Prague Ruzyne Airport

IATA/ICAO CODE:	PRG/LKPR
CITY:	Prague
COUNTRY:	Czech Republic

AIRPORT CONTACT

Information updated by the airport 3/2011

Name:	Ing. Jan Kadlec	Ing. Eva Rihova
Title:	Operations Department Manager	Environmental Department Manager
Airport:	Prague Ruzyne Airport	Prague Ruzyne Airport
Address:	Czech Airports Authority Prague Ruzyne Airport 160 08 Prague 6 Czech Republic	Czech Airports Authority Prague Ruzyne Airport 160 08 Prague 6 Czech Republic
Phone:	+420 2 2011 1840	+420 2 2011 2343
Fax:	+420 2 2011 1954	+420 2 2011 1954
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Airport Web Site: www.prg.aero

ELEVATION: 1247 ft.

RUNWAY INFORMATION				
Orientation	Length (m)	Displaced Threshold (ft)	Glide Slope(deg)	Width (m)
06/24	3715	-	3	45
13/31	3250	-	3	45

NOISE ABATEMENT PROCEDURES

(Note: also read airport curfews and preferential runway information)

2.21.3 Arrivals

2.21.3.1 Visual approach

2.21.3.1.1 Visual approaches to RWY 24 from southern side of extended centre line of the RWY are prohibited.

2.21.3.1.2 From 2100 (2000) to 0500 (0400) visual approaches are prohibited.

2.21.3.1.3 The exceptions from items 2.21.3.1.1 and 2.21.3.1.2:
- aircraft in emergency;
- flights for human life saving;
- flights for search and rescue;
- aircraft of Civil Aviation Authority executing state supervision;
- systems for other ways of approach are out of service;
- wind shear is reported or forecasted or significant weather phenomena (e.g. thunderstorms) which could affect other ways of approach are expected;
- procedure is requested by pilot-in-command for reasons of safety flight execution.

2.21.3.1.4 An aircraft performing visual approach to RWY 06, 13 and 24 shall not descend below 2500 ft / 762 m AMSL before establishing on extended centre line of RWY.

2.21.3.1.5 An aircraft performing visual approach to RWY 31 shall not descent below 3500 ft / 1067 m AMSL before establishing on extended centre line of RWY.

2.21.3.1.6 Descent gradient of final approach track shall not be less than 3° (5,2%).

2.21.3.1.7 The special charge according to GEN 4.1.1.6 is accounted for provable breach of any provision of paragraph 2.22.3.1.

GEN 4.1.1.6
4.1.1.6 Special charge for the breach of noise abatement procedures - airport Praha/Ruzyne
4.1.1.6.1 If the aircraft operator provably breaks the noise abatement procedures according to LKPR AD 2.21.3.1 Visual approach, the special charge for the breach of noise abatement procedures in the amount of 500 EUR for each individual case will be charged to him.

2.21.3.2 Other ways of approach

2.21.3.2.1 Procedures for IFR flights are in 2.22.3 AIP CR AD 2 LKPR.

2.21.3.2.2 Descend gradient for non-precision instrument approach and precision instrument approach shall not be less than gradient published in INSTRUMENT APPROACH CHART for aerodrome Praha/Ruzyne.

2.21.3.2.3 From 2100 (2000) to 0500 (0400) the aircraft performing instrument approach can descend below 4000 ft AMSL after passing FAF of corresponding RWY and contemporaneously must be established on final approach track.

2.21.4 Departures

2.21.4.1 After lift-off climb with maximum climb gradient considering flight safety.

2.21.4.2 RWY 06, RWY 24, RWY 31

2.21.4.2.1 From 0500 (0400) to 2100 (2000) deviation from SIDs or from the RWY heading during a departure given by ATC service is not possible until passing altitude 3200 ft/ 980 m AMSL.

2.21.4.2.2 From 2100 (2000) to 0500 (0400) deviation from SIDs or from the RWY heading during a departure given by ATC service is not possible until passing altitude 5000 ft/ 1530 m AMSL.

2.21.4.2.3 Necessity to provide separation minima between aircraft in flight and/or flight safety with regard to significant meteorological phenomena or bird hazard are exemted.
2.21.4.3 RWY 13

2.21.4.3.1 Deviation from SIDs or from the RWY heading during adeparture given by ATC service, is possible after passing distance 10 NM DME OKL, except cases of providing separation minimabetween aircraft in flight and/or flight safety with regard to significanmeteorological phenomena or bird hazard.

