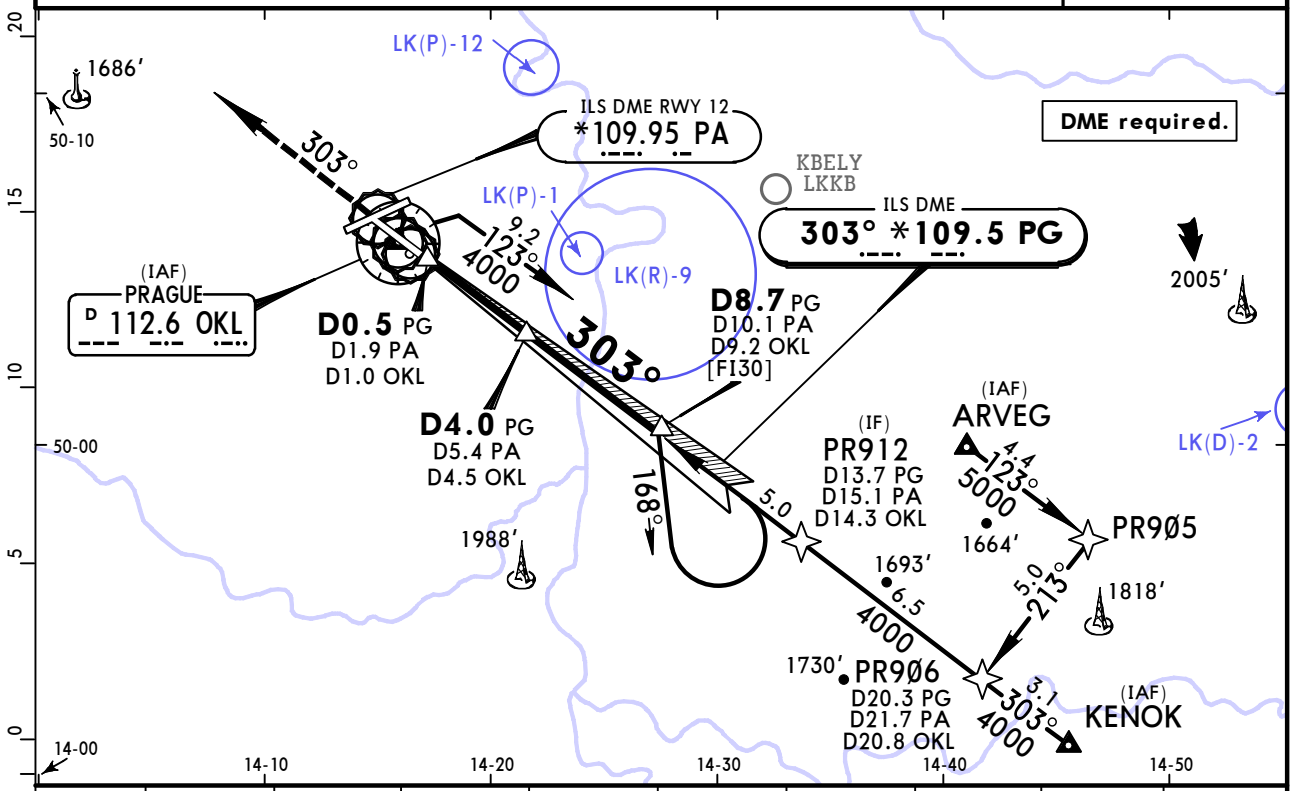
LOC PG	Final Apch Crs	GS	ILS DA(H)	
*109.5	303°	D4.0 PG 2500′ (1268′)	1432′ (200′)	Apt Elev 1234′ Rwy 1232′

MISSED APCH: Climb on 303° to 4000′. Radar vectoring will be provided.
MISSED APCH WITH COMM FAILURE: Climb on 303° to 4000′. At D10.0 OKL turn RIGHT to VOR and climb to 5000′.

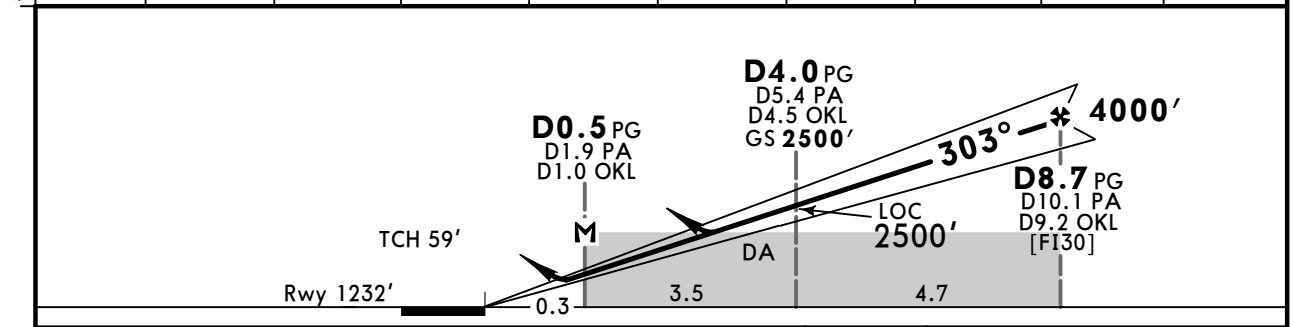
Alt Set: hPa Rwy Elev: 44 hPa Trans level: By ATC Trans alt: 5000′
Acft not equipped for RNAV-1 expect radar vectoring after IAF ARVEG.



MSA OKL VOR



LOC (GS out)								
PG DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
PA DME	3.4	4.4	5.4	6.4	7.4	8.4	9.4	10.4
OKL DME	2.5	3.5	4.5	5.5	6.5	7.5	8.5	9.5
ALTITUDE	1860′	2180′	2500′	2820′	3140′	3460′	3780′	4090′



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849
MAP at D0.5 PG/D1.9 PA/D1.0 OKL						

HIALS
PAPI
4000′ on 303°

PANS OPS

Standard STRAIGHT-IN LANDING RWY 30

	ILS DA(H) 1432′ (200′) FULL	ILS DA(H) 1432′ (200′) ALS out	LOC (GS out) CDFA DA/MDA(H) 1580′ (348′)	LOC (GS out) CDFA DA/MDA(H) 1580′ (348′) ALS out
A	RVR 550m [1] VIS 800m	1200m	RVR 900m VIS 1200m	1500m
B				
C				1600m
D			RVR 1200m VIS 1800m	RVR 1600m VIS 1800m

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1650′ (416′)	1500m
135	1740′ (506′)	1600m
180	1870′ (636′) [2]	2400m
D	NOT AUTHORIZED	

[1] W/o HUD/AP/FD: RVR 750m. [2] Not authorized East of apt between extended RCL 06/24 & 12/30.

CHANGES: Communication.

LKPR/PRG
RUZYNE

JEPPESEN
16 NOV 18 (12-1)

PRAGUE, CZECHIA
RNAV (GNSS) Rwy 06

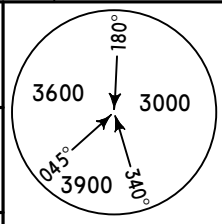
BRIEFING STRIP

ATIS	PRAGUE Radar (APP)	*RUZYNE Radar (APP)	*RUZYNE Radar (INFO)	RUZYNE Tower	*Ground
122.160	120.530 127.580	119.010	118.310	134.560	121.910