2.21.4.4 Jet aircraft departure procedure:

from take-off to 2700ft/820m AMSL	Take-off power Take-off flaps Climb at V2 + 10 kt (or as limited by body angle)
at 2700ft/820m AMSL	Reduce engine thrust to not less than climb power thrust
from 2700ft/820m to 4200ft/1280m AMSL	Climb at V2 + 10 kt (or as limited by body angle)
above 4200ft/1280m AMSL	Normal speed and en-route climb configuration.

CONTINUOUS DESCENT ARRIVAL (CDA) - NONE

AIRPORT CURFEWS

2.21.1.1 Aircraft certified in accordance with ICAO Annex 16/I, Part II, Chapter 2 or aircraft without certification in accordance with ICAO Annex 16/I, Part II

2.21.1.1.1 Take-offs and landings are not permitted.

2.21.1.2 Jet aircraft certified in accordance with ICAO Annex 16/I, Part II, Chapter 3 and propeller-driven aircraft certified in accordance with ICAO Annex 16/I, Part II, Chapter 5

2.21.1.2.1 Take-offs and landings of aircraft with MTOW more than 45 t, except aircraft included in Bonus list, are not permitted from 2100 (2000) to 0500 (0400).

2.21.1.2.1.1 For aircraft included in Bonus list, take-offs and landings from 2100 (2000) to 0500 (0400) are permitted only within the scope of noise quota for night operations. Moreover the aircraft shall meet criteria for inclusion to noise category 1 or 2 according to GEN 4.1.1.4. If the aircraft does not meet criteria for noise category 1 or 2 noise charge rate will be determined according to GEN 4.1.1.4.4.

2.21.1.2.2 Take-offs and landings of aircraft with MTOW less or equal to 45 t are permitted only from 2100 (2000) to 0500 (0400) within the scope of noise quota for night operations providing that they meet criteria for inclusion to noise category 1 or 2 in accordance with GEN 4.1.1.4. If the aircraft does not meet criteria for noise category 1 or 2 noise charge rate will be determined according to GEN 4.1.1.4.4.

2.21.1.2.3 Only the aerodrome operator can decide inclusion of new type of aircraft to bonus list based on aircraft operator request. The aircraft operator shall append the documents according to GEN 4.1.1.4 to the request. The request shall be send to address according to GEN 4.1.1.4.5.
BONUS LIST (aircraft according to IATA code)
141, 142, 143, 146, 14F, 14X, 14Y, 14Z, 318, 319, 320, 321, 330, 332, 333, 340, 342, 343, 345, 346, 733, 734, 735, 736, 738, 739, 73G, 73H, 73J, 73W, 752, 753, 75F, 763, 777, 772, 773, AB6, AR1, AR7, AR8, ARJ.

2.21.1.3 Delayed arrivals and departures

2.21.1.3.1 Delayed departures and arrivals of aircraft are permitted till 2200 (2100).

2.21.1.3.2 Delayed departures and arrivals of aircraft in accordance with 2.21.1.2.1.1 and

2.21.1.2.2 are permitted without restriction.

2.21.1.4 The rules for night flight restrictions do not apply to:

- search and rescue flights;
- landings of aircraft for safety reasons, due to failure or adverse meteorological conditions;
- flights of the Civil Aviation Authority for state inspections;
- flights of aircraft on police duty on their missions;
- flights of aircraft of the Czech Air Force for the purposes of transport of constitutional officials;
- flights for human life saving;
- humanitarian flights in case of risk of delay

2.21.1.5 The training flights are not permitted from 2100 to 0500 (2000-0400) at the AD LKPR.

PREFERENTIAL RUNWAYS

2.21.2.1 RWY 06/24

Departures and arrivals of aircraft are allowed without restriction. If RWY 06 as wel as RWY 24 can be used usage of RWY 24 is prefered.

2.21.2.2 RWY 13

2.21.2.2.1 Departures and arrivals of aircraft are prohibited in time from 2100 to 2300 (2000-2200) with the exception according to 2.21.2.5.1.

2.21.2.2.2 Departures and arrivals of aircraft are prohibited in time from 2300 to 0400 (2200-0300) with the exception according to 2.21.2.5.2.

2.21.2.2.3 Departures and arrivals of aircraft are prohibited in time from 0400 to 0500 (0300-0400) with the exception according to 2.21.2.5.1.

2.21.2.2.4 In time from 0500 to 2100 (0400-2000) departures of jet aircraft with MTOW more than 7 t are prohibited with the exception according to 2.21.2.5.1. Departures of propeller aircraft are allowed without restriction. Arrivals of aircraft are allowed without restriction.

2.21.2.3 RWY 31

2.21.2.3.1 Departures and arrivals of aircraft are prohibited in time from 2100 to 2300 (2000-2200) with the exception according to 2.21.2.5.1.

2.21.2.3.2 Departures and arrivals of aircraft are prohibited in time from 2300 to 0400 (2200-0300) with the exception according to 2.21.2.5.2.

2.21.2.3.3 Departures and arrivals of aircraft are prohibited in time from 0400 to 0500 (0300-0400) with the exception according to 2.21.2.5.1.

2.21.2.3.4 In time from 0500 to 2100 (0400-2000) arrivals of aircraft with MTOW more than 7 t are prohibited with the exception according to 2.21.2.5.1. Departures of aircraft are allowed without restriction.

2.21.2.4 RWY 04/22

RWY is closed for departure and arrival. Taxiing and parking of aircraft is allowed.

2.21.2.5 Exceptions

2.21.2.5.1 Items 2.21.2.2.1, 2.21.2.2.3, 2.21.2.2.4, 2.21.2.3.1, 2.21.2.3.3 and 2.21.2.3.4 are not obtained in case of:

- RWY 06 or RWY 24 is out of service;
- the conditions on surface of RWY 06 or RWY 24 are affected adversely by contamination and brake effect is worse than good;
- precision approach system on RWY 06 or RWY 24 is unserviceable when P-VIS is 5000 m and less and/or CLD BASE is 1000 ft and less;
- cross-wind component including gusts toward RWY 06 or RWY 24 exceed 15 kt;
- wind shear is reported or forecast or there are expected significant meteorological phenomenons (for example storms), which could influence the approach or departure from RWY 06 or RWY 24;

- flights for human life saving;
- aircraft in emergency;
- aircraft of Civil Aviation Authority conducting a state supervision;
- RWY is requested by pilot-in-command by reason of flight safety

2.21.2.5.2 Items 2.21.2.2.2 and 2.21.2.3.2 are not obtained
in case of:
- flights for human life saving;
- flights for search and rescue;
- aircraft in emergency;
- RWY 06/24 is unserviceable due to emergency conditions
- RWY is requested by pilot-in-command by reason of flight safety

- aircraft of Civil Aviation Authority conducting a state supervision.

OPERATING QUOTA - see AIRPORT CURFEWS

ENGINE RUN-UP RESTRICTIONS

2.21.6 Engine Test Runs

2.21.6.1 Engine test runs in other than idle run-up are not permitted from 2100 to 0500 (2000-0400).

2.21.6.2 Exception from paragraph 2.21.6.1 is related to engine test runs carried out in important cases for aircraft the departure of which is planned in the night or morning hours. In such cases engine test runs can be carried out in other than idle run-up from 2100 to 2200 (2000-2100) and from 0400 to 0500 (0300-0400).

2.21.6.3 Engine test runs shall be carried out on the places designated by aerodrome operator only

2.21.5 Reverse Thrust

2.21.5.1 Reverse thrust other than idle thrust shall only be used in the time from 2100-0500(2000-0400) as far as necessary due to safety reasons.

APU OPERATING RESTRICTIONS

2.21.7 RESTRICTION OF AUXILIARY POWER UNIT (APU) USAGE

2.21.7.1 Forthwith after stopping on stand (at the latest 5 minute after stopping) an external

power source 400 Hz shall be connected to an aircraft and APU shall be switched off.

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

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

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

NOISE BUDGET RESTRICTIONS - NONE

NOISE SURCHARGE

4.1.1.4 **Noise charges** - Praha/Ruzyně airport

4.1.1.4.1 Basis for calculation of noise charge is noise category and aircraft MTOW according to Certificate of Airworthiness or Noise certificate of aircraft

Noise charge is applied only to aircraft with MTOW over 9 tons.

If the condition according to Certificate of Airworthiness or Noise certificate of aircraft is not met, the table value according to aircraft type used and wording according to 4.1.1.4.5 will be taken.

4.1.1.4.2 Aircraft are assigned to the noise category according to the following criteria related to the limits of ICAO Annex 16/I, Part II.

4.1.1.4.2.1 Aircraft certified according Chapter 3, 4 and 5 or
2 - 2.4.2.

The difference are calculated by substraction of noise level values given in noise certificate from noise limit according the appropriate chapter of part II of ICAO Annex 16/I. Aircraft is included into respective noise category according to the accrued difference in accordance with Chapter 4. In the case, that in some point the noise level is over the limit of the appropriate chapter of part II of ICAO Annex 16/I, aircraft is included into next higher noise category.