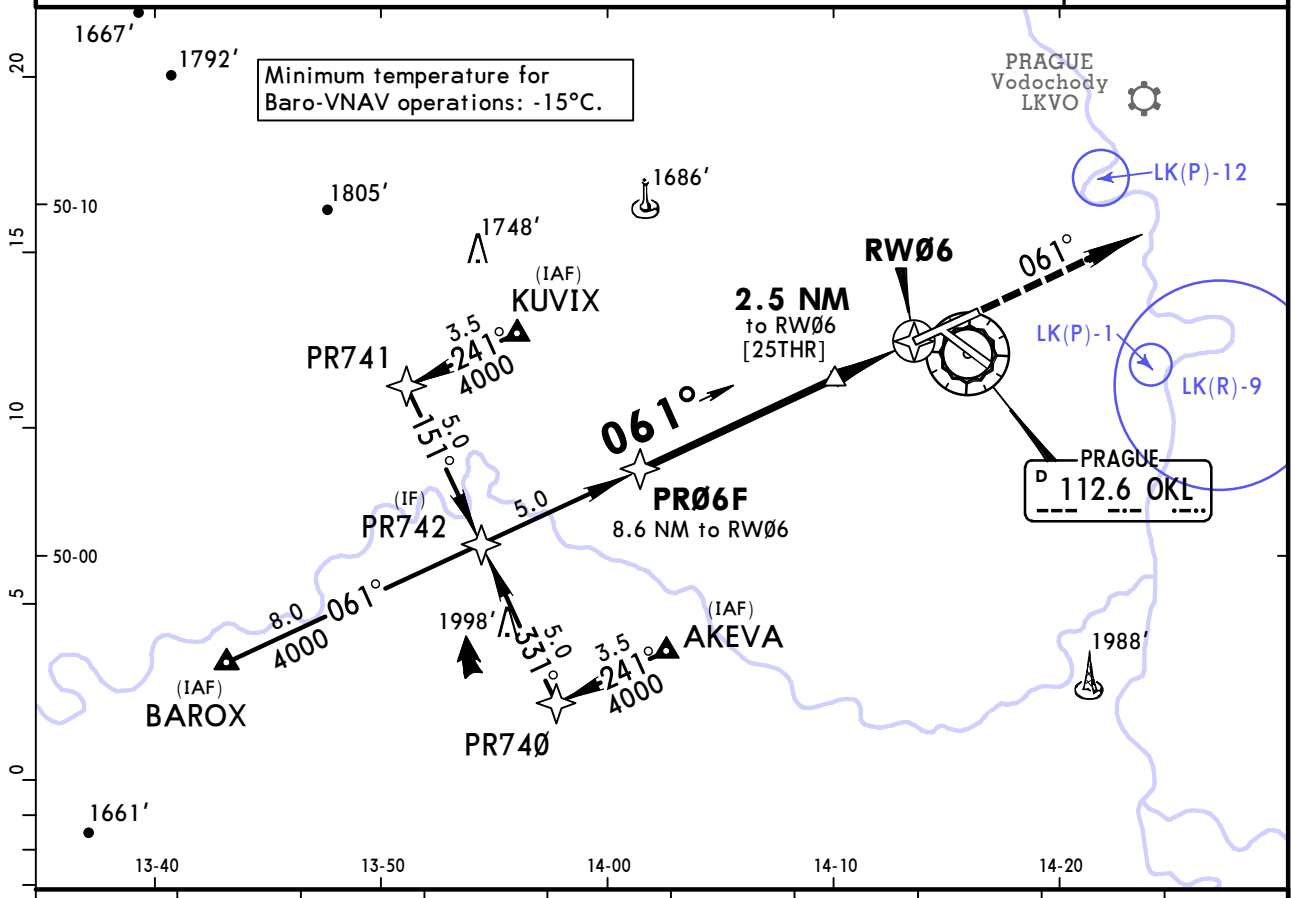
RNAV	Final Apch Crs	Procedure Alt	LNAV/VNAV DA(H)	Apt Elev 1234′
	061°	PRØ6F 4000′ (2798′)	1515′ (313′)	Rwy 1202′

MISSED APCH: Climb on 061° to 4000′. Radar vectoring will be provided.
MISSED APCH WITH COMM FAILURE: Climb on 061° to 4000′. At D10.0 turn LEFT to VOR and climb to 5000′.

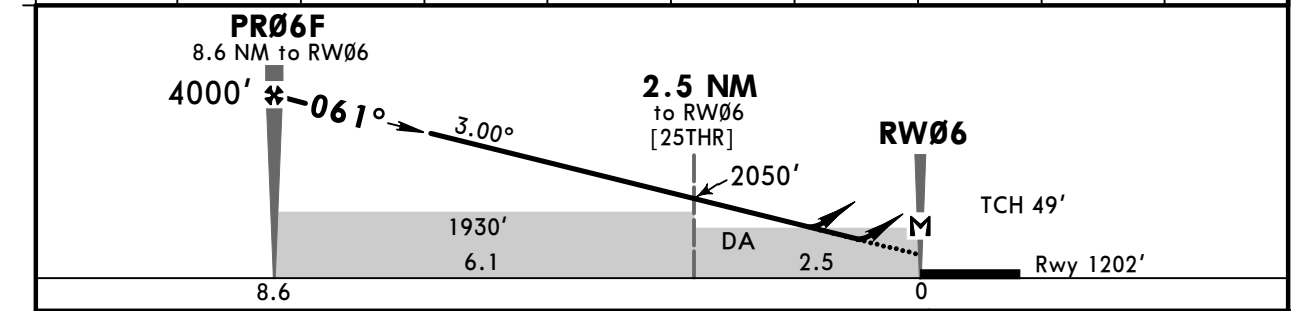
Alt Set: hPa | Rwy Elev: 43 hPa | Trans level: By ATC | Trans alt: 5000′



MSA OKL VOR



DIST to RWØ6	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	4120′	3800′	3480′	3160′	2840′	2530′	2210′	1890′	1570′



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

HIALS
PAPI
4000′ on 061°

PANS OPS

Standard STRAIGHT-IN LANDING RWY 06

	LNAV/VNAV DA(H) 1515′ (313′)		LNAV CDFA DA/MDA(H) 1600′ (398′)		CIRCLE-TO-LAND		
		ALS out		ALS out	Max Kts	MDA(H)	VIS
A	RVR 1000m VIS 1200m	1400m	RVR 1400m VIS 1500m	1500m	100	1650′ (416′)	1500m
B			RVR 1400m VIS 1650m	RVR 1500m VIS 1650m	135	1740′ (506′) 1	1600m
C			RVR 1400m VIS 1800m	1800m	180	1870′ (636′) 2	2400m
D			RVR 1400m VIS 2100m	RVR 1800m VIS 2100m	D	NOT AUTHORIZED	

1 or higher straight-in minimums. 2 Not authorized East of apt between extended RCL 06/24 & 12/30.

CHANGES: Communication.

LKPR/PRG
RUZYNE

JEPPESEN
16 NOV 18 (12-2)

PRAGUE, CZECHIA
RNAV (GNSS) Rwy 12

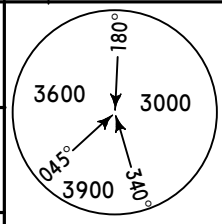
BRIEFING STRIP™

ATIS	PRAGUE Radar (APP)	*RUZYNE Radar (APP)	*RUZYNE Radar (INFO)	RUZYNE Tower	*Ground
122.160	120.530 127.580	119.010	118.310	134.560	121.910

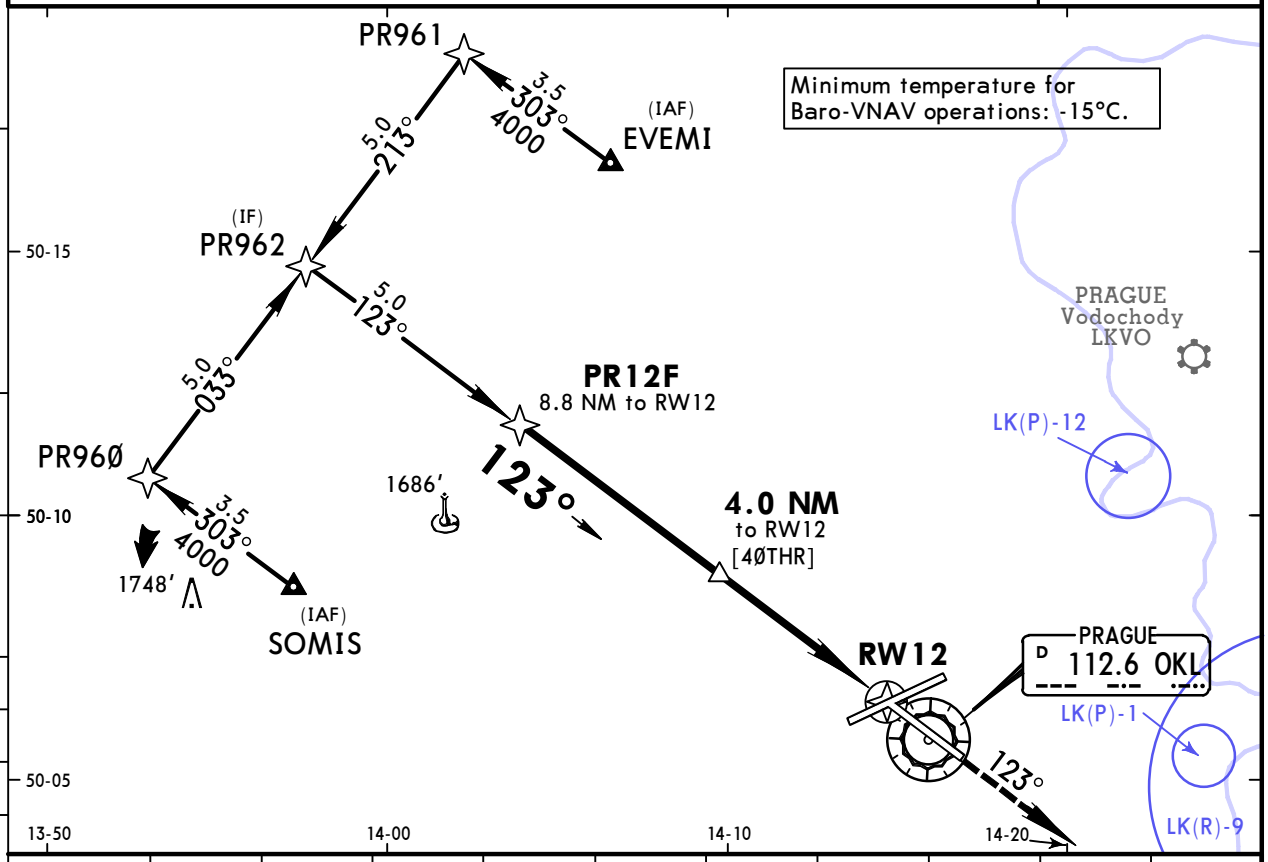
RNAV	Final Apch Crs	Procedure Alt	LNAV/VNAV DA(H)	Apt Elev 1234′
	123°	PR12F 4000′ (2840′)	1453′ (293′)	Rwy 1160′

MISSED APCH: Climb on 123° to 4000′. Radar vectoring will be provided.
MISSED APCH WITH COMM FAILURE: Climb on 123° to 4000′. At D10.0 turn RIGHT to VOR and climb to 5000′.

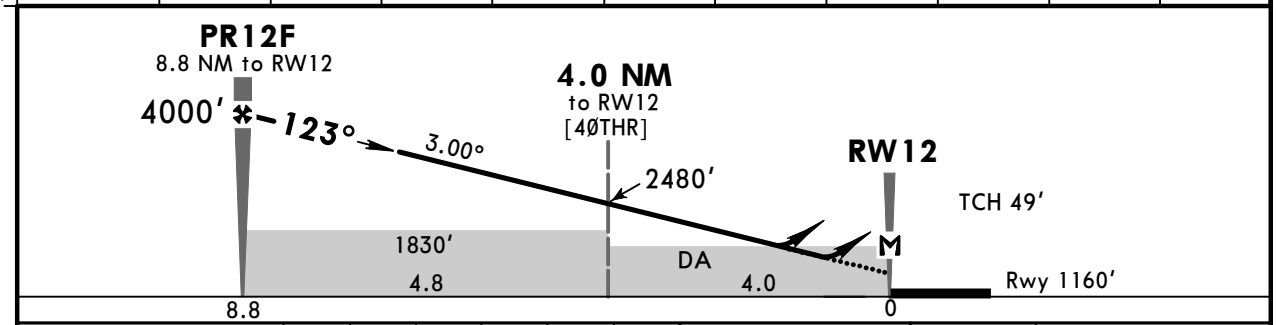
Alt Set: hPa | Rwy Elev: 42 hPa | Trans level: By ATC | Trans alt: 5000′



MSA OKL VOR



DIST to RW12	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0	1.0
ALTITUDE	4390′	4070′	3760′	3440′	3120′	2800′	2480′	2160′	1850′	1530′



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

HIALS
PAPI
4000′ on 123°

PANS OPS

Standard STRAIGHT-IN LANDING RWY 12

	LNAV/VNAV DA(H) 1453′ (293′)		LNAV CDFA DA/MDA(H) 1530′ (370′)		CIRCLE-TO-LAND Max Kts	MDA(H)	VIS
		ALS out		ALS out			
A	RVR 900m VIS 1200m	1400m	RVR 1300m VIS 1500m	1500m	100	1650′ (416′)	1500m
B			RVR 1300m VIS 1650m	RVR 1500m VIS 1650m	135	1740′ (506′)	1 1600m
C			RVR 1300m VIS 1800m	RVR 1700m VIS 1800m	180	1870′ (636′)	2 2400m
D			RVR 1400m VIS 2100m	RVR 1700m VIS 2100m	D	NOT AUTHORIZED	

1 or higher straight-in minimums. 2 Not authorized East of apt between extended RCL 06/24 & 12/30.

CHANGES: Communication.

LKPR/PRG
RUZYNE

JEPPESEN
16 NOV 18 (12-3)

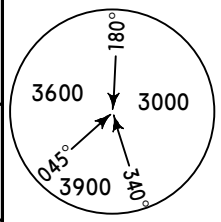
PRAGUE, CZECHIA
RNAV (GNSS) Rwy 24

ATIS	PRAGUE Radar (APP)	*RUZYNE Radar (APP)	*RUZYNE Radar (INFO)	RUZYNE Tower	*Ground
122.160	120.530 127.580	119.010	118.310	134.560	121.910

BRIEFING STRIP ™

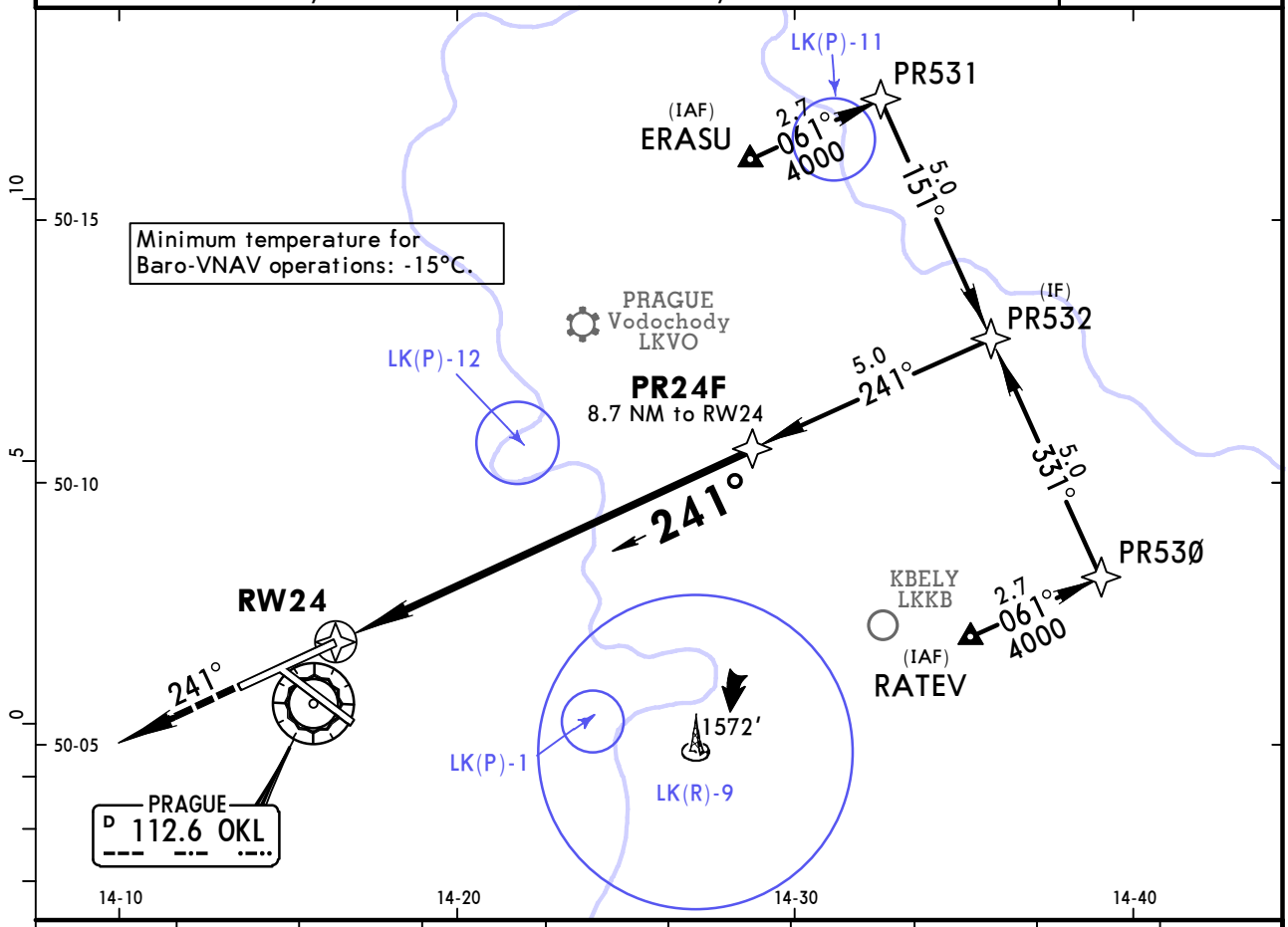
RNAV	Final Apch Crs	Procedure Alt	LNAV/VNAV DA(H)	Apt Elev 1234′
	241°	**PR24F** **4000′** (2842′)	**1479′** (321′)	Rwy 1158′

MISSED APCH: Climb on 241° to 4000′. Radar vectoring will be provided.
MISSED APCH WITH COMM FAILURE: Climb on 241° to 4000′. At D10.0 turn RIGHT to VOR and climb to 5000′.