Category 1	– the accrued difference 15 EPNdB or more
Category 2	– the accrued difference from 10 to 14,9 EPNdB
Category 3	– the accrued difference from 5 to 9,9 EPNdB
Category 4	– the accrued difference from 0 to 4,9 EPNdB
Category 5	– the accrued difference less than 0 EPNdB or aircraft certified according to Chapter 2 - 2.4.1.

4.1.1.4.3 Rate per tonne (including tonne initiated) of the MTOW:

Category 1	CZK 5.50 per tonne
Category 2	CZK 11.50 per tonne
Category 3	CZK 28.50 per tonne
Category 4	CZK 57.00 per tonne

Category 5	CZK 114.00 per tonne
*Rate per tonne (including tonne initiated) of the maximum take-off weight:	

4.1.1.4.4 Flight of aircraft included in category 3, 4 or 5 in period from 2100 (2000) to 0500 (0400) will be charged three times the rate for the given noise category.

4.1.1.4.5 If the aircraft operator does not submit one of the required documents for noise category calculation according to 4.1.1.4.1 to the aerodrome operator (Data Management department) in written form before aircraft departure at the latest (if it is not stipulated otherwise), extra noise charge 50 EUR per 1 t of aircraft MTOW will be charged to the aircraft operator.

Prague Airport - Data Management
K letisti 6/1019
160 08 Praha 6, Ruzyne
+420 220 115 325
Email: certificates@prg.aero

4.1.1.5 Exemptions

Flights of the following aircraft are not subject to the charges:

– aircraft returning due to weather, mechanical or radio failure to the aerodrome of departure and aircraft which have executed a forced or emergency landing.
– flights performed exclusively for the transport of Royalty, Heads of State and Government, Ministers on official missions;
– search and rescue flights authorised by a competent RCC body,
– aircraft carrying out flights of air rescue services including secondary and repatriation flights and flights directly connected with human life rescue;
– flights of the Civil Aviation Authority;

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	1997	Public promise of General Director of Czech Airports Authority for realization of Sound Insulation
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	1998 start of program	Program of Sound Insulation, Stocktakings of homes, hotels, schools and others
	1998-2010	Sound Insulation completed for 2 nursery school, 3 basic school, 1 health centre, 3003 houses
Avigation Easements	-	N/A
Zoning Laws	1998	No new housing in the 75 dB and above LAeq contour. New buildings/houses within the 65 dB contour only with specific Sound Insulation
Real Estate/Property Disclosure Laws	-	N/A

Acquire Land for Noise Compatibility to date	-	N/A
Population within each noise contour level relative to aircraft operations	2005	10,200 (65 dB- 75 dB LAeq) 520 (75 dB LAeq and above) There is no current data
Airport Noise Contour Overlay Maps	2009	Contour 1 Contour 2
Total Cost of Noise Mitigation Programs to Date	1998-2010	26,1 mil Euro for Insulation Program
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-Noise charges Praha - Ruzyne Airport AIP CR LKPR,GEN 4.1

NOISE MONITORING SYSTEM

2.21.8.1 Continuous measurement of aircraft noise and flight routes monitoring is carried out in CTR Ruzyne. The noise is measured by thirteen fixed stations and two mobile stations. The results from the monitoring system are made available at www.prg.aero.

Map of the Noise Monitoring System with locations and noise protection zone.

Map of the Noise Monitor System with geographic coordinates of monitoring stations

FLIGHT TRACK MONITORING SYSTEM

See information under noise monitoring system.

NOISE LEVEL LIMITS

Praha Ruzyne Airport surrounding area has been declared Protective Noise Zone. The noise limits are as follows: isophone L Aeq = 60 dB for day (LAeq = 50 dB for night). This area is eligible for anti-noise measures undertaken by the CAA. The air traffic noise relieve investment between 1998 and 2010 reached the total sum of 26,1 mil. Euro.

CHAPTER 2 RESTRICTIONS

Chapter 2 airplanes >75,000 lbs are banned from operating at airports in EU Member States as of April 1, 2002.

CHAPTER 2 PHASEOUT

As from 1 April 2002 all civil subsonic jet aeroplanes >75,000 lbs operating at aerodromes of the Czech Republic shall comply with the standards specified in Part II, Chapter 3, Volume 1 of Annex 16 in accordance with EU Council Directive 92/14/EEC.

The Ministry of Transport of the Czech republic may permit the use of Chapter 2 aircraft on an ad hoc basis, i.e. for specific individual flights, identified by date and time, for a limited period.

CHAPTER 3 RESTRICTIONS

See information under Airport Curfew