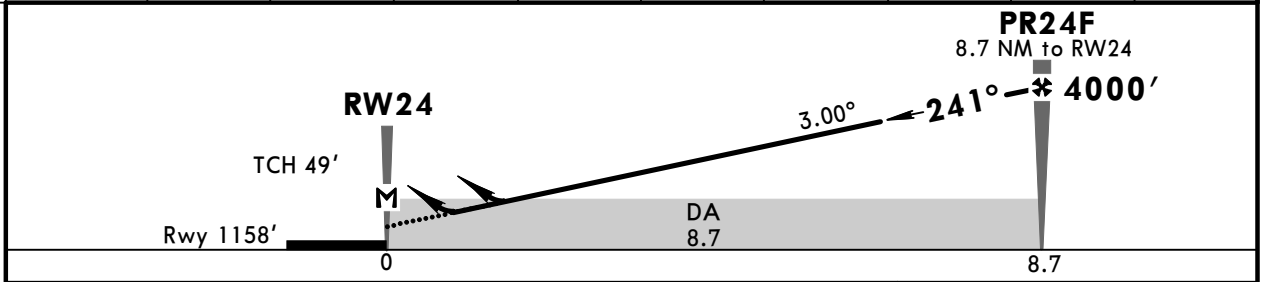


MSA OKL VOR

Alt Set: hPa | Rwy Elev: 42 hPa | Trans level: By ATC | Trans alt: 5000′



DIST to RW24	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
ALTITUDE	1530′	1840′	2160′	2480′	2800′	3120′	3440′	3750′	4070′



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

ALSF-II
REIL
PAPI
4000′ on 241°

PANS OPS

Standard STRAIGHT-IN LANDING RWY 24

	LNAV/VNAV DA(H) 1479′ (321′)		LNAV CDFA DA/MDA(H) 1570′ (412′)	
		ALS out		ALS out
A	RVR 800m VIS 900m	1500m	1200m	1500m
B				
C				1900m
D			RVR 1200m VIS 1800m	

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1650′ (416′)	1500m
135	1740′ (506′)	1600m
180	1870′ (636′)	1 2400m
D	NOT AUTHORIZED	

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

CHANGES: Communication.

LKPR/PRG
RUZYNE

JEPPESEN
16 NOV 18 (12-4)

PRAGUE, CZECHIA
RNAV (GNSS) Rwy 30

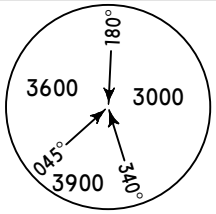
BRIEFING STRIP

ATIS	PRAGUE Radar (APP)	*RUZYNE Radar (APP)	*RUZYNE Radar (INFO)	RUZYNE Tower	*Ground
122.160	120.530 127.580	119.010	118.310	134.560	121.910

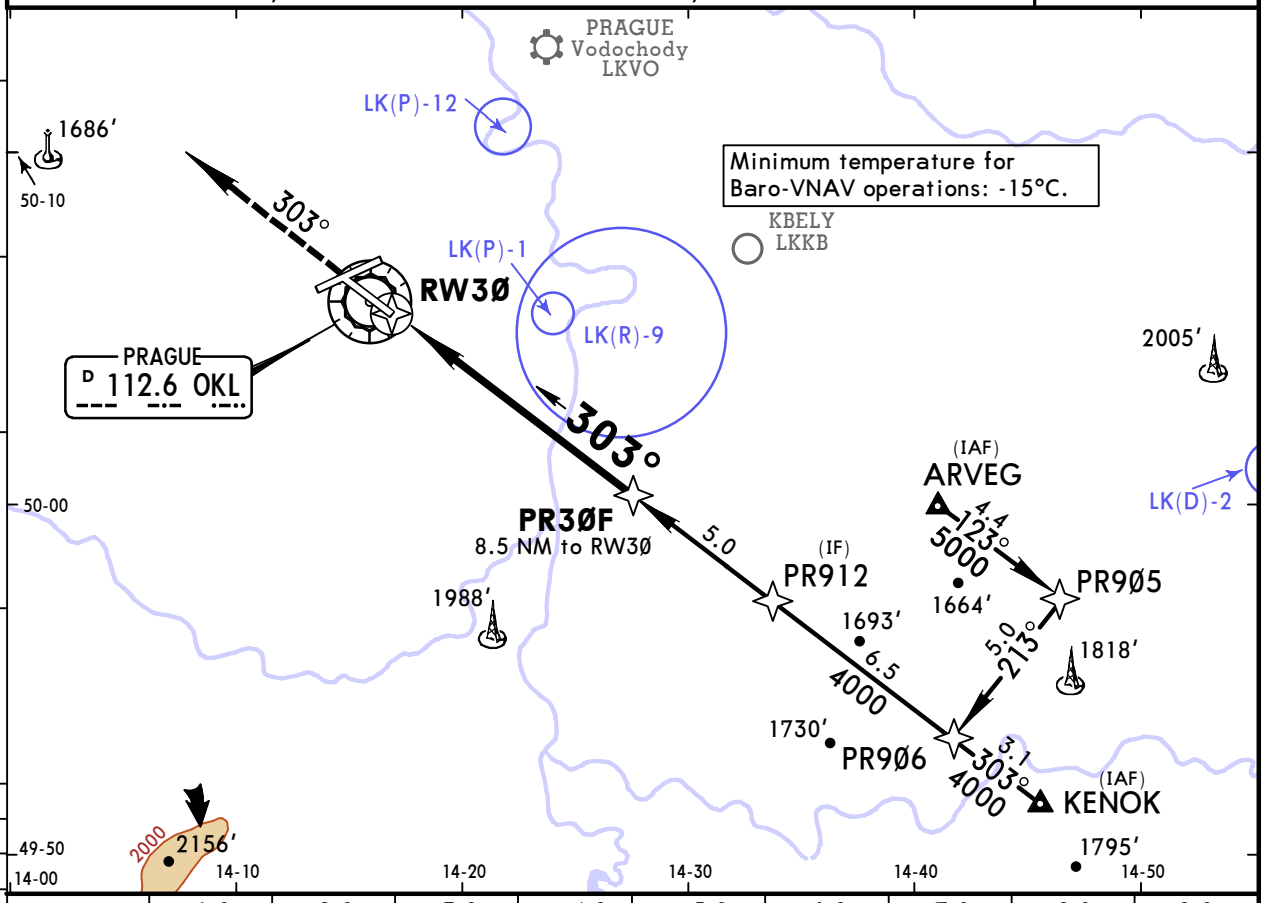
RNAV	Final Apch Crs	Procedure Alt	LNAV/VNAV DA(H)	Apt Elev / Rwy
	303°	PR30F 4000′ (2768′)	1516′ (284′)	Apt Elev 1234′ / Rwy 1232′

MISSED APCH: Climb on 303° to 4000′. Radar vectoring will be provided. **MISSED APCH WITH COMM FAILURE:** Climb on 303° to 4000′. At D10.0 turn RIGHT to VOR and climb to 5000′.

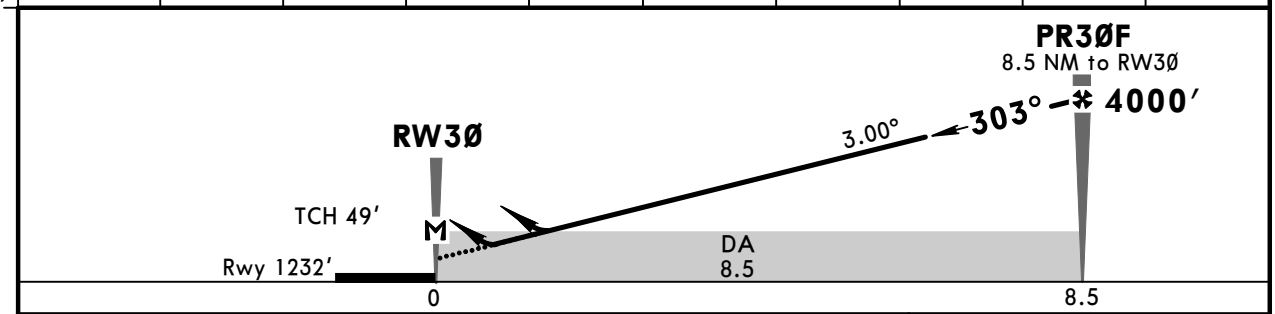
Alt Set: hPa | Rwy Elev: 44 hPa | Trans level: By ATC | Trans alt: 5000′



MSA OKL VOR



DIST to RW30	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
ALTITUDE	1600′	1920′	2240′	2550′	2870′	3190′	3510′	3830′	4150′



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

HIALS
PAPI
4000′ on 303°

PANS OPS

Standard STRAIGHT-IN LANDING RWY **30**

	LNAV/VNAV DA(H) 1516′ (284′)		LNAV CDFA DA/MDA(H) 1610′ (378′)		CIRCLE-TO-LAND Max Kts	MDA(H)	VIS
		ALS out		ALS out			
A	RVR 750m VIS 900m	1400m	RVR 1000m VIS 1200m	1500m	100	1650′ (416′)	1500m
B					135	1740′ (506′)	1600m
C				1700m	180	1870′ (636′) [1]	2400m
D			RVR 1200m VIS 1800m	RVR 1700m VIS 1800m	D	NOT AUTHORIZED	

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

CHANGES: Communication.

LKPR/PRG
RUZYNE

JEPPESEN
16 NOV 18 (13-1)

PRAGUE, CZECHIA
VOR Rwy 12

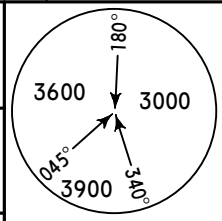
ATIS	PRAGUE Radar (APP)	*RUZYNE Radar (APP)	*RUZYNE Radar (INFO)	RUZYNE Tower	*Ground
122.160	120.530 127.580	119.010	118.310	134.560	121.910

BRIEFING STRIP ™

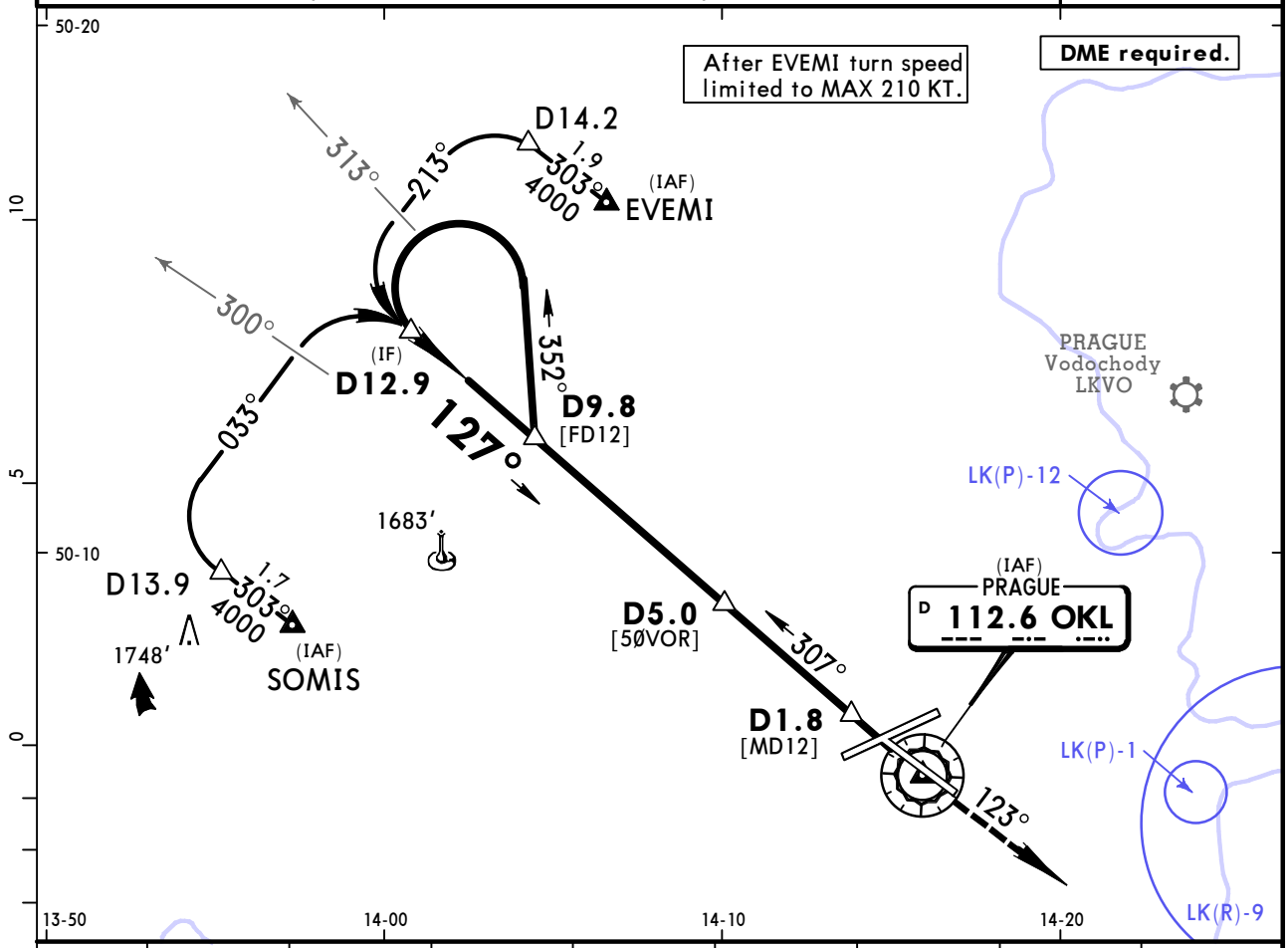
VOR OKL	Final Apch Crs	Procedure Alt D9.8	DA/MDA(H)	Apt Elev 1234′
112.6	127°	4000′(2840′)	1530′(370′)	Rwy 1160′

MISSED APCH: Climb on 123° to 4000′. Radar vectoring will be provided.
MISSED APCH WITH COMM FAILURE: Climb on 123° to 4000′. At D10.0 turn RIGHT to VOR and climb to 5000′.

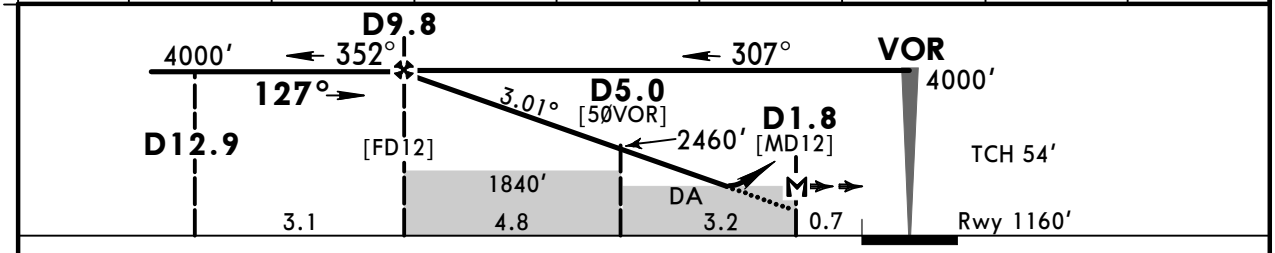
Alt Set: hPa | Rwy Elev: 42 hPa | Trans level: By ATC | Trans alt: 5000′



MSA OKL VOR



OKL DME	10.0	9.0	8.0	7.0	6.0	5.0	4.0	3.0
ALTITUDE	4050′	3730′	3420′	3100′	2780′	2460′	2140′	1820′



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

HIALS
PAPI
4000′ on 123°

PANS OPS

Standard STRAIGHT-IN LANDING RWY 12

CDFA
DA/MDA(H) 1530′ (370′)

		ALS out
A	RVR 1300m VIS 1500m	1500m
B	RVR 1300m VIS 1650m	RVR 1500m VIS 1650m
C	RVR 1300m VIS 1800m	RVR 1700m VIS 1800m
D	RVR 1400m VIS 2100m	RVR 1700m VIS 2100m

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1650′(416′)	1500m
135	1740′(506′)	1 1600m
180	1870′(636′)	2 2400m
D	NOT AUTHORIZED	

1 or higher straight-in minimums. 2 Not auth East of apt btn extended RCL 06/24 & 12/30.

CHANGES: Communication.

LKPR/PRG
RUZYNE

JEPPESEN
16 NOV 18 (13-2)

PRAGUE, CZECHIA
VOR Rwy 30

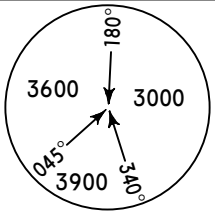
ATIS	PRAGUE Radar (APP)	*RUZYNE Radar (APP)	*RUZYNE Radar (INFO)	RUZYNE Tower	*Ground
122.160	120.530 127.580	119.010	118.310	134.560	121.910

BRIEFING STRIP

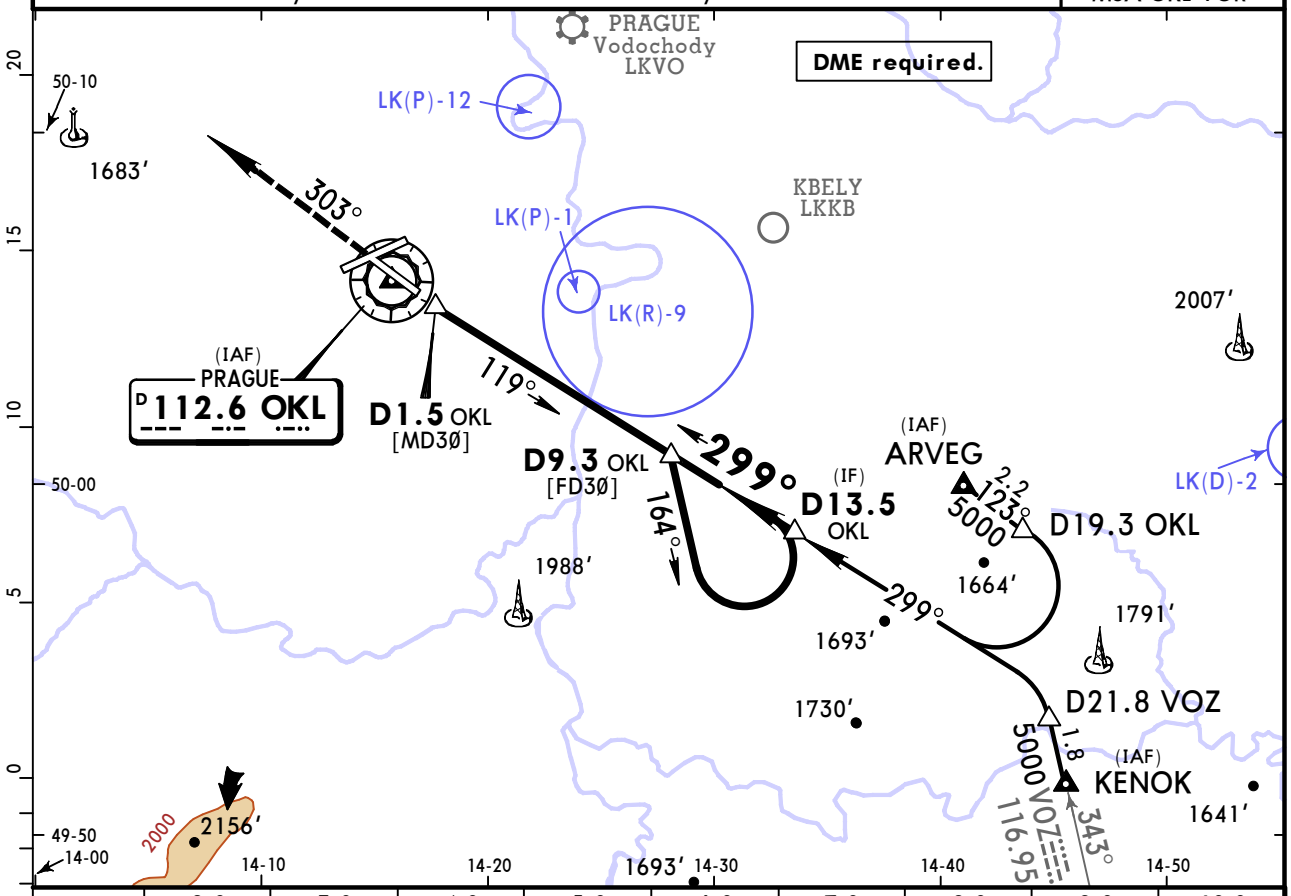
VOR OKL	Final Apch Crs	Procedure Alt	DA/MDA(H)	Apt Elev 1234′
112.6	299°	D9.3 OKL 4000′(2768′)	1630′(398′)	Rwy 1232′

MISSED APCH: Climb on 303° to 4000′. Radar vectoring will be provided.
MISSED APCH WITH COMM FAILURE: Climb on 303° to 4000′. At D10.0 OKL turn RIGHT to OKL VOR and climb to 5000′.

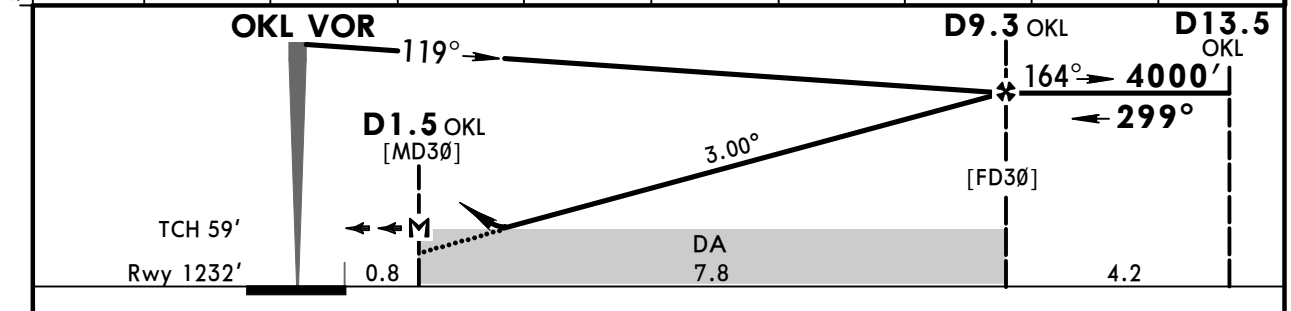
Alt Set: hPa | Rwy Elev: 44 hPa | Trans level: By ATC | Trans alt: 5000′



MSA OKL VOR



OKL DME	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0	10.0
ALTITUDE	1700′	2010′	2330′	2650′	2970′	3290′	3610′	3920′	4240′



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

HIALS
PAPI
4000′ on 303°

PANS OPS

Standard — STRAIGHT-IN LANDING RWY **30**

CDFA
DA/MDA(H) **1630′**(398′)

		ALS out
A	RVR 1100m VIS 1200m	1500m
B		
C		1800m
D	RVR 1200m VIS 1800m	

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1650′(416′)	1500m
135	1740′(506′)	1600m
180	1870′(636′)	1 2400m
D	NOT AUTHORIZED	

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

CHANGES: Communication.

LKPR/PRG
RUZYNE

JEPPESEN
16 NOV 18 (16-1)

PRAGUE, CZECHIA
NDB Rwy 06

BRIEFING STRIP

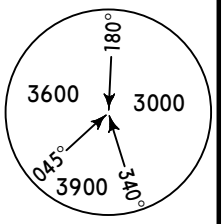
ATIS	PRAGUE Radar (APP)	*RUZYNE Radar (APP)	*RUZYNE Radar (INFO)	RUZYNE Tower	*Ground
122.160	120.530 127.580	119.010	118.310	134.560	121.910

Lctr	Final Apch Crs	Procedure Alt	DA/MDA(H)	Apt Elev 1234′
L		D8.8 PH		Rwy 1202′
372	061°	4000′ (2798′)	1600′ (398′)	

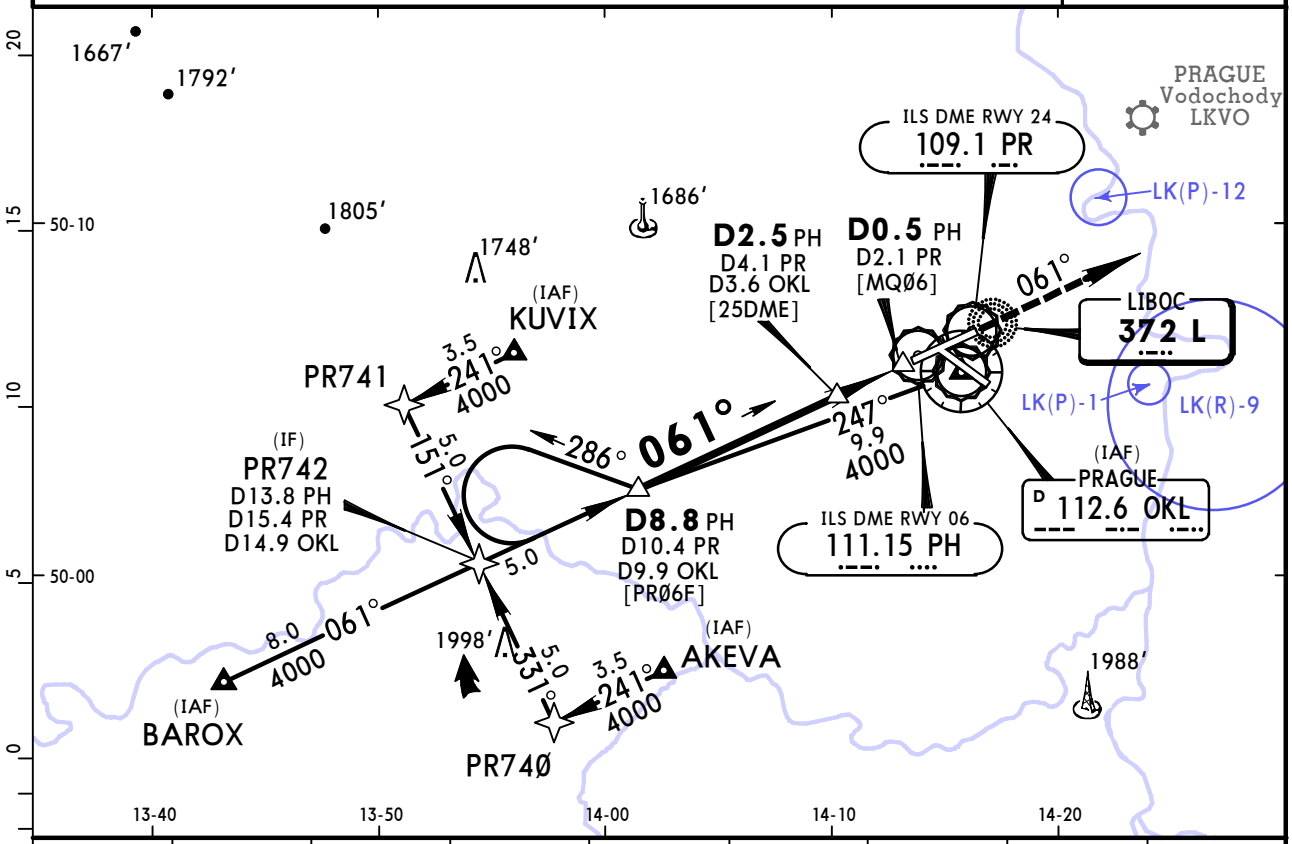
MISSED APCH: Climb on 061° to 4000′. Radar vectoring will be provided.
MISSED APCH WITH COMM FAILURE: Climb on 061° to 4000′. At D10.0 OKL turn LEFT to VOR and climb to 5000′.

Alt Set: hPa Rwy Elev: 43 hPa Trans level: By ATC Trans alt: 5000′

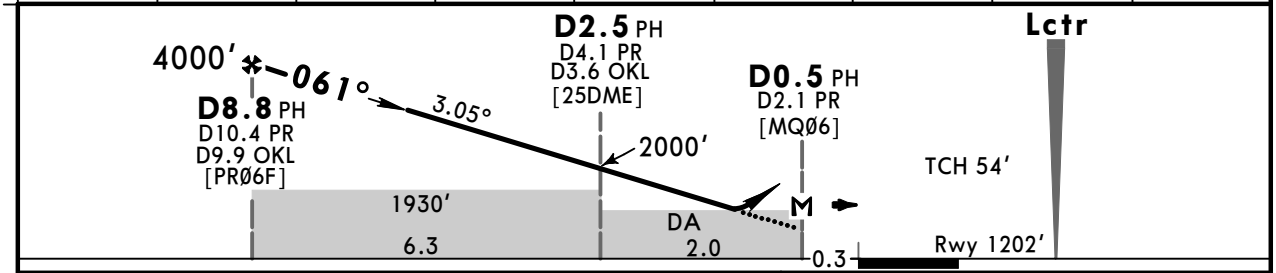
1. **DME required.** 2. Acft not equipped for RNAV-1 expect radar vectoring after IAF KUVIX and AKEVA.



MSA OKL VOR



PH DME	9.0	8.0	7.0	6.0	5.0	4.0	3.0	2.0
PR DME	10.6	9.6	8.6	7.6	6.6	5.6	4.6	3.6
ALTITUDE	4060′	3740′	3420′	3100′	2780′	2470′	2150′	1830′



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

HIALS
PAPI

4000′ on 061°

PANS OPS

Standard STRAIGHT-IN LANDING RWY **06**

CDFA

DA/MDA(H) **1600′** (398′)

			ALS out	Max Kts	MDA(H)	VIS
A	RVR 1400m	VIS 1500m	1500m	100	1650′ (416′)	1500m
B	RVR 1400m	VIS 1650m	RVR 1500m VIS 1650m	135	1740′ (506′)	1 1600m
C	RVR 1400m	VIS 1800m	1800m	180	1870′ (636′)	2 2400m
D	RVR 1400m	VIS 2100m	RVR 1800m VIS 2100m	D	NOT AUTHORIZED	

CIRCLE-TO-LAND

1 or higher straight-in minimums. 2 Not authorized East of apt between extended RCL 06/24 & 12/30.

CHANGES: Communication.

LKPR/PRG
RUZYNE

JEPPESEN
16 NOV 18 (16-2)

PRAGUE, CZECHIA
NDB Rwy 24

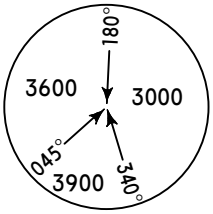
ATIS	PRAGUE Radar (APP)	*RUZYNE Radar (APP)	*RUZYNE Radar (INFO)	RUZYNE Tower	*Ground
122.160	120.530 127.580	119.010	118.310	134.560	121.910

BRIEFING STRIP

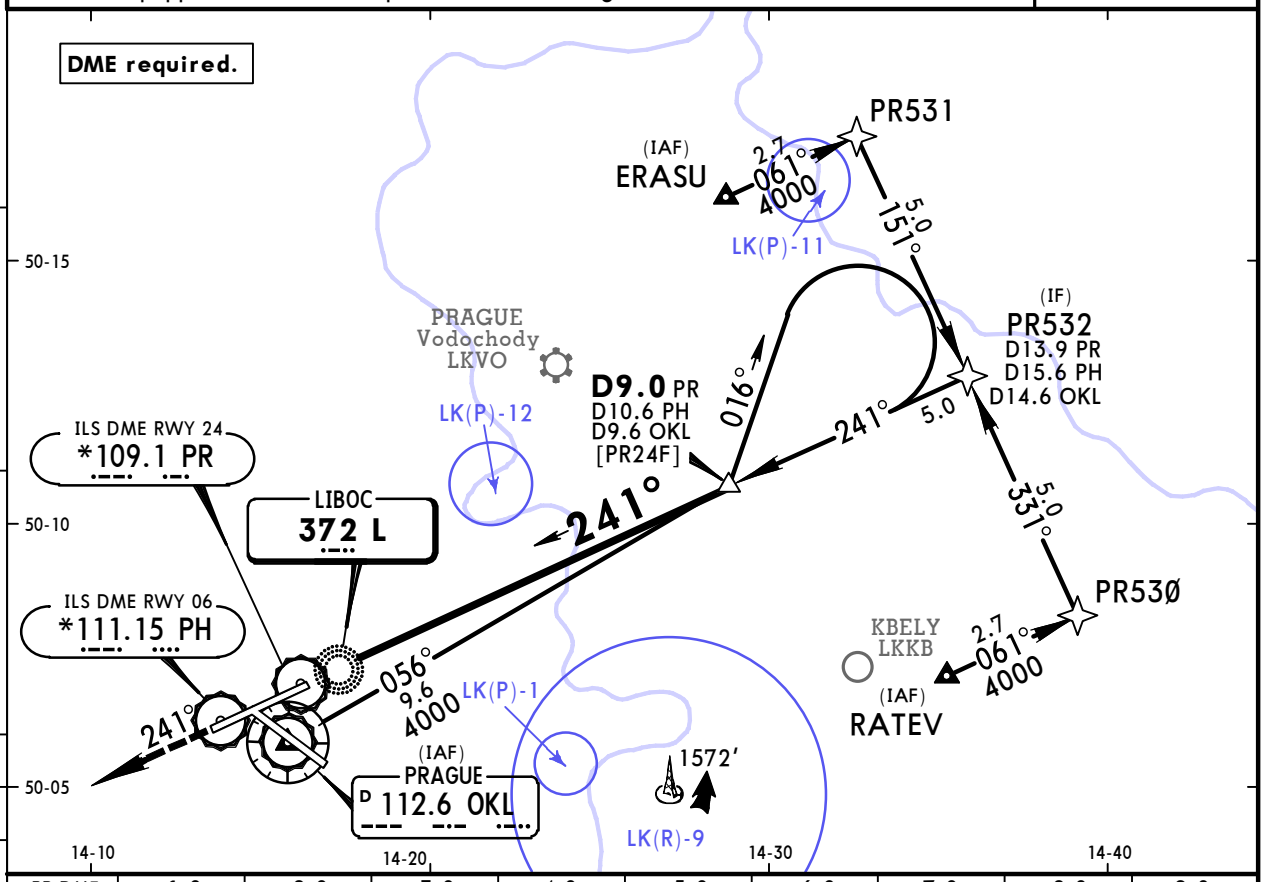
Lctr	Final Apch Crs	Procedure Alt	DA/MDA(H)	Apt Elev 1234′
L		D9.0 PR		Rwy 1158′
372	241°	4000′ (2842′)	1460′ (302′)	

MISSED APCH: Climb on 241° to 4000′. Radar vectoring will be provided.
MISSED APCH WITH COMM FAILURE: Climb on 241° to 4000′. At D10.0 OKL turn RIGHT to VOR and climb to 5000′.

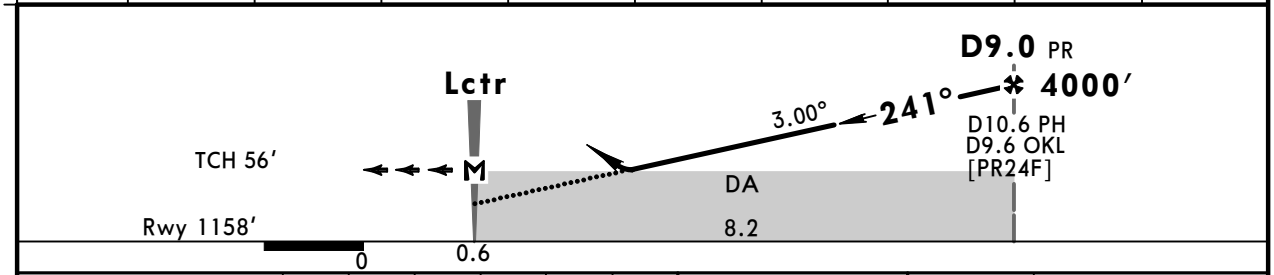
Alt Set: hPa Rwy Elev: 42 hPa Trans level: By ATC Trans alt: 5000′
Acft not equipped for RNAV-1 expect radar vectoring after IAF RATEV and ERASU.



MSA OKL VOR



PR DME	1.0	2.0	3.0	4.0	5.0	6.0	7.0	8.0	9.0
PH DME	2.6	3.6	4.6	5.6	6.6	7.6	8.6	9.6	10.6
OKL DME	1.8	2.8	3.7	4.7	5.7	6.7	7.7	8.6	9.6
ALTITUDE	1460′	1780′	2100′	2420′	2740′	3060′	3370′	3690′	4000′



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

ALSF-II
REIL
PAPI
4000′ on 241°

PANS OPS

Standard STRAIGHT-IN LANDING RWY 24

CDFA

DA/MDA(H) 1460′ (302′)

	ALS out
A	RVR 800m VIS 1200m
B	
C	1400m
D	RVR 1200m VIS 1800m

	RVR 1400m VIS 1800m

CIRCLE-TO-LAND

Max Kts	MDA(H)	VIS
100	1650′ (416′)	1500m
135	1740′ (506′)	1600m
180	1870′ (636′)	1 2400m
D	NOT AUTHORIZED	

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

CHANGES: Communication.

JEPPESEN
JeppView for Windows

Chart changes since cycle 05-2019

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

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
PRAGUE, (RUZYNE - LKPR)				
REV	AIRPORT BRIEFING (ARR)	10-1P4	15 Mar 2019	28 Mar 2019
REV	AIRPORT BRIEFING (ARR CON...	10-1P5	15 Mar 2019	28 Mar 2019
DEL	GOLOP 2P & 3R RNAV ARRS	10-2	15 Mar 2019	28 Mar 2019
ADD	GOLOP 3P & 4R RNAV ARRS	10-2	15 Mar 2019	28 Mar 2019
DEL	GOLOP 2S & 2T RNAV ARRS	10-2A	15 Mar 2019	28 Mar 2019
ADD	GOLOP 3S & 3T RNAV ARRS	10-2A	15 Mar 2019	28 Mar 2019
DEL	GOSEK 4P & 4R RNAV ARRS	10-2B	15 Mar 2019	28 Mar 2019
ADD	GOSEK 5P & 5R RNAV ARRS	10-2B	15 Mar 2019	28 Mar 2019
DEL	GOSEK 3S & 3T RNAV ARRS	10-2C	15 Mar 2019	28 Mar 2019
ADD	GOSEK 4S & 4T RNAV ARRS	10-2C	15 Mar 2019	28 Mar 2019
DEL	LOMKI 5P & 7R RNAV ARRS	10-2D	15 Mar 2019	28 Mar 2019
ADD	LOMKI 6P & 8R RNAV ARRS	10-2D	15 Mar 2019	28 Mar 2019
DEL	LOMKI 6S & 6T RNAV ARRS	10-2E	15 Mar 2019	28 Mar 2019
ADD	LOMKI 7S & 7T RNAV ARRS	10-2E	15 Mar 2019	28 Mar 2019
DEL	VLASIM 3P & 3R RNAV ARRS	10-2F	15 Mar 2019	28 Mar 2019
ADD	VLASIM 4P & 4R RNAV ARRS	10-2F	15 Mar 2019	28 Mar 2019
DEL	VLASIM 2S & 3T RNAV ARRS	10-2G	15 Mar 2019	28 Mar 2019
ADD	VLASIM 3S RNAV ARR	10-2G	15 Mar 2019	28 Mar 2019
ADD	VLASIM 4T RNAV ARR	10-2H	15 Mar 2019	28 Mar 2019
DEL	ARTUP 3A, 3E & 2M RNAV DE...	10-3	15 Mar 2019	28 Mar 2019
ADD	ARTUP 4A, 4E & 3M RNAV DE...	10-3	15 Mar 2019	28 Mar 2019
DEL	ARTUP 3B, 2H & 2N RNAV DE...	10-3A	15 Mar 2019	28 Mar 2019
ADD	ARTUP 4B, 3H & 3N RNAV DE...	10-3A	15 Mar 2019	28 Mar 2019
DEL	BALTU 3A, 4D & 5E RNAV DE...	10-3B	15 Mar 2019	28 Mar 2019
ADD	BALTU 4A, 5D & 6E RNAV DE...	10-3B	15 Mar 2019	28 Mar 2019
DEL	BALTU 3B & 3H RNAV DEPS	10-3C	15 Mar 2019	28 Mar 2019
ADD	BALTU 3B & 4H RNAV DEPS	10-3C	15 Mar 2019	28 Mar 2019
DEL	DOBEN 3A, 4D & 5E RNAV DE...	10-3D	15 Mar 2019	28 Mar 2019
ADD	DOBEN 3A, 5D & 6E RNAV DE...	10-3D	15 Mar 2019	28 Mar 2019
DEL	DOBEN 3B, 2G & 3H RNAV DE...	10-3E	15 Mar 2019	28 Mar 2019
ADD	DOBEN 4B, 3G & 4H RNAV DE...	10-3E	15 Mar 2019	28 Mar 2019
DEL	VENOX 3A, 5D, 3E & 2M RNA...	10-3F	15 Mar 2019	28 Mar 2019
ADD	VENOX 4A, 6D, 3E & 2M RNA...	10-3F	15 Mar 2019	28 Mar 2019
DEL	VENOX 2B, 2H & 2N RNAV DE...	10-3G	15 Mar 2019	28 Mar 2019
ADD	VENOX 3B, 3H & 3N RNAV DE...	10-3G	15 Mar 2019	28 Mar 2019
DEL	VOZICE 2A & 2M RNAV DEPS	10-3H	15 Mar 2019	28 Mar 2019
ADD	VOZICE 3A & 3M RNAV DEPS	10-3H	15 Mar 2019	28 Mar 2019
DEL	VOZICE 2D & 2E RNAV DEPS	10-3J	15 Mar 2019	28 Mar 2019
ADD	VOZICE 3D & 3E RNAV DEPS	10-3J	15 Mar 2019	28 Mar 2019
DEL	VOZICE 2B & 2N RNAV DEPS	10-3K	15 Mar 2019	28 Mar 2019
ADD	VOZICE 3B & 3N RNAV DEPS	10-3K	15 Mar 2019	28 Mar 2019
DEL	VOZICE 3G, 3H, 2K & 2Q RN...	10-3L	15 Mar 2019	28 Mar 2019
ADD	VOZICE 4G, 3H, 3K & 3Q RN...	10-3L	15 Mar 2019	28 Mar 2019
REV	OMNIDIRECTIONAL & VISUAL ...	10-3M	15 Mar 2019	28 Mar 2019
REV	NOISE ABATEMENT (DIAGRAM)	10-4	15 Mar 2019	28 Mar 2019

TERMINAL CHART CHANGE NOTICES

Chart Change Notices for Airport LKPR

Type: Terminal
Effectivity: Temporary
Begin Date: 20190307
End Date: 20190509

Construction works on airport (based on SUP 003/19). Refer to temporary charts 10-8 and 10-8A and latest NOTAMs.

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: 20190519

(11-3) ILS Rwy 24 DA/MDA(H) for LOC raised to 1480' (322') minimums changed: ALS out for CAT A&B&C 1500m, for CAT D RVR 1500m VIS 1800m. (16-2) NDB Rwy 24 DA/MDA(H) raised to 1500' (342') minimums changed: for CAT A&B&C RVR 900m VIS 1200m, CAT D RVR 1200m VIS 1800m, ALS out for CAT A&B 1500m, CAT C 1600m, CAT D RVR 1600m VIS 1800m.